

**NEW JERSEY**

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

**Date of Approval: Jan 12, 2017**

**Final CVSP**

## Basic and Incentive Program Overview

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

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

#### Instructions:

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

***NOTE: Please do not include a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.***

The New Jersey Department of Transportation (NJDOT) is the designated lead agency for administration of the MCSAP program. The NJDOT mission is "Improving Lives by Improving Transportation." The goal for the MCSAP program is to promote safe, efficient, and reliable commercial vehicle operations in the state. This goal encompasses CMV vehicles, operators, passengers, the general travelling public, and enforcement personnel. Working with the New Jersey State Police (NJSP), the New Jersey Motor Vehicle Commission (NJMVC), and other non-MCSAP funded partners, the NJDOT seeks to implement the MCSAP work plan and achieve the goals as outlined in this grant application and CVSP.

#### General grant funded agency support roles:

- The NJDOT is the designated lead agency for the MCSAP and administers the grant and funding.
- The NJSP serve as the primary enforcement agency for the regulation of CMV and Hazardous Materials (HM) transportation within the State.
- The NJMVC has primary responsibility for regulating and inspecting all commercial bus traffic statewide.

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

- The Port Authority of New York and New Jersey Police Department (PAPD) and the New Jersey Turnpike Authority both support the State's effort by inspecting CMV at all facilities operated by their respective agencies.

## 2 - Basic and Incentive Program Structure

### Instructions:

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

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

New Jersey's FY2017 CVSP will represent the twenty-fourth year of the State's commitment to a performance-based program to improve the overall safety of CMV operations.

The New Jersey Department of Transportation (NJDOT) continues its role as the designated lead agency for the MCSAP. Within the NJDOT, the Bureau of Freight Planning & Services (BFPS) has been given the responsibility to perform the primary administrative tasks associated with the grant program. The New Jersey State Police (NJSP), through the Transportation Safety Bureau (TSB), serves as the primary enforcement agency for the regulation of CMV's and Hazardous Materials (HM) transportation within the State. 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 Port Authority of New York and New Jersey Police Department (PAPD) supports the State's effort by inspecting CMV's at all facilities operated by that Agency.

At the NJSP, the commercial vehicle enforcement effort is divided into four units: the Hazardous Materials Inspection 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 Troopers assigned to the Garden State Parkway and the New Jersey Turnpike. The MCSAP directly supports the HMTEU, which is responsible for the oversight of the transportation of HM by CMV, and the MCSARU, which is responsible for the inspection of commercial buses operating within the State, as well conducting Compliance Safety & Accountability (CSA) investigations. Although CMV registration fees support the CCIU, that unit also performs random roadside commercial vehicle inspections and uploads the results of these inspections to SAFETYNET.

Personnel at the CBIU are qualified and certified to perform North American Standard Motor-Coach Inspections. Additionally, CBIU personnel perform approximately 6,000 passenger vehicle inspections annually as mandated by the New Jersey Administrative Code. These inspections are not eligible for reimbursement under the MCSAP since the State collects a fee for this effort. These bus inspectors are funded by the MCSAP only for hours dedicated to program activities.

Inspectors from PAPD are totally supported by Port Authority of New York and New Jersey (PANYNJ). The PAPD Inspectors are trained and certified to conduct their CMV inspections by the TSB.

Participating Agencies	Column A # of Certified CMV Inspectors (Not Sworn)	Column B # of CMV Officers (Sworn)	# of Officers in Column B supported by MCSAP Funds
<b>MCSAP Funded</b>			
New Jersey State Police	0	80	21
New Jersey MVC	30	0	0
Subtotal:	30	80	21
<b>Non-MCSAP Funded</b>			
New Jersey State Police on Turnpike/Parkway	0	10	0
New York/New Jersey Port Authority Police	0	20	0

<i>Subtotal:</i>	<i>0</i>	<i>30</i>	<i>0</i>
<i>Program Total:</i>	<i>30</i>	<i>110</i>	<i>21</i>

### 3 - Basic and Incentive Minimum Requirements - Driver Activities

#### Instructions:

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

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

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

#### Enter explanation of activities:

The New Jersey State Police Transportation Safety Bureau do have existing activities in place, aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.

- Initial Driver Alcohol and Controlled Substance detection training is conducted at the NJSP academy for all Troopers. In addition, all Troopers are recertified every 3rd calendar year.
- All NJSP Stations are equipped with breath test equipment. All protocols are established per NJSP Standard Operating Procedures.

<b>4 - Basic &amp; Incentive Minimum Requirements - Federal Registration &amp; Financial Responsibility Activities</b>
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**Instructions:**

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

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

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

**Enter explanation of activities:**

- All TSB members are required to comply with the training policy of the Bureau regarding the confirmation of a carrier operating status.
- In addition, the policy dictates that non-compliant carriers are to be placed Out Of Service.
- Annually, the TSB educates all members of the Bureau regarding the current enforcement procedures.

## Basic and Incentive Program Effectiveness Summary - Past Performance

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

### 1 - State Fatality Reduction Trend Analysis: 2011 - 2015

#### Instructions:

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

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

**Goal measurement as defined by your State:** Actual # Fatalities **SafetyNet and A&I reports**

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	81	95	81
01/01/2014	12/31/2014	94	95	94
01/01/2013	12/31/2013	72	80	72
01/01/2012	12/31/2012	68	80	68
01/01/2011	12/31/2011	69	80	69

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

Data Sources: 1) New Jersey SafetyNet Database - June 3, 2016 From January 1, 2011 to December 31, 2015 - yearly. 2) A&I Summary statistics for Large Trucks and Buses for Calendar Years 2011-2015 as of 6/17/16.

