



NEW JERSEY

Commercial Vehicle Safety Plan

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

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

Date of Approval: September 20, 2022

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 2022)
- Part 5: Certifications and Documents (FY 2022)

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 2022:

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 2021 plans. States must carefully review and update this information to reflect FY 2022 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 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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

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

Instructions:

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

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

The New Jersey Department of Transportation (NJDOT) is the designated lead agency responsible for the administration and management of the Motor Carrier Safety Assistance Program (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 lead agency and 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:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☐ Initiatives involving "rural roads" are specifically included in this CVSP.
- ☒ The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

New Jersey's FY 2022 CVSP will represent the twenty-ninth 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 Motor Carrier Safety Assistance Program (MCSAP).

Within the NJDOT, the Bureau of Transportation Data and Support (BTD&S) 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-BTD&S grant management responsibilities.

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

NJDOT FY 2022 Updates per BIL funding:

In an effort to improve MCSAP services, the New Jersey Department of Transportation (NJDOT) will upgrade its administrative and management capacity with additional resources as follows:

- A Program Specialist to oversee MCSAP administrative processes and ensure compliance with FMCSA guidelines.
- Four (4) Accident Record Verifiers (at different levels of effort) to handle an increasing volume of CMV crashes, and reduce a Crash Record backlog affecting the State Safety Data Quality (SSDQ) Timeliness rating.
- A Contract Administrator to handle the procurement and monitoring of increasing contractual services.
- A SafetyNet Analyst Trainee to handle SafetyNet and the SSDQ component of the data collection, validation, management, and flow processes.

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.

NJSP FY 2022 Update:

The New Jersey State Police will utilize the additional funding awarded in FY 2022 to increase personnel to assist in reaching the outlined benchmarks for FY2022. Total inspections will increase to 36,000 with a defined breakdown listed in the eCVSP between non-hazmat, hazmat, and passenger vehicle inspections. The funding will also enable additional enlisted personnel to be trained and certified to perform Compliance Reviews and Safety Audits. Taking into account a period of time for these newly trained personnel to become proficient, the NJSP will increase their benchmark for FY2022 from 80 to 90 compliance review investigations.

Additionally, there has been an abundant increase in the inventory of New Entrant carriers. The NJSP will implement a civilian pilot program to assist in managing the influx of New Entrants. The NJSP will gradually hire up to eight part-time workers who will be tasked with assisting enlisted personnel by making initial contact and gathering required documentation for completing Safety Audits. With the additional inventory entering the New Entrant program, the NJSP has increased their benchmark for FY22 from 1,500 to 2,000 completed Safety Audits.

The NJSP finds that educating the motor carrier industry is essential to maintaining safety and preventing accidents. With the additional funding, the NJSP will adjust its Public Outreach benchmark from 30 to 36 contacts in an effort to better educate and inform carriers on best practice methods.

Also, funding will be utilized to increase the fleet for the enlisted personnel. Starting in FY22, the NJSP will purchase seven new vehicles each year to replace the depleting fleet currently being utilized.

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.

NJMVC FY 2022 Update:

In addition to increasing the number of NJMVC-MCSAP Certified Inspectors from 33 to 39, the NJMVC will procure 5 Express Vans which will be utilized to expand Motor Coaches / Buses inspection activities statewide. The NJMVC Commercial Bus Inspection Unit will increase the number of projected FY 2022 Motor Coaches/Buses inspections by 250. From 2,350 to 2,600.

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
<i>MCSAP funded</i>			
New Jersey State Police	0	80	28
New Jersey MVC	39	0	0
Subtotal	39	80	28
<i>Non-MCSAP funded</i>			
New Jersey State Police on Turnpike/Parkway	0	8	0
New York/New Jersey Port Authority Police	0	12	0
Subtotal	0	20	0
Program Total	39	100	28

FY 2022 Update***NJMVC:***

The number of Certified CMV Inspectors increased from 33 to 39 between the original CVSP and this revised CVSP as a result of the BIL funding awarded.

NJSP:

The number of sworn officers supported by MCSAP funds increased from 27 to 28, as a result of the BIL funding awarded.

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	16
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	15
* 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
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	28
Traffic Enforcement Activities	28
Investigations*	11
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	39
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	39
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:	20

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.

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 most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. A user id and password are required to access this system.

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

Part 2 Section 2 - CMV Crash Reduction

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

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

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

Trend Analysis for 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 relate to each other and allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # 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 2018-2019) published by the Federal Motor Carrier Safety Administration (FMCSA) - Motor Carrier Safety Progress Report as of December 31, 2020, the incidence of fatal motor vehicle crashes nationwide experienced a slight decline in CY 2019, when compared to CY 2018. Furthermore, according to the National Highway Traffic Safety Administration (NHTSA) Traffic Safety Facts Crash Statistics - June 2021 (revised) "Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020", Fatalities in crashes involving at least one Large Truck (gross vehicle weight of more than 10,000 lbs) are projected to decline from 2019 to 2020 (down 2%).

Following the national trend for 2020, the State of New Jersey anticipates a reduction in Commercial Motor Vehicle (CMV) Crashes and Fatalities due in part to the impact of the COVID-19 national and state emergency declarations, and the sharp decrease in the number of Vehicle Miles Travelled (VMT) as a result of the pandemic. The NHTSA's National Center for Statistics and Analysis (NCSA) reported a reduction in VMT of 264.2 billion miles – about a 16.6% decrease – in the first 6 months of 2020. In New Jersey, the total number of fatal crashes involving CMVs, (based on SafetyNet Crash Characteristics Report - CY 2019) was 95, and the total number of CMV crashes was 6,825, a decrease of 186 crashes or 2.6%, when compared to 2018 (7,011 CMV crashes).

Taking into account the increasing trends in CMV crashes and fatalities reported in 2018 and prior, nationwide and statewide, the slight decline seen in 2019, and the projected reduction for 2020, it is extremely 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 rate on the number and severity of CMV crashes/fatalities in New Jersey.

