

eCVSP

NEW JERSEY

Commercial Vehicle Safety Plan

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

**Fiscal Years 2023 - 2025
Annual Update FY 2024**

Date of Approval: September 16, 2024

FINAL CVSP



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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

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

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

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

- Part 1: MCSAP Overview (FY 2023 - 2025)
- Part 2: Crash Reduction and National Program Elements (FY 2023 - 2025)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2023 - 2025)
- Part 4: Financial Information (FY 2024)
- Part 5: Certifications and Documents (FY 2024)

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

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

REMINDERS FOR FY 2024:

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

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

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

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2024 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited in Years 2 and 3.

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

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

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

Part 1 Section 2 - Mission/Goal Statement

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 also 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 & New Jersey Police Department (PANYNJPD) 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

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

New Jersey's FY 2024 Commercial Vehicle Safety Plan (CVSP) will represent the thirty-first 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.

New Jersey State Police (NJSP)

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

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

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

New Jersey Motor Vehicles Commission (NJMVC)

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

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

MCSAP enforcement divisions and supporting roles:

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

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

The MCSAP directly supports the HMTEU, which is responsible for the oversight of HM Transportation by CMV, and the MCSARU, which is responsible for the inspection of commercial buses operating within the State. The CCIU 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 supported by the Port Authority of New York and New Jersey (PANYNJ). The PAPD Inspectors are trained by NTC certified NJSP-TSB instructors before becoming certified by the FMCSA to conduct CMV inspections.

Update for FY 2024:

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	10	80	30
New Jersey MVC	39	0	0
Subtotal	49	80	30
<i>Non-MCSAP funded</i>			
New Jersey State Police on Turnpike/Parkway	0	14	0
New York/New Jersey Port Authority Police	0	19	0
Subtotal	0	33	0
Program Total	49	113	30

Part 1 Section 4 - MCSAP Structure

Please review your State’s MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

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

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

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

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

Lead Agency Information	
Agency Name:	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	30
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	30
Traffic Enforcement Activities	30
Investigations*	18
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:	33

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 2023 - 2025 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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

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

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

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

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

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

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

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

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

Trend Analysis for 2017 - 2021

Instructions for all tables in this section:

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

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

ALL CMV CRASHES

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

Goal measurement as defined by your State: Actual # 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			
01/01/2021	12/31/2021	54	90	54
01/01/2020	12/31/2020	63	90	63
01/01/2019	12/31/2019	95	90	95
01/01/2018	12/31/2018	85	90	85
01/01/2017	12/31/2017	82	90	82

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			
01/01/2021	12/31/2021	6	15	6
01/01/2020	12/31/2020	8	15	8
01/01/2019	12/31/2019	16	15	16
01/01/2018	12/31/2018	11	15	11
01/01/2017	12/31/2017	8	15	8

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			
01/01/2021	12/31/2021	3	3	3
01/01/2020	12/31/2020	0	3	0
01/01/2019	12/31/2019	2	3	2
01/01/2018	12/31/2018	1	3	1
01/01/2017	12/31/2017	0	3	0

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 2017-2020, Reports as of 6/22/2022: CY 2021 as of 7/5/22. 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 2018-2021, snapshot as of 7/5/22. The number of fatal crashes for Buses illustrated for CY 2018 (11), represents fatal crash events recorded as of 05/27/22. However, fatal Commercial Motor Vehicle (CMV) crash investigations take months to complete. Therefore, the data represented in the snapshot may be subject to change. HM: A&I based on the MCMIS data for fatal crash events, report dated 7/5/22, data as of 05/27/2022.

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

New Jersey will be utilizing "Actual # of Fatal Crashes" as a crash reduction goal performance indicator. However, it is important to note, because of the widely-accepted rationale that fatal crashes and their fatality outcomes could be affected by an array of extraordinary but rare occurrences (e.g. one catastrophic bus crash event involving multiple fatalities which could largely overstate a particular year's crash reduction accomplishments), that 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 HM Crashes, Trend Analysis for 2017-2021, the State goals were met every year, keeping the number of Fatal Crashes low, with the exception of CY 2019. The Crash data for CY 2019 illustrates an increase in the "Actual # of Fatal Crashes" in the State of New Jersey.

The increase in the number of Fatal Crashes illustrated in CY 2019, could be attributed in part to a higher volume of miles driven resulting from population growth in the State, low fuel prices at the time, and a strong economy before the Covid-19 pandemic. Also, several traffic safety and crash causation studies suggests that in many CMV crashes 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) are committed to their respective missions, ensuring the safety of the motoring public by performing activities designed to make an impact reducing CMV crashes.

Narrative Overview for FY 2023 - 2025**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:****Update for FY 2024**

According to the latest Commercial Motor Vehicle (CMV) crash data (Calendar Years 2020-2021-2022) published as of March 31, 2023, by the Federal Motor Carrier Safety Administration (FMCSA) - Motor Carrier Safety Progress Report, the incidence of CMV crashes increased nationwide from CY 2020 to CY 2021, with another increase likely in 2022 (based on preliminary data as of December 31, 2022).

In the State of New Jersey a slight increase in CMV Crashes and related injuries was reported during 2021, when compared to the prior year. In 2021, the State also reported an increase in Vehicle Miles Traveled (VMT), as a result of an increasing trend in economic activity nearing the end of the COVID-19 pandemic. As the government emergency mitigation efforts associated with quarantines and lockdowns ended, more people were driving to work and/or leaving their houses, while supply-chains were being restored and the trucking industry was experiencing a rapid recovery as a result of businesses reopening and increase in online retail.

In New Jersey, CY 2020 data from a SafetyNet Crash Characteristics Summary Report indicated a total of 5,014 CMV Crashes, with 63 of those recorded as fatal crashes involving CMVs. During CY 2021, a total of 5,024 CMV crashes and 63 CMV fatal crashes were reported. It represents an increase of 10 crashes, when compared to 2020. Fatal crashes remained the same.

Furthermore, preliminary crash data for CY 2022 for the State of New Jersey, from a July 31, 2023 SafetyNet report update revealed 4,249 CMV crashes. Nevertheless, at the time the preliminary data for the year became available, it was too early to know if a CMV crash

reduction was achieved compared to the prior year, or if the State trend will be indicative of an increase in CMV crashes as seen nationwide.

Problem Statement:

In order to accomplish a sustainable CMV Crash Reduction rate on a yearly basis, the State of New Jersey will allocate available enforcement resources to maximize crash prevention initiatives, countermeasures and MCSAP activities outlined in the CVSP, in a strategic effort to deter the incidence of CMV Crashes and Fatalities.

According to a crash data analysis for CY 2021, published by the Fatal Motor Vehicle Crash Comparative Data Report compiled by the New Jersey State Police Fatal Accident Investigation Unit, there were 39 tractor-trailers involved in 36 fatal crashes, which resulted in 40 fatalities in New Jersey. Compared to 2020, when there were 25 tractor-trailers involved in 23 fatal crashes which resulted in 24 fatalities, we see an increasing trend in tractor-trailer large truck crashes and fatalities during the year when the COVID-19 public health emergency began to ease. To that effect, because Large Trucks (Gross Vehicle Weight Rating greater than 10,000 pounds, excluding buses and motorhomes) pose the highest risk of any CMV configuration to be involved in a CMV crash, or in a CMV fatal crash, the New Jersey State Police Transportation Safety Bureau (NJSP-TSB) will be dedicating resources and investing in high-visibility crash prevention initiatives, such as Targeting Aggressive Cars & Trucks (TACT), deploying enforcement resources where they are needed, while promoting compliance with commercial vehicle traffic regulations and laws.

Availability of quality data is one of the major barriers for the state. The state will put special efforts to improve on specific strategies for CMV crash prevention initiatives enacted in conjunction with State MCSAP activities as listed in the CVSP as follows.

