

NEW MEXICO

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Jan 10, 2017

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The New Mexico State Police Commercial Vehicle Enforcement Bureau, of the New Mexico Department of Public Safety is the lead MCSAP agency within the State of New Mexico. The mission of the New Mexico State Police Commercial Vehicle Enforcement Bureau (CVEB) is to promote safety on New Mexico highways by providing law enforcement traffic services to the motoring public, to ensure the safe and legal operation of commercial motor vehicles, and to prevent the introduction of illicit contraband into New Mexico while facilitating trade. In addition, the CVEB also provides education and guidance to carriers through an established New Entrant Unit. As New Mexico is located on the international border with Mexico, the CVEB also has a robust Border Enforcement focus program.

This mission is accomplished by enforcing the State Criminal Code, the Motor Transportation Act, the Motor Vehicle Code and additional federal/state commercial motor vehicle safety regulations as adopted in the New Mexico Administrative Code. The mission for NMSP-CVEB is supported by the Motor Carrier Safety Assistance Program, utilizing the Commercial Vehicle Safety Plan as the foundation for staff to meet the requirements for grant eligibility.

As the lead agency in commercial vehicle enforcement, the NMSP-CVEB staff includes 26.5 MCSAP FTE eligible employees who are fully funded by the grant. This mission is further supported by enhanced radiological inspections of all Waste Isolation Pilot Project (WIPP) shipments originating in or entering into the state, as well as inspections of all HRCQ-highway route control quantities of hazardous materials. Public outreach and education is attained through town hall meetings as well as carrier safety briefings and education. These are intended to enhance the purpose and mission of the Commercial Vehicle Enforcement Bureau by providing awareness and obtaining voluntary carrier compliance.

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The New Mexico State Police is comprised of a Uniformed Patrol Services Bureau, an Investigations Bureau, Training and Recruiting Bureau, Special Operations Bureau, and the Commercial Vehicle Enforcement Bureau (CVEB). These bureaus work together to provide the highest quality of complete law enforcement services to the State of New Mexico. Each bureau's specialty focus is utilized to enhance the statewide police service and presence. These additional bureaus provide supplemental support functions such as highway patrol, commercial vehicle traffic enforcement, support, air craft capability, investigation services, motorcycle traffic enforcement units, and traffic crash reconstruction services among other services that are available to enhance the functions of the CVEB. By having these bureaus in one department, the CVEB benefits from having the officers of the Uniformed Patrol Services Bureau also patrolling alongside the officers of the CVEB, thus increasing highway patrol presence, deterrence, and an overall improvement in traffic safety outcomes on New Mexico highways.

The CVEB is the lead agency for commercial motor vehicle safety enforcement within the State of New Mexico. The CVEB currently employs one hundred-eight (108) police officers and seventy-one (71) Transportation Inspectors, all of whom are CVSA Certified Inspectors conducting various levels of Driver/Vehicle Inspections.

The New Mexico State Police Patrol Uniform Bureau (NMSP) is responsible for highway patrol activities in addition to providing law enforcement services to the rural and unincorporated portions of the state. The NMSP Uniform Bureau currently has 13 Patrol Officers certified to conduct various levels of Driver and Vehicle Safety Inspections.

The CVEB is comprised of the following:

Twelve (12) geographical districts with six (6) major ports-of-entry that operate on a continuous 24 hours per day basis. These major ports of entry are strategically placed at or in close proximity to the state lines as listed below. There are six (6) additional ports of entry which are operational on a reduced hours of operation basis.

The major ports-of-entry are strategically located at or in close proximity to the state lines as follows:

North Interstate 25: Located near Raton, NM, mile marker 460, at the New Mexico/Colorado border.

Interstate 10 (two locations): 1) Located near Anthony, NM, mile marker 159, which junctions with the southern end of I25 in New Mexico; and 2) one facility in Lordsburg, NM, mile marker 24, near the New Mexico/Arizona border.

Interstate 40 (two locations): 1) Located near San Jon, NM, mile marker 357, close to the New Mexico/Texas border; and 2) one facility near Gallup, NM, mile marker 12 close to the New Mexico/Arizona border.

Santa Teresa Port of Entry, 6910 BiNational Highway, Santa Teresa, NM. This is primarily an international border Port of Entry, located near the United States/Mexico border.

CVEB also operates six (6) additional ports of entry which function on a reduced hours of operation basis.

The CVEB is managed by the Office of the State Police Chief through his assigned staff of one (1) deputy Chief and Two (2) Majors. Each district is then managed by a Captain and a supporting staff of Lieutenants, Port Managers, Sergeants, Port Supervisors, Patrol Officers, Transportation Inspectors, and Port Revenue Agents.

The CVEB also operates and manages the statewide oversize/overweight permit offices, Compliance Review and New Entrant programs, WIPP and HRCQ Level VI Inspection program, and State Enforcement Plan (FHWA).

The CVEB continues to lead the country in the use of stationary and roadside technologies to enhance their duties. Stationary license plate reader technology is being utilized at five (5) major ports of entry to verify compliance of carriers in areas ranging from the identification of Out of Service Carriers to road use tax compliance. CVEB also utilizes roadside virtual inspection stations to screen carriers for inspection purposes. These technologies increase safety inspection efficiency while promoting the safe and efficient movement of commerce.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

In reference to roadside access to alcohol detection and measuring equipment, the remote breath testers (RBT's) are not currently in use as they have not been court approved for use by roadside officers within the state of New Mexico. Breath testers are readily accessible and available within multiple locations throughout the state and in each of the twelve districts.

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities
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Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

- 1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).*
- 2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.*
- 3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.*
- 4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.*
- 5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.*

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	43	0.16	0.16
01/01/2014	12/31/2014	56	0.16	0.12
01/01/2013	12/31/2013	51	0.16	0.17
01/01/2012	12/31/2012	37	0.16	0.20
01/01/2011	12/31/2011	47	0.16	0.18

Enter the source and capture date of the data listed in the table above:

FMCSA A&I Large Vehicle Crash analysis as of 06/09/2016.

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

Problems Encountered: One of the challenges faced by NMSP-CVEB during this rating period was filling vacancies within high crash zone areas. The areas identified as high crash corridors were addressed by the District Commanders. First by identifying the problem areas, then addressing those through special operations and patrol saturations to address the identified area. To address areas where there are vacancies within the bureau, commanders have focused their enforcement daily activities to include roadside inspection operations, saturation patrols, and daily patrol assignments within those areas to minimize the effects of vacancies within.

Response to Problems: The Bureau will continue to task field commanders with creatively addressing the problem areas through targeting behaviors that contribute to commercial vehicle crashes. Also, in support of the mission to reduce crash rates across the state, NMSP-Uniform Patrol Bureau have trained and certified 13 officers in the various North American Standard inspection courses. This supplement to staff has greatly assisted as a force multiplier and provided much needed assistance in areas affected by high crash rates as well as provided additional manpower to schedules that were lacking in manpower resources.

Lessons Learned: NMSP-CVEB has learned that actively and aggressively focusing enforcement activities in the high crash rate areas minimized the effects of staff vacancies as noted in previous rating periods. To support the efforts in the high crash rate areas NMSP-CVEB will continue to recruit and train personnel to fill the vacancies where problem areas occur. Over the last 10 year average, NMSP-CVEB has achieved a 46% reduction in CMV fatal and serious injury crashes.

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatal Crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	0	0	0
01/01/2014	12/31/2014	2	0	2
01/01/2013	12/31/2013	3	0	3
01/01/2012	12/31/2012	0	0	0
01/01/2011	12/31/2011	1	0	1

Enter the source and capture date of the data listed in the table above:

FMCSA A&I Crash Statistics Summary Fatal Bus Crash as of 07/07/2016

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

New Mexico has experienced a low motor coach/passenger vehicle crash rate in recent years. The NMSP-CVEB has taken a proactive approach to passenger carrier safety in light of recent high profile passenger bus crashes across the nation.

Proactive actions include compliance reviews and vehicle inspections at motor coach carrier facilities. In recent years motor coach vehicle inspections have been restricted while loaded with passengers. In response to this Commanders have planned operations to inspect passenger vehicles at destination locations for special events across New Mexico. NMSP-CVE and Federal Motor Carrier conducted operating strike forces July 18th-22nd and 25th -29th, 2016.

In support of this effort, the Bureau has planned special operations focused on origin or destination inspections of passenger vehicles as planned for the 2016 Albuquerque International Balloon Fiesta which will take place in October, 2016. NMSP-CVEB anticipates performing thirty-five (35) inspections and designating one hundred-sixty (160) man hours to the 2016 International Balloon Fiesta.

The Albuquerque International Balloon Fiesta is an event that involves thousands of spectators gathering at the 7 day event, many of whom travel to and from the event via motor coach. The event managers have partnered with NMSP-CVEB in order to enhance and promote safety by allowing motor coach inspections to be performed at the event in designated areas. Since the event location is considered as a destination location inspections of motor coaches do not involve passengers.

