



## **NEW JERSEY**

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

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

**Fiscal Years 2020 - 2022  
Annual Update FY 2021**

**Date of Approval: June 09, 2021**

## **FINAL CVSP**



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

## Part 1 - MCSAP Overview

### Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2020 - 2022)
- Part 2: Crash Reduction and National Program Elements (FY 2020 - 2022)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2020 - 2022)
- Part 4: Financial Information (FY 2021)
- Part 5: Certifications and Documents (FY 2021)

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

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

#### REMINDERS FOR FY 2021:

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

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2020 plans. States must carefully review and update this information to reflect FY 2021 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2021 update). Include descriptions of the changes to your program, including how data tables were modified.

**Personally Identifiable Information - PII** is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized

individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

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

## Part 1 Section 2 - Mission/Goal Statement

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

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

### Instructions:

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

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

The New Jersey Department of Transportation (NJDOT) is the designated lead agency responsible for the administration and management of the MCSAP.

The NJDOT mission is "Improving Lives by Improving Transportation". The goal of the MCSAP in the State of New Jersey is to reduce Commercial Motor Vehicle (CMV)-involved crashes, fatalities and injuries through consistent, uniform and effective CMV safety programs. By doing so, the NJDOT leads the effort promoting safe, efficient, and reliable commercial vehicle operations in the State. This goal encompasses Commercial Motor Vehicles (CMVs), operators, passengers, the general travelling public and enforcement personnel.

Working with the New Jersey State Police (NJSP), the New Jersey Motor Vehicles Commission (NJMVC), and other non-MCSAP funded partners, the NJDOT is tasked with the development and implementation of the Commercial Vehicle Safety Plan (CVSP).

### General MCSAP grant-funded agency support roles:

- The NJDOT is the designated lead agency for the MCSAP, administering the grant. The NJDOT also oversees the development and implementation of the CVSP, the monitoring and reporting of performance progress to the Federal Motor Carrier Safety Administration (FMCSA), and is responsible for assuring compliance to FMCSA guidelines.
- The NJSP serves as the primary enforcement agency responsible for the regulation of CMVs and Hazardous Material (HM) transportation. The NJSP is also responsible for the safety inspection of CMVs within the State, for conducting Compliance Reviews, Carrier Investigations, New Entrant Safety Audits and for conducting CMV public outreach, education, and safety awareness workshops.
- The New Jersey Motor Vehicles Commission (NJMVC) has a primary responsibility of regulating commercial bus traffic and for inspecting passenger carrier vehicles (bus and motor coach) statewide. The NJMVC Commercial Bus Unit is comprised of certified passenger carrier vehicle inspectors. They are responsible for performing school bus and motor coach/bus inspections annually as mandated by New Jersey Statutory Code.

### General non-grant funded agency support roles:

The Port Authority of New York and New Jersey Police Department (PAPD) and the New Jersey Turnpike Authority provide support to the State's MCSAP effort by inspecting CMVs at facilities operated by each respective agency.

## Part 1 Section 3 - MCSAP Structure Explanation

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

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

### Instructions:

*Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.*

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

New Jersey's FY 2021 CVSP will represent the twenty-eighth year of the State's commitment to a performance-based program to improve the overall safety of Commercial Motor Vehicle (CMV) operations.

### New Jersey Department of Transportation (NJDOT)

The NJDOT is the designated lead agency for the MCSAP.

Within the NJDOT, the Bureau of Transportation Data and Support (BTDS) has been given the primary responsibility to administer and manage tasks associated with the grant program. The development and implementation of the CVSP, the monitoring and reporting of performance progress to the Federal Motor Carrier Safety Administration (FMCSA), and assuring compliance to FMCSA guidelines are among the NJDOT-BTDS grant management responsibilities.

In addition, the NJDOT-BTDS is commissioned with the collection, processing and verifying of crash reports (NJTR-1 forms) from state and local law enforcement agencies, allocating resources and dedicating efforts to maintain the State Safety Data Quality (SSDQ) program in good rating. To meet SSDQ goals, the BTDS is committed to reporting accurate, complete and timely motor carrier safety data, improving the quality of CMV crash and inspection data to be submitted to the Motor Carrier Management Information System (MCMIS).

The NJDOT-BTDS is also tasked with the collection, monitoring and analytical evaluation of CMV size and weight data, while operating Weigh-In-Motion (WIM) facilities statewide.

### New Jersey State Police (NJSP)

The New Jersey State Police (NJSP), Transportation Safety Bureau (TSB), serves as the primary enforcement agency for the regulation of CMVs and Hazardous Materials (HM) transportation within the State.

The NJSP-TSB is also responsible for the safety inspection of CMVs within the State, for conducting Compliance Reviews, New Entrant Safety Audits and for conducting CMV public outreach, education and safety awareness workshops.

In the same way, the NJSP-TSB is tasked with the enforcement of laws and regulations that govern vehicle size and weight. They operate several permanent weight and inspection stations equipped with "weight-in-motion" systems and vehicle screening technology.

### New Jersey Motor Vehicles Commission (NJMVC)

The Commercial Bus Inspection Unit (CBIU) of the New Jersey Motor Vehicle Commission (NJMVC), has the primary responsibility for regulating and inspecting all commercial bus traffic statewide.

The NJMVC CBIU is comprised of certified passenger carrier vehicle inspectors. They are responsible for performing school bus and motor coach/bus inspections annually as mandated by New Jersey Statutory Code. They are trained and tested by the New Jersey State Police before becoming FMCSA certified to perform North American Standard Motor Coach inspections.

### MCSAP enforcement divisions and supporting roles:

**The NJSP-TSB commercial vehicle enforcement effort is divided into four units: the Hazardous Materials Transportation Enforcement Unit (HMTEU); the Commercial Carrier Inspection Unit (CCIU); the Motor Coach Compliance Safety Audit Review Unit (MCSARU); and the Mobile Safe Freight Unit (MSFU).**

**Additionally, there are New Jersey State Troopers assigned to the Garden State Parkway and the New Jersey Turnpike performing roadside commercial vehicle inspections.**

*The MCSAP directly supports the HMTEU, which is responsible for the oversight of HM Transportation by CMV, and the MCSARU, which is responsible for the inspection of commercial buses operating within the State. The CCIU, MCSARU and the MSFU are also supported by MCSAP.*

*The Port Authority of New York and New Jersey Police Department (PAPD) supports the State's CMV safety effort by inspecting CMVs at all facilities operated by that agency. Inspectors from the PAPD are totally supported by the Port Authority of New York and New Jersey (PANYNJ). The PAPD Inspectors are trained by the NJSP-TSB and certified by the FMCSA to conduct CMV inspections.*

Participating Agencies	Number of Certified CMV Inspectors (Not Sworn)	Number of Certified CMV Officers (Sworn)	Number of Sworn Officers supported by MCSAP funds
<b><i>MCSAP funded</i></b>			
New Jersey State Police	0	80	27
New Jersey MVC	37	0	0
Subtotal	37	80	<b>27</b>
<b><i>Non-MCSAP funded</i></b>			
New Jersey State Police on Turnpike/Parkway	0	10	0
New York/New Jersey Port Authority Police	0	14	0
Subtotal	0	24	0
<b>Program Total</b>	<b>37</b>	<b>104</b>	<b>27</b>

**Part 1 Section 4 - MCSAP Structure**

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

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

**Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	NJ DEPT OF TRANSPORTATION
Enter total number of personnel participating in MCSAP activities	9
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	9
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NJ STATE POLICE
Enter total number of personnel participating in MCSAP activities	29
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	27
Traffic Enforcement Activities	27
Investigations*	12
Public Education and Awareness	6
Data Collection and Reporting	4
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	NJ MOTOR VEHICLES COMMISSION
Enter total number of personnel participating in MCSAP activities	37
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	37
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	2
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Non-funded Agency Information	
Total number of agencies:	2
Total # of MCSAP Participating Personnel:	24



## Part 2 - Crash Reduction and National Program Elements

### Part 2 Section 1 - Overview

*Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2020 - 2022 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

*In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.*

**Note:** *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit 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>. A user id and password are required to access this system.*

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

## Part 2 Section 2 - CMV Crash Reduction

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

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

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

### Trend Analysis for 2014 - 2018

#### Instructions for all tables in this section:

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

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

### ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	83	90	83
01/01/2017	12/31/2017	72	90	72
01/01/2016	12/31/2016	91	90	91
01/01/2015	12/31/2015	84	90	84
01/01/2014	12/31/2014	84	90	84

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	10	20	10
01/01/2017	12/31/2017	8	20	8
01/01/2016	12/31/2016	17	20	17
01/01/2015	12/31/2015	9	15	9
01/01/2014	12/31/2014	11	15	11

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2018	12/31/2018	1	2	1
01/01/2017	12/31/2017	0	2	0
01/01/2016	12/31/2016	1	2	1
01/01/2015	12/31/2015	1	2	1
01/01/2014	12/31/2014	1	2	1

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

ALL CMV CRASHES: SafetyNet - Crash Characteristics Summary Report; Total Fatal Crashes for CYs 2014-2018, Reports as of 6/28/2019. MOTORCOACH/PASSENGER CARRIER CRASHES: A&I Summary statistics for Buses based on the MCMIS data source for fatal crash events, number of fatal crashes, covering Calendar Years 2014-2018, snapshot as of 5/31/19. The number of fatal crashes for Buses illustrated for CY 2018 (10), represents fatal crash events recorded as of 05/31/19. However, fatal commercial motor vehicle crash investigations take months to complete and the data represented in the snapshot may be subject to change. HM: A&I based on the MCMIS data for fatal crash events, report as of 05/31/2019.

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

The State of New Jersey has modified its past performance trend analysis tables - crash reduction goal measurement indicator, from "Actual # of Fatalities" to "Actual # of Fatal Crashes". The reason New Jersey will be utilizing this performance goal indicator onward is because of the widely-accepted rationale that fatal crashes and their fatality outcomes could be affected by an array of extraordinary occurrences (e.g. one catastrophic bus crash event involving multiple fatalities which could largely overstate a particular year's crash reduction accomplishments), but fatal crashes themselves tend to be low-incidence, random events making up a small percentage of all Commercial Motor Vehicle (CMV) crashes when compared to the larger, more statistically significant body of data obtained when incorporating these to the total number of personal injury and property damage crashes.

As can be seen in the 'All CMV Crashes', 'Motorcoach/Passenger Carrier Crashes' and the 'HM Crashes' trend tables above, the Crash data for CY 2017 illustrates a decrease in the "Actual # of Fatal Crashes" in the State of New Jersey, essentially following a high-visibility CMV targeted enforcement initiative during that year, believed to have played a significant role in deterring the incidence of CMV fatal crashes statewide. Most of these activities were focused on large trucks. According to the New Jersey State Police Fatal Motor Vehicle Crash Comparative Data Report for 2017, there were 29 fatal crashes involving tractor-trailers in the State, representing forty (40%) percent of the 72 fatal crashes reported in the "All CMV Crashes" trend table above.

However, in CY 2018 the "Actual # of Fatal Crashes" increased to eighty three (83), returning to the levels seen prior to 2017. The increase in Fatal Crashes could be attributed in part to a higher volume of miles driven resulting from population growth in the State, low fuel prices, and a strengthening economy. Also, traffic safety and crash causation studies recently published suggests that an increase in roadway deaths correlate directly with increases in driver inattention or distraction. Nevertheless, the NJ Department of Transportation (NJDOT), the NJ State Police (NJSP) and the NJ Motor Vehicles Commission (NJMVC) continue to reaffirm their commitment to their respective missions of ensuring the safety of the motoring public by performing activities designed to make an impact reducing CMV crashes.