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

New data shows traffic fatalities increasing for the years 2014-2015, essentially following what has been trending on a national scale, however, New Jersey did not express its goal for the years 2011-2015 in prior CVSP's in terms of a specific goal and outcome number of fatalities.

The reason New Jersey did not provide fatality driven reduction goals in previously submitted CVSP's was because of the widely-accepted rationale that fatal crashes and their fatality outcomes are affected by an array of extraordinary occurrences (e.g. one catastrophic bus crash involving multiple fatalities could largely overstate a particular year's crash numbers), but fatal crashes themselves tend to be low-incidence, random events making up only 1.5% of all commercial motor vehicle crashes as compared to the larger, more statistically significant body of data obtained when incorporating injury crashes with fatal crashes for the program performance measurement, evaluation and monitoring since roughly 44% of CMV crashes result in injuries.

Notwithstanding the above, beginning with this CVSP, the NJ Department of Transportation (NJDOT), the NJ State Police (NJSP) and the NJ Motor Vehicles Commission (NJMVC) will utilize the fatality goal and outcome trend as a performance indicator, monitoring the total number of fatalities by implementing targeted enforcement initiatives and other activities outlined in the CVSP, but will also continue to track the total number of injury-producing crashes, which when taken together with fatalities, will be a much more telling measurement of our State's CMV crash trends.



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

### Instructions:

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

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

**Goal measurement as defined by your State:** Actual # Fatalities **SafetyNet and A&I reports**

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
01/01/2015	12/31/2015	9	11	9
01/01/2014	12/31/2014	11	12	11
01/01/2013	12/31/2013	12	12	12
01/01/2012	12/31/2012	10	12	10
01/01/2011	12/31/2011	11	12	11

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

Data Source: New Jersey SafetyNet Database - June 10, 2016 From January 1, 2011 to December 31, 2015 - yearly.

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

New Jersey did not express its goal for the years 2011-2015 in prior CVSP's in terms of a specific goal and outcome number of Motorcoach/Passenger Carrier fatalities.

The reason New Jersey did not provide fatality driven reduction goals in previously submitted CVSP's was because of the widely-accepted rationale that fatal crashes and their fatality outcomes are affected by an array of extraordinary occurrences (e.g. one catastrophic bus crash involving multiple fatalities could largely overstate a particular year's crash numbers), but fatal crashes themselves tend to be low-incidence, random events making up only 1.5% of all commercial motor vehicle crashes as compared to the larger, more statistically significant body of data obtained when incorporating injury crashes with fatal crashes for program performance measurement, evaluation and monitoring since roughly 44% of CMV crashes result in injuries.

Notwithstanding the above, beginning with this CVSP, the NJ Department of Transportation (NJDOT), the NJ State Police (NJSP) and the NJ Motor Vehicles Commission (NJMVC) will utilize the fatality goal and outcome trend as a performance indicator, monitoring the total number of fatalities by implementing targeted enforcement initiatives and other activities outlined in the CVSP, but will also continue to track the total number of Motorcoach/Passenger Carrier injury-producing crashes, which when taken together with fatalities, will be a much more telling measurement of our State's CMV crash trends.

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

#### Instructions:

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

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

#### Goal measurement as defined by your State: Actual # Fatalities A&I HM Fatalities Report

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

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

Data Source: A&I Hazardous Material (HM) statistics covering Calendar Years 2011 - 2015 MCMIS snapshot as of 6/27/16.

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

New Jersey did not express its Hazardous Materials (HM) fatality reduction goals for the years 2011-2015 in prior CVSP's in terms of a specific goal and outcome number of fatalities.

The reason New Jersey did not provide HM fatality driven reduction goals in previously submitted CVSP's was because of the widely-accepted rationale that fatal crashes and their fatality outcomes are affected by an array of extraordinary occurrences (e.g. one catastrophic crash involving multiple fatalities could largely overstate a particular year's crash numbers), but fatal crashes themselves tend to be low-incidence, random events making up only 1.5% of all commercial motor vehicle crashes as compared to the larger, more statistically significant body of data obtained when incorporating injury crashes with fatal crashes for program performance measurement, evaluation and monitoring since roughly 44% of CMV crashes result in injuries.

Notwithstanding the above, and keeping in mind that HM fatalities for the State are rare (refer to the table above), beginning with this CVSP, the NJ Department of Transportation (NJDOT) and the NJ State Police (NJSP) will utilize the HM fatality goal and outcome trend as a performance indicator, monitoring HM associated data, including tracking the total number of HM injury-producing crashes, which when taken together with HM fatalities, will be a much more telling measurement of our State's CMV HM crash trend. In order to maintain the low incidence of HM fatalities, or prevent HM fatalities, injuries and crashes from happening, the State of New Jersey will continue to deploy resources in the enactment of HM safety, such as targeted enforcement initiatives, including performing inspections of Commercial Motor Vehicles (CMV's) displaying a HM placard.