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: Actual # Fatal Crashes

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	2	0	2
01/01/2014	12/31/2014	1	0	1
01/01/2013	12/31/2013	4	0	4
01/01/2012	12/31/2012	0	0	0
01/01/2011	12/31/2011	0	0	0

Enter the source and capture date of the data listed in the table above:

MCMIS Fatal Hazardous Material Crash Table 07/07/2016.

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

New Mexico is experiencing a low hazardous materials crash rate in part by the active traffic enforcement operations and daily inspection activities carried out by Transportation Inspectors at fixed port of entry facilities, and a high compliance rate for hazardous material carriers. Focused patrol activities on the identification and interdiction of driver behaviors which contribute to crashes are key factors that have assisted in maintaining low hazardous materials crashes in New Mexico.

The high crash corridors/areas within the state include the petroleum producing areas within the southeast and northwest quadrants of the state. In these areas, the identified high crash corridors encompass almost all U.S. Highways, County Roadways and Municipal Streets.

In order to keep commercial vehicle crash rates low, which include hazardous materials vehicles, the New Mexico State Police Commercial Vehicle Enforcement Bureau and the New Mexico State Police Uniform Bureau have partnered in conducting patrol saturation operations in the identified areas. Further, the NMSP-CVEB units continue to attend safety meetings with industry as well as providing guidance through telephonic requests for information from industry employees. Meetings and public outreach, teamed with industry, has allowed for better communication and understanding of industry standards and regulations between NMSP-CVEB and the commercial vehicle industry.

4 - Traffic Enforcement Trend Analysis: 2011 - 2015**Instructions:**

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	79841	29255
01/01/2014	12/31/2014	18361	18361
01/01/2013	12/31/2013	22122	24235
01/01/2012	12/31/2012	25380	22057
01/01/2011	12/31/2011	26572	0



Check if State does not conduct CMV traffic enforcement stops without an inspection.



Check if State does not conduct Non-CMV traffic enforcement stops.

State Defined Measurement Period (Include 5 Periods)		Number Of Non-CMV Traffic Enforcement Stops	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	17844	17844
01/01/2014	12/31/2014	15316	15316
01/01/2013	12/31/2013	14263	14263
01/01/2012	12/31/2012	13013	13013
01/01/2011	12/31/2011	0	0

Enter the source and capture date of the data listed in the table above:

These figures are derived from the New Mexico Department of Public Safety Law Enforcement Daily and Supplemental Reports for the reporting time mentioned in the above tables. Citations and inspection totals may not be the same because some inspections may not require citations to be issued. In addition to this, often times inspections are conducted by civilian transportation inspectors who are not sworn officers and do not issue citations or court summons. NMSP-CVEB strives to implement a practice of issuing citations for the most egregious violations found during the inspection process. Citations may also be issued for driver violations of State Law. Further, New Mexico officers are required reasonable suspicion in order to conduct safety inspections during commercial vehicle traffic stops. Note: In 2011 the agency did not track the number of citations issued for any type of vehicle.

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP

Instructions:

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

Activity: Describe Outreach and Education activity conducted:

In the previous rating period the agency had certified personnel attend the New Mexico State Fair/Expo New Mexico to present information to the public on commercial vehicle safety. This event included the parts and systems trailer, which allows the public to understand how a commercial vehicle's brake system operates. At this same event the employees utilized the computer based, commercial vehicle driving simulator to allow the public to have a virtual experience with operating a commercial vehicle in different driving conditions. At the request of a local community college, employees conducted a one day presentation to students who are enrolled in the diesel mechanics program. Instruction was focused on those violations which could render a commercial vehicle out of service. The Compliance Review unit attended eight safety meetings, two of which were quarterly meetings in petroleum production regions in an effort to promote commercial vehicle awareness with relation to safety and good driving habits. Statewide, employees have performed outreach activities to include National Night Out, Public Safety Day, industry meetings at the carrier's places of business, Driver Appreciation Days. Outreach and education for fellow police agencies on commercial vehicle enforcement and crash reporting included 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 was designed to give Officers the basic knowledge of how to identify violations which put the public at risk as well as to properly identify commercial vehicles at crash scenes for proper reporting.

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

4 PSA's, 38 safety meetings, 4 CMV safety events

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

In the previous rating period employees conducted CMV safety events, weekly Facebook posts, and continuous public information disseminations on enforcement operations such as; Brake Check and Road check, and has participated in regional enforcement operations. Further support to public outreach was provided by partnering with the New Mexico Trucking Association in order to discuss and meet with industry changes to regulations or state law(s). This avenue of information sharing and dissemination has created better communication and involvement between carriers and NMSP-CVEB. Recent changes to an administrative code were shared with industry in this manner and we had the largest gathering of carriers and associations providing input and their needs before the rule making committee. NMSP-CVEB further conducted outreach to fellow state stakeholders. This was in an effort to know and understand how surrounding states were conducting roadside operations, inspections, enforcement on oversized loaded vehicles, agency policies and methods for grant usage. This outreach greatly assisted the bureau by learning the roadblocks and pitfalls that other states had encountered in their commercial vehicle enforcement programs.

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

NMSP-CVEB has taken a proactive approach in this area by reaching out to carriers in high crash areas including the petroleum production areas of the state. We have exceeded the goals that were set in last year's CVSP. Because of these outreach efforts the agency believes this has positively affected the crash rates by assisting carrier officials with current and valid information regarding both driver and vehicle issues pertaining to crashes.

Activity #2

Activity: Describe Outreach and Education activity conducted:

NMSP-CVEB utilizes a semi-trailer (which we refer to as a parts and system trailer) for educational and public outreach at special events which contains two components: 1. "Brake Board" which demonstrates the braking system and components of a CMV. 2. Driving simulator (as referred to in the FY15 CVSP) which allows persons to experience the effects of driving a CMV in a safe and controlled environment. To include different driving conditions and the "NO ZONE." This equipment is part of a plan that has been completed over multiple rating periods and has provided for positive interaction with persons who operate commercial vehicles and non-commercial vehicles. It is one of CVEB's best outreach tools and is continuously the most requested equipment that CVEB has in its tool box.

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

1 Parts and Systems training, 4 Public awareness events.

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

The agency has completed two Parts and Systems courses as state sponsored prerequisites for the North American Standard Level 1 courses. This brake board and driving simulator equipment has also been utilized at public events to educate the public at events such as National Night Out, New Mexico State Fair/Expo New Mexico, Legislative special event exposition and is continuously requested by industry safety coordinators to assist in educational outreach to industry. As of 07/06/2016, NMSP-CVEB has conducted:

91 Carrier Safety Meetings, attended 28 safety events, and conducted 6 PSA's.

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

NMSP-CVEB has taken a proactive approach in this area by reaching out to carriers in high crash areas including the petroleum production areas of the state. We have exceeded the goals that were set in last year's CVSP. Because of NMSP-CVEB's outreach efforts there have not been any difficulties in this area. A major difficulty that was overcome during the previous rating period was interaction and information sharing with industry representatives. Meetings and public outreach teamed with industry has allowed for better communication and understanding of industry standards and regulations between NMSP-CVEB and the commercial vehicle industry. An example of this was rule changes made to the oversize/overweight rules in which the industry was allowed to meet and share their knowledge and experience to help shape the rule changes.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP

Instructions:

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1

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

CMV Crash Reduction: NMSP-CVEB will continue to address the crash rate in our identified high crash rate areas. For FFY 2016, emphasis is placed on high profile traffic enforcement in high crash areas to achieve an expected goal of a 10% reduction in CMV involved crashes from the 2010 baseline of 613. The benchmark target will be 495 by October 2017. The high crash corridors/areas include the petroleum producing areas. The Southeast quadrant to include Lea, Eddy, Chaves, Counties. The Northwest quadrant to include McKinley, San Juan, Sandoval Counties. In these identified high crash corridors encompass almost all U.S. Highways, County Roadways and Municipal Streets. The measure of this determination is based on actual high CMV crash rate areas in comparison to the remainder of the State.

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

The goal from previous rating period was to reduce to 550 CMV involved crashes By October 2016. This was a multi-year goal.

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

NMSP-CVEB's CMV involved crashes currently sits at 324 the time of this writing. (A&I Statistics for Large Truck Crashes)

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

The Bureau's difficulties include crash rates in the petroleum production areas. Lea and Eddy counties in the Southeast and San Juan and McKinley counties in the Northwest have seen an increase in commercial vehicle related crashes. Currently we have 324 crashes statewide and if the rate of crashes continues the reduction of crashes will be below the goal set for the rating period. The difficulties for the agency in those areas include , highway infrastructure, high volumes of commercial and non-commercial vehicles. Further affecting the Bureaus' ability to fill vacancies in these areas is due to the high cost of living in these petroleum production areas.