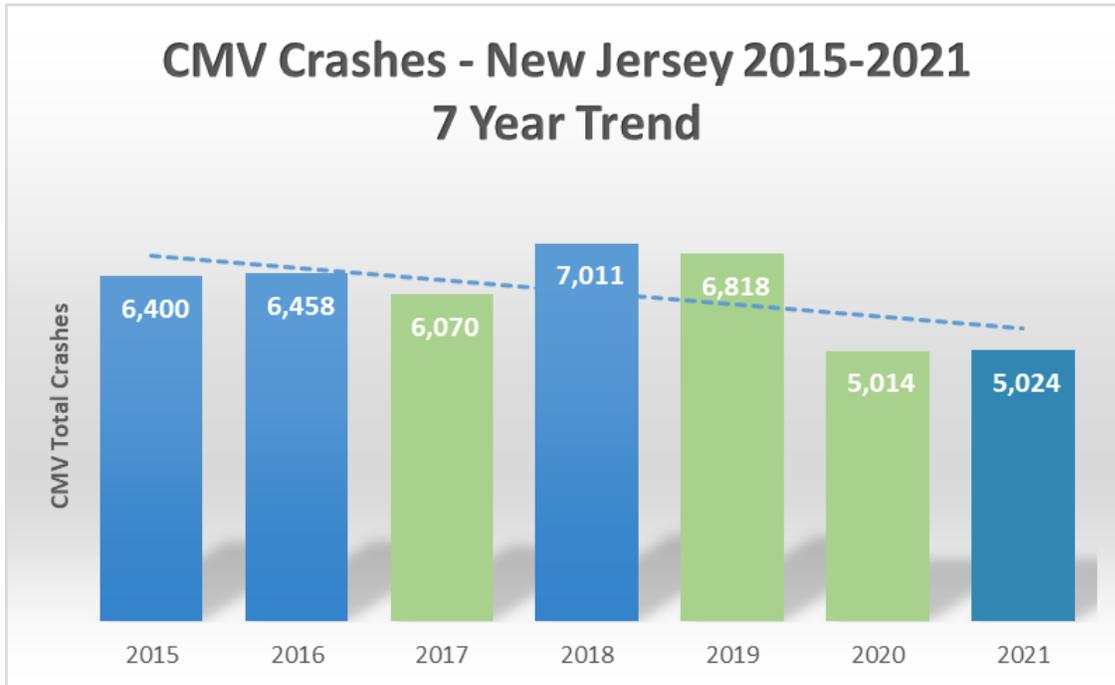
- Roadside Inspections (Vehicle and Driver) – to improve CMV maintenance, optimal vehicle operation, and validate driver credentials.
- New Jersey Motor Vehicle Commission (NJMVC) - mandating regularly scheduled Bus inspections.
- Compliance Reviews/Investigations – Proactive approach to avoid safety and compliance issues.
- Education, Training and Outreach – To assist fleet owners and operators to understand their safety compliance responsibilities.
- Deployment of Truck Safety Technology – Innovative Technology Deployment (ITD).
- Crash Data Improvement – Enhancing Crash/Inspection Data Quality, improving dataflow and developing crash data analysis tools to assist program management and enforcement agencies with their decision-making processes and effective deployment of resources.
- Work Zone Safety - Encourage commercial truck drivers to practice safety behavior in work zone areas to include allowing enough space for the vehicle in front of them to maneuver, paying attention to all traffic signs, following the instructions of the flagger, and making any necessary traffic adjustments on time.

The New Jersey State Police is mandated to complete a two-hour interactive training session each year covering all aspects of a safe work zone. Topics covered in this training include setup and takedown of work zones, with attention to advance warning signs, buffer zones, and safe work areas. Additionally, Troopers are responsible for patrolling the work zone during the duration of the job while providing visibility with flashing lights to alert motorists of an upcoming construction area and remain cognizant of the traffic adjustments necessary to navigate safely throughout the work zone. During the NJSP Annual NASI refresher mandated by FMCSA, these topics are reiterated for all Troopers conducting commercial vehicle inspections.

The New Jersey Department of Transportation (NJDOT), together with the New Jersey State Police (NJSP) and the New Jersey Motor Vehicles Commission (NJMVC), are committed to jointly strengthen Crash Reduction efforts, to deter the incidence and frequency of CMV Crashes, mitigate human mistakes, encourage safer behaviors, and to facilitate safe travel by the motoring public throughout the State of New Jersey.

The chart below, “CMV Crashes – “New Jersey 2015 – 2021 – 7 Year Trend” supported by SafetyNet data, illustrates an increasing trend in CMV Crashes until 2019, followed by a decline in 2020 and 2021 (updated per a SafetyNet report as of July 31, 2023).

At the time the New Jersey FY 2024 CVSP Crash Reduction goal update was prepared, the statistical data for CY 2022 was not final, therefore requiring subsequent monitoring until completion, as late CY 2022 accident reports continued to be processed during 2023.



Enter the data source and capture date:

Update for FY 2024: 1- 2021 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 March 31, 2023. 3- SafetyNet Crash Characteristics Summary Report for Calendar Years 2015 to 2021. CY 2021 CMV Crashes updated per a SafetyNet report dated July 31, 2023.

Projected Goal for FY 2023 - 2025:

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

Fiscal Year	Annual Crash Reduction Goals
2023	1
2024	1
2025	1

The State of New Jersey will remain committed to a 1% Crash Reduction goal each year, during FFYs 2023-2025, or 3% in three years. The year 2020 steep decline in CMV crashes compared to year 2019 was due to the impact of COVID 19. So, the baseline for the CMV Crash Reduction goal will be calculated using the Total CMV Crashes reported on CY 2019 (6,818), or a total reduction equivalent to 68 CMV Crashes yearly for 2023-2025. The State will re-evaluate modifying the crash reduction goals to reduce the number of serious CMV crashes, once year 2022 crash data is fully available. Availability of quality data is one of the major barriers for the State. The State will put special efforts to improve on the reporting of commercial motor vehicle crash information through the vehicle crash data improvement program and a data quality rating system. It is important to note that the State Crash Reduction effort will be directed towards all Commercial Motor Vehicle (CMV) configurations. However, the State will maintain high visibility deployments targeting Large Trucks travelling on roadways known to have higher volumes of truck traffic and/or high incidence of CMV crashes. A special emphasis will be given to Work Zone Safety, following FMCSA recommendations. In New Jersey, according to data queried by the NJDOT Bureau of Transportation Data & Support, there were approximately 1,913 crashes involving a CMV, during the 3-year period from 2019 to 2021, representing 11.5% of all CMV crashes reported during the same period. The state will seek to reduce this number proportionately within its 1% yearly crash reduction goal, by incorporating appropriate enforcement efforts in the vicinity of construction work zones, and the congested areas immediately before and after these designated zones. Specific strategic efforts are outlined in the Crash Reduction problem statement narrative and the public education and outreach sections of this CVSP. Performance monitoring and specific outcomes will be updated in the quarterly progress reports.

Program Activities for FY 2023 - 2025: 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 VMT.

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

In this section, provide a trend analysis, an overview of the State’s roadside inspection program, and projected goals for FY 2023 - 2025. 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 2017 - 2021

Inspection Types	2017	2018	2019	2020	2021
Level 1: Full	11880	17055	19323	12835	12499
Level 2: Walk-Around	15315	12716	13932	7521	9960
Level 3: Driver-Only	8428	13061	13727	8024	9532
Level 4: Special Inspections	5	2	4	1	3
Level 5: Vehicle-Only	440	919	1231	1171	1483
Level 6: Radioactive Materials	2	2	4	3	1
Total	36070	43755	48221	29555	33478

Narrative Overview for FY 2023 - 2025

Overview:

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

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

Aspen and INSPECT.

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 weight 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.

Human Trafficking and Drug Interdictions in conjunction with a CMV Inspection:

The New Jersey State Police has integrated a section of training during its NASI Annual refresher focusing on human trafficking and identifying factors. They also have a dedicated unit within the Transportation Safety Bureau which will collectively work with the DEA and other Federal agencies in drug interdiction, specifically involving commercial motor vehicles. Directed stops and other types of stike forces are conducted when situations arise.