**Narrative Overview for FY 2020 - 2022****Instructions:**

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

**Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.****Crash Reduction Goal****Problem Analysis:**

According to the latest crash data (CYs 2017-2018) published by the Federal Motor Carrier Safety Administration (FMCSA) - Motor Carrier Safety Progress Report as of December 31, 2019, the incidence of fatal motor vehicle crashes nationwide continued to rise. Furthermore, according to the National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts Research Note - 2018 "Fatal Motor Vehicle Crashes: Overview", the number of Fatalities in crashes involving Large Trucks increased for the fourth year in a row by .9 percent from 2017 to 2018.

The State of New Jersey being at the crossroads of the domestic freight movement and a leading gateway to global commerce has seen similar increases in CMV Crashes and Fatality outcomes associated with those reported on a national scale during the past years. In addition to the increase in the total number of fatal crashes involving CMVs, the State reported (based on SafetyNet Crash Characteristics Report - CY 2018) an increase in "All CMV Crashes" from 2017 (6,070 CMV crashes) to 2018 (7,011 CMV crashes).

Further analysis (based on NHTSA Traffic Safety Facts for Large Trucks - comparative statistical 2017-2018 data by state - New Jersey) revealed a 4% of "Large Trucks Involved in Fatal Crashes" increase from 2017 to 2018.

Taking into account the increasing trends reported nationwide, as well as statewide for the past years, on categories such as "Total CMV Crashes", "Total CMV Fatal Crashes", or "Total Large Trucks Involved in Fatal Crashes", it is very important to remain engaged and focused in a strategic effort to promote CMV Transportation Safety and to continue investing in those activities proven to generate the maximum reduction in the number and severity of CMV crashes/fatalities in New Jersey.

**Problem Statement:**

***In order to deter increasing trends in CMV Crashes, the State of New Jersey will allocate available resources and commit to MCSAP activities, as outlined in the CVSP, dedicating efforts and performing activities that will result in the reduction of CMV Crashes and related fatalities.***

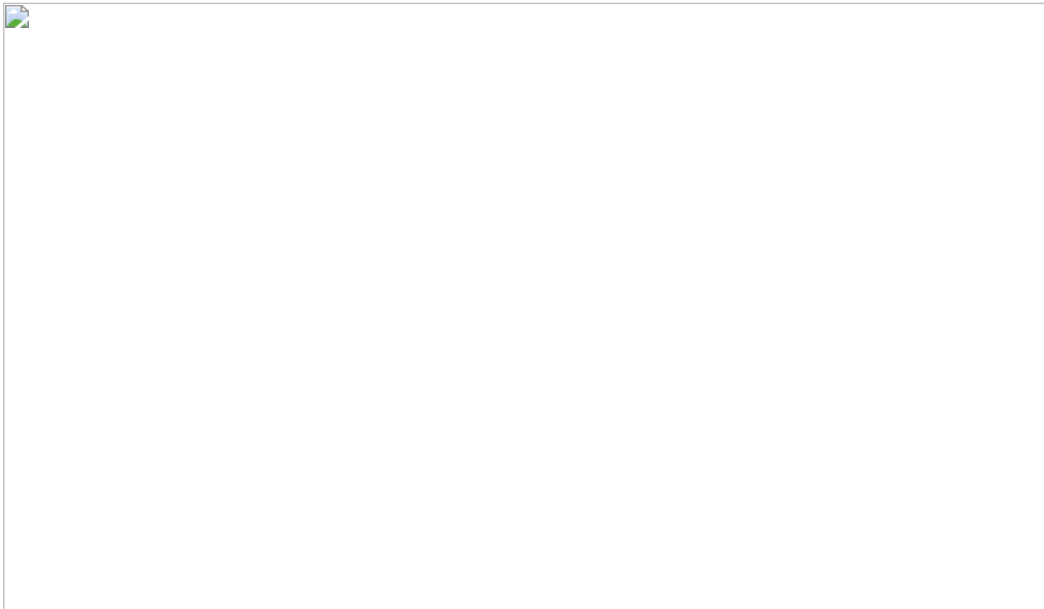
An analysis of CMV crash data from calendar years 2017-2018, obtained from the FMCSA (MCMIS, A&I), the NHTSA, the Fatal Motor Vehicle Crash Comparative Data Report compiled by the New Jersey State Police Fatal Accident Investigation Unit and SafetyNet, confirmed the number of CMV Crashes and related fatalities continue on an increasing trend nationally and in New Jersey. Furthermore, when such data is examined by CMV vehicle configuration, it reveals Large Trucks as the most likely vehicle to be involved in a CMV crash, or in a CMV fatal crash.

A large truck for the purpose of this analytical evaluation is any medium or heavy truck excluding buses and motor homes, with a gross vehicle weight rating (GVWR) greater than 10,000 pounds.

To better understand the scope of the problem, when we compare the 2017-2018 CMV Crash data in New Jersey by vehicle configuration, we find the number of Large Trucks involved in all CMV Crash Events represent an average 83 percent (per vehicle configuration statistics for large trucks and buses based on MCMIS data for all crash events). Therefore, it is appropriate to establish that Large Trucks posed the highest risk of involvement in CMV Crashes in the State. Taking this into consideration, in order to maximize resources to generate the highest safety performance return to accomplish State and Federal CMV Crash Reduction goals, the New Jersey State Police (NJSP) remains committed to visible traffic enforcement activities focused on large trucks committing serious traffic offenses, or engaged in unsafe driving behaviors, such as speeding, following too close, improper lane change, texting, cell phone use, impaired and/or reckless driving. While these enforcement activities combined with outreach and education efforts have contributed to the State Crash Reduction objectives and to the MCSAP mission, more work remains to be done to meet the continuous challenge presented by these increasing trends.

The New Jersey CMV Crash Reduction goal and activities are the result of a coordination between the State law enforcement community (the New Jersey State Police – Transportation Safety Bureau and the New Jersey Motor Vehicles Commission - Bus Inspection Unit) and the New Jersey Department of Transportation - Bureau of Transportation Data & Support.

The chart below, "CMV Crashes - New Jersey 2014 – 2018 - 5 Year Trend" supported by SafetyNet data, illustrates an increasing trend in CMV Crashes up to 2016, followed by a Crash Reduction accomplishment in 2017. However, in 2018 the State reported an increase in CMV Crashes along the trend line.



***Enter the data source and capture date:***

1- 2018 Fatal Motor Vehicle Crash Comparative Data Report for the State of New Jersey compiled by the New Jersey State Police Fatal Accident Investigation Unit. 2- Motor Carrier Safety Progress Report compiled by the Federal Motor Carrier Safety Administration (FMCSA) as of December 31, 2019. 3- National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts 2017-2018 for Large Trucks, published on March 2020 and Traffic Safety Facts New Jersey 2017-2018 Large Trucks Involved in Fatal Crashes - NHTSA Fatality Analysis Reporting System (FARS). 4- NHTSA Traffic Safety Facts

Annual Report - Vehicles Involved in Crashes by Vehicle Type and Crash Severity 2014-2018. 5- Federal Motor Carrier Safety Administration (FMCSA) A&I Vehicle Configuration statistic report for Large Trucks based on MCMIS data CY 2018. 6- SafetyNet Crash Characteristics Summary Report for Calendar Years 2014 to 2018.

#### **Projected Goal for FY 2020 - 2022:**

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

<b>Fiscal Year</b>	<b>Annual Crash Reduction Goals</b>
2020	1
2021	1
2022	1

The State of New Jersey will commit to a 1% Crash Reduction effort in 2021 and 2022. The baseline for the CMV Crash Reduction goal will be calculated using the Total CMV Crashes reported on CY 2018 (7,011), or 6,941 CMV Crashes, a reduction equivalent to 70 CMV Crashes on 2021 and 2022. Following an increasing trend in CMV Crashes and CMV Fatal Crashes from 2014 to 2016, the State experienced a decrease of 7% in 2017 when compared to 2016, equivalent to a reduction of 455 CMV Crashes for the year. However, the crash data for 2018 indicated an increase in All CMV Crashes and Fatal Crashes. An increase higher than the trend that was being reported prior to 2017. Although it was encouraging to acknowledge a Crash Reduction in 2017, it is important to keep in mind that broadly accepted contributing factors to CMV Crashes, such as strong periods of sustained economic activity, together with low fuel costs, higher traffic volumes and congestion and a dramatic increase in distraction caused by cell phones and texting, have contributed to the increase in CMV Crashes reported in 2018.

#### ***Program Activities for FY 2020 - 2022: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.***

The NJSP will continue to allocate program resources to targeted activities at locations and corridors identified in the data sources mentioned above, with high crash and crash fatality rates per Truck MVMT.

The NJSP has also developed effective deployment strategies and continues re-evaluating current practices in order to increase roadside inspection and/or traffic enforcement activities at these locations.

In addition, high-visibility details on a weekly basis consisting of a minimum of (5) enforcement personnel will be assigned to conduct traffic enforcement, size and weight details and inspections in an effort to reduce CMV crashes in the targeted areas. The traffic details will include enforcement of aggressive or distracted driving behaviors of Commercial Motor Vehicles (CMVs) or passenger vehicles operating around CMVs.

Activities conducted during the balance of the program year at these specific locations would depend on the associated percentage of fatal crashes occurring at the specific site.

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

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

The State will utilize the New Jersey Safetynet Database, A&I and New Jersey State Police data available to compare crash data on a quarterly basis in order to monitor progress and evaluate effectiveness of the program activity plan.

## Part 2 Section 3 - Roadside Inspections

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

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

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2020 - 2022.

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

### Trend Analysis for 2014 - 2018

Inspection Types	2014	2015	2016	2017	2018
Level 1: Full	15293	13714	13864	14430	14400
Level 2: Walk-Around	9590	8248	8248	9020	9037
Level 3: Driver-Only	12474	10880	10880	11530	11530
Level 4: Special Inspections	111	111	111	111	111
Level 5: Vehicle-Only	297	397	347	347	372
Level 6: Radioactive Materials	0	0	0	0	0
<b>Total</b>	<b>37765</b>	<b>33350</b>	<b>33450</b>	<b>35438</b>	<b>35450</b>

### Narrative Overview for FY 2020 - 2022

#### Overview:

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

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

The New Jersey State Police currently conducts random roadside inspection of CMV's, Motor Coaches and Hazmat carriers throughout the state. The inspections are initiated through Traffic Enforcement as well as random Commercial Vehicle Inspections to ensure compliance with FMCSA regulations. Five fixed weight station facilities currently utilized are located at I-295 Carney's Point, I-78 WB Greenwich, I-78 EB Greenwich, I-287 Piscataway and I-80 Knowlton. All fixed facilities are equipped with stationary Weight-In-Motion (WIM) scales to ensure compliance with all size and weight regulations.

Roadside inspections are performed at locations that are conducive to promoting Trooper safety which facilitates any level of inspection when applicable. All inspections are performed as per CVSA guidelines with enforcement of FMCSA regulations. Roadside inspections also monitor overweight vehicles through the use of portable scales to enforce size and weight regulations. The carrier's safety performance data is utilized to determine the feasibility of conducting an inspection. All inspectors utilize web-based applications accessed through the FMCSA Portal to ensure the carriers operating authority, previous inspection history, driver status, and other related data. Fixed weight station facilities are also utilized to separate vehicles for inspections.