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

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

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. Insert the total number of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
10/01/2014	09/30/2015	2848	
10/01/2013	09/30/2014	3176	
10/01/2012	09/30/2013	3138	
10/01/2011	09/30/2012	1504	
10/01/2010	09/30/2011	2245	



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



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

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

Data Source: New Jersey Safetynet Database - Provided by the NJSP The NJSP TSB currently has no means of compiling the number of citations and warnings issued. The provided data was ascertained through the Safetynet program, but was not able to calculate the number of citations and warnings. Moving forward, the TSB shall request VOLPE to generate the addition of a search query in the Safetynet program to allow for the requested Citation and Warning statistics to be obtained from the data captured through the roadside inspection reports. Currently, the Safetynet program does not allow for the query of this specific data. The additional request to develop a system to capture the number of CMV traffic enforcement stops without an inspection and Non-CMV traffic enforcement stops shall be presented to members of the NJSP MAPPS/SPECIAL PROJECTS UNIT in an effort to comply with the requested data. Currently, the TSB does not have a system in place to capture the requested information.

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

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

**Activity #1****Activity: Describe Outreach and Education activity conducted:**

During the past year the TSB has conducted Outreach and Educational Programs which included Teens and Trucks, Operation Air Brake, IFTA Blitz, Operation Road Check, as well as, seminars for private industries and government agencies.

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

30 seminars to be conducted.

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

36 seminars performed.

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

The TSB were to perform seminars to private industries and government agencies with a Goal of 30 seminars to be conducted. The actual number of seminars performed was 36. The State exceeded the projected number of outreach and education activities for FY 2016. Similar public outreaches shall be conducted in FY 2017 with an educational outreach goal of 30.

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

### Instructions:

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

#### Activity #1

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

The following Outreach and Educational Program events have been performed as of June 30, 2016. Additional sessions are scheduled, therefore, the State anticipates to meet or exceed the goal of 30 seminars for the FY 2016 CVSP period: Date of Event Company/Organization 10/17/15 Port Logistics Group 10/21/15 PSE&G Harrison Branch 10/21/15 Teens & Trucks Presentation 10/27/15 Comcast Cable 10/29/15 MCSAP Grant Management NJDOT-CMV Inspection Demo 10/29/15 NJ Nursery & Landscape Association 11/17/15 NJNEOA 12/07/15 MAGLOCLEN 12/10/15 AJ Perry 12/14/15 Rutgers Transportation 12/15/15 NJSP Incident Management Unit 01/26/16 156th Academy CDL/CVI Lecture 02/11/16 Heavy Truck Enforcement - Gloucester Co. 02/24/16 NJLN Conference 02/25/16 NJLN Conference 03/02/16 NJLCA 03/19/16 Excavation/Construction Conference 04/20/16 Republic Services 04/21/16 Saddle River Tours 04/22/16 LMC Logistics 04/30/16 Bus Rodeo - Six Flags 05/04/16 Northern Nurseries 05/11/16 NJMTA 05/20/16 Champ Truck at NJ (NJ Motor Sports Park) 05/21/16 Champ Truck at NJ (NJ Motor Sports Park) 05/25/16 Republic Services 06/20/16 Eastern Lift Gate

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

30 seminars to be conducted.

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

As of June 30, 2016, twenty seven (27) outreach and educational activities have been performed. Therefore, it is expected that more than 30 will be provided, exceeding the goal by the end of the period of performance ending September 30, 2016.

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

The above listing of events denotes all activities to be conducted during FY 2016. Similar public outreaches shall be conducted in FY 2017 with a goal of 30 educational outreach events to be performed.

## Basic & Incentive CMV Safety Objectives

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

### 1 - Crash Reduction Goal

#### **Instructions:**

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

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

##### Problem analysis:

Four years ago, the New Jersey Department of Transportation (NJDOT) conducted an analysis of New Jersey SAFETYNET data to identify the locations of fatal crashes from 2008 to 2011. Additionally, the NJDOT initiated a research effort to analyze truck crash data from 2006 – 2011 utilizing a variety of assessment techniques: Frequency Method, Crash Rate Analysis, Severity Rate analysis; and, Worst Performing Roadway Segments. These reports identified, ranked, and mapped segments of the highway network to assist the New Jersey State Police (NJSP) in determining enforcement activities. Currently, the Department continues to monitor and analyse Commercial Motor Vehicle (CMV) crashes, fatal crashes and fatalities utilizing SAFETYNET, A&I reports and data provided by the NJSP Fatal Accident Investigation Unit.

##### Problem Statement:

According to the Fatal Motor Vehicle Crash comparative data report for the State of New Jersey, compiled by the NJSP Fatal Accident Investigation Unit and data from SAFETYNET reports for the Calendar Year 2014, there were a total of 523 fatal crashes and 16% (84) of the total crashes involved CMV's. 44 of those fatal crashes were tractor-trailer crashes, producing 48 fatalities. SAFETYNET vehicle configuration data, for the same year, also revealed that 34 of all vehicles involved in CMV fatal accidents were single-unit trucks. Combined, tractor trailers and single-unit trucks, accounted for an estimated total of 93% (78) of all CMV fatal crashes for 2014.