Problem Statement:

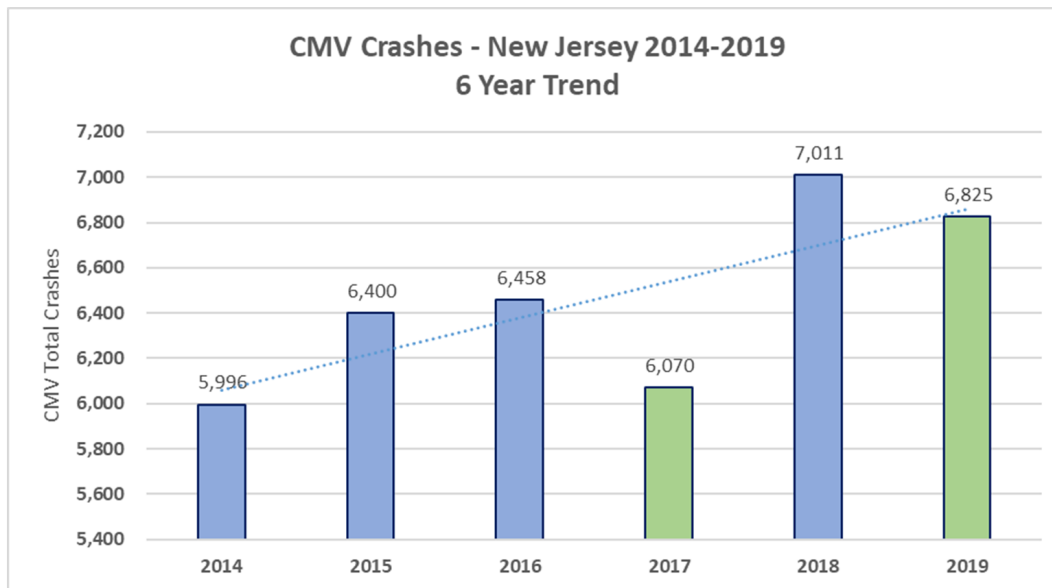
In order to accomplish a prolonged reduction in CMV Crashes, the State of New Jersey will allocate available resources and commit to MCSAP activities outlined in the CVSP, in a strategic effort to deter the incidence of CMV Crashes and Fatalities.

An analysis of CMV crash data for calendar year 2019, obtained from the Fatal Motor Vehicle Crash Comparative Data Report compiled by the New Jersey State Police Fatal Accident Investigation Unit, indicated that there were 30 tractor-trailers involved in 30 fatal crashes which resulted in 36 fatalities in New Jersey. While 30 fatal tractor-trailer crashes in 2019 represents a reduction of 2 fatal crash incidents involving tractor-trailers when compared to 2018 in the state, once the CMV statistical crash data is examined by vehicle configuration, Large Trucks are the vehicles most likely to be involved in a CMV crash, or in a CMV fatal crash.

For the purpose of this statistical assessment, a large truck 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 full scope of the CMV crash problem, its impact and how to attain crash reduction goals, when we compare the 2019 New Jersey CMV Crash data by vehicle configuration, we find the number of Large Trucks involved in all CMV Crash Events, represent an 81 percent of all CMVs (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 pose the highest risk of CMV crash involvement and incidence in the State. Taking this into consideration, in order to maximize the available resources and 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 and their Drivers, whenever these are detected engaged in serious traffic offenses, or unsafe driving behaviors, such as speeding, following too close, improper lane change, texting, cell phone use, and other, such as impaired and/or reckless driving. In an effort to maintain the CMV crash reduction success rate accomplished in 2019, and as projected for 2020, the New Jersey Department of Transportation (NJDOT), together with the state law enforcement community, the New Jersey State Police (NJSP) and the New Jersey Motor Vehicle Commission (NJMVC) reaffirms its commitment to reducing these occurrences through enforcement and education of the motoring public.

The chart below, "CMV Crashes - New Jersey 2014 – 2019 - 6 Year Trend" supported by SafetyNet data, illustrates an increasing trend in CMV Crashes until 2016, followed by a Crash Reduction accomplishment in 2017 and another in 2019. At the time this New Jersey Crash Reduction CVSP goal was updated, the statistical data for 2020 was partial and required monitoring leading to its completeness, but was projected to continue trending towards goal accomplishment:



* Based on SafetyNet CMV Crash Data for CY's 2014-2019; CY 2019 data from report dated [1/21/21](#)

Enter the data source and capture date:

1- 2019 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, 2020. 3- National Highway Traffic Safety Administration (NHTSA)

Traffic Safety Facts - Crash Statistics published in June 2021 (Revised), for "Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020". 4- NHTSA National Center for Statistics and Analysis (NCSA) Press Release of June 3, 2021, and Traffic Safety Facts Research Notes published in June 2021 "Update to Special Reports on Traffic Safety During the COVID-19 Public Health Emergency: Fourth Quarter. 5- Federal Motor Carrier Safety Administration (FMCSA) A&I Vehicle Configuration statistic report for Large Trucks based on MCMIS data CY 2019. 6- SafetyNet Crash Characteristics Summary Report for Calendar Years 2014 to 2019.

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2020	1
2021	1
2022	1

The State of New Jersey will remain committed to a 1% Crash Reduction effort in 2021-2022. The baseline for the CMV Crash Reduction goal will be calculated using the Total CMV Crashes reported on CY 2019 (6,825), or a total reduction equivalent to 68 CMV Crashes for 2021-2022. Following an increasing trend in CMV Crashes and CMV Fatal Crashes from 2014 to 2016, the State recorded a decrease of 7% in 2017 when compared to 2016, equivalent to a reduction of 455 CMV Crashes for the year. And another reduction of 186 CMV Crashes in 2019, equivalent to a 2.6% decrease from the prior year. However, based on the Motor-Coach crashes performance outcomes reported on prior years, the State will lower the goal for Motor-Coach fatalities in the upcoming CVSP. Although it was encouraging to acknowledge Crash Reductions in 2017 and 2019, it is important to keep in mind that broadly accepted contributing factors to CMV Crashes, such as an increase in distractions caused by cell phones and texting, or driving while impaired, are causation factors that continue to contribute to the incidence in CMV Crashes and related fatalities statewide as well as nationwide. Therefore, the State agencies operating under the MCSAP are determined to remain vigilant and committed to fulfilling the mission outlined in this CVSP.