Projected Goals for FY 2023 - 2025

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2023 - 2025. For FY 2024, 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 2024 - 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 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12000	1100	400	13500	35.53%
Level 2: Walk-Around	8750	2697	550	11997	31.57%
Level 3: Driver-Only	10100	0	2275	12375	32.57%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	100	0	25	125	0.33%
Level 6: Radioactive Materials	0	3	0	3	0.01%
Sub-Total Subrecipients	30950	3800	3250	38000	

NJ MOTOR VEHICLES

Subrecipient is: COMMISSION

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

Projected Goals for FY 2024 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full			2200	2200	42.93%
Level 2: Walk-Around			150	150	2.93%
Level 3: Driver-Only			2500	2500	48.78%
Level 4: Special Inspections			0	0	0.00%
Level 5: Vehicle-Only			275	275	5.37%
Level 6: Radioactive Materials			0	0	0.00%
Sub-Total Subrecipients	0	0	5125	5125	

Non-Funded Agencies

Total number of agencies:	2
Enter the total number of non-funded certified officers:	22
Enter the total number of inspections projected for FY 2024:	1100

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 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: 22					
# projected inspections: 1100					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	12000	1100	2600	15700	36.41%
Level 2: Walk-Around	8750	2697	700	12147	28.17%
Level 3: Driver-Only	10100	0	4775	14875	34.49%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	100	0	300	400	0.93%
Level 6: Radioactive Materials	0	3	0	3	0.01%
Total MCSAP Lead Agency & Subrecipients	30950	3800	8375	43125	

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 2024 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	0	38350	1100	39450
Enter total number of certified personnel	0	122	32	154
Projected Goals for FY 2025 Roadside Inspections				
Enter total number of projected inspections	0	38350	1100	39450
Enter total number of certified personnel	0	122	32	154

Part 2 Section 4 - Investigations

Please review your State’s investigation goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021

Investigative Types - Interstate	2017	2018	2019	2020	2021
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	57	62	50	46	56
CSA On-Site Comprehensive	19	18	30	29	30
Total Investigations	76	80	80	75	86
Total Security Contact Reviews					
Total Terminal Investigations					

Investigative Types - Intrastate	2017	2018	2019	2020	2021
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 2023 - 2025

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 2023 - 2025

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2023 - 2025.

Projected Goals for FY 2023 - 2025 - Investigations						
Investigation Type	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
Compliance Investigations	0	0	0	0	0	0
Cargo Tank Facility Reviews	0	0	0	0	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0	0	0	0	0
CSA Off-Site	0	0	0	0	0	0
CSA On-Site Focused/Focused CR	64	0	64	0	64	0
CSA On-Site Comprehensive	30	0	30	0	30	0
Total Investigations	94	0	94	0	94	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 8 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 completing New Entrant Safety Audits.

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

Ten (10) 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 as well as direct Notice of Claims (NOC) against carriers with critical/acute roadside violations.

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

Trend Analysis for 2017 - 2021

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		
10/01/2020	09/30/2021	1976	
10/01/2019	09/30/2020	3414	
10/01/2018	09/30/2019	5570	
10/01/2017	09/30/2018	5994	
10/01/2016	09/30/2017	3881	

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 2023 - 2025

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.

During FFY 2022, the number of enforcement activities with an inspection increased from the prior year. During SFY 2023 (7/1/22-6/30/23), a total of 5,945 inspections were completed with traffic enforcement in comparison to SFY 22 (7/1/21-6/30/22) in which 3,570 inspections were conducted which represents an increase of 67%. (per SafetyNet report dated 7/25/23). With CMV VMT (Vehicle Miles Traveled) back to normal, the New Jersey State Police has increased its roadway patrol deployments, also increasing enforcement activities to deal with the increasing volumes of truck traffic on state roadways and high-risk crash corridors.

Projected Goals for FY 2023 - 2025

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2023 - 2025. 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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1750	1750	1750
<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)	2000	2000	2000

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 with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

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

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

Innovative Technology Deployment (ITD)

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

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

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

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

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

Performance and Registration Information Systems Management (PRISM)

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

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

Safety Technology Compliance Status

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

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

Available data sources:

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

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

Enter the agency name responsible for PRISM in the State: New Jersey Motor Vehicles Commission

Narrative Overview for FY 2023 - 2025

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

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/TLT for FMCSA approval, in order to pursue funding for Expanded ITD Projects.

Program Activities for FY 2023 - 2025: Describe any activities that will be taken to implement, maintain or improve your ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

The State 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 ITD and PRISM progress (e.g., including 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 be coordinating with the NJMVC-PRISM program administrator the fulfillment of 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs that operate around large trucks and buses. 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 2017 - 2021

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

Public Education and Outreach Activities	2017	2018	2019	2020	2021
Carrier Safety Talks	30	36	33	15	19
CMV Safety Belt Education and Outreach	1	1	1	1	1
State Trucking Association Meetings	1	1	1	1	1
State-Sponsored Outreach Events	0	1	1	0	1
Local Educational Safety Events	0	2	0	0	0
Teen Safety Events	0	1	0	0	0

Narrative Overview for FY 2023 - 2025

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

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

As part of the outreach program, the New Jersey State Police Transportation Safety Bureau (NJSP-TSB) personnel will conduct at least 40 carrier safety seminars during FFY 2022 at trucking companies, trucking associations, shipper associations, motor coach/limousine associations, municipalities and insurance companies.

In addition, in an effort to enhance the State Public Education and Outreach program activities, the NJSP will join other public safety agencies and participate in collaborative ventures, such as the Truckers Against Trafficking (TAT) 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.

The NJSP-TSB MCSAP Public Education and Outreach team will be expanding the discussion on safe operation of commercial motor vehicles, incorporating and sharing additional material on Work Zone Safety to outreach sessions, elaborating on FMCSA work zones safety tips as follows:

- Research your route - Plan ahead - research your route to prepare for work zones
- Pay attention - Stay focus - when travelling through workzones avoid all distractions

- Slow down - Protect workers - give workers extra room-slow down as you approach workers-be prepared to stop
- Move into the open lane - Move early into open lanes
- Keep your distance - Never cut off a truck or bus

Each public outreach session involves discussion on safe operation of commercial motor vehicles on all roadways, in addition to work zones. Safety of the carriers' drivers, the general public, work zone employees, and first responders is paramount and best practices of ensuring their safety is discussed in each public outreach session.

Projected Goals for FY 2023 - 2025

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 2023	FY 2024	FY 2025
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	32	32	32
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	2	2	2
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	1	1	1
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	3	3	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	1	1	1

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

Under this CVSP, the NJSP-TSB will perform three to four seminars, public education, outreach and/or Safety Awareness activities per month for a total of 40 for the period of performance. All details having been completed shall be monitored by the supervisor of the TSB training unit to ensure the projected goal is met on a quarterly basis. All required criteria shall be documented as requested by CVSP guidelines to include number of seminars, duration and the number of attendees.

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

Please review your State’s SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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

SSDQ Compliance Status

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

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

Available data sources:

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

Enter the agency name responsible for Data Quality: New Jersey Department of Transportation

Enter the agency or agencies name responsible for DataQs: New Jersey Department of Transportation

Enter the agency name responsible for the Crash Data Repository: New Jersey Department of Transportation

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 2023 - 2025.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2023	Goal for FY 2024	Goal for FY 2025
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	Fair	Good	Good	Good
Inspection Accuracy	Good	Good	Good	Good

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

Update for FY 2024: SSDQ as of June 30, 2023.

Narrative Overview for FY 2023 - 2025

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

Update for FY 2024:

The State Safety Data Quality (SSDQ) workflow has been disrupted by post pandemic challenges directly affecting the State Overall Data Quality. Based on the latest SSDQ Report as of June 30, 2023, the Overall rating was rated "Fair" (*yellow*). The State Crash Timeliness Measure has also been affected adversely and was rated "Poor" (*red*). The Inspection Timeliness was rated "Fair" (*yellow*) at 84%. However, the Inspection Timeliness performance leading indicator is pointing to a *green* measurement at 99%. All other SSDQ measures were rated good (*green*).