Furthermore, recent data from the National Highway and Traffic Safety Administration (NHTSA) shows traffic deaths reported in 2015 are increasing on a national scale and are up 8% from 2014. The National Safety Council (NSC) gave more context to the increase in fatalities, noting that "continued lower gasoline prices and an economy in a strong recovery mode have resulted in an estimated 3.5% increase in motor-vehicle mileage". SAFETYNET crash data for the State of New Jersey showed a nearly corresponding 4.5% increase in Commercial Motor Vehicle (CMV) crashes from 2014 to 2015. With the surge in economic activity and the low fuel costs of the past few years generating an increase in traffic volumes and congestion, current crash data trends for 2014-2015 are indicative and correlate to an increase in CMV crashes. Therefore, more than ever, there is a need to support CMV safety initiatives and provide the NJSP Transportation Safety Bureau (TSB) with CMV crash data trend analyses, to assist in an effort to implement enforcement activities, maximizing the deployment of resources dedicated to reduce CMV crashes.

#### **Enter Data Source Capture Date:**

06/03/2016

#### **Enter Data Source:**

1-New Jersey Safetynet Database - June 10, 2016. 2-A&I snapshot on June 2016. 3-2014 Fatal Motor Vehicle Crash Comparative Data Report for the State of New Jersey.

#### **Enter Crash Reduction Goal**

From CY 2012 to CY 2013, the State experienced a 1% CMV crash reduction (from 5,709 on 2012 to 5,650 on 2013), mostly due to the implementation of CMV roadside inspections and targeted enforcement initiatives by the New Jersey State Police. However, on 2014, the number of CMV crashes increased to 5,996, representing a 5.8% increase from 2013. A strong economic activity sustained period, together with low fuel costs nationwide are among factors resulting in an increase in traffic volumes and congestion throughout the State. Furthermore, recently available crash data is showing a total of 6,279 CMV crashes for 2015. Taking all these factors into consideration, the State is revising current crash reduction goals to 1% (63 crashes) annually from 6,279 (CY 2015) and every

consecutive year thereafter. The State will continue committed to CMV crash reduction objectives by dedicating efforts to increase visibility and enforcement activities, including increasing the number of CMV inspections and the deployment of resources to perform on-road CMV inspections Statewide.



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

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

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

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

The NJSP will perform targeted activities at locations and associated corridors identified in the data sources mentioned above with high crash and crash fatality rates per Truck MVMT.

The NJSP will also develop new deployment strategies and re-evaluate current ones, to increase roadside inspection and/or traffic enforcement activities at these locations. Weekly high visibility details 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 driving behaviors of both passenger vehicles operating around commercial motor vehicles as well as the CMV's. Activities conducted during the balance of the program year at these specific locations would depend on the associated percentage of fatal crashes occurring at the specific site.

**Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required 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 current crash data on a quarterly basis in order to monitor progress and effectiveness of the program activity plan.

## 2 - State Safety Data Quality and Information Systems Objective

### Instructions:

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

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

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

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

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

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

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

Current SSDQ Rating as of May 27, 2016, report generated on June 7, 2016.

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

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Deploying Core CVISN	No
PRISM	step 8	Yes
SSDQ	Good	Yes

Data Sources:

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

ITD: We have all our certifications complete, as per the completion of the CVISN compliance checklist back in December 2015 and all that remains to be done to obtain core compliance status is to bring into functional operation of one of our current NJPASS eScreening project sites. All three projects currently underway are nearing completion, with the most advanced site expected to be complete by the end of June 2016.

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

All SSDQ measures are currently in the green (good) rating, except for Crash Timeliness, rated yellow (fair). The Overall State Rating is green. To maintain this goal, the NJDOT has been working hard, by processing approximately 6,000 FMCSA reportable CMV crash records per year. While many crash records can be processed automatically, staff intervention is required to address problematic or incomplete records.

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

A crash record backlog posed another challenge. In order to eliminate it, the NJDOT looked at crash record submission timelines from municipalities and was able to identify the main cause for the crash data record delay from the New Jersey State Police (NJSP) to the NJDOT. However, the Crash Timeliness rating was negatively affected and is currently in the yellow (fair). The main reason for this rating was due to a priority shift in workload for NJDOT crash record reviewers, addressing the 2014 crash data backlog first. Accident reports for 2014 crashes were held up by some New Jersey State Police (NJSP) municipalities, while the development of an electronic crash report form was being developed and implemented. It is important to note that the flow and delay issue of accident reports from the NJSP to the NJDOT has been addressed and crash records for 2014 are completed and entered. NJDOT recently began processing 2016 CMV's crashes, in April, therefore, it is expected that the Crash Timeliness measure will improve and the rating return to green during the next quarter.

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

The NJDOT MCSAP staff will continue to work with NISR, the FARS Group, the Bureau of Transportation Data and Safety (BTDS) and State Office of Information Technology (OIT) to maintain all State measures in the green (Good) rating.

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

The State will document its efforts in this area by monitoring the State Safety Data Quality (SSDQ) evaluations on a monthly basis taken from the Analysis and Information Online website (A&I).

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**3 - Passenger Carrier Enforcement**

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**Instructions:**

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

**Check this box if:**

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

**Problem Statement Narrative: Describe problem identified by performance 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 monitoring public.

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

The State will seek to increase the number of inspections for FFY 2016 to 4,489 (see table 4.1). Additionally, enforcement will target commercial passenger carriers where transportation services are frequently used and in highly congested areas to achieve a decrease in the total number of Passenger Carrier Crashes.