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 and the CMV traffic volumes occurring at the specific sites.

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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 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
Total	37765	33350	33450	35438	35450

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 (NJSP) 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 NJSP Transportation Safety Bureau (TSB) 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.

FY 2022 Update:NJSP - Projected Increase of Roadside Inspections:

The State is revising its original CVSP subrecipient goal estimate for the NJSP, and increasing the NJSP roadside inspection goal by 3,700, to a revised total of 36,000. This increase was estimated based on current Commercial Motor Vehicle (CMV) traffic volumes, at a time when present economic activity is beginning to show signs of improvement and prior supply-chain disruption issues are being resolved, gradually as the Covid-19 pandemic seems under control. However, the uncertainty of how the future economic outlook will affect CMV traffic volumes was also taken into consideration to determine the revised projected goal.

NJMVC - Projected Inspections:

Three NJMVC will increase their Passenger Carrier Vehicle (PCV) goal by 250 PCV's, from 2,350 to 2,600.

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 2022, 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 2022 - 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	%
Sub-Total Lead Agency	0	0	0	0	

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 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	11000	1200	400	12600	35.00%
Level 2: Walk-Around	8300	2585	300	11185	31.07%
Level 3: Driver-Only	10100	0	1975	12075	33.54%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	100	12	25	137	0.38%
Level 6: Radioactive Materials	0	3	0	3	0.01%
Sub-Total Funded Agencies	29500	3800	2700	36000	

NJ MOTOR VEHICLES

Subrecipient is: COMMISSION

Enter the total number of certified personnel in this funded agency: 39

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full			1800	1800	69.23%
Level 2: Walk-Around			50	50	1.92%
Level 3: Driver-Only			700	700	26.92%
Level 4: Special Inspections			0	0	0.00%
Level 5: Vehicle-Only			50	50	1.92%
Level 6: Radioactive Materials			0	0	0.00%
Sub-Total Funded Agencies	0	0	2600	2600	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	20
Enter the total number of inspections projected for FY 2022:	960

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: NJ DEPT OF TRANSPORTATION					
# certified personnel: 0					
Subrecipient Agencies: NJ MOTOR VEHICLES COMMISSION, NJ STATE POLICE					
# certified personnel: 119					
Number of Non-Funded Agencies: 2					
# certified personnel: 20					
# projected inspections: 960					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	11000	1200	2200	14400	37.31%
Level 2: Walk-Around	8300	2585	350	11235	29.11%
Level 3: Driver-Only	10100	0	2675	12775	33.10%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	100	12	75	187	0.48%
Level 6: Radioactive Materials	0	3	0	3	0.01%
Total MCSAP Lead Agency & Subrecipients	29500	3800	5300	38600	

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

Projected Goals for FY 2021 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	0	35350	960	36310
Enter total number of certified personnel	0	117	30	147
Projected Goals for FY 2022 Roadside Inspections				
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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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

Trend Analysis for 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
Total Investigations	87	77	76	75	80
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
Total Investigations	0	0	0	0	0
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	50	0
CSA On-Site Comprehensive	30	0	30	0	30	0
Total Investigations	80	0	80	0	90	0
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 11 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.

Eleven (11) New Jersey State Police Troopers are assigned to the Compliance Review Unit where they are 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.

FY 2022 Update:

Additional enlisted personnel will be trained and certified to perform Compliance Reviews. Therefore, the NJSP increased the FY 2022 Compliance Review goal from 80 to 90.

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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 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 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 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 2014 and 2015.

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 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
39560	90	2000	41650	36163

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

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 maintain, at a minimum, full PRISM participation. 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 Financial Information Part 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 ITD Compliant	No
PRISM	Exceeds Full Participation	No

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: New Jersey Department of Transportation

Enter the agency name responsible for PRISM in the State: 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 is currently utilizing E-Screening at five (5) fixed scale facilities and at two (2) inspection locations where portable scales are deployed. Also, the State 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.

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

The State of New Jersey Performance and Registration Systems Management (PRISM) is administered by the New Jersey Motor Vehicle Commission (NJMVC). The NJMVC-PRISM encompasses two major processes, Registration and Enforcement, which are integrated to identify motor carriers and hold them responsible for the safety of their operations. The New Jersey PRISM has achieved enhanced participation status utilizing the commercial vehicle registration process to improve motor carrier safety throughout the State.

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 Motor Vehicle Commission (NJMVC) is the agency responsible for the PRISM program in New Jersey. The New Jersey Department of Transportation (NJDOT), as the lead agency responsible for ensuring continuous eligibility for MCSAP, will coordinate with the NJMVC-PRISM program administrator the fulfillment of PRISM quarterly reporting requirements.

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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 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 Transportation Safety Bureau (NJSP-TSB) personnel will conduct at least 36 carrier safety seminars during FFY 2022 at trucking companies, trucking associations, shipper associations, motor coach/limousine associations, municipalities and insurance companies.

Due to the COVID-19 pandemic and the mandated gathering limitations, the number of public outreach safety talks was limited during last fiscal period. The NJSP-TSB Training Unit has also begun to incorporate virtual safety talks to reach carriers during the pandemic.

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	27
<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	3
<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 36 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.

FY 2022 Update:

The NJSP increased the number of public education, outreach and safety awareness activities from 30 to 36.

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.

MCSAP lead agencies are allowed 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Fair	No

Available data sources:

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

Enter the agency name responsible for Data Quality:

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 Measure	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	Poor	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 June 25, 2021.

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.).

Due to the impact the COVID-19 State emergency declaration had on the State Safety Data Quality (SSDQ) work flow, the State Overall Data Quality was recently rated fair, according to the State Safety Data Quality Report as of June 25, 2021. The State Crash Timeliness Measure was also affected adversely and was rated poor. All other SSDQ measures were rated good (green).