Any CMV suspected of an overweight violation is directed onto the scale for further investigation. All CMV's found to be in violation of size and weight regulations are inspected. Monthly statistical reports are generated from each scale which indicates the number of vehicles weighed as well the number of overweight vehicles in violation. This data is utilized to ensure staffing levels are scheduled during peak demands. NJSP supervisors monitor weekly, monthly, and yearly statistical reports for each member under their command to ensure inspections are being conducted and uploaded into the MCMIS system. NJSP and NJDOT administrative personnel utilize SAFETYNET to ensure the inspection goals set forth in this CVSP are met.

ELD Web Services initiative & Data Transfer activities:



The Transportation Safety Bureau is comprised of a Training Unit which had begun implementing protocols to improve overall compliance with the ELD upload recommendations presented in the MCSAP FY21 Planning Memo. Initially, a mass e-mail was distributed to all NJSP inspectors emphasizing that web services will be the preferred method utilized for all ELD transfers during roadside inspections. In addition, the Training Unit just completed the instruction of the new Hours of Service regulations to all inspections. During this training, an additional block of instruction was given to each inspector explaining the web services transfer method. Our instructors clarified any misunderstandings and ensured the web services was to be used as the preferred method for all ELD transfers.

Finally, the Training Unit along with our certified FMCSA instructors have placed themselves at each of our weigh stations to assist with ELD transfers with our inspectors. They have been ensuring that the preferred method of web services is being utilized. They have also been educating both the drivers and inspectors with any issues which arise. These remedies will be in place until further notice and will be reevaluated as new monthly compliance percentages are released.

## Projected Goals for FY 2020 - 2022

### Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2020 - 2022. For FY 2021, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

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

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

### MCSAP Lead Agency

**Lead Agency is:** NJ DEPT OF TRANSPORTATION

**Enter the total number of certified personnel in the Lead agency:** 0

Projected Goals for FY 2021 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full				0	%
Level 2: Walk-Around				0	%
Level 3: Driver-Only				0	%
Level 4: Special Inspections				0	%
Level 5: Vehicle-Only				0	%
Level 6: Radioactive Materials				0	%
<b>Sub-Total Lead Agency</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**MCSAP subrecipient agency**

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

**Subrecipient is:** NJ STATE POLICE

**Enter the total number of certified personnel in this funded agency:** 80

Projected Goals for FY 2021 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10315	1850	360	12525	37.95%
Level 2: Walk-Around	7400	1522	295	9217	27.93%
Level 3: Driver-Only	8575	0	2350	10925	33.11%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	287	10	34	331	1.00%
Level 6: Radioactive Materials	0	2	0	2	0.01%
<b>Sub-Total Funded Agencies</b>	<b>26577</b>	<b>3384</b>	<b>3039</b>	<b>33000</b>	

NJ MOTOR VEHICLES

**Subrecipient is:** COMMISSION

**Enter the total number of certified personnel in this funded agency:** 37

Projected Goals for FY 2021 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full			1174	1174	49.96%
Level 2: Walk-Around			100	100	4.26%
Level 3: Driver-Only			776	776	33.02%
Level 4: Special Inspections			0	0	0.00%
Level 5: Vehicle-Only			300	300	12.77%
Level 6: Radioactive Materials			0	0	0.00%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>2350</b>	<b>2350</b>	

**Non-Funded Agencies**

Total number of agencies:	2
Enter the total number of non-funded certified officers:	24
Enter the total number of inspections projected for FY 2021:	960

**Summary**

## Projected Goals for FY 2021 - Roadside Inspections Summary

<b>Projected Goals for FY 2021 Summary for All Agencies</b>					
<b>MCSAP Lead Agency: NJ DEPT OF TRANSPORTATION</b>					
<b># certified personnel: 0</b>					
<b>Subrecipient Agencies: NJ MOTOR VEHICLES COMMISSION, NJ STATE POLICE</b>					
<b># certified personnel: 117</b>					
<b>Number of Non-Funded Agencies: 2</b>					
<b># certified personnel: 24</b>					
<b># projected inspections: 960</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	10315	1850	1534	13699	38.75%
Level 2: Walk-Around	7400	1522	395	9317	26.36%
Level 3: Driver-Only	8575	0	3126	11701	33.10%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	287	10	334	631	1.79%
Level 6: Radioactive Materials	0	2	0	2	0.01%
<b>Total ALL Agencies</b>	<b>26577</b>	<b>3384</b>	<b>5389</b>	<b>35350</b>	

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

**Note:** States in Year 2 or Year 3 of a multi-year plan cannot edit the table shown below. It should be used as a reference.

<b>Projected Goals for FY 2021 Roadside Inspections</b>	<b>Lead Agency</b>	<b>Subrecipients</b>	<b>Non-Funded</b>	<b>Total</b>
Enter total number of projected inspections	0	35350	960	36310
Enter total number of certified personnel	0	117	30	147
<b>Projected Goals for FY 2022 Roadside Inspections</b>				
Enter total number of projected inspections	0	35350	960	36310
Enter total number of certified personnel	0	117	30	147

**Part 2 Section 4 - Investigations**

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

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

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.

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

**Trend Analysis for 2014 - 2018**

Investigative Types - Interstate	2014	2015	2016	2017	2018
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	68	62	50	46	50
CSA On-Site Comprehensive	19	15	26	29	30
<b>Total Investigations</b>	<b>87</b>	<b>77</b>	<b>76</b>	<b>75</b>	<b>80</b>
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2014	2015	2016	2017	2018
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site	0	0	0	0	0
CSA On-Site Focused/Focused CR	0	0	0	0	0
CSA On-Site Comprehensive	0	0	0	0	0
<b>Total Investigations</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Total Security Contact Reviews					
Total Terminal Investigations					

**Narrative Overview for FY 2020 - 2022****Instructions:**

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

**Projected Goals for FY 2020 - 2022**

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2020 - 2022.

Projected Goals for FY 2020 - 2022 - Investigations						
Investigation Type	FY 2020		FY 2021		FY 2022	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	10	0	10	0	10	0
CSA On-Site Focused/Focused CR	40	0	40	0	40	0
CSA On-Site Comprehensive	30	0	30	0	30	0
<b>Total Investigations</b>	<b>80</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>80</b>	<b>0</b>
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

The Carrier Investigations are to be performed by 5 State Troopers, equivalent to the actual level of staffing for the program. The staff members assigned to the Carrier Investigations are dedicated as follows: 75% of their effort to Compliance Review Investigations and the remaining 25% dedicated to PVI.

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

Five (5) New Jersey State Police Troopers will be assigned to the Compliance Review Unit where they will be tasked with completing assigned comprehensive and focused CSA investigations as directed by the FMCSA. They will also assist the FMCSA in conducting corrective actions as needed.

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

Using reports obtained through MCMIS, administrative personnel will monitor the number of CSA investigations that inspectors are performing as indicated in the Program Activity Measure below. Administrative personnel will assure goals stated in this CVSP will be achieved for CSA investigations of Motor Carrier Property, Motor Carrier Passenger, Motor Carrier HM and HM Shipper. The MCSAP involved personnel from the NJSP will meet with program participants from the FMCSA Divisional Office on a monthly basis to review the overall program progress.

Monitoring and reviewing completed CSA investigations including the AIM (ACE Intervention Management) report will be conducted by the squad supervisors as well as the Assistant Unit Head to ensure a qualitative analysis is conducted on all CSA investigations prior to uploading into MCMIS. The Unit Head and Administrative Assistant will check MCMIS to verify that the CSA investigations are being completed and uploaded on a weekly and monthly basis prior to their due dates.

**Part 2 Section 5 - Traffic Enforcement**

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

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

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

**Trend Analysis for 2014 - 2018****Instructions:**

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

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

State/Territory Defined Measurement Period (Include 5 Periods)		Number of Documented CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2017	09/30/2018	5995	
10/01/2016	09/30/2017	3880	
10/01/2015	09/30/2016	3250	
10/01/2014	09/30/2015	2848	
10/01/2013	09/30/2014	3176	

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

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

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

Data Source: New Jersey SafetyNet Database - Provided by the New Jersey State Police - Transportation Safety Bureau (NJSP-TSB). The NJSP-TSB has the ability to compile all data through the use of the "INSPECT" program.

The INSPECT software collects all necessary statistical data in real-time for all inspections being performed. The NJSP-TSB will utilize the mobile-cad database to collect the number of CMV Traffic Enforcement stops without an inspection and con-CMV Traffic enforcement stops.

### **Narrative Overview for FY 2020 - 2022**

#### **Instructions:**

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

The State's contingent of MCSAP certified personnel is approximately 80 sworn members inclusive of personnel assigned to the Commercial Vehicle Enforcement Units. All personnel have received the required federal training to focus on commercial vehicle enforcement, as well as, certification in local traffic laws. Members assigned to the Commercial Vehicle Enforcement Units are active 6 days a week with shifts ranging from the hours of 6 am through 12 am. CMV units are assigned to roadways with high volumes of commercial motor vehicle traffic such as SH 287, SH 80, SH 295, SH 78, SH 42, Garden State Parkway and New Jersey Turnpike. In addition, CMV units are deployed on highways statewide using overtime saturation patrols to monitor both CMV and Non CMV's operating aggressively in and around CMV's in problematic areas. Both CMV and Non CMV vehicle operators stopped for aggressive driving offenses or seatbelt non-compliance in targeted patrol areas will be educated on the benefits of safe highway passage and seatbelt compliance.

The Non CMV enforcement activities in the performance of the aforementioned details are strictly monitored on a quarterly basis to ensure that all MCSAP funded programs are conducted in accordance with the MCSAP Comprehensive Policy, ensuring that all goals are achieved.

### **Projected Goals for FY 2020 - 2022**

*Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2020 - 2022. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.*

**Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2004/2005 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.**

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1500	1500	1500
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	2000	2000	2000
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	0	0	0
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1750	1750	1750

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, States must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

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



FY 2021 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2021 Activities	Average 2004/05 Activities
36310	80	1500	37890	32512

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

Comprehensive and high visibility traffic enforcement in high risk locations and corridors will be accomplished by a deployment of Commercial Motor Vehicle (CMV) units to roadways and highways statewide with high volumes of CMV traffic using overtime saturation patrols to monitor CMV's and passenger vehicles for aggressive driving offenses or seat-belt non-compliance in targeted patrol areas. Vehicle operators will be stopped and educated on the benefits of safe highway passage if seen operating aggressively in and around CMV's in problematic areas. Any Non-CMV traffic enforcement activities directly related, or executed by MCSAP personnel are obtained from aggressive Non-CMV driver details and fall within the statutory limitations of spending for Non-CMV traffic enforcement, data collection and reporting. All data will be compiled through the use of the "INSPECT" inspection program.

**Part 2 Section 6 - Safety Technology**

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

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

*Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must achieve full participation by October 1, 2020. FMCSA defines "fully participating" in PRISM for the purpose of determining eligibility for MCSAP funding, as when a State's or Territory's International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.*

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

**Safety Technology Compliance Status**

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

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

Available data sources:

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

**Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency:** New Jersey Department of Transportation

**Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency:** New Jersey Motor Vehicles Commission

**Narrative Overview for FY 2020 - 2022****Problem Statement Narrative and Projected Goal:**

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

**ITD:**

On September 30, 2016 the State of New Jersey received confirmation from FMCSA that the State met all of the requirements for Core CVISN and may proceed forward with an Expanded ITD Program. The State also brought into functional operation all of its three NJPASS eScreening project sites, and is now in the process of updating and developing

an Expanded ITD PP/TLD for FMCSA approval, in order to pursue funding for Expanded ITD Projects that should be accomplished through its Expanded ITD Program.