Activity #2

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

Passenger Transportation Safety: Reduce bus involved crashes to a level of 10.6 which is below our five year average of 12.6 by the end of FFY 2016. Training and maintaining at least 25 motor coach inspectors by the end of FFY 2016. Conducting 10 CSA investigations on passenger carriers, focusing on curbside and local carriers by the end of FFY 2016; and conducting a minimum of one passenger carriers inspection operation each year until the end of FFY 2016.

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

NMSP-CVEB's goal for 2016 was to reduce passenger carrying vehicle crashes by 2 per year.

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

According to the FMCSA A&I database, as of 7/8/2016 New Mexico has experienced 19 reportable passenger carrying vehicle involved crashes of which none involved fatalities.

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

At this time the state is not experiencing difficulties in this rating area. The crash rates have not shown a significant increase during the rating period.

Activity #3

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

CMV SSDQ Ratings: New Mexico is currently rated "Green" (good) in our SSDQ evaluation ratings. New Mexico is currently rated as good in the measures: Non-Fatal Crash Completeness, Crash Timeliness.

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

Maintain SSDQ rating of Green (good) by assisting with education on timely and accurate crash reporting from stakeholder law enforcement agencies across the state.

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

At this time New Mexico currently overall rated as "Green". In partnership with the New Mexico Department of Transportation (NMDOT) and FMCSA, New Mexico has effectively maintained our rating at green during this rating period.

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

New Mexico's SSDQ rating is directly tied to our ability to receive FMCSA reportable crashes from local law enforcement agencies. New Mexico continuously works with local agencies to improve both the timeliness and accuracy factors. Education/ outreach is also provided in regards to what type of crashes are FMCSA reportable which involved working to provide better descriptions of commercial vehicles included on crash report forms. Crash reporting requirements are now part of the Strategic Highway Safety Plan further supplementing collaboration between NMDOT and NMSP-CVEB.

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal

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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

New Mexico has set another multi-year goal (5 year plan) of achieving and/or maintaining the .14 per 100 million miles traveled by the end of 2020. Our current crash rate (2016) is .16 per 100 million miles traveled. This rating period New Mexico experienced 17 CMV Related fatal crashes. NMSP-CVEB continues to focus on effectively maintaining the reduction rate through high profile patrol operations in areas which are the main contributors to the crash rates.

The driving factors for actively pursuing reduction of crashes stems from the loss of lives upon New Mexico roadways. NMSP-CVEB committed resources and time to actively attempting to lower the crash rates across the entire state with a focus on high crash areas. The bureau tasked each field commander with developing and implementation of operations which would target specific high crash rate areas as well as actively attempting to interdict driver behaviors that are direct causes of crashes. This mission was assigned to all level of employees and the goals were defined from commanders to line workers.

The current low fatal crash count is directly attributed to efforts of CVEB employees striving to affect the crash rates. Commanders have remained diligent to crash rates and areas that are problematic. Creation of special operation and daily patrol focus has proven to affect the crash rate across the entire state.

(Crash rates taken from A&I Crash Statistics Summary Report 7/12/2016)

Enter Data Source Capture Date:

07/12/2016

Enter Data Source:

(Crash rates taken from A&I Crash Statistics Summary Report 7/12/2016)

Enter Crash Reduction Goal

NMSP-CVEB has made strides in reaching it's predetermined goal of 0.14 by the year 2017. We continue to strive to improve this rate and have currently achieved a rate of 0.16. We are confident that our continued efforts will move us forward to maintain below the rate of 0.14 by the end of the 2017 and continue through 2020.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

The NMSP-CVEB will continue to conduct traffic enforcement in each of our twelve districts on a daily basis as well as during special traffic enforcement operations. The Bureau plans to conduct a total of 32 traffic enforcement operations during this project period. Activities conducted by certified employees target areas of high crash rates, unsafe commercial vehicle activities, areas with low police presence, areas with no fixed inspection points, safety corridors, "No Zone" related violations, construction zones, as well as areas with aggressive drivers and high traffic volume in relation to commercial vehicles. Further, during this rating period the Bureau will conduct at least 7,600 traffic enforcement Level 3's.

The focus of each Annual Patrol Plan varies per district from reducing crash rates to effectively reducing traffic related violations in a given area. Examples include, but are not limited to, seatbelt enforcement, loading and tie down enforcement, weight compliance, speed operations, unsafe driving in/around construction zones, safety corridor patrol, unsafe driving in/around commercial vehicles, petroleum production areas, and DWI patrol.

An Annual Patrol Plan is a compilation of the number of personnel and expected hours of staff conducting assigned activities with specific direction towards supporting the mission of NMSP-CVEB. These plans are created by each district commander and submitted for approval to Executive Management Staff. Consideration is made for road conditions, impact on traffic flow, and inspection site traffic controls. Data from daily activities (inspection totals, crash data, citation totals, arrests, other types of violations) is recorded on a daily summary sheet and reported electronically by each employee.

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

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

Performance measures will reflect the goal of reducing crash rates to 0.14 per million miles traveled by commercial vehicles within the state by 2017.

Performance measures will be reviewed/confirmed through the use of existing monthly reports generated within each district and compiled at the Executive Management level.

Quarterly reports of these activities are also reported to the FMCSA through the use of the Performance Progress Reports which are generated on a

quarterly basis.

Results on productivity will be analyzed and reviewed by appropriate staff for measures to be attained.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State's rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State's SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Good	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

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

A&I SSDQ Rating as of 07/06/2016

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 7	Yes
SSDQ	Good	Yes

Data Sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)
- [FMCSA website SSDQ information](#)

Explanation of Operating and Maintenance Costs: The overall goals and objectives of the roadside screening technology are to improve commercial motor vehicle safety. More specifically, to improve safety and productivity of motor carriers, commercial vehicles and their drivers, to simplify enforcement efforts and to improve efficiency and effectiveness of commercial vehicle operations through targeted enforcement. The use of the roadside screening equipment has enhanced our safety efforts through a more accurate process for targeting the highest-risk carriers and for the integration of informational systems which improves the accuracy, integrity and verifiability of credentials. This in turn allows for a more efficient allocation of limited personnel resources concerning roadside and/or port of entry inspections. The scope of our activities is to properly identify and interdict those problematic carriers with regard to safety concerns and other compliance matters through the use of License Plate Readers, USDOT Readers, Automated Thermal Brake Inspection Systems, Weigh in Motion Weight Scales and once those vehicles have entered our Port of Entry to use the Integrated Lane Control Devices for their expedient processing. Currently, the LPR system, US DOT reader system and the weigh in motion scales are utilized at all of our 6 major ports of entry. Additionally, we utilize the automated thermal brake inspection system 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. The integrated lane control devices are to be placed at the Anthony and Lordsburg ports of entry at a future date to help facilitate the traffic flow of commercial motor vehicles requiring processing for inspection, credentialing and/or compliance matters once they have entered the port of entry grounds. 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.

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e. problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

Problem: The states SSDQ rating is being affected by fellow law enforcement agencies (stakeholders) reporting commercial vehicle crashes beyond the 90 day reporting limit. This problem is magnified in that many agencies have not provided training for their officers to properly identify commercial vehicles at crash scenes. Also contributing to this problem is the lack of timely follow through on the report submission.

Since it has been established that our SSDQ performance was affected by the state's law enforcement agencies delaying their reports beyond the 90 day reporting deadline CVEB partnered with the New Mexico Department of Transportation to work on crash report timeliness and accuracy. Through this active interagency partnering we were able to maintain the SSDQ rating to green across the board by contacting agencies that were having trouble meeting the 90 day turnaround limits. In doing so, both agencies were able to poll those, often times smaller agencies and develop a new crash report form that actually provided drop boxes identifying different types of commercial vehicles. Training continues to be an ongoing effort for stakeholder agencies has been sponsored by NMDOT to assist in providing training to stakeholder agencies in timely and accurate commercial vehicle crash reporting.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to

implement full PRISM compliance.

Although the State's rating is in the green, during this rating period this agency will: 1. provide training at the NM Law Enforcement Academy on proper identification of commercial vehicles. 2. provide continued training for stakeholder agencies, to include site visits that have been identified as stakeholders which are repeatedly reporting beyond deadlines or inaccurate reporting. 3. identify stakeholders that are in need of refresher training on the commercial vehicle crash reports.

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

Performance will be measured using data from A&I online quarterly SSDQ reports. The MCSAP Program Manager will monitor all SSDQ data on a monthly basis using information that is currently available as detailed above and will make any necessary changes, adjustments and take corrective action as needed to keep the states rating in the green.

3 - Passenger Carrier Enforcement**Instructions:**

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities

Instructions:

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

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

Enter your State's OOS Catch Rate percentage if below 85%:	26
Enter your State's OOS Catch Rate percentage if below 85%:	26
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Enter your State's OOS Catch Rate percentage if below 85%:	26
Enter your State's OOS Catch Rate percentage if below 85%:	26

Performance Objective: Enter performance objective(s).

All carriers inspected will have their status checked through all appropriate data bases in order to verify OOS status whenever possible. Checks will be implemented at district levels throughout NMSP-CVEB. By the end of the 2017 rating period NMSP-CVEB is projecting improvement to at least 85% for OOS carriers inspected.