During this past year, the State agencies involved in the collection, verification, and input of crash data, faced significant operational challenges. The State Crash Timeliness was directly affected due to the COVID-19 restrictions and the implementation of additional public-health safety measures. The SSDQ crash record workflow was impacted the most during the crisis, due to personnel restrictions on building

occupancy and staffing challenges with limited remote access capabilities. With rotating schedules, eventually the Crash Record Verifiers were unable to keep up with the required level of crash record volume input needed to maintain the Crash Timeliness in good rating. Also, Police Municipalities across the State were facing similar challenges, retaining crash reports for longer periods of time, resulting in additional crash record flow delays and unfortunately, creating a backlog.

To remedy this extraordinary situation, the NJDOT is training additional Crash Record Verifiers in an effort to meet the challenge, by increasing CMV processing outputs to reduce the current crash record backlog. Under normal circumstances, the leading agency processes approximately 6,000 FMCSA reportable CMV crash records per year on time.

FY 2022 Update:

The NJDOT has augmented the number of MCSAP Crash Record Verifiers (by four- at different levels of effort) and will be recruiting one SafetyNet Analyst Trainee to improve its State Safety Data Quality (SSDQ) rating, particularly the Timeliness measure.

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, Bureau of Transportation Data & Support is engaged in a continuous effort to reduce crash report data backlogs and restore its current Crash Timeliness rating back to *green*. In order to do so, the NJDOT has identified municipalities that 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, as COVID-19 restrictions are lifted, the NJDOT-Bureau of Transportation Data & Support expects to see a steady improvement in terms of crash report submission delays affecting the Crash Timeliness.

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

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.

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

For the purpose of this section:

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

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

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

Trend Analysis for 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
Total Audits	1122	1756	1703	1332	1510

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	06/15/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	4107
Current Number of Past Dues	221

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

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

Projected Goals for FY 2020 - 2022

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

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	300	0
# of Safety Audits (Offsite)	1300	0	1300	0	1700	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	1500	0	1500	0	2000	0
# of Non-Audit Resolutions	400	0	400	0	500	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 2,000 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.

To meet the program objectives described above, the NJSP have developed a strategy in which certified personnel from other Units will assist with the completion of safety audits. This strategy will be reassessed throughout the performance period and updates will be made as needed to accomplish the goal.

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 2,000 safety audits for FY 2022:

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 NJSP 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 are conducting audits in FFY 2021. 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 evaluated and is projected to be complete during the FFY 2022 performance period.

FY 2022 Update (New Entrant Overdue Inventory Reduction Plan):

In order to lower the number of overdue New Entrant carries to zero and maintain that number, the following steps will be taken by the New Jersey State Police. First, the NJSP will continue to assign New Entrant carriers by "Past Due Date" to ensure they are being completed in order. Additionally, a specialist selection process will be completed to recruit enlisted members to be transferred to the MotorCoach/Safety Audit Review Unit. This additional personnel, along with the existing Unit members, will be initially tasked with completing the inventory of overdue New Entrant carriers and keeping the overdue audits at zero.

Furthermore, the NJSP will implement a civilian pilot program to assist in managing the influx of New Entrants and lowering the overdue New Entrants. The NJSP will gradually hire up to eight (8) part-time workers who will be tasked with assisting enlisted personnel by making initial contact and gathering required documentation for completing the Safety Audit. Upon initial contact, these part-time workers will be able to eliminate the carriers which are leased, Out of Business, or not subject to a Safety Audit. If the carrier is subject to a Safety Audit, the part-time worker will follow up and ensure all documentation is complete and correct before transferring to a certified auditor who will contact the carrier and complete the audit. This process will streamline the entire New Entrant process as our certified auditor will concentrate on educating the carrier and ensuring future compliance is maintained. The part-time workers will also be initially focused on the overdue carrier list before moving onto existing inventory.

With the additional personnel, civilian and enlisted, the Safety Audit Manager will be able to monitor and track assignments to ensure the overdue list is not only lowered to zero but maintained at that level moving forward.

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 2022 the State will perform 4,750 passenger carrier vehicle inspections (see roadside inspection table under the Crash Reduction tab 2 - Goal Projections FY 2022).

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, 2020, reported 164,410 Large Trucks Crashes for 2019, nationally (based on MCMIS data), a decrease from the 166,856 reported in 2018. In New Jersey, based on FMCSA's A&I Vehicle Configuration statistics for Large Trucks - CY 2019, the data revealed that 81% of all vehicles involved in CMV crashes were SUT's or Tractor Trailers. Furthermore, based on a CY 2019 SafetyNet report dated 6/16/21, there were 6,112 Large Trucks involved in crashes reported in the State, validating the fact that two vehicle configurations (SUT's and Tractor Trailers), posed the highest risk of CMV crash incidence to the State corridors. To maximize the impact of the State Crash Reduction efforts, the New Jersey State Police (NJSP) Transportation Safety Bureau (TSB) will be directing CMV enforcement resources in a coordinated effort focused on Large Trucks operating in high-crash corridors. 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 the number of CMVs involved in crashes in 2019, or 1% of 6,112 Large Trucks involved in Crashes, as a reduction baseline (61 crashes). The NJSP-TSB will continue to 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, and again in 2019, when the total number of CMV Crashes were reduced from the prior year (per SafetyNet Crash Characteristics Summary Reports for CYs 2016-2017-2018-2019).

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 2022 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 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 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share values will not be recalculated by the system and should be reviewed and updated by users as necessary.

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

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

Territories must 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	\$10,645,402.00	\$560,284.00	\$11,205,686.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,680,853.00
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.