***Program Activities for FY 2020 - 2022: Describe any actions that will be taken to implement full participation in PRISM.***

N/A

***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.***

N/A

## Part 2 Section 7 - Public Education and Outreach

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

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

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

### Trend Analysis for 2014 - 2018

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

Public Education and Outreach Activities	2014	2015	2016	2017	2018
Carrier Safety Talks	20	26	29	33	35
CMV Safety Belt Education and Outreach	1	1	1	1	1
State Trucking Association Meetings	1	1	1	1	1
State-Sponsored Outreach Events	1	1	1	1	1
Local Educational Safety Events	3	3	3	3	3
Teen Safety Events	1	1	1	1	1

### Narrative Overview for FY 2020 - 2022

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

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

As part of the outreach program, the New Jersey State Police (NJSP) personnel will conduct at least 30 carrier safety seminars during FFY 2021 at trucking companies, trucking associations, shipper associations, motor coach/limousine associations, municipalities and insurance companies.

Last year the NJSP had a performance objective to perform 30 public education and outreach activities. As of September 30, 2019, the New Jersey State Police performed 36 of such events. Nineteen (19) troopers participated in these activities as speakers, or in an instructional capacity.

In addition, in an effort to enhance the State Public Outreach and Education program activities, the NJSP will join other public safety agencies and participate in collaborative ventures, such as the Troopers and Truckers (T-n-T) initiative, seeking to advance highway safety and homeland security, by fostering an even greater mutual cooperation between the troopers and the trucking industry.

All certified members will undergo additional training during the annual refresher on increased awareness in the area of human trafficking. A block of instruction will follow a video presentation outlining indicators and other factors used in identifying trafficking situations. While conducting compliance reviews and safety audits, our certified members will also review and share best practices in combating trafficking in the trucking industry. Also, additional information will be accessible for drivers in the form of pamphlets and brochures to further educate them on the awareness of human trafficking.

### Projected Goals for FY 2020 - 2022

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

			Performance Goals		
Yes	No	Activity Type	FY 2020	FY 2021	FY 2022
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	23	23	23
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

Under this CVSP, the NJSP-TSB will perform two to three seminars, public education, outreach and/or Safety Awareness activities per month for a total of 30 for the period of performance. All details having been completed shall be monitored by the supervisor of the TSB training unit to ensure the projected goal is met on a quarterly basis. All required criteria shall be documented as requested by CVSP guidelines to include number of seminars, duration and the number of attendees.

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

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

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

**SSDQ Compliance Status**

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

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

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2020 - 2022.

SSDQ Category	Current SSDQ Rating	Goal for FY 2020	Goal for FY 2021	Goal for FY 2022
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	Good	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good	Good
Crash Timeliness	Good	Good	Good	Good
Crash Accuracy	Good	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good	Good
Inspection Timeliness	Good	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

SSDQ as of May 29, 2020.

**Narrative Overview for FY 2020 - 2022**

**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.).

According to a Data Quality Overall State Rating (May 29, 2020) for the State of New Jersey, all SSDQ measures are in the *green* (good) rating.

The Overall State Rating is *green*. To maintain this goal, the NJDOT has been working hard at processing approximately 6,000 FMCSA reportable CMV crash records per year. While many crash records can be processed automatically, staff intervention is required to address problematic or incomplete records.

Among the most challenging problems encountered are the detection and deletion of duplicate fatal crash records. Once these are identified, to address the problem, NJDOT staff manually enters into SAFETYNET all fatal crashes that are showing in FARS, but not in MCMIS.

As reported on the latest SSDQ report, the Crash Timeliness rating has been rated *green*, at 90%. This rating has shown continued improvement, accomplished as the NJDOT-Bureau of Transportation Data & Support has been instrumental processing and diminishing crash record baglogs consisting of 2019 CMV crashes.

However, it is possible to experience temporary rating issues in the near future, due to the Covid-19 National, Federal and State emergency declarations. At the time, the State is overcoming human resources and data-flow challenges due to the statewide contingency plan to combat the spreading of the virus in NJ.



***Program Activities FY 2020 - 2022: Describe activities that will be taken to maintain a “Good” overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a “Good” rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.***

The State of New Jersey Department of Transportation is engaged in a continuous effort to reduce crash report data backlogs and maintain its current Timeliness rating in the *green*. In order to do so, the NJDOT has identified municipalities that frequently report delays in their crash record submissions. Official notifications and reminders are frequently sent to these municipalities in an effort to raise awareness to the importance of submitting crash report data in a timely manner.

Looking forward, the NJDOT-Bureau of Transportation Data & Support expects to see a continuous improvement in terms of crash report submission delays affecting timeliness and other ratings affecting data quality.

Nevertheless, continuous improvement in all SSDQ measures will only be attainable once the Covid-19 emergency declarations are over.

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

The New Jersey Department of Transportation will continue to monitor internal crash data submission logged dates and municipality timelines in an effort to address and improve data-flow issues from municipalities.

The SSDQ report will continue to be closely monitored for upward or downward movements affecting all ratings. All Crash and Inspection measures were rated *green* per the May 29, 2020, SSDQ report.

However, it is important to point out, that as a result of the Covid-19 emergency declarations and the State of New Jersey contingency plan, the crash and inspection data-flow and validation processes will fluctuate and there will be a temporary impact to monitor and remedy until the emergency is over.



**Part 2 Section 9 - New Entrant Safety Audits**

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

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

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.201](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program.

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

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

**Trend Analysis for 2014 - 2018**

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

New Entrant Safety Audits	2014	2015	2016	2017	2018
Interstate	1122	1756	1703	1332	1510
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>1122</b>	<b>1756</b>	<b>1703</b>	<b>1332</b>	<b>1510</b>

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

**Narrative Overview for FY 2020 - 2022**

**Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:** New Jersey State Police - Transportation Safety Bureau

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

**Program Objective:** The Statutory time limit for processing and completing interstate safety audits is: If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later, a safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

**Projected Goals for FY 2020 - 2022**

For the purpose of completing the table below:

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

Projected Goals for FY 2020 - 2022 - New Entrant Safety Audits						
	FY 2020		FY 2021		FY 2022	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	200	0	200	0	200	0
# of Safety Audits (Offsite)	1300	0	1300	0	1300	0
# Group Audits	0	0	0	0	0	0
<b>TOTAL Safety Audits</b>	<b>1500</b>	<b>0</b>	<b>1500</b>	<b>0</b>	<b>1500</b>	<b>0</b>
# of Non-Audit Resolutions	400	0	400	0	400	0

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

The New Entrant Program monitors drivers and carriers during their first twelve to eighteen months on the road to ensure that new carriers have essential safety management practices in place. The State of New Jersey will achieve safety objectives under this initiative by conducting at least 1,500 Safety Audits of all new carriers during a year. If new carriers pass the Safety Audit and an eighteen-month on-road performance period, they graduate and continue to be monitored through roadside inspections and State crash report under FMCSA's Compliance, Safety, Accountability (CSA) enforcement and compliance program enforced for the State of New Jersey by the New Jersey State Police (NJSP).

The objectives for the New Entrant Program are to:

- 1- Ensure new carriers are operating safely.
- 2-Ensure new carriers understand and follow the regulations.
- 3-Remove carriers from operating if they are unsafe.

A safety audit is a review of a motor carrier's safety management systems and required records to assess compliance with the Federal Motor Carrier Safety Regulations (FMCSRs), applicable Hazardous Materials Regulations (HMRs), and related record-keeping requirements. Furthermore, the review provides a thorough examination of the new entrants operations, educational and technical assistance on safety and the operational requirements of the FMCSRs and HMRs. The audit will also gather critical safety data needed to make an assessment of the carrier's safety performance and basic safety management controls. The areas for review include, but are not limited to:

- Driver qualification
- Driver duty status
- Vehicle maintenance
- Accident register
- Controlled substances, alcohol use and testing requirements

The safety audit will be conducted by an individual certified as a Safety Auditor or Safety Investigator under FMCSA regulations and will consist of an interview session with a motor carrier official, a two to four hour review of the new entrant's safety management systems, and a sample of required records and operational practices.

Carriers who fail a safety audit will also receive instructions on how to comply with the new Corrective Action Plan (CAP) to avoid being placed out of service.

The New Jersey State Police (NJSP) has participated in the New Entrant Safety Audit Program since its inception in FFY 2003. In the early years of the program, there were no fully dedicated personnel assigned to perform the safety audits. Program funding received was utilized on a part time *overtime* basis by NJSP project personnel. On January 7, 2006, a permanent *New Entrant Safety Audit Unit (NESAU)* was established by the NJSP consisting of eight fully dedicated personnel.

Since that time, the NJSP has continued efforts to improve the program with the intention of creating a completely State run program. With the exception of entering reports into the Electronic Data Management System (EDMS) and Safety Audit (SA) approvals, the program has been achieving this goal since FFY 2007.

***Activity Plan for FY 2020 - 2022: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.***

To accomplish the goals and objectives of 1,500 safety audits for FY 2021:

The Unit will request funding under this submission and utilize overtime funding for approximately 11 personnel not assigned to the Motor Coach unit that are trained in safety audits. Five of the fourteen personnel who are assigned to our Motor Coach Unit will assist with the completion of the passenger carriers requiring safety audits. The safety audits will be conducted by an individual certified as a Safety Auditor or Safety Investigator under FMCSA regulations. The audit will consist of both Onsite and Offsite Safety Audits to include an interview session with a motor carrier official, a two to four hour review of the new entrant safety management system, a sampling of required records, observation of operational practices and implementation of ELD compliance, and completion of mandated inspections on all passenger carrying new entrants.

In addition, all Safety Investigators will conduct inspections on carrier's commercial motor vehicles when the vehicles are available and ready for dispatch for the "Onsite Safety Audits". Carriers who fail a safety audit will also receive instructions on how to comply with the new Corrective Action Plan (CAP) in order to avoid being placed out of service.

In order to reduce the New Jersey's Safety Audit overdue rate and maintain the inventory, the Transportation Safety Bureau (TSB), Motorcoach Compliance Safety Audit Review Unit (MCSARU), has been tasked with ensuring the Safety Audit Program benchmarks are achieved. The TSB and MCSARU duties were negatively impacted due to the Covid 19 Pandemic and Civil Unrest details throughout the state during the 2020 spring and summer. The aforementioned events negatively impacted the ability of MCSARU to maintain the assigned carriers from coming overdue as the Unit has always done. Supplemental programs were also suspended during this period which greatly hindered the ability to maintain the carrier assignments.

As a result of the negative effects recognized from these events the TSB has recently trained two additional members who shall be conducting audits beginning in FFY2020. The full-time contingent of MCSARU assigned members shall now be assisted by 16 TSB members assigned outside of MCSARU to thwart the carriers from coming overdue. Additionally, MCSARU has postured the SA Program to focus heavily on the "Overdue Carriers" in an effort to become current on all assignments.

Finally, TSB Command is aware of MCSARU's need for additional members to be assigned to the Unit. A selection process to seek out additional members to be assigned in a full-time capacity to ensure all CVSP goals are met is currently being proposed and is projected to be complete during the FFY 2020 performance period.

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

Monitoring and a review of the safety audits will be conducted by the New Jersey State Police Supervisors as well as the Assistant Unit Head. The Unit Head and Administrative Assistant will check A&I NEWS to ensure that the safety audits are being completed and uploaded on a weekly and monthly basis prior to their due date. All safety audit assignments are made by the Assistant Unit Head for offsite and onsite audits. The Assistant Unit Head is responsible for ensuring the prioritization of the assignments and proper format for all completed safety audits.

A quarterly performance progress report will be submitted within 30 days of the end of each quarter, as required by FMCSA.