During the past few years, the State agencies involved in the collection, verification, and input of crash data were impacted due to Police Municipalities retaining crash reports for longer periods of time, resulting in additional crash record workflow delays, creating a backlog.

To remedy this situation, the NJDOT has been allocating additional resources, recruiting additional CMV Crash Record Verifiers, and prioritizing CMV Crash Record inputs in an effort to meet the challenge and reduce the number of backlogged records. The leading agency processes approximately 6,000 FMCSA reportable CMV crash records during a year.

Program Activities FY 2023 - 2025: Describe activities that will be taken to achieve or maintain a "Good" (Green) rating in all measures including the overall SSDQ rating. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

The State of New Jersey Department of Transportation (NJDOT), Bureau of Transportation Data & Support (BTD&S) 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. In addition, the NJDOT has recruited 5 additional Crash Record Verifiers who will be prioritizing Commercial Motor Vehicle (CMV) crash records in an effort to reduce crash record data backlogs and improve the SSDQ Timeliness measure rating. A SafetyNet Analyst Trainee was also recently recruited to address the Timeliness rating.

DataQs:

At NJDOT BTD&S, DataQs are handled expeditiously. Federal and State data believed to be incomplete or incorrect is reviewed, validated and corrected to enable all users—motor carriers, drivers and their representatives, as well as FMCSA and its State partners—to improve the accuracy of FMCSA's data-driven safety systems that help prevent crashes, injuries, and fatalities related to Commercial Motor Vehicles (CMVs).

Two NJDOT-MCSAP Crash Record Analysts are required to review and respond to a "Request for Data Review" (RDR). When a requestor (carrier, driver, or representative) enters an RDR into the DataQ system, they are processed based on the two main categories listed below:

Crash Event:

Crash—Not mine (assigned to the wrong motor carrier or driver)

Crash—Not an FMCSA-reportable crash

Crash—Not my fault (not preventable)

Inspection Event:

Inspection—Never received a copy, or lost the report

Inspection—Citation with Associated Violation

Inspection—Not mine (assigned to wrong motor carrier or driver)

The CMV Crash events are always reviewed and most of the time, corrected/modified based on the requestor needs, if such can support their inquiry with additional documentation. While some RDRs may not require much supporting documentation, numerous RDRs are filed with little or no specific information required to support the RDR.

Most of the Inspection events are forwarded to the NJSP. Only Inspection Reports where the Carrier didn't receive a copy of the Inspection Report are processed. For those cases, the MCSAP SafetyNet Analyst generates a facsimile report, using the SafetyNet application, and upload the file in response to the request.

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

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

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 2017 - 2021

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

New Entrant Safety Audits	2017	2018	2019	2020	2021
Interstate	1345	1510	1547	1466	1733
Intrastate	0	0	0	0	0
Total Audits	1345	1510	1547	1466	1733

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 2023 - 2025

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 (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	07/31/2024
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	2737
Current Number of Past Dues	108

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 2023 - 2025

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

Projected Goals for FY 2023 - 2025 - New Entrant Safety Audits						
Number of Safety Audits/Non-Audit Resolutions	FY 2023		FY 2024		FY 2025	
	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	300	0	250	0	250	0
# of Safety Audits (Offsite)	1700	0	1000	0	1000	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	2000	0	1250	0	1250	0
# of Non-Audit Resolutions	400	0	400	0	400	0

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

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.

Additionally, beginning in FFY 2022, the New Jersey State Police will implement a pilot program consisting of up to four civilian (non-sworn) part-time personnel who will assist in the of the New Entrant program. These employees will make the initial contact with the New Entrant carrier and will perform the beginning interview with the carrier and ascertain its operations. They will then begin the process of gathering the required documentation.

Activity Plan for FY 2023 - 2025: 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 2023:

The Unit will request funding under this submission and utilize overtime funding for approximately 12 personnel not assigned to the Comprehensive Safety Analysis Unit that are trained in safety audits. Five of the fourteen personnel who are assigned to our Comprehensive Safety Analysis 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), Comprehensive Safety Analysis Unit (CSAU), has been tasked with ensuring the Safety Audit Program benchmarks are achieved. The TSB and CSAU 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 CSAU 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 2022. The full-time contingent of MCSARU assigned members shall now be assisted by 16 TSB members assigned outside of CSAU to thwart the carriers from coming overdue. Additionally, CSAU has postured the SA Program to focus heavily on the "Overdue Carriers" in an effort to become current on all assignments.

Finally, beginning in FY22, the New Jersey State Police will implement a civilian (non-sworn) pilot program to assist with the completion of the increased inventory of New Entrants. Up to four employees will be hired to assist in the initial interview and gathering of documentation required from the New Entrant carriers. Through the initial interview, they will ascertain the carrier's operation and guide the carrier with submission of required documentation. They will review submitted documentation and provide completed documents to certified enlisted personnel who will review, complete and upload the Safety Audit and provide any additional education to the New Entrant. As of August 1, 2023 the NJSP has hired two part time employees who have begun to assist with contacting carriers to expedite the New Entrant process and lower our active overdue carrier list.

Update for FY 2024: The CVSP goal of completed New Entrants has been lowered to 1,250 for FY2024. This is due to a number of factors. The number carriers entering into the New Entrant program have significantly dropped in the past year. As of 7/31/24, New Jersey has 2,737 carriers in the New Entrant program (assigned and unassigned). In the preceding years, New Jersey's incoming inventory was over 4,500 carriers. This downward trend has also affected the number of carriers which are not completing the New Entrant audit as they are either out of business, leased to other companies, or operating intrastate only. The New Jersey State Police will monitor the incoming inventory on a monthly basis and adjust CVSP goals accordingly for upcoming years.

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**Part 3 Section 1 - Overview**

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

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

Specific goals and activities must be projected for the three fiscal year period (FYs 2023 - 2025).

Part 3 Section 2 - 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

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

Your State’s FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 83.33%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

Check this box if:

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

Narrative Overview for FY 2023 - 2025

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

Projected Goals for FY 2023 - 2025: Enter a description of the State's performance goals.

Fiscal Year	Goal (%)
2023	85
2024	85
2025	85

For the Year 2024, the State aims to meet and maintain the identification and enforcement of OOS carriers during roadside inspections of at least 85% as per the compliance level that continue to operate with an Imminent Hazard and/or Unsatisfactory/Unfit order that are identified and placed out of operation.

Program Activities for FY 2023 - 2025: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

NJSP Training personnel will utilize appropriate technology to conduct annual in-services with a focus on the process of identifying OOS carriers using laptop computers and FMCSA web-based programs. The addition of personnel assigned as field training officers will

randomly assist enforcement personnel on roadside inspections to ensure all personnel have an understanding of the process. In addition, NJSP IT personnel will ensure all laptop computers have accessibility and maintain connectivity to all web-based programs.

The State will continue to conduct quality assurance oversight to ensure that inspectors are using procedures to identify these high risk carriers and preventing them from continued operations. In order to maintain the % of All OOS Carriers Identified above 85%, the NJSP Training Unit has implemented a remediation training procedure for members who do not display the required level of proficiency in this area. Field training shall also be conducted on a quarterly basis to ensure all members maintain a sufficient catch rate.

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.

A review of the quarterly reports forwarded from the New Jersey FMCSA division to New Jersey enforcement personnel will be monitored and the yearly Trend Analysis of Inspections on OOS Carriers will be reviewed.

Every incident where an OOS carrier was not properly identified during a roadside inspection will be reviewed and the enforcement personnel will be re-educated and advised of the requirements regarding OOS carriers.

Part 3 Section 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

Check this box if:

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

Narrative Overview for FY 2023 - 2025

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. Comprehensive Safety Reviews are conducted every three years for all Motorcoach carriers domiciled in New Jersey.