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

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

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

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

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

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

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 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):	\$1,680,853.00
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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 Manager	1	20.0000	\$138,853.34	\$27,770.66	\$27,770.66	\$0.00	\$0.00
MCSAP Program Specialist 4	1	35.0000	\$94,000.00	\$32,900.00	\$32,900.00	\$0.00	\$0.00
MCSAP-BTDS Sec Chief	1	10.0000	\$96,148.80	\$9,614.88	\$9,614.88	\$0.00	\$0.00
Principal Engineer	1	20.0000	\$97,860.55	\$19,572.11	\$19,572.11	\$0.00	\$0.00
Admin Analyst 1 (WS)	1	10.0000	\$62,040.70	\$6,204.07	\$6,204.07	\$0.00	\$0.00
DataQ Eng'G Technician	1	20.0000	\$52,884.10	\$10,576.82	\$10,576.82	\$0.00	\$0.00
Accident Record Verifier	1	20.0000	\$39,921.50	\$7,984.30	\$7,984.30	\$0.00	\$0.00
Accident Record Verifier	1	30.0000	\$41,841.80	\$12,552.54	\$12,552.54	\$0.00	\$0.00
Accident Record Fatalities Specialist	1	30.0000	\$60,947.45	\$18,284.23	\$18,284.23	\$0.00	\$0.00
Accident Record Verifier	1	40.0000	\$48,708.30	\$19,483.32	\$19,483.32	\$0.00	\$0.00
Accident Record Verifier	1	55.0000	\$60,946.34	\$33,520.48	\$33,520.48	\$0.00	\$0.00
Accident Record Verifier	1	40.0000	\$55,704.38	\$22,281.75	\$22,281.75	\$0.00	\$0.00
Contract Administrator II	1	10.0000	\$106,450.60	\$10,645.06	\$10,645.06	\$0.00	\$0.00
Accident Record Verifier	1	20.0000	\$41,176.85	\$8,235.37	\$8,235.37	\$0.00	\$0.00
Accident Record Verifier	1	20.0000	\$38,440.00	\$7,688.00	\$7,688.00	\$0.00	\$0.00
Analyst Trainee-SafetyNet	1	80.0000	\$49,742.44	\$39,793.95	\$39,793.95	\$0.00	\$0.00
Subtotal: Salary				\$287,107.54	\$287,107.54	\$0.00	\$0.00
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$287,107.54	\$287,107.54	\$0.00	\$0.00
Accounting Method:	Accrual						

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 Program Specialist-4

Oversees grant administration, compliance to FMCSA guidelines and inter-departmental/inter-agency coordination.

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.

Principal Engineer

Maintain the Weight-In-Motion database. Monitoring WIM data and subjecting weight data collected from approximately 90 locations to CMV classification analyses. In addition, he will be responsible for monitoring the installation of WIM sensors, reviewing and approving construction as-built plans from the rehabilitated WIM systems and conducting WIM sensor calibration when required.

Analyst Trainee - SafetyNet 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 (7)

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.

Contract Administrator II

Procures, monitors and administers MCSAP cotracts.

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.

FY 2022 Updates

The following positions were added to improve the NJDOT-MCSAP operations in its lead agency role:

1. *Program Specialist 4-To handle internal NJDOT-MCSAP administrative processes, overseeing the grant cycle and ensuring compliance with FMCSA requirements.*
2. *Accident Record Verifiers (4 additional verifiers at different levels of effort)-To handle an increase in CMV crash records and reduce a CMV crash record backlog that originated as a result of the Covid 19 pandemic, affecting the State SSDQ Timeliness.*
3. *Contract Administrator II-To procure, monitor, administer and handle contracts associated with the MCSAP.*
4. *Analyst Trainee-SafetyNet-To handle the SafetyNet and State Data Quality issues as necessary to maintain the SSDQ in green (good) rating.*

State Match:

The New Jersey Department of Transportation (NJDOT) is the leading agency. The 5 % 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 (\$287,107.54) is \$15,111.00

Part 4 Section 3 - Fringe Benefits

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

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

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

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

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

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

Fringe costs method: Actual Fringe Rate

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

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

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

Fringe Benefits Project Costs							
Position(s)	Fringe Benefit Rate	% of Time on MCSAP Grant	Base Amount	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Prog Manager	100.1000	20.0000	\$138,853.34	\$27,798.43	\$27,798.43	\$0.00	\$0.00
MCSAP Prog Specialist-4	100.1000	35.0000	\$94,000.00	\$32,932.90	\$32,932.90	\$0.00	\$0.00
MCSAP BTDS Sec Chief	100.1000	10.0000	\$96,148.80	\$9,624.49	\$9,624.49	\$0.00	\$0.00
Principal Engineer	100.1000	20.0000	\$97,860.57	\$19,591.68	\$19,591.68	\$0.00	\$0.00
Admin Analyst (WS)	100.1000	10.0000	\$62,040.71	\$6,210.27	\$6,210.27	\$0.00	\$0.00
Data Q Eng'g Tech	100.1000	20.0000	\$52,884.12	\$10,587.40	\$10,587.40	\$0.00	\$0.00
Accident Rec Verifier	100.1000	20.0000	\$39,921.50	\$7,992.28	\$7,992.28	\$0.00	\$0.00
Accident Rec Verifier	100.1000	30.0000	\$41,841.80	\$12,565.09	\$12,565.09	\$0.00	\$0.00
Accident Record Fatalities Spec	100.1000	30.0000	\$60,947.46	\$18,302.52	\$18,302.52	\$0.00	\$0.00
Accident Record Verifier	100.1000	40.0000	\$48,708.32	\$19,502.81	\$19,502.81	\$0.00	\$0.00
Accident Record Verifier	100.1000	55.0000	\$60,946.36	\$33,554.01	\$33,554.01	\$0.00	\$0.00
Accident Record Verifier	100.1000	40.0000	\$55,704.39	\$22,304.03	\$22,304.03	\$0.00	\$0.00
Contract Administrator II	100.1000	10.0000	\$106,450.62	\$10,655.70	\$10,655.70	\$0.00	\$0.00
Accident Record Verifier	100.1000	20.0000	\$41,176.85	\$8,243.60	\$8,243.60	\$0.00	\$0.00
Accident Record Verifier	100.1000	20.0000	\$38,440.00	\$7,695.68	\$7,695.68	\$0.00	\$0.00
Analyst Trainee SafetyNet	100.1000	80.0000	\$49,742.45	\$39,833.75	\$39,833.75	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$287,394.64	\$287,394.64	\$0.00	\$0.00

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 2023 (1.0010) 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 is 1.0781. The Total Employee Labor Additives Rate (FB & IC) is 2.0791.