### Part 3 - National Emphasis Areas and State Specific Objectives

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2020 - 2022).*

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

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

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

#### Instructions:

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

#### Check this box if:

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

### Part 3 Section 2 - Passenger Carrier Enforcement

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

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

#### Instructions:

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

#### Check this box if:

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

#### Narrative Overview for FY 2020 - 2022

##### **Problem Statement Narrative: Describe the problem as identified by performance data and include the baseline data.**

For-hire regular route commercial passenger transportation services can raise significant safety concerns in highly congested areas, such as Hudson and Bergen Counties, where competition by bus carriers for passengers is concentrated.

In addition, more than 1,400 interstate bus carriers subject to the FMCSR's are known to be domiciled throughout New Jersey. Another 3,000 passenger carriers conduct intrastate operations and are of concern to the motoring public.

##### **Projected Goals for FY 2020 - 2022: Enter the performance goal for the three year CVSP period for the State's passenger carrier enforcement initiative. Annual passenger carrier enforcement benchmarks for FY 2020, 2021 and 2022 must also be included.**

During FFY 2021 the State will perform 5,389 passenger carrier vehicle inspections (see roadside inspection table under the Crash Reduction tab 2 - Goal Projections FY 2021).

Additionally, New Jersey State Police enforcement personnel will target commercial passenger carriers where transportation services are frequently used and in highly congested areas to promote passenger carrier safety.

The New Jersey Motor Vehicle Commission will conduct passenger carrying vehicle inspections utilizing three specialty vehicles, (one in each State region, northern, central, south) at high visibility destination locations within the State.

##### **Program Activities for FY 2020 - 2022: Provide additional information regarding how these activities will be implemented.**

State Bus inspection personnel will continue to conduct roadside inspections of passenger carrying vehicles at numerous attractions within the State including: Atlantic City; Great Adventure; Liberty State Park; and various New Jersey beach resort towns. Additionally, the NJSP will continue partnering with Local Agency/MVC/Port Authority law enforcement personnel to establish high visibility details at key locations around the State. These include, but are not limited to, the following locations in Bergen and Hudson counties: NY/NJ Port Authority (Location: General Square - Inspections) Fairview Township Police Department (Location: Jewish Orthodox Church, 101 Anderson Ave, Fairview - Inspections) TEAM II(Aa): Fairview Township Aggressive Driver Detail Jersey City (Location: TBD - Inspections) Jersey City Aggressive Driver Detail.

***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.***

The State will utilize enforcement activities, inclusive of high visibility details and New Jersey Safetynet data source to track the following items:

1. Number of Inspections (Statewide and at key locations)
2. Number of traffic stops for moving violations: (Statewide and at key locations)
3. Number and type of violations: (Statewide and at key locations)
4. Number of Passenger Carrier Vehicle Crashes

### Part 3 Section 3 - State Specific Objectives – Past

No updates are required for this section.

#### Instructions:

*Describe any State-specific CMV problems that were addressed with FY 2019 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2019 CVSP.*

#### **Progress Report on State Specific Objectives(s) from the FY 2019 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2019 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.*

#### Activity #1

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

Outreach and Educational Programs: The following Outreach and Educational Program events (42) were performed by the New Jersey State Police - Transportation Safety Bureau (NJSP-TSB) as of September 30, 2018. Event Date Company/Organization: 10/1/2017 Republic Services 10/14/2017 Teens & Trucks 10/17/2017 FedEx Freight 10/24/2017 Shred-It 10/27/2017 JPC 10/28/2017 Safeway Trucking 10/28/2017 Hermann Truck 11/22/2017 PSE&G 12/22/2017 Skoda Contracting 1/15/2018 Bare Motor Co Inc 1/23/2018 NJ Irrigation Association 2/1/2018 Unilock 2/6/2018 Unilock 2/7/2018 Northern Nurseries 2/8/2018 Gloucester County Police Academy 2/15/2018 SLS Landscaping, Inc 2/20/2018 Beaverbrook Motors 2/24/2018 Johanna Farms 2/18/2018 NJLCA 3/16/2018 NJ Council on Special Transportation 3/16/2018 LMD Logistics 3/19/2018 UPS 3/27/2018 United Site Services 4/4/2018 Bernie's Towing 4/19/2018 Miller Transportation Group 4/19/2018 American Rental Association 4/25/2018 Cioffi's Towing 5/4/2018 Touch a Truck Event 5/11/2018 Traffic Plan (Albanese) 5/15/2018 Utilities Co 5/16/2018 Delaware Valley Floral Group 5/16/2018 Rich Product Corp 5/30/2018 Atlantic City Electric 5/30/2018 Delaware Valley Floral Group 5/31/2018 Bridgeton Tow List - Quick Towing 6/10/2018 Ho-Ro Trucking 6/12/2018 New Jersey American Water 6/13/2018 Rich Product Corp 6/23/2018 NJMTA Driver Championship 6/28/2018 NJMTA Round Table Discussion 8/21/2018 Eastern Lift Truck 9/15/2018 ACV Enviro In addition, the State anticipates to exceed the goal of 30 seminars under the current FY 2018 CVSP period ending on September 30, 2019.

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

The New Jersey State Police shall conduct no less than 30 Seminars, Educational Safety Awareness and Outreach events during FY 2020.

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

As of September 30, 2018, forty (42) outreach and educational activities were performed. For this performance cycle under the current CVSP, the State of New Jersey will exceed expectations and once again will be performing more than the 30 activities originally planned for the period of performance ending on September 30, 2019. The same level of public education and safety awareness activities will be maintained for the FY 2020 CVSP.

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

The listing of Outreach and Educational Program events provided in this section denotes all activities conducted under the latest CVSP performance cycle completed as of September 30, 2018, forty (42 events). Similar public outreaches shall be conducted in FY 2020 with a goal of no less than 30 educational outreach events to be performed during a twelve months period.



### Part 3 Section 4 - State Specific Objectives – Future

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

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

#### Instructions:

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

Describe any State-specific objective(s) identified for FY 2020 - 2022. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

#### State Objective #1

##### **Enter the title of your State-Identified Objective.**

CMV Crash Reduction by Vehicle Configuration - Large Trucks (Single Unit Trucks/Tractor Trailers)

##### **Narrative Overview for FY 2020 - 2022**

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

A Large Truck is defined as a truck with a GVWR greater than 10,000 pounds. Truck configurations within this category are defined as medium or heavy trucks (excluding buses and motor-homes), including Single Unit Trucks (SUTs) and truck-tractors (Tractor Trailers). Truck-tractors or tractor trailers are the power unit within a combination unit, pulling a trailer. The Federal Motor Carrier Safety Administration (FMCSA) - Motor Carrier Safety Progress Report, as of December 31, 2019, reported 164,925 Large Trucks Crashes for 2018, nationally (based on MCMIS data). A 6.2% increase in Large Truck Crashes from those reported in 2017. In New Jersey, based on FMCSA's A&I Vehicle Configuration statistics for Large Trucks from 2015 to 2018, the data revealed that at least 83% of all vehicles involved in CMV crashes were SUT's or Tractor Trailers. Furthermore, based on 2018 SafetyNet data, there were 6,247 Large Truck crashes reported in the State, validating the fact that these two vehicle configurations (SUT's and Tractor Trailers) posed the highest risk of crash incidence to the State corridors. To maximize the impact of State Crash Reduction efforts, the New Jersey State Police (NJSP) will focus on Large Trucks when deployed to fulfill MCSAP enforcement activities. Therefore, for 2021 and 2022, the State of New Jersey will seek to reduce SUT and Tractor Trailer crashes by at least 1% for each year (using 6,247 Large Truck Crashes reported in 2018 as a baseline, or by 62 crashes) Looking forward, the NJSP will approach CMV Crash Reduction efforts, with an emphasis on performing enforcement activities targeting SUT's and Tractor Trailers. The State has already seen these efforts produce results in 2017, when CMV Crashes were reduced by 455 crashes and CMV Fatal Crashes by 19 from 2016 (SafetyNet Crash Characteristics Summary Reports for CY 2016 and CY 2017).

##### **Projected Goals for FY 2020 - 2022:**

##### **Enter performance goal.**

Continue with activities proven to produce results, such as targeted enforcement by vehicle configuration with special emphasis on SUT's and Tractor Trailers, in an effort to



reduce the frequency and incidence of these type of CMV crashes by 1% on a yearly basis for 2021 - 2022.

***Program Activities for FY 2020 - 2022: Describe the activities that will be implemented including level of effort.***

The NJSP will continue to assess performance and evaluate capabilities on a regular basis, developing and improving deployment strategies focused on targeted enforcement and inspections of SUT's and Truck/Tractor Trailers in State roadways and highway corridors where a high incidence of CMV crashes has been reported.

***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.***

The MCSAP staff at the NJDOT Bureau of Transportation Data & Support will continue to monitor performance and analyze data compiled in the New Jersey SafetyNet database, as well as A&I data on a quarterly basis, in order to identify decreasing or increasing trends in CMV crashes by vehicle configuration. The NJSP will evaluate their current enforcement strategies and practices to determine effectiveness and also to achieve a reduction in the number of overweight Class 7 SUT's and Class 8 to 11 Truck/Tractor Trailers being detected by the fixed WIM stations.

## Part 4 - Financial Information

### Part 4 Section 1 - Overview

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

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

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

#### Instructions

The *Spending Plan* should include costs for FY 2021 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

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

#### On Screen Messages

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

- Calculation of Federal and State Shares

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

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,014,741.00	\$1,237,798.00	\$8,252,539.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount ):	\$1,237,798.00
MOE Baseline:	\$0.00

## Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

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

### Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,237,798.00
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Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Program Mngr	1	35.0000	\$116,498.00	\$40,774.30	\$40,774.30	\$0.00	\$0.00
MCSAP Section Chief	1	20.0000	\$118,000.00	\$23,600.00	\$23,600.00	\$0.00	\$0.00
Senior Engineer-Data Q	1	100.0000	\$77,792.78	\$77,792.78	\$77,792.78	\$0.00	\$0.00
Principal Engineer	1	10.0000	\$86,249.50	\$8,624.95	\$8,624.95	\$0.00	\$0.00
Admin Analyst 1 (WS)	1	10.0000	\$42,895.85	\$4,289.58	\$4,289.58	\$0.00	\$0.00
Principal Engineer (WIM)	1	10.0000	\$86,249.50	\$8,624.95	\$8,624.95	\$0.00	\$0.00
Data Q Eng Technician	1	40.0000	\$49,699.00	\$19,879.60	\$19,879.60	\$0.00	\$0.00
Crash Rec Spec-Fatal	1	25.0000	\$58,578.52	\$14,644.63	\$14,644.63	\$0.00	\$0.00
Accident Record Verifier	1	50.0000	\$46,075.49	\$23,037.74	\$23,037.74	\$0.00	\$0.00
Accident Record Verifier	1	20.0000	\$57,652.25	\$11,530.45	\$11,530.45	\$0.00	\$0.00
Accident Record Verifier	1	10.0000	\$46,075.50	\$4,607.55	\$4,607.55	\$0.00	\$0.00
<b>Subtotal: Salary</b>				<b>\$237,406.53</b>	<b>\$237,406.53</b>	<b>\$0.00</b>	<b>\$0.00</b>
Overtime Project Costs							
<b>Subtotal: Overtime</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>TOTAL: Personnel</b>				<b>\$237,406.53</b>	<b>\$237,406.53</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Accounting Method:</b>	<b>Accrual</b>						

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

#### **The New Jersey Department of Transportation (NJDOT)**

The NJDOT is the designated lead agency for the MCSAP. As such, the NJDOT performs the administrative activities associated with the program and supports data accuracy and analysis. The New Jersey State Police (NJSP) and the New Jersey Motor Vehicles Commission (NJMVC) are the sub-grantees for the grant serving as the enforcement agencies for the program. The NJDOT staff members listed below are committed to the MCSAP in the following capacities:

#### **MCSAP Program Manager**

Oversees grant management, data correction and analysis activities, internal contractual support and liaisons with the NJ FMCSA division office, as well as the NJSP and NJMVC. In addition, provides lead agency management level coordination between the NJDOT and the sub-grantees, to ensure compliance to the MCSAP for the State of New Jersey.