Projected Goals for FY 2023 - 2025: 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 2023, 2024 and 2025 must also be included.

During FFY 2023 the State will perform 5,050 passenger carrier vehicle inspections (see roadside inspection table under the Crash Reduction tab 3 - Goal Projections FFY 2023).

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. They will also conduct periodic Passenger Carrier Vehicle Inspection (PCVI) classes to ensure all members who have not obtained the certification in passenger vehicle inspections are afforded the opportunity to be trained and assist in the enforcement. The NJSP also works in conjunction with the FMCSA during annual Motorcoach Strike Force details throughout New Jersey to enforce Title 49 regulations.

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

Program Activities for FY 2023 - 2025: 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 4 - State Specific Objectives – Past

No updates are required for this section.

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2022 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 2022 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2022 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2022 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.**

Public Education and Outreach Programs: The COVID-19 public safety emergency severely impacted the State CVSP public education and outreach efforts. Due to the pandemic and the virus mitigation restrictions enacted by the authorities, the ability to congregate groups scheduled for safety workshops and presentations in New Jersey was adversely affected. As a result of this extraordinary circumstance, during the period of performance that ended on September 30, 2021, from the projected goal of 36 safety outreach and educational events, the New Jersey State Police Transportation Safety Bureau (NJSP-TSB) was able to conduct only 22 of such events. However, as the COVID-19 pandemic begins to recede, as of the 3rd quarter that ended on June 30th, 2022, the NJSP-TSB has performed 29 of such presentations, some on-site, some remotely, trending towards meeting or exceeding the goal of 36 for the year. The year-to-date list of events is as follows: Date Company 11/13/2021 Aqua Gulf Intermodal 11/16/2021 NJ Farm Bureau 02/02/2022 Gloucester Police Academy HD CMD 02/09/2022 Davino's Farm-Lou Davino 02/23/2022 NJLCA 03/03/2022 NJFarm Bureau 03/03/2022 FOS/SOS HD CMV AM Course 03/03/2022 FOS/SOS HD CMV PM Course 03/14/2022 EBF Enterprises 03/31/2022 FOS/SOS HD CMV AM Course 03/31/2022 FOS/SOS HD CMV PM Course 04/14/2022 NJSP FOS (12p-4p Session) 04/14/2022 NJSP FOS (7a-11a Session) 04/20/2022 Fed Ex Ground 04/21/2022 Traffic Officers Association of Central/West Jersey 04/23/2022 Aqua Gulf Intermodal 04/27/2022 Fed Ex Ground 04/28/2022 NJSP FOS (12p-4p Session) 04/28/2022 NJSP FOS (7a-11a Session) 04/30/2022 All Chemical of Lakewood 05/05/2022 Simpson & Brown Const. Co. 05/12/2022 NJSP FOS (7a-11a Session) 05/19/2022 Fed Ex Ground 05/24/2022 Traffic Officers Assoc of Central/West Jersey 05/25/2022 Wasington Metro PD 05/31/2022 Edison PD 06/15/2022 Del Val Floral Edison 06/16/2022 Del Val Floral sewell 06/23/2022 NJ School Bus Assoc

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

The objective for the current period of performance ending on September 30, 2022, is to conduct no less than 36 Public Education, Safety Awareness and Outreach events. During FFY 2023, the New Jersey State Police shall conduct no less than 40 Seminars, Educational, Safety Awareness and Outreach events. COVID-19 restrictions have been less stringent and the ability to gather in groups is returning to normal.

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

As of September 30, 2021, twenty-two (22) Public Education, Safety Awareness and Outreach activities were performed. Year to date, as of June 30, 2022, for the period of performance that will end on September 30, 2022, the NJSP-TSB has conducted 29 events, trending towards meeting or exceeding the objective of 36 educational activities. Included in this year's public outreach activities are education sessions with non-certified enlisted New Jersey State Police Troopers who are being given guidance on enforcement options when dealing with commercial motor vehicles. Expanding our enforcement and public outreach to include non-enlisted personnel is important to reaching more carriers and assist in our goal of preventing crashes by educating the carriers.

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, 2021, twenty-two (22 events), and year-to-date as

of June 30, 2022, twenty-nine (29 events). Increased public outreaches shall be conducted in FFY 2023 with a goal of no less than 40 educational outreach events to be performed during a one year period of performance.

Part 3 Section 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.
- No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.

Instructions:

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

Describe any State-specific objective(s) identified for FY 2023 - 2025. 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 2023 - 2025

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 motorhomes) but 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. Update for FY 2024: The Federal Motor Carrier Safety Administration (FMCSA) - Motor Carrier Safety Progress Report, as of March 31, 2023, reported 170,439 Large Trucks Crashes in 2021 nationwide (based on MCMIS data). An increase from the 147,005 reported in 2020. In New Jersey, based on a CY 2021 SafetyNet report dated July 31, 2023, there were a total of 5,024 Commercial Motor Vehicles (CMVs) involved in crashes, and 4,738 of those were Large Trucks, representing 94% of the total CMVs involved in crashes reported in the State. The data by vehicle configuration revealed 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 calendar years 2022-2023-2024 and 2025, the State of New Jersey will seek to reduce SUT and Tractor Trailer crashes by at least 1%, using the number of CMVs involved in crashes in 2021, or 1% of 4,674 Large Trucks involved in Crashes, as a crash reduction baseline (47 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.

Projected Goals for FY 2023 - 2025:

Enter performance goal.

Continue with activities proven to produce results, such as Targeting Aggressive Cars and Trucks (TACT), allocating enforcement resources to where they are needed the most, with

a 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 2023 - 2025.

Program Activities for FY 2023 - 2025: 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 justify how costs are calculated. The *Spending Plan* must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the *Spending Plan* include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

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

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

Instructions

The *Spending Plan* should include costs for FY 2024 only. This applies to States completing a multi-year CVSP or an Annual Update to their multi-year CVSP.

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

The following definitions describe *Spending Plan* terminology.

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

On Screen Messages

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

- Calculation of Federal and State Shares

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

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

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

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

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

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

- **MOE Expenditures**

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

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

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

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

- **Financial Summary**

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

The system will confirm that:

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$11,121,724.00	\$585,354.00	\$11,707,078.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,756,062.00
MOE Baseline:	\$0.00

Part 4 Section 2 - Personnel

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

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

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

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

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

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

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

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

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

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,756,062.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP Manager	1	30.0000	\$164,122.27	\$49,236.68	\$49,236.68	\$0.00	\$0.00
MCSAP Prog Specialist 4	1	30.0000	\$111,623.41	\$33,487.02	\$33,487.02	\$0.00	\$0.00
Principal Engineer (WIM)	1	10.0000	\$115,021.51	\$11,502.15	\$11,502.15	\$0.00	\$0.00
Data Q Eng'g Technician	1	10.0000	\$54,393.82	\$5,439.38	\$5,439.38	\$0.00	\$0.00
Principal Accident Record Reviewer	1	10.0000	\$49,638.32	\$4,963.83	\$4,963.83	\$0.00	\$0.00
Accident Record Verifier	1	10.0000	\$55,271.00	\$5,527.10	\$5,527.10	\$0.00	\$0.00
Accident Record Verifier	1	10.0000	\$53,425.91	\$5,342.59	\$5,342.59	\$0.00	\$0.00
Accident Record Verifier	1	10.0000	\$66,849.50	\$6,684.95	\$6,684.95	\$0.00	\$0.00
Accident Record Verifier	1	10.0000	\$66,849.50	\$6,684.95	\$6,684.95	\$0.00	\$0.00
Contract Administrator	1	9.0000	\$116,313.16	\$10,468.18	\$10,468.18	\$0.00	\$0.00
Accident Record Reviewer	1	10.0000	\$53,329.19	\$5,332.91	\$5,332.91	\$0.00	\$0.00
Subtotal: Salary				\$144,669.74	\$144,669.74	\$0.00	\$0.00
Overtime Project Costs							
Subtotal: Overtime				\$0.00	\$0.00	\$0.00	\$0.00
TOTAL: Personnel				\$144,669.74	\$144,669.74	\$0.00	\$0.00
Accounting Method:	Accrual						

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

The New Jersey Department of Transportation (NJDOT)

The NJDOT is the designated lead agency for the Motor Carrier Safety Assistance Program (MCSAP), responsible for the administrative and grant management activities associated with the program. The NJDOT also supports Commercial Motor Vehicle (CMV) 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 Manager

Oversees grant management, data validation, correction and analysis activities, 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 MCSAP compliance with the State of New Jersey.