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

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

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

***Program Activities: Additional information regarding how these activities will be implemented.***

State Bus inspection personnel will continue to conduct roadside inspections of passenger 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 is 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:

- Number of Inspections (Statewide and at key locations)
- Number of traffic stops for moving violations: (Statewide and at key locations)
- Number and type of violations: (Statewide and at key locations)
- Number of Passenger Vehicle Crashes

**4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities****Instructions:**

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

**Check this box if:**

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (OOS) order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities. If this box is checked, no additional narrative is necessary..

Enter your State's OOS Catch Rate percentage if below 85%:	75
Enter your State's OOS Catch Rate percentage if below 85%:	75

**Performance Objective: Enter performance objective(s).**

The State's goal for 2017 is to increase the identification and enforcement of OOS carriers during roadside inspections from the 75% actual level to the required 85% compliance level.

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

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

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

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

NJSP Training personnel will continue to conduct annual in-services with a focus on the process of identifying OOS carriers with the use of 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.

***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.

## 5 - Hazardous Materials Transportation Safety

### Instructions:

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

### Check this box if:

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

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

The State of New Jersey is home to major port and refinery facilities. This fact coupled with the State's position along the northeast corridor results in a large amount of Hazardous Materials being transported throughout the State. Given the State's density of population and development, continued focus on HM inspections is critical to ensuring safety.

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

The State will continue to meet the 10% HM Inspection goal through FFY 2017.

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

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

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



***Program Activities: Provide additional information regarding how these activities will be implemented.***

For the past years, The NJSP have been successful in meeting the Federal mandated goal to have 10% of the total of all inspections performed to be HM inspections. NJSP supervisors review inspection data weekly to insure that the required numbers of HM inspections are performed per week. Additionally, increased deployment will continue to be made to the I-80 Knowlton, the I-287 Piscataway, I-295 Carney's Point, I-78 EB and WB Greenwich Scales, and select secondary roadways identified as HM traveled.

***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 will monitor performance as measured by the number of HM inspections performed by NJSP enforcement officers. This information will be reported as part of the MCSAP Formula Performance Progress Reports submitted to the FMCSA.

## 6 - State-Identified Objective (Optional)

### Instructions:

*Describe any other identified State-specific objectives.*

#### State Objective #1

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

CMV Single Unit Trucks (SUT's) and Truck/Tractor Trailers Crash Reduction

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

FMCSAs A&I and SafetyNet crash records revealed that during the years from 2012 to 2015, more than 80% of all CMV crashes in the State of New Jersey were caused by Single-Unit Trucks (SUT's) and Truck/Tractor trailers. Therefore, it became evident to the New Jersey Department of Transportation (NJDOT) and to the New Jersey State Police (NJSP) that these two CMV configurations (SUT's and Tractor Trailers) posed the most risk to the State's corridors. In addition, as the A&I data shows from 2012 to 2015, a stronger economic growth and low fuel prices resulted in an increase in crashes, most likely due to higher traffic volumes and congestion Statewide. Furthermore, from 2012 to 2013 there was an increase by 28 crashes (from 4,860 to 4,888). In 2014 the increase was by 222 crashes (from 4,888 to 5,110) and for 2015 the increase was 183 (from 5110 to 5,293). When we take into consideration the increase in traffic volumes, congestion and actual CMV crash trends, it is necessary for the State to re-evaluate its performance goal for this State objective. The new goal seeks to reduce CMV Tractor Trailer and SUT crashes by 1% from 5,293 crashes (CY 2015) or by 53 crashes each consecutive year thereafter. See the 2012-2016 Total SUT and Tractor Trailer crash data totals below: CY 2012 4,860 CY 2013 4,888 CY 2014 5,110 CY 2015 5,293 (Available data near completion)

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

Continue with the targeted enforcement activities on SUT's and Trucks/Tractor Trailers in an effort to reduce these crashes by 1% from the CY 2015 total of 5,293, or by 53 crashes annually to 5,240 and every year thereafter.

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

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

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

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

The NJSP continues to develop and improve deployment strategies to increase targeted enforcement and inspections of SUT's and Truck/Tractor Trailers.

**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 will monitor performance as measured by the New Jersey SafetyNet database and A&I data, in order to identify decreasing or increasing trends and possible causal factors. The NJSP will evaluate targeted enforcement strategies to determine if these can 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.

## Basic & Incentive Enforcement Activities

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

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

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

#### Instructions for Overview:

*Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. Include the day to day routine for inspections and explain resource allocation decisions (i.e., Number Of FTE, where inspectors are working and why).*

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

The New Jersey State Police currently conduct 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. The 5 fixed 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 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 monitor overweight vehicles through the use of portable scales to enforce size and weight regulations. The carriers 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 facilities Weigh-In-Motion (WIM) scales 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.