NMSP-CVEB convened a committee to address this ongoing issue of the agency's low OOS catch rate and as result a reporting issue came to light. During this meeting a sample of "missed" out of service carrier inspections were studied. It was apparent that employees were identifying the carriers as out of service, however, they were recording the incorrect violation, federal regulation, on the inspection forms. This issue was sent out to field commanders for immediate action and should correct the problem during the next rating period. A further discussion was held with the working group and a working instructional training will be developed to actively address the issue.

Commanders have compiled data and it was determined that instruction on the proper regulation would greatly improve the State's OOS catch rate. During the 2017 rating period the training will be completed and the catch rate will be monitored through partnership with our federal partners in order to stay achieve and maintain the nationwide trend for OOS vehicle catch rate.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

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

NMSP-CVEB will provide command staff with monthly MCMIS reports identifying employees who have conducted inspections on carriers that were operating under a federal OOS order and not interdicted. These reports will address the problem by identifying the employee whom failed to actively interdict an out of service carrier during an inspection. This will allow for CVEB command staff to follow up on every out of service carrier that is missed by an employee.

The computer equipment used to enhance this area of identification and detection is issued to sworn officers in thier patrol units and to civilian Transportation Inpectors for use at roadside inspection sites and commercial vehicle traffic stops. The computer based programs that monitor the status of carriers which are available to certified law enforcement officers and civilian Transportation Inspectors will be monitored to assure that they are being utilized during each inspection conducted. Further screening of a carrier's status is performed by the fixed license plate readers that are situated at five major ports of entry which are utilized to monitor carrier status and inform certified personnel if an out of service carrier enters the facility.

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

5 - Hazardous Materials Transportation Safety

Instructions:

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Petroleum field Carrier Safety and Traffic Enforcement

Problem Statement Narrative: Describe problem identified by performance data.

New Mexico has experienced a surge CMV crashes in the petroleum production areas over the past five years. As new production areas and methods develop, a corresponding increase occurs in CMV traffic associated with this activity. In the Southeast Quadrant of the state, crashes between CMV and Non-CMV traffic occur on a regular basis due to the increased traffic, road designs and lack of enforcement personnel. In the Northwest Quarter of the state, productivity has started to increase in the area of natural gas production as well as new methods of extracting crude oil from deep underground. We will soon experience the same situation in the Northwest. This activity affects rural areas where the motor public is not accustomed to commercial vehicles to be traveling.

Performance Objective: Enter performance objectives including baseline data and goal.

Reduce CMV crashes statewide by 2%, resulting in approximately 2 less crashes (amounting to no more than 91 crashes) in FY2017 and while maintaining current reduction efforts.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- ☒ **Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- ☒ **Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- ☒ **Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- ☒ **Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- ☒ **Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

During this rating period NMSP-CVEB will utilize state safety funding to address the crash rate in the petroleum production areas of the state by implementing multi-agency traffic operations. Additionally this funding will enable the agency to bring Officers from around the state into these petroleum production areas to conduct high profile saturation patrols in an effort to officer presence and voluntary compliance. In addition to those activities, NMSP-CVEB has increased its FTE's from three sworn officers to six sworn officers in an effort to meet the demands of the increase in oilfield traffic. NMSP-CVEB will continue to attend and conduct outreach programs such as 4 PSA's and quarterly carrier safety meetings. NMSP-CVEB will conduct carrier interventions on carriers operating in the petroleum production areas by identify unsafe carriers through CSA, citizen complaints, crashes, crash follow-ups, etc.

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

Currently the crash rate has climbed 23.3% from the last reporting period. This marketable increase can be attributed to the increase in commercial vehicle traffic in the petroleum production areas. Overall this area contributes to approximately 25% of the total CMV crashes for the state. NMSP-CVEB will conduct saturation patrol operations in the petroleum production areas. (At least 2 per quarter.) The special operation data will be tracked on daily activity logs as well as operational summary sheets to show the number of traffic enforcement inspections conducted. Carrier interventions in the petroleum production areas will be at least 10 for this rating period. Internal mechanisms have been established

to monitor monthly CMV crashes coming out of the identified petroleum production areas of the state.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx> (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description 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-CVEB is comprised by approximately 125 sworn officers and 68 Transportation Inspectors, who are required to conduct inspections, of the appropriate level, on commercial vehicles. In order to best utilize these employees NMSP-CVEB has separated the state into twelve districts which include the port of entry facilities along the major US Highways and Interstates entering the state.

These fixed port facilities are located along the following routes and locations:

Twelve (12) geographical districts with five (5) major ports-of-entry that operate on a continuous 24 hours per day basis. The majority of all non-traffic enforcement inspections are conducted at these fixed facilities. These ports of entry are strategically placed, and manned by both civilian Transportation Inspectors as well as certified Officers, at or in close proximity to the state lines as listed below. There are six (6) additional ports of entry which are operational on a reduced hours of operation basis that are also manned by civilian and certified staff.

The major ports-of-entry are strategically located at or in close proximity to the state lines as follows:

North Interstate 25: Located near Raton, NM, mile marker 460, at the New Mexico/Colorado border.

Interstate 10 (two locations): 1) Located near Anthony, NM, mile marker 159, which junctions with the southern end of I25 in New Mexico; and 2) one facility in Lordsburg, NM, mile marker 24, near the New Mexico/Arizona border.

Interstate 40 (two locations): 1) Located near San Jon, NM, mile marker 357, close to the New Mexico/Texas border; and 2) one facility near Gallup, NM, mile marker 12 close to the New Mexico/Arizona border.

Santa Teresa Port of Entry, 6910 BiNational Highway, Santa Teresa, NM. This is primarily an international border Port of Entry, located near the United States/Mexico border.

CVEB also operates six (6) additional ports of entry which function on a reduced hours of operation basis.

Consideration has been given to areas with high commercial vehicle traffic as well as problem areas of the state which pose a risk to the public. The problematic areas of the state include areas within the districts that have proven to have high crash rates for commercial vehicles, are located on roadways that include a port of entry. In an effort to affect these roadways, staff has scheduled

daily inspection and special operation.

Employees at fixed facilities are complimented by the use of electronic screening equipment that aides in the selection of vehicles that are in need of inspections. Obvious safety violations will also be addressed without the use of the electronic screening both roadside and at fixed facilities. The electronic technology that is employed for inspection selection is located at the 5 major port of entry facilities. Criteria for inspection selection is clearly defined by the readers and each employee is trained in the system.

The electronic screening technology includes the following: license plate reader, weigh in motion technology, USDOT number and company name reader, thermal brake imaging at two facilities, to further includes permit verification and NCIC check for stolen vehicles. This screening has greatly enhanced the bureau's ability to identify carriers and vehicles that are in violation or out of service.

Tracking of inspection and citation data is completed at the district levels but is consistent with the goals identified during each eCVSP cycle. The inspection goals are distributed in accordance to manpower and risk within each respective district across the state. Each commander is tasked with tracking and reporting totals for their respective areas on a monthly basis. This assists the program manager in identifying difficulties or problems with attaining established goals.

For this rating period NMSP-CVEB will track the number of traffic citations issued to commercial vehicles. These numbers will be included in the Performance Progress Reports on a quarterly basis. .

Instructions for Performance Goals:

*Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.***

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency

Lead Agency is: NEW MEXICO STATE POLICE - COMMERCIAL VEHICLE ENFORCEMEN

Enter the total number of certified officers in the Lead agency: 125

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	9500	1000	50	10550	15.51%
Level 2	31800	2000	200	34000	50.00%
Level 3	22000	1000	50	23050	33.90%
Level 4	0	0	0	0	0.00%
Level 5	0	0	0	0	0.00%
Level 6	0	400	0	400	0.59%
Sub-Total Lead Agency	63300	4400	300	68000	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click 'Save' after each table entry.

Enter the name of the Funded Agency:

Enter the total number of certified officers in this funded agency:

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
Sub-Total Funded Agencies	0	0	0	0	

Non-Funded Agencies

Enter the number of non-funded agencies:	0
Enter the total number of non-funded certified officers:	0

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: NEW MEXICO STATE POLICE - COMMERCIAL VEHICLE ENFORCEMEN					
# certified officers: 125					
Funded Agencies:					
# certified officers: 0					
Number of Non-Funded Agencies: 0					
# certified officers: 0					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	9500	1000	50	10550	15.51%
Level 2	31800	2000	200	34000	50.00%
Level 3	22000	1000	50	23050	33.90%
Level 4	0	0	0	0	0.00%
Level 5	0	0	0	0	0.00%
Level 6	0	400	0	400	0.59%
Total ALL Agencies	63300	4400	300	68000	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.

For the 2017 rating period, NMSP-CVEB plans to **conduct 15,030 traffic enforcement activities** in accordance with FMCSA priority to focus on driver related violations. During the 2017 rating period, the Bureau plans to **dedicate** (approximately 125 officers from the NMSP Uniform Bureau and the NMSP CVEB) its commercial vehicle law enforcement personnel to daily traffic enforcement efforts.