#### **MCSAP Section Chief - Bureau of Transportation Data & Support**

Oversees NJDOT MCSAP Departmental Staff and provides management support to the staff in order to ensure that the program needs are met. The Section Chief also serves as the MCSAP/CVSA State Liaison.

#### **MCSAP Senior Engineer - Data Quality**

Handling of the Data Quality processing by assisting in resolving Data Q's, daily uploads, and other related functions.

Processing deficient crash records by using available resources performing data queries through various state or federal databases, making the necessary corrections and finding the missing data.

Upload commercial inspections from SafetyNet to MCMIS (Motor Carrier Management Information Systems) on a daily basis and send the inspections errors to the NJSP. Also, import and upload the CMV crashes to MCMIS on a weekly basis.

#### **Data Quality Engineering Technician**

Provides MCSAP Data Quality Support to the MCSAP Senior Engineer when the data volumes are high and additional support in resolving Data Q's daily uploads and other functions as required.

#### **CMV Crash Record Specialist - Fatalities**

Verify and validate CMV crash record information associated with crash events involving a CMV incident where a fatality has occurred. Investigate CMV and driver information, correcting any deficiency discovered while processing crash records involving fatalities and CMVs.

**CMV Accident Record Verifier (3)**

Identify CMV crash records and verify crash record information utilizing several accident record database applications. The activities of the verification are necessary to maintain the State rating for data quality by correcting and eliminating any deficiencies discovered while processing CMV crash records in order to produce accurate data and meet the reportable crash criteria on a timely basis.

**Principal Engineer (2)**

Maintain the Weigh-in-Motion (WIM) Database. Both engineers are tasked with monitoring WIM data and subjecting weight data collected from approximately 90 locations to CMV classification analyses. The data retrieved from these locations provides vital information about CMV movement and truck volumes, even when these commercial scales are closed. In addition they will be responsible for monitoring the installation of WIM sensors, reviewing and approving construction As-Built plans from the rehabilitated WIM systems. Also, conduct WIM sensors calibration when required.

**Administrative Analyst 1**

Routine monitoring of traffic collections systems, Weigh-in-Motion (WIM). Weekly data downloading for all systems, monitoring and scheduling of trouble-shooting efforts. Quality Assurance, verification, processing and display of data in a user friendly method for public and private agencies. Assist in pre-construction process of the WIM sites and with the integration of CMV technology at WIM stations.

*Salary State match:*

*The New Jersey Department of Transportation (NJDOT) is the leading agency. The 15% State match required for Personnel will be provided by the sub-grantee, the New Jersey State Police (NJSP) as an In-Kind State match contribution to NJDOT and it's reported in the sub-grantee budget. The NJSP In-Kind State match contribution for Personnel Cost for NJDOT (\$237,406.53) is \$41,892.*

### Part 4 Section 3 - Fringe Benefits

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

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

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

*The cost of fringe benefits are allowable if:*

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

*Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.*

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

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

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

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

*The **Base Amount** is:*

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Prog Manager	87.7300	35.0000	\$116,498.00	\$35,771.29	\$35,771.29	\$0.00	\$0.00
MCSAP Section Chief	87.7300	20.0000	\$118,000.00	\$20,704.28	\$20,704.28	\$0.00	\$0.00
Sr Engineer-Data Q	87.7300	100.0000	\$77,792.78	\$68,247.60	\$68,247.60	\$0.00	\$0.00
Principal Engineer	87.7300	10.0000	\$86,249.52	\$7,566.67	\$7,566.67	\$0.00	\$0.00
Admin Analyst 1 (WIM)	87.7300	10.0000	\$42,895.82	\$3,763.25	\$3,763.25	\$0.00	\$0.00
Principal Engineer-WIM	87.7300	10.0000	\$86,249.52	\$7,566.67	\$7,566.67	\$0.00	\$0.00
Data Q Engineering Technician	87.7300	40.0000	\$49,699.00	\$17,440.37	\$17,440.37	\$0.00	\$0.00
Crash Rec Spec -Fatalities	87.7300	25.0000	\$58,578.52	\$12,847.73	\$12,847.73	\$0.00	\$0.00
Crash Record Verifier	87.7300	50.0000	\$46,075.49	\$20,211.01	\$20,211.01	\$0.00	\$0.00
Crash Record Verifier	87.7300	20.0000	\$57,652.25	\$10,115.66	\$10,115.66	\$0.00	\$0.00
Crash Record Verifier	87.7300	10.0000	\$46,075.50	\$4,042.20	\$4,042.20	\$0.00	\$0.00
<b>TOTAL: Fringe Benefits</b>				<b>\$208,276.73</b>	<b>\$208,276.73</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

The Fringe Benefit Rate for State Fiscal Year 2020 (.8773) became effective beginning on June 22, 2019 and was negotiated between the New Jersey Department of Transportation and the Federal Highway Administration, in accordance with OMB Circular No. A-122 (2 CFR Part 230).

The Indirect Cost Rate Agreement for the New Jersey Department of Transportation, per Memorandum dated May 28, 2019, is 1.0677. The Total Employee Labor Additives Rate (FB & IC) is 1.9450.

***Fringe Benefits State match:***

*The New Jersey Department for Transportation (NJDOT) is the leading agency. The 15% State match required for Fringe Benefits will be provided by the sub-grantee, the New Jersey State Police (NJSP) as an In-Kind State match contribution to NJDOT and it's reported in the sub-grantee budget.*

*The NJSP 15% In-Kind State match for the total Fringe Benefits for NJDOT (\$208,276.73) is \$36,752.*



**Part 4 Section 4 - Travel**

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP-CVSP Annual Planning	2	8	100.0000	\$4,075.00	\$4,075.00	\$0.00	\$0.00
CVSA Conference 1	1	5	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
CVSA Conference 2	1	5	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
<b>TOTAL: Travel</b>				<b>\$10,075.00</b>	<b>\$10,075.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

Travel expenses are based on prior cost and projected cost estimates to the conferences listed below. However, due to the Covid-19 National and State emergency declarations and due to the uncertainty of not knowing when the current public health restrictions will be lifted, all MCSAP travel will be subjected to the possibility of event cancellation.

**1-MCSAP/CVSP Annual Training Conference (2 individuals) \$4,075.00**

-Hotel room for 4 nights @ \$250.00 each individual per night = \$2,000.00

-Round trip by rail or air @ \$687.50 each individual = \$1,375.00

-Meals and local travel @ \$350.00 each individual = \$700.00

Attendance to the annual CVSP MCSAP national conference is highly recommended in order to acquire skills necessary to develop and implement the Commercial Vehicle Safety Plan (CVSP), administer the grant and ensure compliance with FMCSA program guidelines and procedures.

**2-CVSA Conferences (1 individual twice a year @ \$3,000 ea.) \$6,000.00**

-Hotel room for 5 nights @ 250.00 each individual per night = \$1,250.00 per person, per conference.

-Round trip by rail or air (undetermined venue and state) @ \$650.00 each individual per conference.

-Registration @ \$500.00 each individual per conference.

-Meals and local travel @ \$600.00 each individual

Travel to the Commercial Vehicle Safety Alliance Annual Conference (CVSA) is highly recommended and participation encouraged as part of a multi-state team effort to reduce commercial vehicle crashes and resulting deaths, injuries and property damage through FMCSA technology transfer, program knowledge and innovation information sharing.

Total Travel Expense (85%) \$10,075.00

Cost Sharing Match (15%) \$1,778.00 (to be provided by the NJSP)

Total Travel (Fed + Match) \$11,852.80

*Travel State match:*

*The New Jersey Department of Transportation (NJDOT) is the leading agency. The 15% State match required for Travel will be provided by the sub-grantee, the New Jersey State Police (NJSP) as an In-Kind State match contribution to NJDOT and it's reported in the sub-*

*grantee budget. The NJSP 15% In-Kind State match contribution for NJDOT Travel (\$10,075.00) is \$1,778.*

**Part 4 Section 5 - Equipment**

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
<b>TOTAL: Equipment</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.  
None requested.

**Part 4 Section 6 - Supplies**

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

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Mngmt Laptop	1 NA	\$3,000.00	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
<b>TOTAL: Supplies</b>				<b>\$3,000.00</b>	<b>\$3,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

**MCSAP Management Computer Laptop.**

Program laptop to expand MCSAP management capabilities remote access. The laptop will also be utilized by management for MCSAP presentations and to keep all management program oversight, financial data and program analyses centralized and portable.

*Supplies (MCSAP Laptop) State match:*

*The New Jersey Department of Transportation (NJDOT) is the leading agency. The 15% State match required for Supplies (MCSAP Computer laptop) will be provided by the sub-grantee, the New Jersey State Police (NJSP) as an in-kind State match contribution for NJDOT and it is reported in the sub-grantee budget and in section 7 of this CVSP-Contractual and Subaward. The NJSP in-kind State match contribution for Supplies (MCSAP Computer Laptop) for NJDOT (\$3,000.00) is \$529.*

<b>Part 4 Section 7 - Contractual and Subaward</b>
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*This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.*

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

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

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

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

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
New Jersey Motor Vehicle Commission	DUNS 627483308	Subrecipient	100.0000	\$578,817.00	\$492,000.00	\$86,817.00	\$0.00
Description of Services: Regulate and inspect Passenger Carrier Vehicles statewide							
Rutgers University	DUNS 1912864	Contract	100.0000	\$145,772.00	\$145,772.00	\$0.00	\$0.00
Description of Services: Provide grant management support, performance & financial reporting, develop CVSP							
New Jersey State Police	DUNS 806656781	Subrecipient	100.0000	\$6,429,020.00	\$5,464,732.00	\$964,288.00	\$8,678,493.00
Description of Services: Enforcement of CMV's regulations by performing driver & vehicle inspections, OOS orders, Compliance Reviews, Safety Audits and Public Education and Awareness							
NJSP State match - NJDOT	DUNS 80665681	Subrecipient	100.0000	\$186,693.00	\$0.00	\$186,693.00	\$0.00
Description of Services: In Kind State Match Contribution for NJDOT (15% = \$186,693)							
Supplemental Contractual (TBD)	DUNS 0	Contract	100.0000	\$200,000.00	\$200,000.00	\$0.00	\$0.00
Description of Services: CMV Crash Data/Mapping Analytical Tool							
<b>TOTAL: Contractual and Subaward</b>				<b>\$7,540,302.00</b>	<b>\$6,302,504.00</b>	<b>\$1,237,798.00</b>	<b>\$8,678,493.00</b>

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

The New Jersey Department of Transportation (NJDOT) is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP) and administers the grant and its funding.