#### Instructions for Performance Goals:

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

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

#### Lead Agency

**Lead Agency is:** NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1				0	%
Level 2				0	%
Level 3				0	%
Level 4				0	%
Level 5				0	%
Level 6				0	%
<b>Sub-Total Lead Agency</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**Funded Agencies**

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

**Enter the name of the Funded Agency:** NEW JERSEY STATE POLICE

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

FY 2017 Driver/Vehicle Inspection Goals					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	11500	1540	390	13430	39.51%
Level 2	7400	1230	290	8920	26.24%
Level 3	8300	580	2350	11230	33.04%
Level 4	90	12	9	111	0.33%
Level 5	287	10	0	297	0.87%
Level 6	0	0	0	0	0.00%
<b>Sub-Total Funded Agencies</b>	<b>27577</b>	<b>3372</b>	<b>3039</b>	<b>33988</b>	

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

NEW JERSEY MOTOR VEHICLES

**Enter the name of the Funded Agency:** COMMISSION

**Enter the total number of certified officers in this funded agency:** 0

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1			1000	1000	68.97%
Level 2			100	100	6.90%
Level 3			300	300	20.69%
Level 4			0	0	0.00%
Level 5			50	50	3.45%
Level 6			0	0	0.00%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>1450</b>	<b>1450</b>	



**Non-Funded Agencies**

Enter the number of non-funded agencies:	2
Enter the total number of non-funded certified officers:	30



**Summary**

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: NEW JERSEY DEPARTMENT OF TRANSPORTATION					
# certified officers: 0					
Funded Agencies: NEW JERSEY MOTOR VEHICLES COMMISSION, NEW JERSEY STATE POLICE					
# certified officers: 80					
Number of Non-Funded Agencies: 2					
# certified officers: 30					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	11500	1540	1390	14430	40.72%
Level 2	7400	1230	390	9020	25.45%
Level 3	8300	580	2650	11530	32.54%
Level 4	90	12	9	111	0.31%
Level 5	287	10	50	347	0.98%
Level 6	0	0	0	0	0.00%
<b>Total ALL Agencies</b>	<b>27577</b>	<b>3372</b>	<b>4489</b>	<b>35438</b>	

*If the goal for level 3 inspections is less than 33%, briefly explain why the 33% will not be met:*

## 2 - Traffic Enforcement

### Instructions:

*Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic enforcement resources (i.e., number of officers, times of day and days of the week, specific corridors or general activity zones, etc.). Traffic Enforcement activities should include officers who are not assigned to a dedicated Commercial Vehicle Enforcement unit but conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will conduct these activities in accordance with the MCSAP Comprehensive Policy.*

The State's contingency 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.

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

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	1500
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	2000
<input checked="" type="radio"/>	<input type="radio"/>	CMV without Inspection	2000
<input checked="" type="radio"/>	<input type="radio"/>	Non-CMV	60
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	1750

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

Comprehensive and high visibility traffic enforcement in high risk locations and corridors will be accomplished by a deployment of CMV units to roadways and highways statewide with high volumes of commercial motor vehicle traffic using overtime saturation patrols to monitor CMV and passenger vehicles operating aggressively in and around CMV's in problematic areas. 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. 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.

### 3 - Carrier Investigations

#### Instructions:

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

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

During FY 2016 the 5 members performing interventions/investigations completed 80 interventions/investigations in total. The FY 2017 goal is to complete 80 interventions/investigations. Training for enhanced investigations for motor carriers of passengers was implemented in FY2017. The State shall continue to assist and partner with the FMCSA in conducting inspections on motor coaches as part of on-site investigations. The State shall continue conducting traditional motor carrier safety compliance reviews of intrastate motor carriers subject to Parts 382 & 383. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

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

The plan is to schedule and complete assigned comprehensive and focused CSA investigations as directed by the FMCSA and to assist the FMCSA in the conducting of corrective actions needed. Participants in the program will include the 5 personnel assigned to the unit.

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

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 Part C 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.

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

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



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

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs)</b>		
Non-HM Cargo		
Passenger		
HM		
<b>Rated and Non-rated Reviews (Excludes CSA &amp; SCRs) Total</b>	<b>0</b>	<b>0</b>
<b>CSA Off-Site Investigations</b>		
Non-HM Cargo CSA Off-Site	5	
Passenger CSA Off-Site		
HM CSA Off-Site		
<b>CSA Off-Site Investigations Sub-total</b>	<b>5</b>	<b>0</b>
<b>CSA On-Site Focused Investigations</b>		
Non-HM Cargo CSA On-Site Focused	40	
Passenger CSA On-Site Focused		
HM CSA On-Site Focused	3	
<b>CSA On-Site Focused Investigations Sub-total</b>	<b>43</b>	<b>0</b>
<b>CSA On-Site Comprehensive</b>		
Non-HM Cargo CSA On-Site Comprehensive	16	
Passenger CSA On-Site Comprehensive	14	
HM CSA On-Site Comprehensive	2	
<b>CSA On-Site Comprehensive Sub-total</b>	<b>32</b>	<b>0</b>
<b>CSA Investigations (all Types) Total</b>	<b>80</b>	<b>0</b>
<b>HM-Related Review Types</b>		
Security Contact Reviews (SCRs)		
Cargo Tank Facility Reviews		
Shipper Reviews		
<b>HM-Related Review Types Total</b>	<b>0</b>	<b>0</b>
<b>ALL REVIEW TYPES GRAND TOTAL</b>	<b>80</b>	<b>0</b>

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

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

#### 4 - Public Education & Awareness

##### Instructions:

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

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

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

As part of the outreach program, the NJSP personnel will conduct 30 safety seminars for FFY 2016 at trucking companies, trucking associations, shipper associations, motor coach/limousine associations and insurance companies.