MCSAP Program Specialist-4

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

Principal Engineer

Maintains the Weight-in-Motion (WIM) database. Monitoring WIM data and subjecting weight data collected from approximately 90 locations to CMV classification analyses. The data retrieved from these locations provides vital information of CMV movement and truck volumes, even when these commercial scales are closed.

Data Quality Engineering Technician

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

CMV Accident Record Verifier/Reviewer (6)

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 contracts.

FY 2024 Update**Salary 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 (\$144,669.74) is \$7,233.487.

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 Manager	101.8200	30.0000	\$164,122.27	\$50,132.78	\$50,132.78	\$0.00	\$0.00
MCSAP Prog Specialist 4	101.8200	30.0000	\$111,623.41	\$34,096.48	\$34,096.48	\$0.00	\$0.00
Principal Engineer	101.8200	10.0000	\$115,021.51	\$11,711.49	\$11,711.49	\$0.00	\$0.00
Data Q Eng'g Technician	101.8200	10.0000	\$54,393.82	\$5,538.37	\$5,538.37	\$0.00	\$0.00
Principal Crash Record Reviewer	101.8200	10.0000	\$49,638.32	\$5,054.17	\$5,054.17	\$0.00	\$0.00
Accident Record Verifier	101.8200	10.0000	\$55,271.00	\$5,627.69	\$5,627.69	\$0.00	\$0.00
Accident Record Verifier	101.8200	10.0000	\$53,425.91	\$5,439.82	\$5,439.82	\$0.00	\$0.00
Accident Record Verifier	101.8200	10.0000	\$66,849.50	\$6,806.61	\$6,806.61	\$0.00	\$0.00
Accident Record Verifier	101.8200	10.0000	\$66,849.50	\$6,806.61	\$6,806.61	\$0.00	\$0.00
Contract Administrator	101.8200	9.0000	\$116,313.16	\$10,658.70	\$10,658.70	\$0.00	\$0.00
Accident Record Reviewer	101.8200	10.0000	\$53,329.19	\$5,429.97	\$5,429.97	\$0.00	\$0.00
TOTAL: Fringe Benefits				\$147,302.69	\$147,302.69	\$0.00	\$0.00

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

FY 2024 Update

The Fringe Benefit Rate for State Fiscal Year 2024 (1.0182) was negotiated between the New Jersey Department of Transportation (NJDOT) and the Federal Highway Administration, in accordance with OMB Circular No. A-122 (2 CFR Part 230).

The latest Fringe Benefit approved rate per an NJDOT Memo dated May 28, 2024, became effective on July 12, 2024.

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 (\$147,302.69) is \$7,365.14.

Part 4 Section 4 - Travel

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

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

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

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

Travel Project Costs							
Purpose	# of Staff	# of Days	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
MCSAP-CVSP Annual Planning	2	8	100.0000	\$4,000.00	\$4,000.00	\$0.00	\$0.00
CVSA Conference 1	1	5	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
CVSA Conference 2	1	5	100.0000	\$3,000.00	\$3,000.00	\$0.00	\$0.00
TAT Conf Guest Travel	2	6	100.0000	\$5,000.00	\$5,000.00	\$0.00	\$0.00
TOTAL: Travel				\$15,000.00	\$15,000.00	\$0.00	\$0.00

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

FY 2024 Update

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

1-MCSAP/CVSP Annual Training Conference (2 individuals) \$4,000.00

- Hotel room for 4 nights @ \$250.00 each individual per night = \$2,000.00
- Round trip by rail or air @ \$650.00 each individual = \$1,300.00
- 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 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.

3-Truckers Against Trafficking (TAT) Outreach & Education Conference Guest travel (2 individuals twice a year) Total \$5,000.00

- Hotel Room for 3 nights @ \$200 each individual per night = \$1,200.00 per conference visit. Two conference visits per year = \$2,400.00.
- Round trip air travel @ \$500.00 each individual per conference. Total for two conferences (2 persons twice a year) = \$2,000.00.
- Local travel & incidentals @ \$150.00 each individual; 2 conferences per year = \$600.00 total.

Guest travel for two representatives from Truckers Against Trafficking (TAT) to visit the State twice a year to educate, equip, empower and mobilize members of the trucking communities, as well as law enforcement officials to combat human trafficking. The Conferences will be

presented to audiences at the New Jersey State Police, the New Jersey Motor Vehicle Commission, including MCSAP CMV Inspectors, and to the New Jersey Department of Transportation. Combating Human Trafficking is listed in the US Department of Transportation strategic plan as a national priority.

Total Travel Expense (95%) \$15,000.00

State Match (5%) \$789.47 (to be provided in-kind by the NJSP)

Total Travel (Fed + Match) \$15,789.47.

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 (\$15,000.00) is \$789.47.

Part 4 Section 5 - Equipment

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

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

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

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

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

Equipment Project Costs							
Item Name	# of Items	Full Cost per Item	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
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 Equipment in [2 CFR §200.1](#) Definitions. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life.

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

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

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

Supplies Project Costs							
Item Name	# of Units/ Unit of Measurement	Cost per Unit	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
General Office Supplies	1	\$15,010.53	100.0000	\$15,010.53	\$15,010.53	\$0.00	\$0.00
TOTAL: Supplies				\$15,010.53	\$15,010.53	\$0.00	\$0.00

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

FY 2024 Update

General office supplies provide staff working on MCSAP Grant Program with the tools needed to complete tasks in support of MCSAP activities. General office supplies will be 100% allocated to MCSAP, consisting of items such as copier paper, thermal paper, ink/toners, printers, pens, pencils, paper clips, post-it notes, staplers, staples, envelopes, notebooks, tablets, keyboards, mice, facemasks, etc.

Average monthly expense of general office supplies ranges from \$1,250.to \$1,251. Therefore, the estimated yearly expense is \$15,800.53.

(95% Federal Share x \$15,800.53 = \$15,010.53)

MCSAP Office Supplies State Match:

The New Jersey Department of Transportation (NJDOT) is the leading agency. The 5% State Match required for the office supplies 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 is \$790.03.

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

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

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.331](#) for details.

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

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

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

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

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

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

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

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

Contractual and Subaward Project Costs							
Legal Name	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
New Jersey Motor Vehicle Commission	X7HQLJ2A5ZF1	Subrecipient	100.0000	\$974,299.73	\$925,584.73	\$48,715.00	\$0.00
Description of Services: Regulate and inspect Passenger Carrier Vehicles statewide							
Consultant (Admin & Mgmt. Support)		Contract	100.0000	\$450,000.00	\$450,000.00	\$0.00	\$0.00
Description of Services: Provide grant management support, performance & financial reporting, develop CVSP							
New Jersey State Police	FH4HGA3T4H65	Subrecipient	100.0000	\$9,649,875.25	\$9,167,381.25	\$482,494.00	\$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		Subrecipient	100.0000	\$54,145.16	\$0.00	\$54,145.16	\$0.00
Description of Services: In Kind State Match Contribution for NJDOT (\$51437.90)							
Supplemental Contractual (TBD)		Contract	100.0000	\$102,340.08	\$102,340.08	\$0.00	\$0.00
Description of Services: CMV Crash Data/Mapping Analytical Tool							
TOTAL: Contractual and Subaward				\$11,230,660.22	\$10,645,306.06	\$585,354.16	\$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) responsible for the grant administration and its funding.