At the time of this writing, the NMSP-CVEB has conducted 15,503 traffic enforcement **activities** thus far during FFY 2016 out of a total of 61,108 driver/vehicle inspections. This equates to a traffic enforcement percentage of approximately 25% which reveals a decrease to date from FFY 2015. NMSP-CVEB will address this issue through commanders meetings and monitoring of activities for sworn officers in field operations. Currently the State is divided into twelve (12) districts with varying amounts of staffing levels, however, the districts are staffed by at least two officers on each shift in the majority of the state. Further monitoring of personnel in each district will be mandated for first line supervision to track each officer's daily activities to ensure that employees are meeting the goals for the traffic enforcement area of job tasks.

Consideration has been give to Studies which have shown that most crashes that have occurred between CMV's and Non-CMV's were caused by drivers of Non-CMV's committing unsafe driving actions near the CMV. The NMSP-CVEB takes a proactive approach in dealing with unsafe drivers. NMSP-CVEB's enforcement officers perform highway patrol duties and conduct traffic enforcement related CVSA inspections daily, as part of their normal job duties. The NMSP-CVEB officers are required to conduct an inspection of the appropriate level on every CMV traffic enforcement stop, taking into consideration officer safety issues.

NMSP-CVEB officers conduct traffic stops on CMV's as well as Non-CMV's that are observed committing unsafe traffic acts around large CMV's. The NMSP-CVEB continues to stress CMV driver safety as well. In accordance with Part 350.309(d), NMSP-CVEB is aware that the State may not use more than **10%** of its MCSAP Basic Program funds for enforcement activities relating to Non-CMV's. The operations will focus on the driver violations that are major contributing factors to crashes such as speeding, following too closely, and improper lane change, and aggressive driving behaviors that contribute to crashes.

Further, in support of this effort there are approximately 250 NMSP-Uniform patrol officers who regularly engage in traffic enforcement **activities** on commercial vehicles. The NMSP-Uniform patrol officers will actively stop and issue traffic citations to commercial vehicle drivers and do not conduct safety inspections. However, many times they notice a violation and will contact a CVEB officer and request that a safety inspection be done. This shared responsibility of law enforcement between the bureaus has given CVEB a broader reach and has made it possible for Uniform Bureau officer to assist in the inspection process as well attend the NAS Part A courses.

Currently the State is divided into twelve (12) districts with varying amounts of staffing levels, however, the districts are staffed by at least two officers on each shift in the majority of the state. NMSP-CVEB personnel have a primary mission focus to enforce traffic laws and FMCSR regulations on commercial vehicles and those other vehicles in operation around the CMV's. NMSP-CVEB personnel have a primary mission focus to enforce traffic laws and FMCSR regulations on commercial vehicles and those other vehicles in operation around the CMV's. It is the goal of the Bureau to meet the 33% traffic enforcement rate by the end of the 2017 rating period.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	13000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	500
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	1500
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	30

Describe components of the State's traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

NMSP-CVEB will continue to support the efforts in reduction of "No Zone" type violations by non-CMV drivers by taking proper enforcement actions of related violations. Operations will be supported by the Uniform Bureau, who are not commercial vehicle inspector certified, in order to assist with traffic enforcement of both commercial and non-commercial vehicle aggressive driving habits. Officers from the Uniform Bureau may call for CVEB Officers to come and conduct inspections as well as post crash inspection at scenes and traffic stops as deemed appropriate for the type of violation or equipment violation noted at the time of the stop or crash. By partnering both bureaus New Mexico State Police has been able to provide necessary enforcement to areas where commercial vehicles did not receive enforcement in recent years. The benefits from multiplication of force has been a great asset to both safety and to the commercial vehicle industry in regards to non-cmv vehicles causing crashes with a nexus to commercial vehicles.

3 - Carrier Investigations

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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

NMSP-CVEB will improve motor carrier safety by working diligently with the motor carrier industry. Employees will perform a minimum of at least 125 carrier interventions during the 2017 rating period. During the previous rating period only 36 CRS's were completed by this unit. This was caused by employees out on injury related leave and being unable to conduct investigations for long periods of the rating period. Currently the unit has completed 36 investigations and still has one more quarter to work within. The goals that were identified in the previous rating period were set with the expectation that all positions within this unit would be contributing valuable work towards the goal. The goal of this objective is to reduce the CMV related crashes noted in our crash reduction element by either interdicting carriers who are not compliant with the BASIC requirements to operate and to educate carriers in how to become compliant with necessary regulations.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

The NMSP-CVEB's Compliance Review (CR unit) program consists of a CR unit comprised of a Sergeant and four(4) full time Officer/Investigators. The NMSP-CVEB personnel conduct CR's on intrastate motor carriers that are deficient in any or all of the seven BASICS as stipulated by CSA. Also, the CR unit will conduct an investigation on carriers that have been involved in a fatal crash, identified during roadside inspections as unsafe by other law-enforcement officers, or have been identified as unsafe operators through validated written complaints. The NMSP-CVEB also assists our federal FMCSA partners in conducting interstate CR's as they are assigned.

In July 2007, New Mexico gained authority through administrative procedure, to declare intrastate carriers out-of-service. Intrastate carriers that receive an unsatisfactory rating upon the closeout of their compliance review, and fail to take corrective action within a specified time of the closeout, are now placed out-of-service until a follow up review is requested and the rating is upgraded. During FFY 2012, the NMSP-CVEB's Compliance Review Unit conducted forty (40) CR investigations. During FFY 2013, 51 CR investigations were conducted. For FFY 14, NMSP-CVEB conducted sixty (60) Compliance Review investigations. For FFY 15 NMSP-CVEB conducted thirty-seven (37) Compliance Review investigations. In FFY 2016 thirty-five CR investigations have been conducted. It should be noted that for both of the previously mentioned reporting periods, FFY 15 and FFY 16, we experienced several long term absences by members of the CR unit which were FMLA qualifying events to include an on duty injury.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just outputs).

Conduct compliance reviews in order to ensure safe and legal CMV operations. Compliance review activity will be reported on a quarterly basis along with the rating information for each review conducted. A minimum of 100 CR's will be conducted this period.

The CR Supervisor will monitor and review all cases submitted by CR field personnel to ensure accuracy and consistency. Further, the supervisor will also participate by conducting a minimum number of CR investigations on a quarterly basis. In order to monitor the number of CR's conducted during the time period, it is the supervisor's responsibility to assign and track the number of investigations conducted by each individual CR investigator and report the activities on a quarterly basis. Accuracy and proper tracking of violations assessed to carriers will further be monitored by the Sergeant and any improper findings will be addressed with the employee appropriately.

It is the CR Unit Captain, or designee, that will monitor and maintain records for the total number of investigations assigned and the annual goals. He/She is responsible for meeting the goal set for the unit as well assuring that personnel are properly equipped and trained to complete job tasks.

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

☐ **Our State does not conduct reviews/investigations.**

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		20
Passenger		2
HM		0
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	22
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		0
Passenger CSA Off-Site		0
HM CSA Off-Site		0
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused		54
Passenger CSA On-Site Focused		5
HM CSA On-Site Focused		0
CSA On-Site Focused Investigations Sub-total	0	59
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive		42
Passenger CSA On-Site Comprehensive		2
HM CSA On-Site Comprehensive		0
CSA On-Site Comprehensive Sub-total	0	44
CSA Investigations (all Types) Total	0	103
HM-Related Review Types		
Security Contact Reviews (SCRs)		0
Cargo Tank Facility Reviews		0
Shipper Reviews		0
HM-Related Review Types Total	0	0
ALL REVIEW TYPES GRAND TOTAL	0	125

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

Estimates in this rating area are based on all four (4) employees completing investigations while achieving a 40 hour work week. Currently, as stated, the unit is experiencing problems with meeting goals due to extended absences of employees on FMLA and duty injuries, however, at this time we are actively recruiting for additional personnel to be added to the unit in the event that vacancies

should occur with the CR Unit.

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

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

NMSP-CVEB will, during the 2016 rating cycle, attend and host public events with an emphasis on promoting safety in and around commercial vehicles. One of the most effective tools that NMSP-CVEB utilizes is a specialized training trailer which is set up with a complete brake system and also includes a driving simulator. This trailer is a great "hands on" educational and awareness tool that allows the public to gain knowledge of the working parts of a commercial vehicle's brake system.

The exhibit is accompanied by NMSP-CVEB personnel who give short talks and demonstrations to show the braking action as well as reaction time of a commercial vehicle braking system. The driving simulator is designed to give the public an idea and feel of operating a commercial vehicle. The driving simulator has been NMSP-CVEB's most successful tool for raising public awareness and is the most requested tool that we utilize during special events. NMSP-CVEB plans on having representatives at the State Fair/Expo New Mexico, and to attend and host local educational events.