Currently, the New Jersey State Police has performed 27 public education and awareness events (from October 1, 2015 to June 30, 2016), in which at least 19 troopers have participated as speakers, or in an instructional capacity.

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

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	23
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	1
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	1
<input checked="" type="radio"/>	<input type="radio"/>	State-sponsored outreach events	1
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	3
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	1

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

The State will continue educational contacts and safety requirement seminars conducted jointly with the New Jersey Division of Highway Traffic Safety (NJDOTS) and the New Jersey Motor Truck Association (NJMTA). This effort will be accomplished by one Sergeant and one Trooper from the TSB. Each seminar will run from four to eight hours, depending upon the material to be disseminated.

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

Under this CVSP, the TSB will maintain the level of two to three seminars per month. 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.

## New Entrant

### 1 - New Entrant Focus Area

#### Instructions:

*The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.*

**Complete the following areas to describe your plan for this MCSAP focus area.**

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

#### **Objective: Processing and Completing Safety Audits within the Statutory Time Limits**

- Entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier: safety audit must be completed within 18 months.
- Entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later: safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

#### **Enter New Entrant Agency:**

New Jersey Department of Transportation

**Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your successful completion of the objective.**

The New Entrant Program monitors drivers and carriers during their first twelve to eighteen months on the road to ensure that new carriers have essential safety management practices in place. The State of New Jersey will achieve safety objectives under this initiative by conducting at least 1,500 Safety Audits of all new carriers during a year. If new carriers pass the Safety Audit and an eighteen-month on-road performance period, they graduate and continue to be monitored through roadside inspections and State crash reports 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:

- Ensure new carriers are operating safely.
- Ensure new carriers understand and follow the regulations.
- 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 and alcohol use and testing requirements

The safety audit is to 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 three to five 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 and a secretary.

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 FFY2007. At the present time, there are 8 full time inspectors assigned to the NESAU of the NJSP.

A summary of the State's performance background is listed below (Safety Audits Conducted between Oct 1 to Sept 30):

- 1 FFY2006 NJSP completed 1,582 Safety Audits for the year.
- 2 FFY2007 NJSP completed 1,433 Safety Audits for the year.
- 3 FFY2008 NJSP completed 1,655 Safety Audits for the year.
- 4 FFY2009 NJSP completed 1,556 Safety Audits for the year.
- 5 FFY2010 NJSP completed 1,372 Safety Audits for the year.
- 6 FFY2011 NJSP completed 1,526 Safety Audits for the year.
- 7 FFY2012 NJSP completed 1,469 Safety Audits for the year.
- 8 FFY2013 NJSP completed 1,122 Safety Audits for the year (performance negatively impacted by Hurricane Sandy).
- 9 FFY2014 NJSP completed 1,756 Safety Audits for the year.
- 10 FFY2015 NJSP completed 1,703 Safety Audits for the year.
- 11 FFY2016 NJSP shall conduct 1,300 Safety Audits for the year (Yearly goal reduced to 1300 due to funding reduction).
- 12 FFY2017 NJSP shall conduct 1,500 Safety Audits for the year.

**Activity Plan: A description of the activities the applicant believes will help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.**

To accomplish the goals and objectives of 1,500 safety audits for FY 2017, the Unit will request funding under this submission and utilize overtime funding for approximately 23 additional personnel not assigned to the unit that are trained in safety audits. Five of the additional fourteen personnel are assigned to our Motor Coach Unit and 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 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 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. 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.

**Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can 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 supervisors as well as the Assistant Unit Head. The Unit Head and Administrative Assistant will check MCMIS 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 financial and performance quarterly report will be submitted within 30 days of the end of each quarter, as required by FMCSA.

***Critical Information Table: The following Critical Information Table (although not required) is provided below for your use to summarize the anticipated project activities.***

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	500	0
# of Safety Audits (Offsite)	1000	0
<b>TOTAL Safety Audits</b>	<b>1500</b>	<b>0</b>
# of Non-Audit Resolutions	400	0



## Spending Plan

### **New Entrant Spending Plan**

#### **What is a Spending Plan?**

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

#### **What does a Spending Plan do?**

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

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

*The spending plan serves a number of critical functions:*

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

**1 - Spending Plan: Personnel****What different types of costs do I need to put in my Spending Plan?**

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

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

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

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

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

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

**Allowable amount for Overtime (15% of total award amount without justification): \$1,186,432.00**

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Lieutenant	1	99.9892	2000	\$68.90	\$137,785.12	\$137,785.12	\$24,315.04	\$0.00
SFC	1	100	2000	\$62.49	\$124,980.00	\$124,980.00	\$22,055.31	\$0.00
Sergeant	2	99.9942	2000	\$56.60	\$226,386.87	\$226,386.87	\$39,950.65	\$0.00
Trooper I	3	99.9862	2000	\$54.22	\$325,275.11	\$325,275.11	\$57,401.53	\$1,863,010.07
<b>Sub-Total Salary</b>					<b>\$814,427.09</b>	<b>\$814,427.10</b>	<b>\$143,722.53</b>	<b>\$1,863,010.07</b>
Overtime Information								
Overtime	14	99.8703	175	\$81.33	\$199,000.06	\$199,000.00	\$35,118.00	\$124,372.14
<b>Sub-Total Overtime</b>					<b>\$199,000.06</b>	<b>\$199,000.00</b>	<b>\$35,118.00</b>	<b>\$124,372.14</b>
<b>TOTAL PERSONNEL</b>					<b>\$1,013,427.15</b>	<b>\$1,013,427.10</b>	<b>\$178,840.53</b>	<b>\$1,987,382.21</b>

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

To accomplish the goals and objectives of 1,500 safety audits with as many as 400 projected non-audit resolutions for FY 2017, the Unit will request funding for seven full-time positions

under this submission and utilize the requested overtime funding for approximately 14 additional personnel not assigned to the unit, which are trained in safety audits.