- A Consultant from Rutgers, the State University of New Jersey has been designated by the NJDOT in compliance with 2CFR 200.317-326 and State of New Jersey procurement standards to provide grant administration and support NJDOT MCSAP management activities. After completing a careful evaluation process, a cooperative task order agreement was awarded to the University in response to a RFP following a competitive bid process. In addition, the University Consultant has been tasked with ensuring NJDOT is in compliance with FMCSA Financial Assistance Agreement General Provisions and Assurances, including the development and implementation of a Commercial Vehicle Safety Plan (CVSP).
- A Consultant, or a Software Developer (TBD) will be procured in an effort to develop a CMV Crash Data Mapping/Analytical software tool to enhance the State analytical capability and better manage CMV Crash data. The tool will become a resource to the NJDOT and the MCSAP enforcement agencies and in addition it will fulfill the need for additional CMV crash/inspection data-driven and performance analytical studies.
- The New Jersey State Police (NJSP) serves as the primary enforcement agency dedicated to the regulation and enforcement of CMV's by performing driver and vehicle inspections, including passenger and hazardous material (HM) vehicles within the State to ensure trucks and buses driving on the roadways are operating safely and in compliance with safety regulations and requirements. In addition, the NJSP is responsible for the enforcement of Out of Service (OOS) Orders at roadsides, CMV Traffic Enforcement, Compliance Reviews/Investigations, New Entrant Safety Audits and Public Education and Awareness. The NJSP is responsible for providing the State match for the NJDOT (\$186,693).
- The New Jersey Motor Vehicles Commission (NJMVC) has the primary responsibility of regulating and inspecting passenger carrier vehicles statewide.

**Contractual and Subaward State match:**

The New Jersey Department of Transportation (NJDOT) is the leading agency. The 15% State match required for the State University Contractual Services, as described above, will be provided by the sub-grantee, the New Jersey State Police (NJSP) as an In-Kind State match contribution to NJDOT and it's reported in the sub-grantee budget.

The total State match to be provided by the NJSP for the NJDOT Contractual Services (Rutgers University - \$145,772.00) is \$25,723. For other Supplemental Contractual Services (TBD - \$200,000.00) the State match will be \$35,291.

In addition, the total In-Kind State match to be provided by the NJSP to the NJDOT per line item budget is as follows:

- NJDOT Total Salaries, \$237,406.53; In-Kind State match to be provided by the NJSP, \$41,892.00.
- NJDOT Total FB, \$208,276.73; In-Kind State match to be provided by the NJSP, \$36,752.00.
- NJDOT Total Travel, \$10,075.00; In-Kind State match to be provided by the NJSP, \$1,778.00.
- NJDOT Total Supplies (MCSAP Laptop), \$3,000; In-kind State match to be provided by the NJSP, \$529.00.
- NJDOT Total Indirect Costs, \$253,478.95; In Kind State match to be provided by the NJSP, \$44,728.00.

Total NJDOT State Match to be provided by the NJSP (NJDOT @ \$1,058,009.21) : \$186,693.00.

Planned MOE:

MOE planned costs are for the NJSP only, estimated at \$8,678,493.00.

**Part 4 Section 8 - Other Costs**

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

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

Enter a description of each requested Other Cost.

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

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

**Indirect Costs**

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

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

**Your State will claim reimbursement for Indirect Costs.**

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	106.77	\$237,406.53	\$253,478.95	\$253,478.95	\$0.00
<b>TOTAL: Indirect Costs</b>			<b>\$253,478.95</b>	<b>\$253,478.95</b>	<b>\$0.00</b>

Other Costs Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
<b>TOTAL: Other Costs</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

1 Indirect Costs:



Indirect Cost (IC) Rate for FY 2020, as approved by the New Jersey Department of Transportation (NJDOT), per an Employee Labor Additives Rate Agreement Memorandum dated May 28, 2019, in effect beginning on June 22, 2019.

The Indirect Cost Rate is 1.0677 and the IC base is \$237,406.53 (Total Salaries & Wages).

*Indirect Costs State Match*

*The New Jersey Department of Transportation (NJDOT) is the leading agency. The 15% State match required for Indirect Costs will be provided by the sub-grantee, the New Jersey State Police (NJSP) as an In-Kind State match contribution to NJDOT and it's represented in the total sub-grantee match line for NJSP.*

*In-Kind State match contribution for NJDOT Indirect Cost (\$253,478.95) is \$44,728.*

**Part 4 Section 9 - Comprehensive Spending Plan**

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,014,741.00	\$1,237,798.00	\$8,252,539.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$1,237,798.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Program Mngr	\$40,774.30	\$0.00	\$40,774.30	\$0.00
MCSAP Section Chief	\$23,600.00	\$0.00	\$23,600.00	\$0.00
Senior Engineer-Data Q	\$77,792.78	\$0.00	\$77,792.78	\$0.00
Principal Engineer	\$8,624.95	\$0.00	\$8,624.95	\$0.00
Admin Analyst 1 (WS)	\$4,289.58	\$0.00	\$4,289.58	\$0.00
Principal Engineer (WIM)	\$8,624.95	\$0.00	\$8,624.95	\$0.00
Data Q Eng Technician	\$19,879.60	\$0.00	\$19,879.60	\$0.00
Crash Rec Spec-Fatal	\$14,644.63	\$0.00	\$14,644.63	\$0.00
Accident Record Verifier	\$23,037.74	\$0.00	\$23,037.74	\$0.00
Accident Record Verifier	\$11,530.45	\$0.00	\$11,530.45	\$0.00
Accident Record Verifier	\$4,607.55	\$0.00	\$4,607.55	\$0.00
<b>Salary Subtotal</b>	<b>\$237,406.53</b>	<b>\$0.00</b>	<b>\$237,406.53</b>	<b>\$0.00</b>
<b>Overtime subtotal</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Personnel total</b>	<b>\$237,406.53</b>	<b>\$0.00</b>	<b>\$237,406.53</b>	<b>\$0.00</b>

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Prog Manager	\$35,771.29	\$0.00	\$35,771.29	\$0.00
MCSAP Section Chief	\$20,704.28	\$0.00	\$20,704.28	\$0.00
Sr Engineer-Data Q	\$68,247.60	\$0.00	\$68,247.60	\$0.00
Principal Engineer	\$7,566.67	\$0.00	\$7,566.67	\$0.00
Admin Analyst 1 (WIM)	\$3,763.25	\$0.00	\$3,763.25	\$0.00
Principal Engineer-WIM	\$7,566.67	\$0.00	\$7,566.67	\$0.00
Data Q Engineering Technician	\$17,440.37	\$0.00	\$17,440.37	\$0.00
Crash Rec Spec -Fatalities	\$12,847.73	\$0.00	\$12,847.73	\$0.00
Crash Record Verifier	\$20,211.01	\$0.00	\$20,211.01	\$0.00
Crash Record Verifier	\$10,115.66	\$0.00	\$10,115.66	\$0.00
Crash Record Verifier	\$4,042.20	\$0.00	\$4,042.20	\$0.00
<b>Fringe Benefits total</b>	<b>\$208,276.73</b>	<b>\$0.00</b>	<b>\$208,276.73</b>	<b>\$0.00</b>

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP-CVSP Annual Planning	\$4,075.00	\$0.00	\$4,075.00	\$0.00
CVSA Conference 1	\$3,000.00	\$0.00	\$3,000.00	\$0.00
CVSA Conference 2	\$3,000.00	\$0.00	\$3,000.00	\$0.00
<b>Travel total</b>	<b>\$10,075.00</b>	<b>\$0.00</b>	<b>\$10,075.00</b>	<b>\$0.00</b>

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Equipment total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Mngmt Laptop	\$3,000.00	\$0.00	\$3,000.00	\$0.00
<b>Supplies total</b>	<b>\$3,000.00</b>	<b>\$0.00</b>	<b>\$3,000.00</b>	<b>\$0.00</b>

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
New Jersey Motor Vehicle Commission	\$492,000.00	\$86,817.00	\$578,817.00	\$0.00
Rutgers University	\$145,772.00	\$0.00	\$145,772.00	\$0.00
New Jersey State Police	\$5,464,732.00	\$964,288.00	\$6,429,020.00	\$8,678,493.00
NJSP State match - NJDOT	\$0.00	\$186,693.00	\$186,693.00	\$0.00
Supplemental Contractual (TBD)	\$200,000.00	\$0.00	\$200,000.00	\$0.00
<b>Contractual and Subaward total</b>	<b>\$6,302,504.00</b>	<b>\$1,237,798.00</b>	<b>\$7,540,302.00</b>	<b>\$8,678,493.00</b>

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Other Costs total</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
<b>Subtotal for Direct Costs</b>	<b>\$6,761,262.26</b>	<b>\$1,237,798.00</b>	<b>\$7,999,060.26</b>	<b>\$8,678,493.00</b>
Indirect Costs	\$253,478.95	\$0.00	\$253,478.95	NA
<b>Total Costs Budgeted</b>	<b>\$7,014,741.21</b>	<b>\$1,237,798.00</b>	<b>\$8,252,539.21</b>	<b>\$8,678,493.00</b>

## Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,014,741.00	\$1,237,798.00	\$8,252,539.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of Basic Award Amount):	\$1,237,798.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$237,406.53	\$0.00	\$237,406.53	\$0.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$237,406.53	\$0.00	\$237,406.53	\$0.00
Fringe Benefits Total	\$208,276.73	\$0.00	\$208,276.73	\$0.00
Travel Total	\$10,075.00	\$0.00	\$10,075.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$3,000.00	\$0.00	\$3,000.00	\$0.00
Contractual and Subaward Total	\$6,302,504.00	\$1,237,798.00	\$7,540,302.00	\$8,678,493.00
Other Costs Total	\$0.00	\$0.00	\$0.00	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$6,761,262.26	\$1,237,798.00	\$7,999,060.26	\$8,678,493.00
Indirect Costs	\$253,478.95	\$0.00	\$253,478.95	NA
<b>Total Costs Budgeted</b>	<b>\$7,014,741.21</b>	<b>\$1,237,798.00</b>	<b>\$8,252,539.21</b>	<b>\$8,678,493.00</b>

**Part 5 - Certifications and Documents**

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

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

**Part 5 Section 1 - State Certification**

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

1. What is the name of the person certifying the declaration for your State? Chris Zajac
2. What is this person's title? NJDOT Section Chief
3. Who is your Governor's highway safety representative? Eric Heitmann
4. What is this person's title? Director, Division of Highway Traffic Safety

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

- ☒ Yes
- ☐ No

**State Certification declaration:**

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

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

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

1. What is the name of your certifying State official? Chris Zajac
2. What is the title of your certifying State official? NJDOT Section Chief
3. What are the phone # and email address of your State official? 609-963-1893 Chris.Zajac@dot.nj.gov

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

- ☒ Yes
- ☐ No

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

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

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

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

☐ Yes ☒ No

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

☐ Yes ☒ No

# NEW JERSEY DEPARTMENT OF TRANSPORTATION

## MEMORANDUM

**TO:** ALL DEPARTMENT MANAGERS

**FROM:** Deborah B. Stevenson, Director  
Division of Budget

**DATE:** May 28, 2019

**TEL. NO.:** (609) 963-2300 **FAX. NO.:** (609) 530-3615

**SUBJECT:** Fiscal Year 2020 Employee Labor Additives Rate

The New Jersey Division of the Federal Highway Administration has approved the employee leave time, fringe benefit and indirect cost rates for Fiscal Year 2020. The Department's employee labor additives rates used for billing the Federal Highway Administration, New Jersey Transportation Trust Fund, and 3<sup>rd</sup> Party Cost Sharing Agreements will be put into effect with the pay period beginning on June 22, 2019 (pay period 14). The rates to be used for billing purposes and for the development of budgets are provided below.