- A Consultant will be tasked with providing administrative and management support ensuring NJDOT is in compliance with the FMCSA Federal Grant Agreement and its Standard Terms and Conditions, including the development and implementation of a Commercial Vehicle Safety Plan (CVSP).
- A Consultant has been tasked with phase III of the development of a CMV Crash Data Mapping/Analytical software tool to enhance the State analytical capability and better manage CMV Crash data. The tool will become a resource to the NJDOT and to the MCSAP enforcement agencies. In addition, contractual services will be procured to perform a comprehensive CMV crash/inspection data driven performance/analytical study, to determine road segments and state corridors with a high incidence of CMV crashes.
- The New Jersey State Police (NJSP) serves as the primary enforcement agency dedicated to the regulation and enforcement of CMV's by performing driver and vehicle inspections, including passenger and hazardous material (HM) vehicles within the State, to ensure trucks and buses driving on the roadways are operating safely and in compliance with safety regulations and requirements. In addition, the NJSP is responsible for the enforcement of Out of Service (OOS) Orders at roadsides, CMV Traffic Enforcement, Compliance Reviews/Investigations, New Entrant Safety Audits and Public Education and Awareness. The NJSP is responsible for providing the State match for the NJDOT (\$54,145.16).
- The New Jersey Motor Vehicles Commission (NJMVC) has the primary responsibility of regulating and inspecting passenger carrier vehicles statewide.

FY 2024 Update

Contractual and Subaward State match:

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

The total State Match to be provided by the NJSP for the NJDOT MCSAP Consultant - Grant Administration and Management Support - \$450,000) is \$25,500.00. For other Supplemental Contractual Services (CV-Explorer - \$102,340.08) the State match will be \$5,380.16.

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

- *NJDOT Total Salaries, \$144,669.74; In-Kind State Match to be provided by the NJSP, \$7,233.49.*
- *NJDOT Total Fringe Benefit, \$147,302.69; In-Kind State Match to be provided by the NJSP, \$7,365.13.*
- *NJDOT Total Travel, \$15,000.00; In-Kind State Match to be provided by the NJSP, \$789.47.*
- *NJDOT Total Supplies, \$15,010.53; In-Kind State Match to be provided by the NJSP, \$790.03.*
- *NJDOT Total Indirect Costs, \$154,434.95; In-Kind State match to be provided by the NJSP, \$7,721.75.*

Total NJDOT State Match (5%) to be provided by the NJSP (Federal Share: \$1,028,758.03) : \$54,145.16.

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

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

Your State will claim reimbursement for Indirect Costs.

Indirect Costs					
Cost Basis	Approved Rate	Eligible Indirect Expenses	Total Indirect Costs	Federal Share	State Share
Salaries and Wages (SW)	106.75	\$144,669.75	\$154,434.95	\$154,434.95	\$0.00
TOTAL: Indirect Costs			\$154,434.95	\$154,434.95	\$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.

FY 2024 Update:

Indirect Cost (IC) Rate for FY 2024, as approved by the New Jersey Department of Transportation (NJDOT), per an Employee Labor Additives Rate Agreement Memorandum dated May 28, 2024, in effect beginning on July 12, 2024.

The Indirect Cost Rate is 1.0675 and the IC base is \$144,669.75 (Total Salaries & Wages).

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 (\$154,434.95) is \$8,128.15.

Part 4 Section 9 - Comprehensive Spending Plan

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$11,121,724.00	\$585,354.00	\$11,707,078.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,756,062.00
MOE Baseline:	\$0.00

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
MCSAP Manager	\$49,236.68	\$0.00	\$49,236.68	\$0.00
MCSAP Prog Specialist 4	\$33,487.02	\$0.00	\$33,487.02	\$0.00
Principal Engineer (WIM)	\$11,502.15	\$0.00	\$11,502.15	\$0.00
Data Q Eng'g Technician	\$5,439.38	\$0.00	\$5,439.38	\$0.00
Principal Accident Record Reviewer	\$4,963.83	\$0.00	\$4,963.83	\$0.00
Accident Record Verifier	\$5,527.10	\$0.00	\$5,527.10	\$0.00
Accident Record Verifier	\$5,342.59	\$0.00	\$5,342.59	\$0.00
Accident Record Verifier	\$6,684.95	\$0.00	\$6,684.95	\$0.00
Accident Record Verifier	\$6,684.95	\$0.00	\$6,684.95	\$0.00
Contract Administrator	\$10,468.18	\$0.00	\$10,468.18	\$0.00
Accident Record Reviewer	\$5,332.91	\$0.00	\$5,332.91	\$0.00
Salary Subtotal	\$144,669.74	\$0.00	\$144,669.74	\$0.00
Overtime subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel total	\$144,669.74	\$0.00	\$144,669.74	\$0.00

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP Manager	\$50,132.78	\$0.00	\$50,132.78	\$0.00
MCSAP Prog Specialist 4	\$34,096.48	\$0.00	\$34,096.48	\$0.00
Principal Engineer	\$11,711.49	\$0.00	\$11,711.49	\$0.00
Data Q Eng'g Technician	\$5,538.37	\$0.00	\$5,538.37	\$0.00
Principal Crash Record Reviewer	\$5,054.17	\$0.00	\$5,054.17	\$0.00
Accident Record Verifier	\$5,627.69	\$0.00	\$5,627.69	\$0.00
Accident Record Verifier	\$5,439.82	\$0.00	\$5,439.82	\$0.00
Accident Record Verifier	\$6,806.61	\$0.00	\$6,806.61	\$0.00
Accident Record Verifier	\$6,806.61	\$0.00	\$6,806.61	\$0.00
Contract Administrator	\$10,658.70	\$0.00	\$10,658.70	\$0.00
Accident Record Reviewer	\$5,429.97	\$0.00	\$5,429.97	\$0.00
Fringe Benefits total	\$147,302.69	\$0.00	\$147,302.69	\$0.00

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP-CVSP Annual Planning	\$4,000.00	\$0.00	\$4,000.00	\$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
TAT Conf Guest Travel	\$5,000.00	\$0.00	\$5,000.00	\$0.00
Travel total	\$15,000.00	\$0.00	\$15,000.00	\$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
General Office Supplies	\$15,010.53	\$0.00	\$15,010.53	\$0.00
Supplies total	\$15,010.53	\$0.00	\$15,010.53	\$0.00

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
New Jersey Motor Vehicle Commission	\$925,584.73	\$48,715.00	\$974,299.73	\$0.00
Consultant (Admin & Mgmt. Support)	\$450,000.00	\$0.00	\$450,000.00	\$0.00
New Jersey State Police	\$9,167,381.25	\$482,494.00	\$9,649,875.25	\$8,678,493.00
NJSP State match - NJDOT	\$0.00	\$54,145.16	\$54,145.16	\$0.00
Supplemental Contractual (TBD)	\$102,340.08	\$0.00	\$102,340.08	\$0.00
Contractual and Subaward total	\$10,645,306.06	\$585,354.16	\$11,230,660.22	\$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	\$10,967,289.02	\$585,354.16	\$11,552,643.18	\$8,678,493.00
Indirect Costs	\$154,434.95	\$0.00	\$154,434.95	NA
Total Costs Budgeted	\$11,121,723.97	\$585,354.16	\$11,707,078.13	\$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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$11,121,724.00	\$585,354.00	\$11,707,078.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	\$1,756,062.00
MOE Baseline:	\$0.00

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
;;;Salary Subtotal	\$144,669.74	\$0.00	\$144,669.74	\$0.00
;;;Overtime Subtotal	\$0.00	\$0.00	\$0.00	\$0.00
Personnel Total	\$144,669.74	\$0.00	\$144,669.74	\$0.00
Fringe Benefits Total	\$147,302.69	\$0.00	\$147,302.69	\$0.00
Travel Total	\$15,000.00	\$0.00	\$15,000.00	\$0.00
Equipment Total	\$0.00	\$0.00	\$0.00	\$0.00
Supplies Total	\$15,010.53	\$0.00	\$15,010.53	\$0.00
Contractual and Subaward Total	\$10,645,306.06	\$585,354.16	\$11,230,660.22	\$8,678,493.00
Other Costs Total	\$0.00	\$0.00	\$0.00	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$10,967,289.02	\$585,354.16	\$11,552,643.18	\$8,678,493.00
Indirect Costs	\$154,434.95	\$0.00	\$154,434.95	NA
Total Costs Budgeted	\$11,121,723.97	\$585,354.16	\$11,707,078.13	\$8,678,493.00