The specialized trailer may be utilized for these events and/or employees may attend to present facts and figures on highway safety. The focus will be on safety for the public in and around commercial vehicles. In furtherance of this objective NMSP-CVEB has and will continue to meet with petroleum industry executives regarding the transportation issues and challenges as well as crashes that are occurring in direct relation to their industry. Currently we have 8-10 employees who are actively engaged in public outreach and local meeting events.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	32
<input type="radio"/>	<input checked="" type="radio"/>	CMV Safety Belt Education and Outreach	0
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	3
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	6
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	5

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

NMSP-CVEB plans to conduct educational outreach at CDL courses with an emphasis on driver habits and safe operation of commercial vehicles. Further, employees will present safe driving habits to high school students in order to promote awareness when driving around commercial vehicles which will provide insight to driving behaviors that contribute crashes. The bureau will further attend events such as National Night Out to promote awareness of commercial vehicle safety and to share knowledge of driving behaviors that contribute to crashes.

As a focus for the specialized trailer and driving simulator the bureau will continue to attend special events statewide but will also provide assistance to industry by attending town hall type meetings with safety representatives from the industry for question and answer sessions. In further support of the outreach officers from the Compliance Review Unit will meet with industry representatives and explain the investigation process and what is expected when an investigation is in progress at a carrier. These outreach programs and specialized equipment assist carriers and the public in understanding the mission of the CVEB as well as the goals that the bureau strives to achieve.

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 Performance Progress Report (SF-PPR):

NMSP-CVEB will monitor the subject matter during presentations and safety talks by asking the employees to submit their presentations to their chain of command for approval prior to any public event.

Further, a detailed lesson plan or subject outline will accompany the presentation. Reports on the public events are reported on a quarterly basis. These reports track the audience size and detail the subject matter presented. The records are used for tracking of educational and awareness activities within the regions of the state. Tracking these activities allows for the program to add and subtract subject matter that is current and pertinent. Maintaining pace with the changing facets in safety is challenging and forces NMSP-CVEB to constantly change presentations and lesson plans to keep up with the trends in commercial vehicle safety.

Measurement of the program data will allow for future expansion in this area to include the Public Outreach/Education in the quarterly Progress Performance Reports (PPR). During the 2017 rating period NMSP-CVEB will maintain the lead role in commercial vehicle safety presentations and educational outreach.

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: ☒ Cash ☐ Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$643,488.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Admin Asst	1	100	2088	\$13.38	\$27,937.44	\$27,937.44	\$0.00	\$0.00
Mgt. Analyst	1	50	2088	\$26.00	\$27,144.00	\$27,144.00	\$0.00	\$0.00
Mgt. Analyst	1	80	2088	\$25.37	\$42,378.05	\$42,378.05	\$0.00	\$0.00
IT Tech	1	100	2088	\$19.90	\$41,551.20	\$41,551.20	\$0.00	\$0.00
Officers	17	100	2088	\$23.55	\$835,930.80	\$835,930.80	\$0.00	\$0.00
Non-grant funded Officers	33	22.9885	2088	\$28.00	\$443,519.89	\$0.00	\$443,519.89	\$0.00
Shift Differential	20	15	2088	\$0.90	\$5,637.60	\$5,637.60	\$0.00	\$0.00
Transportation Inspectors	2	100	2088	\$11.22	\$46,854.72	\$46,854.72	\$0.00	\$0.00
Grants Management Supv	1	10	2088	\$30.00	\$6,264.00	\$6,264.00	\$0.00	\$0.00
Financial Biller	1	3.5	2088	\$18.00	\$1,315.44	\$1,315.44	\$0.00	\$0.00
Sergeant	1	100	2088	\$28.51	\$59,528.88	\$59,528.88	\$0.00	\$0.00
MOE Activities	15	21	2088	\$20.00	\$131,544.00	\$0.00	\$0.00	\$131,544.00
Sub-Total Salary					\$1,669,606.02	\$1,094,542.13	\$443,519.89	\$131,544.00
Overtime Information								
Overtime	23	6.5137	2088	\$38.93	\$121,778.46	\$121,778.46	\$0.00	\$0.00
Sub-Total Overtime					\$121,778.46	\$121,778.46	\$0.00	\$0.00
TOTAL PERSONNEL					\$1,791,384.48	\$1,216,320.59	\$443,519.89	\$131,544.00

Enter detailed explanation of how you came up with the personnel costs:

Salary: New Mexico's MCSAP consists of 24 primary positions with additional grant administration part-time staffing. The positions are comprised of the following: One (1) Sergeant whom supervises Compliance Review Program and conducts activities to meet the objectives of this project and four (4) Officers whom make up the Compliance Review Team; thirteen (13) Certified MCSAP Officers and two (2) Transportation Inspectors stationed throughout the twelve (12) designated districts of New Mexico whom conduct activities to meet the objectives of this project; one (1) civilian IT position responsible for project oversight for all of NMSP-CVEB projects; one (1) administrative assistant position responsible for data Que entry, crash report entry, etc.; two (2) Management Analysts positions (1-100%, 1-50%) responsible for budgeting, reporting, activity validation and general grants management. Additional support for grant and financial administration is provided by a grant supervisor for grant administration quality review and validation and a financial biller to provide internal control for financial reconciliation and grant billing. Salaries for officers are based off an average salary calculation. The civilian positions are based off of actual salaries. Shift Differential is paid to commission officers and inspectors that work eligible hours and is paid at .90 per hour on top of their base salary. The number of hours projected is 2088 with 26.1 pay periods.

Overtime: Funding from this line item will be utilized to pay premium and non-premium overtime costs associated with the goals and objectives of this program. Funding in this line item shall not exceed 15% of the Basic Award amount. This calculation is based off of historical expenditures for the MCSAP Basic grant with anticipated increased activity by non-MCSAP funded officers performing overtime on MCSAP eligible activities.

Match: Salaries for non-federally funded employees whom perform MCSAP eligible activities.

These employees are full-time permanent position Officers with the NMSP-CVEB, funded 100% out of the NM State General fund. Note: These salaries do not include non-CVEB officers. These Officers perform CMV inspections and other MCSAP eligible activities. The actual hourly rates will range from \$21.62/hour - \$36.00/hour and the positions performing the activities include patrolmen and sergeants. Please note that the identified officers above are for illustrative purposes only to meet the constraints of the formula tables. In fact, DPS employs up to 93 general funded positions whose activities are 80-95% MCSAP eligible activities. Match may be drawn from any of these officers. Note that match from specific activities will not be duplicated for other grant match purposes or for maintenance of effort.

Maintenance of Effort (MOE): Salaries for non-federally funded employees whom perform MCSAP eligible activities.

These employees are full-time permanent position employees with the NMSP-CVEB, funded 100% out of the NM State General fund. Note: These salaries do not include non-CVEB employees. These Officers/employees perform CMV Inspections, CMV traffic enforcement, CMV accident reconstruction, post crash inspections, etc. The actual hourly rates will range from \$14.00/hour -

\$36.00/hour and the positions performing the activities include transportation inspectors, patrolmen at officer rank and higher. Please note that the identified employees above are for illustrative purposes only to meet the constraints of the formula tables. In fact, DPS employs up to 93 general funded positions whose activities are 80-95% MCSAP eligible activities. MOE may be drawn from any of these employees/officers. Note that match from specific activities will not be duplicated for maintenance of effort.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-federal grantees that have an accrual basis of accounting may have a separate line item for leave, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the accounting basis (cash or accrual) selected for costing each type of leave is consistently followed by the non-Federal entity or specified grouping of employees. Depending on the state, there are set employer taxes that are paid as a percentage of the salary, such as Social Security, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. For each of these standard employer taxes, under Position you may list "All Positions"; the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Admin Asst	59.80	\$27,937.44	\$16,706.59	\$16,706.59	\$0.00	\$0.00
Mgt. Analyst	47.60	\$42,378.05	\$20,171.95	\$20,171.95	\$0.00	\$0.00
Mgt. Analyst	40	\$27,144.00	\$10,857.60	\$10,857.60	\$0.00	\$0.00
IT Tech	45.80	\$41,551.20	\$19,030.45	\$19,030.45	\$0.00	\$0.00
Officers	41.30	\$835,930.80	\$345,239.42	\$345,239.42	\$0.00	\$0.00
Non-grant funded Officers	42	\$444,320.00	\$186,614.40	\$0.00	\$186,614.00	\$0.00
Shift Differential	20.40	\$5,638.00	\$1,150.15	\$1,150.15	\$0.00	\$0.00
Transportation Inspectors	66.20	\$46,854.72	\$31,017.82	\$31,017.82	\$0.00	\$0.00
Grants Management Supv	40	\$6,264.00	\$2,505.60	\$2,505.60	\$0.00	\$0.00
Financial Biller	40	\$1,315.44	\$526.18	\$591.95	\$0.00	\$0.00
Sergeant	36.20	\$59,528.88	\$21,549.45	\$21,549.45	\$0.00	\$0.00
MOE Activities			\$0.00	\$0.00	\$0.00	\$0.00
Overtime	1.60	\$121,778.46	\$1,948.46	\$1,948.46	\$0.00	\$0.00
Clothing Allowance	100	\$16,000.00	\$16,000.00	\$16,000.00	\$0.00	\$0.00
Sub-Total Fringe Benefits			\$673,318.07	\$486,769.44	\$186,614.00	\$0.00

Enter detailed explanation of how you came up with the fringe benefits costs:

Fringe benefits are a total of the actual fringe benefits paid per employee to include FICA, Group Health Insurance, Retirement, Retiree health, Workmans Compensation and Clothing Allowance. The fringe total per employee is included above and calculated as a percentage of thier salary, with the exception of clothing allowance which is calculated separately, and is only to meet the constraints of the formula tables.