FY 2022 Update:

The Fringe Benefit (FB) rates were adjusted accordingly per the approved FB rate for NJDOT SFY 2023, dated May 18, 2022, effective June 18, 2022. The updates reflect an increase in FB rate to 1.0010% applied to current and new MCSAP staff recruited to enhance operational capabilities.

Fringe Benefits State match:

The New Jersey Department for Transportation (NJDOT) is the leading agency. The 5% 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 5% In-Kind State match for the total Fringe Benefits for NJDOT (\$287,394.64) is \$15,126.

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	10	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
CVSA Conference 2	1	10	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
TOTAL: Travel				\$10,075.00	\$10,075.00	\$0.00	\$0.00

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

Travel expenses are based on prior costs and projected cost estimates to the conferences listed below.

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 (95%) \$10,075.00

Cost Sharing Match (5%) \$530.00 (to be provided by the NJSP)

Total Travel (Fed + Match) \$10,605.00

Travel State match:

The New Jersey Department of Transportation (NJDOT) is the leading agency. The 5% 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 5% In-Kind State match contribution for NJDOT Travel (\$10,075.00) is \$530.00.

Part 4 Section 5 - Equipment

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

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the 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
TOTAL: Equipment				\$0.00	\$0.00	\$0.00	\$0.00
Equipment threshold is greater than \$5,000.							

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.
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 Laptops (7)	7 ea.	\$2,096.16	100.0000	\$14,673.12	\$14,673.12	\$0.00	\$0.00
TOTAL: Supplies				\$14,673.12	\$14,673.12	\$0.00	\$0.00

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

Computer Equipment - MCSAP Laptops (7)

Laptops to be assigned to Accident Record Verifiers to provide remote access and increase crash record entry and reviewing capabilities while telecommuting from home two days a week.

FY 2022 Update:

The computer equipment will be 100% allocated to MCSAP, consisting of 7 laptops that will be procured in an effort to avoid disruption of CMV crash record reviewing, verification and input, as it occurred during 2020 and portions of 2021 due to the Covid-19 pandemic. These laptops will facilitate the continuity of services through telecommuting in the event of any national emergency.

MCSAP Laptops State Match:

The New New Jersey Department of Transportation (NJDOT) is the leading agency. The 5% State Match required for the 5 laptops will be provided by the subgrantee, the New Jersey State Police (NJSP) as an In-Kind State Match contribution for NJDOT, and it's reported in the sub-grantee budget. The NJSP 5% In-Kind State Match contribution for the NJDOT (7 Laptops \$14,673.12) is \$772.00.

Part 4 Section 7 - Contractual and Subaward
--

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

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

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

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

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

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	DUNS/EIN Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
New Jersey Motor Vehicle Commission	DUNS 627483308	Subrecipient	100.0000	\$889,466.00	\$844,993.00	\$44,473.00	\$0.00
Description of Services: Regulate and inspect Passenger Carrier Vehicles statewide							
State University	DUNS 1912864	Contract	100.0000	\$164,000.00	\$164,000.00	\$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	\$8,839,608.00	\$8,397,628.00	\$441,980.00	\$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	\$73,831.00	\$0.00	\$73,831.00	\$0.00
Description of Services: In Kind State Match Contribution for NJDOT (5% = \$73831)							
Supplemental Contractual (CV-Explorer mapping tool)	DUNS 0	Contract	100.0000	\$200,000.00	\$200,000.00	\$0.00	\$0.00
Description of Services: CV Explorer mapping tool							
Supplemental Contractual (TBD) - Statewide CMV Crashes Study	DUNS 0	Contract	100.0000	\$80,000.00	\$80,000.00	\$0.00	\$0.00
Description of Services: Statewide CMV Crash Study							
Supplemental Contractual (TBD) MCSAP Admin Support Trainee	DUNS 0	Contract	100.0000	\$50,000.00	\$50,000.00	\$0.00	\$0.00
Description of Services: MCSAP Administrative Support Trainee							
TOTAL: Contractual and Subaward				\$10,296,905.00	\$9,736,621.00	\$560,284.00	\$8,678,493.00

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 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. In addition, the Consultant will be 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 qualified in the area of Software Development has been 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 (\$200K). The tool will become a resource to the NJDOT and to MCSAP enforcement agencies. It will fulfill the need for additional CMV crash/inspection data-driven performance analytics.

Contractual Services - NJDOT FY 2022 Update:

- *Two additional Consultants (TBD) will be procured. One will be producing a CMV crash study (\$80K), to provide analytical crash data evaluations, including the identification of high-risk CMV crash corridors statewide. The other Consultant (\$50K) will be tasked with receiving training on MCSAP grant administrative and management support activities, to ensure continuity of services, while assisting with increasing MCSAP administrative tasks.*

Subgrantee Summary:

The New Jersey State Police (NJSP) serves as the primary enforcement agency responsible for 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 are operating safely and in compliance with safety regulations and requirements. The NJSP is also responsible for the enforcement of Out-of-Service (OOS) Orders, CMV Traffic Enforcement, Compliance Reviews/Investigations, New Entrant Safety Audits and Public Education & Safety Awareness. The NJSP provides the State Match required for the NJDOT (\$73,831) in-kind.

The New Jersey Motor Vehicles Commission (NJMVC) has the primary responsibility of regulating and inspecting passenger carrier vehicles statewide.

FY 2022 Update - NJDOT - NJSP and NJMVC:

For a summary of Lead Agency and Subrecipient activities in accordance with the Spending Plan's actual funding amount, refer to Part 1, MCSAP Overview, sub-tab 3, MCSAP Structure Explanation.

Contractual and Subaward State Match:

The New Jersey Department of Transportation (NJDOT) is the leading agency. The 5% State Match required for Rutgers, the State University Contractual Services, as described above, will be provided by the New Jersey State Police (NJSP) as an in-kind State Match contribution to NJDOT and it's reported in the subgrantee budget.