### **Billings**

The following rates are applied to each dollar of direct labor billed to the Federal Highway Administration, New Jersey Transportation Trust Fund, and 3<sup>rd</sup> Party Cost Sharing Agreements. In effect we are billing \$2.9450 for each dollar of direct labor charged to capital projects. The rate factors to be applied are as follows:

	<b>Old Rate</b>	<b>New Rate (Effective pp 14, 2019)</b>
Fringe Benefit Additive Rate	.7103	.6140
Leave Time Additive Rate	.2399	.2633
Indirect Cost Rate	<u>.9631</u>	<u>1.0677</u>
<b>Total Labor Additives Rate</b>	<b>1.9133</b>	<b>1.9450</b>



May 28, 2019


**Developing Budgets**

When budgets are being developed for DOT projects, federal grant applications, cost sharing agreements, and other contractual agreements with public and private entities and annual salary or annual work hours is used as the basis for percentage based estimates, the following formula is to be used applying the billing additive rates shown on the preceding page.

$[\text{Annual Salary} * \% \text{ of project time} * (1/1.2633 \text{ Leave})] * (1 + 1.9450 \text{ Total Labor Additive Rate})$

Please contact George Britton, Division of Budget, Bureau of Program Analysis, with questions.

CONCURRENCE:

  
\_\_\_\_\_  
Lewis Daidone  
Assistant Commissioner Finance and Administration

c: Federal Highway Administration, New Jersey Division



**NEGOTIATED AGREEMENT  
STATE AND LOCAL UNITS OF GOVERNMENT**

**INSTITUTION:**

New Jersey Department of Law and Public Safety  
P.O. Box 081  
Trenton, New Jersey 08625-0081

**DATE: May 17, 2018**

**File Ref:** This replaces the negotiated agreement dated January 25, 2018.

**SUBJECT:** The indirect cost rate(s) contained herein is for use on grants and contracts with the U.S. Department of Justice and other Federal agencies to which 2 CFR Part 225 formerly known as OMB Circular A-87 applies, subject to the limitations contained in Section II, of this agreement.

**SECTION I: RATES**

**OVERHEAD**

<b>Type</b>	<b>Effective Period</b>		<b>*Rate</b>	<b>Locations</b>	<b>Applicable</b>
	<b><u>From</u></b>	<b><u>To</u></b>			<b><u>To</u></b>
Fixed (FCF)	07/01/2009	06/30/2010	4.59%	All	All Programs
Fixed (FCF)	07/01/2010	06/30/2011	5.22%	All	All Programs
Fixed (FCF)	07/01/2011	06/30/2012	5.54%	All	All Programs
Fixed (FCF)	07/01/2012	06/30/2013	2.00%	All	All Programs
Fixed (FCF)	07/01/2013	06/30/2014	2.43%	All	All Programs
Fixed (FCF)	07/01/2014	06/30/2015	2.52%	All	All Programs
Fixed (FCF)	07/01/2015	06/30/2016	2.49%	All	All Programs
Fixed (FCF)	07/01/2016	06/30/2017	3.16%	All	All Programs
Provisional	07/01/2017	06/30/2018	3.16%	All	All Programs

**\*Base: Total direct salaries and wages excluding fringe benefits.**

**Treatment of Fringe Benefits:** Fringe benefits applicable to direct salaries and wages are treated as direct costs.

## **SECTION II: GENERAL**

**LIMITATIONS:** Use of the rate(s) contained in this agreement is subject to any statutory or administrative limitations and is applicable to a given grant or contract only to the extent that funds are available. Acceptance of the rate(s) agreed to herein is predicated on the conditions: (1) that no costs other than those incurred by the grantee/contractor were included in its indirect costs pool as finally accepted and that such costs are legal obligations of the grantee/contractor and allowable under the governing cost principles; (2) that the same costs that have been treated as indirect costs are not claimed as direct costs; (3) that similar types of costs have been accorded consistent accounting treatment; and (4) that the information provided by the grantee/contractor which was used as a basis for acceptance of the rate(s) agreed to herein is not subsequently found to be materially incomplete or inaccurate.

**AUDIT:** Adjustments to amounts resulting from audit of the cost allocation plan upon which the negotiation of this agreement was based will be compensated for in a subsequent negotiation.

**ACCOUNTING CHANGES:** The rate(s) contained in this agreement are based on the accounting system in effect at the time the proposal was prepared and the agreement was negotiated. Changes to the method of accounting for costs which affect the amount of reimbursement resulting from the use of this rate(s) require the prior approval of the office responsible for negotiating the rate(s) on behalf of the Government. Such changes include but are not limited to changes in the charging of a particular type of costs from indirect to direct. Failure to obtain such approval may result in subsequent cost disallowance.

**FIXED RATE (S):** The fixed rate (s) contained in this agreement is based upon estimate of the costs which will be incurred during the period for which the rate applies. When the actual costs for such period have been determined, an adjustment will be made in a subsequent negotiation to compensate for the difference between that cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

**NOTIFICATION TO FEDERAL AGENCIES:** Copies of this document may be provided to other Federal offices as a means of notifying them of the agreement contained herein.

**SPECIAL REMARKS:** Federal programs currently reimbursing indirect costs to this Department/Agency by means other than the rate(s) cited in this agreement should be credited for such costs and the applicable rate cited herein applies to the appropriate base to identify the proper amount of indirect costs allocated to the program.

**U.S. DEPARTMENT OF JUSTICE**  
Office of Justice Programs

Marcia Triplett

Signature: Marcia Triplett  
Staff Accountant  
Office of the Chief Financial Officer

5/30/18

Date

**New Jersey Department  
of Law and Public Safety**

Jennifer E. Fradel  
Signature

Jennifer E. Fradel

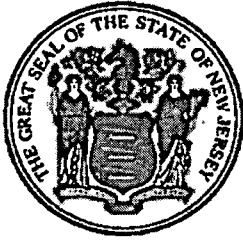
Name

Administrator

Title

5/23/18

Date



# CIRCULAR

## STATE OF NEW JERSEY

### DEPARTMENT OF THE TREASURY

NO.: 18-06-OMB	ORIGINATING AGENCY: OFFICE OF MANAGEMENT AND BUDGET	PAGE 1 OF 2
EFFECTIVE DATE: 07/01/2017	EXPIRATION DATE: 06/30/2018	SUPERSEDES: 17-09-OMB
SUBJECT: "EMPLOYEE BENEFIT" REIMBURSEMENT RATES		
ATTENTION: AGENCY FISCAL AND PERSONNEL OFFICERS		
FOR INFORMATION CONTACT: LESLIE A. NOTOR		PHONE: 609-292-5040

The Office of Management and Budget has negotiated with the United States Department of Health and Human Services a composite fringe benefit rate of 43.0 percent of base salaries for the year ending June 30, 2018. The rate is applicable to personnel who are members of the Public Employees' Retirement System (PERS), Teachers' Pension and Annuity Fund (TPAF), Teachers' Alternate Benefit Plan (TABP), Defined Contribution Retirement Program (DCRP), and all employees who are not members of a pension plan, but are covered for health benefits. A fringe benefit rate of 55.8 percent has been negotiated for the Police and Firemen. These negotiated rates are to be used for all Non-State funded sources.

The State Police fringe benefit rate is 48.7 percent for Non-State funded programs. The PERS fringe benefit rate of 43.0 percent should be used for all State Police federally funded programs.

Actual charges to Federal, Dedicated, and Non-State funded programs will be reflected on the base salaries. **NOTE:** Salaries exclude overtime pay and part-time employees that are not members of a pension plan or not covered for health benefits.

Effective July 1, 2017, the rates shall be used by all State agencies including the State's senior public colleges and universities for estimating and computing actual charges for fringe benefit costs related to Federal, Dedicated, and Non-State programs. Rates previously established are obsolete.

<u>Object Account</u>	<u>Description</u>	<u>PERS etc.</u>	<u>Police and Firemen</u>	<u>State Police</u>
19	Pension Costs	13.5	32.3	32.7
19	Health Benefits (Including Prescription Drug and Dental Programs)	27.9	20.8	15.3
19	Workers' Compensation	1.1	2.4	0.6
19	Unemployment Insurance	0.1	0.0	0.0
19	Temporary Disability Insurance	0.2	0.2	0.0
19	Unused Sick Leave	0.2	0.1	0.1
TOTAL		43.0	55.8	48.7

In addition to these fringe benefit rates, the employer's share of FICA/Medicare taxes will be charged to Federal, Dedicated, and Non-State funded programs at the rate imposed by the Federal Government applied to the specified taxable wage base. The rate for the Calendar Year 2017 was 6.20 percent of the first \$127,200 of the gross wages for the Social Security portion, and 1.45 percent of gross wages (no ceiling) for the Medicare portion. The rate for Calendar Year 2018 is 6.20 percent of the first \$128,700 of the gross wages for the Social Security portion, and 1.45 percent of gross wages (no ceiling) for the Medicare portion.

<u>Object Account</u>	<u>Description</u>	<u>PERS etc.</u>	<u>Police and Firemen</u>	<u>State Police</u>
19	FICA	6.20	6.20	--
19	Medicare	<u>1.45</u>	<u>1.45</u>	<u>1.45</u>
	TOTAL	<u>7.65</u>	<u>7.65</u>	<u>1.45</u>

  
David Ridolfi  
Acting Director

Certifications required by 49 C.F.R. sections 350.211 and 350.213

#### Part 5 ECVSP

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP, as required by 49 C.F.R. sections 350.207, 350.211, 350.213, and 350.303. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

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

## 1 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Chris Zajac
2. What is this person's title? Section Chief
3. Who is your Governor's highway safety representative? Eric Heitmann
4. What is this person's title? Director, Division of Highway Traffic Safety

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

Yes

Yes, uploaded certification document

No

State Certification declaration:

I, Chris Zajac, on behalf of the State of New Jersey have the authority to make the following certification on behalf of the State. As a condition of approval of a grant under the authority of 49 U.S.C. section 31102, I certify that the State satisfies all conditions required to qualify for MCSAP funding, as specifically detailed in 49 C.F.R. section 350.207.



## 2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

1. What is the name of your certifying State official? Chris Zajac
2. What is the title of your certifying State official? Section Chief
3. What are the phone # and email address of your State official? 609-963-1893  
Chris.Zajac@dot.nj.gov

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

Yes

Yes, uploaded certification document

No

### State Compatibility Review of Laws, Regulations, Standards, and Orders on CMV Safety Certification

I, Chris Zajac, on behalf of the State of New Jersey have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, *compatible* means State laws, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
  - (i) Are identical to or have the same effect as the FMCSRs; or
  - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
  - (i) Are identical to or have the same effect as the FMCSRs; or
  - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and

(3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

### 3 - New State Laws, Regulations, Standards, and Orders on CMV safety

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

Has the State adopted/enacted any new or updated State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update was submitted?

Yes

No

In the table below, please provide the bill number and effective date of any new legislation. Please include the code section that the bill amended and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

If there is no formal bill, please include a description of standards or orders on CMV safety and effective date and include a hyperlink or URL in the summary.

Law, Regulation, Standard, or Order Adoption			
Bill Number	Effective Date	Code Section Change	Summary of Change

### **FY 2021 Certification of MCSAP Conformance (State Certification)**

I (name), (title), on behalf of the State (or Commonwealth) of (State), as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has designated (name of Lead State Agency) as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and (names of agencies) to perform defined functions under the CVSP.
2. The State has assumed responsibility for and adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
5. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved.
6. The Lead State Agency and any subrecipient of MCSAP funds have the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.
11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.

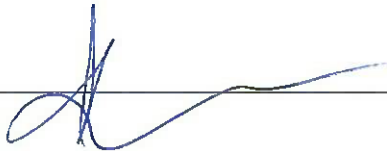
12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
19. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRs, or compatible State laws, regulations, standards, and orders on CMV safety.

25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
26. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
27. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
30. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 C.F.R. subpart D.

Date

8/14/2020

Signature

A handwritten signature in blue ink, consisting of a stylized 'A' followed by a long horizontal stroke.

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