Clothing allowance is paid directly to the employee on a annual basis and is considered a fringe benefit due to the fact that it is an extra benefit supplementing the employees salary. The allowance is intended to be used by the employee to replace worn uniforms.

\$800 per year for every Inspector and Officer. Plan has 20 x \$800 = \$16,000.

Total Fringe \$486,624.

Match- Fringe will be used as match for the non-grant funded employees (supported out of NM State general fund monies only) whom are performing MCSAP eligible activities. This fringe was also calculated on a percentage basis @ 42%. Match salaries are calculated in the section 5.1 Total Match Fringe \$117,669.70

The cost basis for each fringe benefit is summarized below.

BENEFIT	RATE	BASIS
Social Security - Civilians (Officers are exempt)	6.20%	Salary & OT
Medicare-Officers only	1.45%	
Retirement	16.99%	Salary
Health Ins. Avg.	\$460	Per Pay Period
Other-Dental, Vision, etc.	\$36	Per Pay Period
Retiree Healthcare	2.0%	Salary
Clothing Allowance (paid 2 x year @ \$400 for officers and transportation inspectors)	\$800	Annual

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Compliance Review Training	2	12	\$7,440.00	\$7,440.00	\$0.00	\$0.00
Cargo/Hazmat Certification	25	5	\$3,750.00	\$3,750.00	\$0.00	\$0.00
North American Inspectors Challenge - In state	25	3	\$6,825.00	\$6,825.00	\$0.00	\$0.00
North American Training	25	10	\$7,500.00	\$7,500.00	\$0.00	\$0.00
Compliance Review Per Diem	5	30	\$20,475.00	\$20,475.00	\$0.00	\$0.00
CVSA Conference	9	5	\$17,100.00	\$17,100.00	\$0.00	\$0.00
MCSAP Planning Meeting	5	4	\$8,200.00	\$8,200.00	\$0.00	\$0.00
Sub-Total Travel			\$71,290.00	\$71,290.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the travel costs:

CVSA Conference Travel – funding from this line item will be utilized for employees to attend out-of-state CVSA Workshops and Conferences and shall include meals, lodging, and airfare costs.

- Round trip airfare from Albuquerque NM to Locations to be determined x 9 employees x \$600.00= \$5,400
- Lodging for 5 nights @ \$215.00 per night x 9 employees=\$9,675
- Meals @ \$45.00 per day x 9 employees x 5 days =\$2,025

Total CVSA Travel - \$17,100

The Compliance Review Team, comprised of 3 (three) CR's and 1 (one) Sergeant. is required to conduct 120 compliance reviews on Commercial Companies; this requires an extensive amount of travel throughout the State. The benefits to the program are that employees are being updated with the current Commercial Vehicle information as well as companies undergoing a compliance review to assure that they are following all federal regulations.

- 5 compliance employees will perform an average of 25 compliance reviews (5 less for the Sergeant/Supervisor) per year x 3 days; 40% of these reviews (30 in total) will require an average 1.5 days of overnight travel @ \$91.00 per day per diem = \$20,475.

Total Compliance Review - \$10,920

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

- \$30.00 per day x 10 days x 25 employees
- Total NA training = \$7,500

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

- 25 FTE x 5 days x \$30 per diem
- Total Cargo/Hazmat Training - \$3,750

Note: Training for NA and Cargo/Hazmat will be held at our training facility or an available location which can accommodate our needs. Our training facility provides housing, so the cost per day is lower (\$30) than regular per diem. If our training facility is not available, per diem cost will be \$91 per day.

MCSAP Planning Meeting:

- 5 FTE x 4 days x \$215.00 per day for lodging- out of state = \$4,300
- 5 FTE x 4 days x \$45 per day meals - out of state = \$900
- Airfare \$600 x 5 = \$3,000
- Total Planning Meeting Costs = \$8,200

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

- 25 employees x 3 days x \$91.00 per diem per day
- Total Competition Costs for in-state - \$6,825

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

- 2 FTE x 12 days x \$215 lodging out of state = \$5,160
- Airfare- 2 roundtrip x \$600 = \$1,200
- 2 FTE x 12 days x \$45 per day meals - out of state = \$1,080
- Total for CR training = \$7,440

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

Total Travel: \$71,290

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: ☐ Yes ☒ No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the equipment costs:

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Uniforms and Related Supplies	20	Officers & Inspector	\$240.00	\$4,800.00	\$4,800.00	\$0.00	\$0.00
Field Supplies	12	month	\$1,400.00	\$16,800.00	\$16,800.00	\$0.00	\$0.00
Office Supplies	12	month	\$400.00	\$4,800.00	\$4,800.00	\$0.00	\$0.00
Sub-Total Supplies				\$26,400.00	\$26,400.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the supplies costs:

Office Supplies – general office supplies will be purchased for the MCSAP funded employees and Office as well as for the Compliance Review Team to perform daily operations/duties. General office supplies will also be utilized in the administration and financial compliance of this grant award. General office supplies will consist of but are not limited to pens, paper, folders, labels, highlighters, toner/ink, thermal paper, binders, etc. Total Cost \$4,800.

Field Supplies – Field supplies consist of items generally used by employees conducting operations outside of a normal office environment. These items will include but not be limited to the following items: Tread depth gauges, Tire pressure gauge, safety glasses, brake tool with ruler, jersey gloves, bump caps, flashlights, leather gear, digital voice recorders, aluminum document holders, bolt seals, FMCSR handbooks, hazardous materials handbooks, hazardous material ERG handbooks, etc. These consumable supplies have a short useful life and due to wear and tear, must be replaced at regular intervals. \$1,400 per month x 12 months = total cost \$16,800.

Uniforms and Related Supplies – Funds will be utilized to purchase uniform items for employees who conduct inspections and CMV Patrol Enforcement Operations. This cost covers the initial uniform issuance upon hire, as well as items that are not covered in the annual clothing allowance, and/or items that are outside of the officers standard uniform requirement. Items purchased under this category include but not be limited to jackets, coveralls, insulated coveralls, boots, and body armor. Total cost \$4,800.

Total Supplies = \$26,400

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Commercial Vehicle Safety Enforcement Software Maintenance	\$539,941.95	\$539,941.95	\$0.00	\$0.00
Sub-Total Contractual	\$539,941.95	\$539,941.95	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

New Mexico currently has 13 fixed (8 Virtual & 5 at port of entry facilities) and two Mobile Smart Roadside Systems as well as integrated lane control systems and automated thermal inspection systems at Anthony and Lordsburg Ports of Entry. The New Mexico Smart Roadside System is used to provide real-time safety and credentialing information to MTPD employees. The information provided by this system affords the employee the ability to decide whether or not to complete an inspection on a carrier or vehicle. To support the current level of motor carrier safety, it is essential that the Smart Roadside System continues to be maintained and operational.

The New Mexico Smart Roadside System is used to provide real-time safety and credentialing information to MTPD employees. The information provided by this system affords the employee the ability to decide whether or not to complete an inspection on a carrier or vehicle.

The integrated lane control modules work with the system to automatically actuate the signals and track the movement of the vehicles in compliance with the signals based on the alerts generated. Vehicles are directed to either exit the station, or report for further inspection, improving the efficiency and safety of the inspection process and traffic flow. The thermal imaging systems identify malfunctioning equipment including but not limited to non-operational brakes, hot bearings, under-pressure and flat tires, dragging brakes and defective or oil soaked linings.

The monthly cost for the Smart Roadside Information System (SRIS) operation and maintenance is estimated at \$44,995.16. The 2016 CVISN was awarded in September of 2016 and will cover the operation and maintenance costs for the period of October 1, 2016 - September 30, 2017 as stated in the CVISN application. The State understands that our CVISN award is for a period of two (2) years, however the operation and maintenance costs will be fully expending the 1st year of the performance period as outlined above. The State is requesting the 17 MCSAP award cover the costs of the operation and maintenance for the period of October 1, 2017 - September 30, 2018. The State is aware that after the 2016 CVISN award the new ITD program will not have operation and maintenance as an eligible cost. The current vendor is Intelligent Imaging Systems, INC. (IIS)

Monthly Cost est. $\$44,995.16 \times 12 \text{ months} = \$539,941.95$

Compensation Schedule: The Procuring agency shall pay the Contractor based upon fixed prices for each deliverable, per the schedule outlined in Exhibit A.