The total State Match to be provided by the NJSP for the NJDOT Contractual Services (Rutgers, the State University - \$164,000.00) is \$8,632.

The total in-kind State Match to be provided by the NJSP to the NJDOT per line item budget is as follows:

- *Supplemental Contractual Services (CMV Explorer-\$200K, High-level State Crashes & Inspections Analytics-TBD -\$80K & MCSAP Admin Support Trainee-TBD-\$50K, total of \$330,000) the State Match will be \$17,369.*
- NJDOT Total Salaries, \$287,107.54; In-Kind State Match to be provided by the NJSP, \$15,111.00.
- NJDOT Total FB, \$287,394.64; In-Kind State Match to be provided by the NJSP, \$15,126.00.
- NJDOT Total Travel, \$10,075.00; In-Kind State Match to be provided by the NJSP, \$530.00.
- NJDOT Total Supplies, Computer Equipment, \$14,673.12; In-Kind State Match to be provided by the NJSP, \$772.00.
- NJDOT Total Indirect Costs, \$309,530.63; In Kind State Match to be provided by the NJSP, \$16,291.00.

Total NJDOT State Match to be provided by the NJSP (NJDOT @ \$1,402,780.93) : \$73,831.00.

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)	107.81	\$287,107.54	\$309,530.63	\$309,530.63	\$0.00
TOTAL: Indirect Costs			\$309,530.63	\$309,530.63	\$0.00

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
TOTAL: Other Costs				\$0.00	\$0.00	\$0.00	\$0.00

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

Indirect Costs:

Indirect Cost (IC) Rate for SFY 2023, as approved by the New Jersey Department of Transportation (NJDOT), per an Employee Labor Additives Rate Agreement Memorandum dated May 18, 2022, in effect beginning on June 18, 2022.

The Indirect Cost Rate is 1.0781 and the IC base is \$287,107.54 (Total Salaries & Wages).

FY 2022 Update:

The Indirect Cost (IC) was revised to reflect approved IC rates for SFY 2023, applied to the salary base which increased due to the addition of new personnel recruited to increase MCSAP lead agency operational capabilities.

Indirect Costs State Match

The New Jersey Department of Transportation (NJDOT) is the leading agency. The 5% 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 (\$309,531) is \$16,291.

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	\$10,645,402.00	\$560,284.00	\$11,205,686.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,680,853.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Manager	\$27,770.66	\$0.00	\$27,770.66	\$0.00
MCSAP Program Specialist 4	\$32,900.00	\$0.00	\$32,900.00	\$0.00
MCSAP-BTDS Sec Chief	\$9,614.88	\$0.00	\$9,614.88	\$0.00
Principal Engineer	\$19,572.11	\$0.00	\$19,572.11	\$0.00
Admin Analyst 1 (WS)	\$6,204.07	\$0.00	\$6,204.07	\$0.00
DataQ Eng'G Technician	\$10,576.82	\$0.00	\$10,576.82	\$0.00
Accident Record Verifier	\$7,984.30	\$0.00	\$7,984.30	\$0.00
Accident Record Verifier	\$12,552.54	\$0.00	\$12,552.54	\$0.00
Accident Record Fatalities Specialist	\$18,284.23	\$0.00	\$18,284.23	\$0.00
Accident Record Verifier	\$19,483.32	\$0.00	\$19,483.32	\$0.00
Accident Record Verifier	\$33,520.48	\$0.00	\$33,520.48	\$0.00
Accident Record Verifier	\$22,281.75	\$0.00	\$22,281.75	\$0.00
Contract Administrator II	\$10,645.06	\$0.00	\$10,645.06	\$0.00
Accident Record Verifier	\$8,235.37	\$0.00	\$8,235.37	\$0.00
Accident Record Verifier	\$7,688.00	\$0.00	\$7,688.00	\$0.00
Analyst Trainee-SafetyNet	\$39,793.95	\$0.00	\$39,793.95	\$0.00
Salary Subtotal	\$287,107.54	\$0.00	\$287,107.54	\$0.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$287,107.54	\$0.00	\$287,107.54	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Prog Manager	\$27,798.43	\$0.00	\$27,798.43	\$0.00
MCSAP Prog Specialist-4	\$32,932.90	\$0.00	\$32,932.90	\$0.00
MCSAP BTDS Sec Chief	\$9,624.49	\$0.00	\$9,624.49	\$0.00
Principal Engineer	\$19,591.68	\$0.00	\$19,591.68	\$0.00
Admin Analyst (WS)	\$6,210.27	\$0.00	\$6,210.27	\$0.00
Data Q Eng'g Tech	\$10,587.40	\$0.00	\$10,587.40	\$0.00
Accident Rec Verifier	\$7,992.28	\$0.00	\$7,992.28	\$0.00
Accident Rec Verifier	\$12,565.09	\$0.00	\$12,565.09	\$0.00
Accident Record Fatalities Spec	\$18,302.52	\$0.00	\$18,302.52	\$0.00
Accident Record Verifier	\$19,502.81	\$0.00	\$19,502.81	\$0.00
Accident Record Verifier	\$33,554.01	\$0.00	\$33,554.01	\$0.00
Accident Record Verifier	\$22,304.03	\$0.00	\$22,304.03	\$0.00
Contract Administrator II	\$10,655.70	\$0.00	\$10,655.70	\$0.00
Accident Record Verifier	\$8,243.60	\$0.00	\$8,243.60	\$0.00
Accident Record Verifier	\$7,695.68	\$0.00	\$7,695.68	\$0.00
Analyst Trainee SafetyNet	\$39,833.75	\$0.00	\$39,833.75	\$0.00
Fringe Benefits total	\$287,394.64	\$0.00	\$287,394.64	\$0.00

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
Travel total	\$10,075.00	\$0.00	\$10,075.00	\$0.00