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

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

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

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

Part 5 Section 2 - State Certification

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

1. What is the name of the person certifying the declaration for your State? Stephen Choborda
2. What is this person's title? NJDOT BTDS/MCSAP Manager
3. Who is your Governor's highway safety representative? Michael J. Rizol Jr.
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 BTDS/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 3 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

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

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

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

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

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.: 22-03-OMB	ORIGINATING AGENCY: OFFICE OF MANAGEMENT AND BUDGET	PAGE 1 OF 2
EFFECTIVE DATE: 07/01/2021	EXPIRATION DATE: 06/30/2022	SUPERSEDES: 21-07-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 53.4 percent of base salaries for the year ending June 30, 2022. 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 101.5 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 88.4 percent for Non-State funded programs. The PERS fringe benefit rate of 53.4 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, 2021, 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	27.8	78.9	72.9
19	Health Benefits (Including Prescription Drug and Dental Programs)	24.3	20.2	14.6
19	Workers' Compensation	1.0	2.1	0.9
19	Unemployment Insurance Temporary Disability Insurance	0.0	0.0	0.0
19	Insurance	0.2	0.2	0.0
19	Unused Sick Leave	0.1	0.1	0.0
TOTAL		53.4	101.5	88.4

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 2021 was 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. The rate for Calendar Year 2022 is 6.20 percent of the first \$147,000 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.: 22-03-OMB	ORIGINATING AGENCY: OFFICE OF MANAGEMENT AND BUDGET	PAGE 1 OF 2
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Lynn Azarchi

Lynn Azarchi
 Acting Director

NEW JERSEY DEPARTMENT OF TRANSPORTATION

MEMORANDUM

TO: ALL DEPARTMENT MANAGERS

FROM: Chuck Maciejunes, *Chuck Maciejunes*
Acting Chief Financial Officer

DATE: June 9th, 2023

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

SUBJECT: Fiscal Year 2024 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 2024. 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 July 1st, 2023 (pay period 15). 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 \$3.3559 for each dollar of direct labor charged to capital projects. The applicable rate factors are as follows:

	Old Rate	New Rate (Effective pp 15, 2023)
Fringe Benefit Additive Rate	.8109	.9643
Leave Time Additive Rate	.1901	.2861
Indirect Cost Rate	<u>1.0781</u>	<u>1.1055</u>
Total Labor Additives Rate	2.0791	2.3559

Developing Budgets

When budgets are being developed for DOT projects, federal grant applications, cost sharing agreements, and other contractual agreements with public and private entities, one of the two following formulas should be used to incorporate the billing additives rates on the preceding page:

If a budget is being prepared at the employee detail level with an estimation of how much time an employee will be charging to a project, the following formula should be used:

$[\text{Annual Salary} * \% \text{ of project time} * (1/1.2861 \text{ Leave})] * (1+2.3559 \text{ Total Labor Additives Rate})$

For example: If an employee was working on a specific project, the employee's annual salary was \$100,000, and the employee was expected to charge 50% of their time in the office on the specific project, the following formula would be used to calculate the project's budget:

$[\$100,000 * 0.5 * (1/1.2861)] * (3.3559) = \$130,468.08 \text{ Project Budget}$

If a budget is being prepared using estimated hours and an average hourly rate, the following formula should be used:

$(\text{Total Estimated Project Hours} * \text{Avg. Hourly Salary}) * (1+2.3559 \text{ Total Labor Additives Rate})$

For example: If an employee (or unit) was expected to charge one-thousand hours to a specific project, and the average hourly rate for the employee (or unit) is \$50/hour, the following formula would be used to calculate the project's budget:

$(1000 * \$50) * (3.3559) = \$167,795.00 \text{ Project Budget}$

Please contact Michael Horgan, Division of Budget, Bureau of Program Analysis, with questions.

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**NEGOTIATED INDIRECT COST RATE AGREEMENT
GOVERNMENT ORGANIZATION**

ORGANIZATION:
New Jersey Department of Transportation
PO600
Trenton, NJ 08625

DATE: February 1, 2023

FILE REF: This replaces
all previous agreements.

The rates approved in this Agreement are for use on grants, contracts, and other agreements with the Federal Government to OMB Circular No 2 CFR Part 200 applies, subject to the conditions in Section II, A, below. The rates were negotiated by the New Jersey Department of Transportation and the Federal Highway Administration-New Jersey Division in accordance with the authority contained in Appendix VII of the Circular.

SECTION I: RATES

Type	From	To	Rate	Location	Applicable To:
INDIRECT COST Fixed w/Carry Forward	7/01/2023	6/30/2024	110.55%	All	All Programs
Leave Additive Fixed w/Carry Forward	7/01/2023	6/30/2024	28.61%	All	All Programs
Fringe Benefits Fixed w/Carry Forward	7/01/2023	6/30/2024	96.43%	All	All Programs

(SEE SPECIAL REMARKS)

BASE:

Total direct labor costs excluding capital expenditures.

TREATMENT OF FRINGE BENEFITS:

Fringe benefits are specifically identified to each employee and are charged as an additive to direct labor billable hours.

TREATMENT OF PAID ABSENCES:

Sick leave, holiday, and other paid absences are included in salaries and wages and are claimed on grants, contracts and other agreements as part of the normal cost for salaries and wages. Vacation pay is accrued and charged the same as other fringe benefits. The leave additive rate shown here is applied to direct labor billable hours. Separate claims for these absences are not made.

SECTION II: GENERAL

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

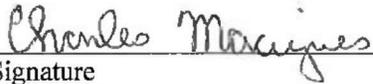
The elements of indirect cost and the type of distribution base(s) used in computing provisional rates are subject to revision when final rates are negotiated. In addition, the rates cited in this Agreement are subject to audit.

- B. **CHANGES:** The grantee/contractor is required to provide written notification to the indirect cost negotiator prior to implementing any changes that could affect the applicability of the approved rates. Changes in the indirect cost recovery plan, which may result from changes such as the method of accounting or organizational structure, require the prior written approval of the Financial Manager, FHWA-New Jersey Division. Failure to obtain such prior written approval may result in cost disallowance.
- C. **NOTIFICATION TO FEDERAL AGENCIES:** A copy of this document is to be provided by this organization to other Federal funding sources as a means of notifying them of the Agreement contained herein.
- D. **SPECIAL REMARKS:**
1. For State Fiscal Year 2024 the costs associated with Material Testing that cannot be allocated to individual project agreements without undue effort can be charged to the indirect cost pool.
 2. For State Fiscal Year 2024 NJDOT will continue to follow the guidance provided in the May 22, 2012 memorandum from Gary Brune to AH Department Managers regarding the timesheet coding by management level personnel on federal projects and programs.

ACCEPTANCE

BY THE ORGANIZATION:

Grantee:
New Jersey Department of Transportation
CN600
Trenton NJ 08625



Signature
Charles Maciejunes
Acting Chief Financial Officer

Date:

**BY THE COGNIZANT AGENCY ON BEHALF
OF THE FEDERAL GOVERNMENT:**

Government Agency:
Federal Highway Administration, New Jersey Division
840 Bear Tavern Road, Suite 202
West Trenton, New Jersey 08628

JENNIFER CRYSTAL
POINSETT

Signature
Jennifer Poinsett
Acting Financial Manager

Digitally signed by JENNIFER
CRYSTAL POINSETT
Date: 2023.02.01 13:07:50
-05'00'

Date:

Negotiated By: Jennifer Poinsett
Telephone No: 609-637-4220