Please refer to the attached Exhibit A- Scope of Work. Due to the restraints of the eCVSP, it would not allow the State to paste in the exhibit, therefore it is attached. Please note: in this current contract with IIS, the amount of contract is not to exceed \$498,999 however, the new contract will include operation and maintenance of Smart Roadside equipment that will be purchased and installed out of the 2016 CVISN award, therefore the operation and maintenance costs will increase with the next contract that will cover the period of performance requested in this CVSP.

Goal: Maintain and keep operational all 13 fixed and two mobile Smart Roadside systems to continue to promote motor carrier safety.

Objective: Ensure systems are fully operational 99% of the grant period.

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: ☐ Yes ☒ No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
CVSA/OOS Decals	22800	1	\$0.28	\$6,384.00	\$6,384.00	\$0.00	\$0.00
Equipment Rental	12	month	\$358.00	\$4,296.00	\$4,296.00	\$0.00	\$0.00
Radio Cost	12	month	\$6,786.00	\$81,432.00	\$81,432.00	\$0.00	\$0.00
Maintenance	12	month	\$1,800.00	\$21,600.00	\$21,600.00	\$0.00	\$0.00
Fuel	32500	18	\$2.90	\$94,250.00	\$94,250.00	\$0.00	\$0.00
Modem charges	18	Officer	\$660.00	\$11,880.00	\$11,880.00	\$0.00	\$0.00
Conference cost	9	employees	\$575.00	\$5,175.00	\$5,175.00	\$0.00	\$0.00
CVSA Membership Dues	1	annual	\$7,900.00	\$7,900.00	\$7,900.00	\$0.00	\$0.00
Cell phones for Compliance Program officers	5	12	\$768.00	\$3,840.00	\$3,840.00	\$0.00	\$0.00
Sub-Total Other Costs				\$236,757.00	\$236,757.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the other costs:

Conference Costs will include registration fees, tuition fees, and any other fees associated with the attendance of employees at CVSA conferences and/or workshops.

• \$575.00 x 9 employees

Total Cost - \$5,175

Fuel for sworn personnel to conduct Basic and Compliance Review enforcement activities for a year based on \$2.90/gal regular unleaded fuel, 650 miles per week on average for 18 officers for 50 weeks per year and an average of 18 mpg:

- 650 miles x 50 weeks x 18 officers = 585,000 miles per year / 18 mpg x 2.90 gallon

Total Fuel \$94,250

Maintenance is for routine oil changes, tire repairs and repairs not covered by a warranty. Estimated maintenance cost for this project is based upon recent trends that have shown an increase in average cost per vehicle.

- \$1800 average per month x 12

Total Cost: \$21,600

Communications costs for employees who perform MCSAP eligible activities and are funded from the grant include radio communications for all officers, modem charges for all officers and cell phone charges for the officers in the Compliance Review Program.

Radios = $\$377/\text{mo.} \times 12 \text{ mos.} \times 18 \text{ officers} = \$81,432$

Calculation for cell phones:

o $\$64.00 \text{ average} \times 5 \text{ officers} \times 12 \text{ months} = \$3,840$

Calculation for modems:

o $\$55/\text{month} \times 12 \text{ months for } 18 \text{ officers} = \$11,880$

Equipment Rental will include monthly charges for a copier/scanner/printer that is utilized by the MCSAP office.

- $\$358 \text{ per month} \times 12 = \$4,296$

CVSA / OOS Decals have to be ordered on a quarterly basis.

- $1 \text{ box} \times 22800 \times \$0.28 \text{ (all quarters)} = \$6,384$

CVSA Annual Membership Dues - Due annually - Total Cost: \$7900.00

Total Other Costs - \$245,947

8 - Spending Plan**Instructions:**

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$3,646,431.00	\$643,488.00	\$4,289,919.00

Allowable amount for Overtime (15% of total award amount without justification): \$643,488.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$251,980.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Admin Asst	\$27,937.44	\$0.00	\$27,937.44	\$0.00
Mgt. Analyst	\$27,144.00	\$0.00	\$27,144.00	\$0.00
Mgt. Analyst	\$42,378.05	\$0.00	\$42,378.05	\$0.00
IT Tech	\$41,551.20	\$0.00	\$41,551.20	\$0.00
Officers	\$835,930.80	\$0.00	\$835,930.80	\$0.00
Non-grant funded Officers	\$0.00	\$443,519.89	\$443,519.89	\$0.00
Shift Differential	\$5,637.60	\$0.00	\$5,637.60	\$0.00
Overtime	\$121,778.46	\$0.00	\$121,778.46	\$0.00
Transportation Inspectors	\$46,854.72	\$0.00	\$46,854.72	\$0.00
Grants Management Supv	\$6,264.00	\$0.00	\$6,264.00	\$0.00
Financial Biller	\$1,315.44	\$0.00	\$1,315.44	\$0.00
Sergeant	\$59,528.88	\$0.00	\$59,528.88	\$0.00
MOE Activities	\$0.00	\$0.00	\$0.00	\$131,544.00
Subtotal for Personnel	\$1,216,320.59	\$443,519.89	\$1,659,840.48	\$131,544.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Admin Asst	\$16,706.59	\$0.00	\$16,706.59	\$0.00
Mgt. Analyst	\$20,171.95	\$0.00	\$20,171.95	\$0.00
Mgt. Analyst	\$10,857.60	\$0.00	\$10,857.60	\$0.00
IT Tech	\$19,030.45	\$0.00	\$19,030.45	\$0.00
Officers	\$345,239.42	\$0.00	\$345,239.42	\$0.00
Non-grant funded Officers	\$0.00	\$186,614.00	\$186,614.00	\$0.00
Shift Differential	\$1,150.15	\$0.00	\$1,150.15	\$0.00
Transportation Inspectors	\$31,017.82	\$0.00	\$31,017.82	\$0.00
Grants Management Supv	\$2,505.60	\$0.00	\$2,505.60	\$0.00
Financial Biller	\$591.95	\$0.00	\$591.95	\$0.00
Sergeant	\$21,549.45	\$0.00	\$21,549.45	\$0.00
Overtime	\$1,948.46	\$0.00	\$1,948.46	\$0.00
Clothing Allowance	\$16,000.00	\$0.00	\$16,000.00	\$0.00
MOE Activities	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Fringe Benefits	\$486,769.44	\$186,614.00	\$673,383.44	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Compliance Review Training	\$7,440.00	\$0.00	\$7,440.00	\$0.00
Cargo/Hazmat Certification	\$3,750.00	\$0.00	\$3,750.00	\$0.00
North American Inspectors Challenge - In state	\$6,825.00	\$0.00	\$6,825.00	\$0.00
North American Training	\$7,500.00	\$0.00	\$7,500.00	\$0.00
Compliance Review Per Diem	\$20,475.00	\$0.00	\$20,475.00	\$0.00
CVSA Conference	\$17,100.00	\$0.00	\$17,100.00	\$0.00
MCSAP Planning Meeting	\$8,200.00	\$0.00	\$8,200.00	\$0.00
Subtotal for Program Travel	\$71,290.00	\$0.00	\$71,290.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Uniforms and Related Supplies	\$4,800.00	\$0.00	\$4,800.00	\$0.00
Field Supplies	\$16,800.00	\$0.00	\$16,800.00	\$0.00
Office Supplies	\$4,800.00	\$0.00	\$4,800.00	\$0.00
Subtotal for Supplies	\$26,400.00	\$0.00	\$26,400.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Commercial Vehicle Safety Enforcement Software Maintenance	\$539,941.95	\$0.00	\$539,941.95	\$0.00
Subtotal for Contractual	\$539,941.95	\$0.00	\$539,941.95	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
CVSA/OOS Decals	\$6,384.00	\$0.00	\$6,384.00	\$0.00
Equipment Rental	\$4,296.00	\$0.00	\$4,296.00	\$0.00
Radio Cost	\$81,432.00	\$0.00	\$81,432.00	\$0.00
Maintenance	\$21,600.00	\$0.00	\$21,600.00	\$0.00
Fuel	\$94,250.00	\$0.00	\$94,250.00	\$0.00
Modem charges	\$11,880.00	\$0.00	\$11,880.00	\$0.00
Conference cost	\$5,175.00	\$0.00	\$5,175.00	\$0.00
CVSA Membership Dues	\$7,900.00	\$0.00	\$7,900.00	\$0.00
Cell phones for Compliance Program officers	\$3,840.00	\$0.00	\$3,840.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$236,757.00	\$0.00	\$236,757.00	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$2,577,478.98	\$630,133.89	\$3,207,612.87	\$131,544.00
Total Costs Budgeted	\$2,577,478.98	\$630,133.89	\$3,207,612.87	\$131,544.00