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

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Laptops (7)	\$14,673.12	\$0.00	\$14,673.12	\$0.00
Supplies total	\$14,673.12	\$0.00	\$14,673.12	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
New Jersey Motor Vehicle Commission	\$844,993.00	\$44,473.00	\$889,466.00	\$0.00
State University	\$164,000.00	\$0.00	\$164,000.00	\$0.00
New Jersey State Police	\$8,397,628.00	\$441,980.00	\$8,839,608.00	\$8,678,493.00
NJSP State match - NJDOT	\$0.00	\$73,831.00	\$73,831.00	\$0.00
Supplemental Contractual (CV-Explorer mapping tool)	\$200,000.00	\$0.00	\$200,000.00	\$0.00
Supplemental Contractual (TBD) - Statewide CMV Crashes Study	\$80,000.00	\$0.00	\$80,000.00	\$0.00
Supplemental Contractual (TBD) MCSAP Admin Support Trainee	\$50,000.00	\$0.00	\$50,000.00	\$0.00
Contractual and Subaward total	\$9,736,621.00	\$560,284.00	\$10,296,905.00	\$8,678,493.00

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

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$10,335,871.30	\$560,284.00	\$10,896,155.30	\$8,678,493.00
Indirect Costs	\$309,530.63	\$0.00	\$309,530.63	NA
Total Costs Budgeted	\$10,645,401.93	\$560,284.00	\$11,205,685.93	\$8,678,493.00

Part 4 Section 10 - Financial Summary

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

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$10,645,402.00	\$560,284.00	\$11,205,686.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,680,853.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$287,107.54	\$0.00	\$287,107.54	\$0.00
Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$287,107.54	\$0.00	\$287,107.54	\$0.00
Fringe Benefits Total	\$287,394.64	\$0.00	\$287,394.64	\$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	\$14,673.12	\$0.00	\$14,673.12	\$0.00
Contractual and Subaward Total	\$9,736,621.00	\$560,284.00	\$10,296,905.00	\$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	\$10,335,871.30	\$560,284.00	\$10,896,155.30	\$8,678,493.00
Indirect Costs	\$309,530.63	\$0.00	\$309,530.63	NA
Total Costs Budgeted	\$10,645,401.93	\$560,284.00	\$11,205,685.93	\$8,678,493.00

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? Stephen Choborda
2. What is this person's title? NJDOT MCSAP Manager
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, Stephen Choborda, NJDOT MCSAP Manager, 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](#).

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

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

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

1. What is the name of your certifying State official? Stephen Choborda
2. What is the title of your certifying State official? NJDOT MCSAP Manager
3. What are the phone # and email address of your State official? 609-963-2258 Stephen.Choborda@dot.nj.gov

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

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

I, Stephen Choborda, 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



CIRCULAR

STATE OF NEW JERSEY

DEPARTMENT OF THE TREASURY

NO.: 21-07-OMB	ORIGINATING AGENCY: OFFICE OF MANAGEMENT AND BUDGET	PAGE 1 OF 2
EFFECTIVE DATE: 07/01/2020	EXPIRATION DATE: 06/30/2021	SUPERSEDES: 20-12-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 proposed to the United States Department of Health and Human Services a composite fringe benefit rate of 45.6 percent of base salaries for the year ending June 30, 2021. 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 81.4 percent has been proposed for the Police and Firemen. These proposed rates are to be used for all Non-State funded sources.

The State Police fringe benefit rate is 69.4 percent for Non-State funded programs. The PERS fringe benefit rate of 45.6 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, 2020, 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	21.7	59.3	55.3
19	Health Benefits (Including Prescription Drug and Dental Programs)	22.5	19.2	13.1
19	Workers' Compensation	1.0	2.6	1.0
19	Unemployment Insurance	0.1	0.0	0.0
19	Temporary Disability Insurance	0.2	0.2	0.0
19	Unused Sick Leave	0.1	0.1	0.0
TOTAL		45.6	81.4	69.4

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 2020 was 6.20 percent of the first \$137,700 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 2021 is 6.20 percent of the first \$142,800 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>

Lynn Azarchi
Lynn Azarchi
Acting Director



CIRCULAR

STATE OF NEW JERSEY

DEPARTMENT OF THE TREASURY

NO.: 21-07-OMB	ORIGINATING AGENCY: OFFICE OF MANAGEMENT AND BUDGET	PAGE 1 OF 2
EFFECTIVE DATE: 07/01/2020	EXPIRATION DATE: 06/30/2021	SUPERSEDES: 20-12-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 proposed to the United States Department of Health and Human Services a composite fringe benefit rate of 45.6 percent of base salaries for the year ending June 30, 2021. 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 81.4 percent has been proposed for the Police and Firemen. These proposed rates are to be used for all Non-State funded sources.

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19	Workers' Compensation	1.0	2.6	1.0
19	Unemployment Insurance	0.1	0.0	0.0
19	Temporary Disability			
19	Insurance	0.2	0.2	0.0
19	Unused Sick Leave	0.1	0.1	0.0
TOTAL		45.6	81.4	69.4

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 2020 was 6.20 percent of the first \$137,700 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 2021 is 6.20 percent of the first \$142,800 of the gross wages for the Social Security portion, and 1.45 percent of gross wages (no ceiling) for the Medicare portion.

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	TOTAL	<u>7.65</u>	<u>7.65</u>	<u>1.45</u>

Lynn Azarchi
Lynn Azarchi
Acting Director

NEW JERSEY DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: ALL DEPARTMENT MANAGERS

FROM: Chuck Maciejunes, Director *Chuck Maciejunes*
Division of Budget

DATE: May 18, 2022

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

SUBJECT: Fiscal Year 2023 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 2023. The Department's employee labor additives rate used for billing the Federal Highway Administration, New Jersey Transportation Trust Fund, and 3rd Party Cost Sharing Agreements will be put into effect with the pay period beginning on June 18th, 2022 (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 3rd Party Cost Sharing Agreements. In effect we are billing \$3.0791 for each dollar of direct labor charged to capital projects. The applicable rate factors are as follows:

	Old Rate	New Rate (Effective pp 14, 2022)
Fringe Benefit Additive Rate	.6314	.8109
Leave Time Additive Rate	.2434	.1901
Indirect Cost Rate	<u>1.1060</u>	<u>1.0781</u>
Total Labor Additives Rate	1.9808	2.0791

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