The proposed staffing to be funded for the NESAP Grant in FY 2017 consists of:

- 1-Lieutenant's position - Unit head Motor Coach Compliance/Safety Audit Unit
- 2-Sergeant First Class position - Assistant Unit Head Safety Audit
- 3-Two Sergeants positions – Squad Leaders, Safety Audit
- 4-Three Troopers - Safety Audit

To accomplish the goals and objectives described in the FY 2017 goal statement, the units will request funding for (7) full-time NJSP enlisted positions.

Overtime in the amount of \$199,000 is requested to conduct onsite and offsite safety audits.

**Overtime and Fringe Benefits Budget Narrative**

Position(s)	Benefit(s)	Rate	Hours	Total Cost
Sgt First Class	2	\$92.08	80.00	\$14,732.08
Sergeant	8	\$83.12	95.00	\$63,168.37
Trooper I	13	\$79.38	123.00	\$121,781.39

\$199,000.00

As stated on prior eCVSP's, please note that the 15% State Share for the State of New Jersey is provided by the New Jersey State Police (NJSP) from another State Police CMV Inspection Enforcement State funded program and it is not calculated on a line by line basis. Furthermore, the Salary details by # of Staff, % of time, Work Year Hours, Hourly Rate and Overtime, are developed and calculated based on the total 85% federal funding, not on a split 85/15 individual line by line basis. Therefore, the eCVSP calculated fields for Total Eligible Costs as an addition of a Federal Share plus a State Share would not adequately represent Personnel Spending Plan details for the New Entrant staff fully funded and dedicated 100% to the MCSAP only. The 15% State Share match will be provided by the NJSP from another NJSP State funded program account, in the form of CMV Enforcement salaries from a State program account.

## 2 - Spending Plan: Fringe Benefits

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

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

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Lieutenant	38.20	\$123,631.66	\$47,227.29	\$47,227.29	\$8,334.22	\$0.00
SFC	38.20	\$110,423.56	\$42,181.80	\$42,181.80	\$7,443.85	\$0.00
Sergeant	38.20	\$196,772.12	\$75,166.95	\$75,166.95	\$13,264.76	\$0.00
Trooper I	38.20	\$280,102.11	\$106,999.01	\$106,999.01	\$18,882.19	\$704,192.16
<b>Sub-Total Fringe Benefits</b>			<b>\$271,575.05</b>	<b>\$271,575.05</b>	<b>\$47,925.02</b>	<b>\$704,192.16</b>

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

Fringe benefits are calculated with a rate approved by our cognizant agency.

Enlisted Rate	38.20%	Civilian Rate	40.15%
Pension	18.70%	Pension	5.10%
Health Benefits	18.70%	Health Benefits	26.00%
WC	0.60%	WC	1.00%
UI	0.10%	UI	0.10%
TDI	0.00%	TDI	0.20%
USL	0.10%	USL	0.10%
Medicare	1.45%	Medicare	1.45%
		SS	6.20%

As stated on prior eCVSP's, please note that the 15% State Share for the State of New Jersey is provided by the New Jersey State Police (NJSP) from another State Police CMV Inspection Enforcement State funded program and it is not calculated on a line by line basis. Furthermore, the Salary details and Fringe Benefits by Fringe Benefit Rate and Base Amount are developed and calculated based on the total 85% federal funding, not on a split 85/15 individual line by line basis. Therefore, the eCVSP calculated fields for Total Eligible Costs as an addition of a Federal Share plus a State Share would not adequately represent the Fringe Benefit Spending Plan details for the New Entrant staff fully funded and dedicated 100% to the MCSAP only. The 15% State Share match will be provided by the NJSP from another NJSP State funded program account, in the form of CMV Enforcement salaries from a State program account.



**3 - Spending Plan: Travel**

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

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Training Conference	4	2	\$3,600.00	\$3,600.00	\$635.00	\$0.00
NE Training Per Diem	4	14	\$3,360.00	\$3,360.00	\$593.00	\$0.00
NE Training Conf Lodging	4	14	\$4,200.00	\$4,200.00	\$741.00	\$1,487.70
<b>Sub-Total Travel</b>			<b>\$11,160.00</b>	<b>\$11,160.00</b>	<b>\$1,969.00</b>	<b>\$1,487.70</b>

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

Mandatory travel and attendance to conferences and training (in and out of state) are required for the State to maintain the New Entrant Safety Audit Program and acquire the necessary skills and knowledge to implement the Commercial Vehicle Safety Plan ensuring compliance with Federal and State guidelines and regulations. The budgeted travel cost was estimated based on actual travel of MCSAP New Entrant Safety Audit certified officers to the conferences and training seminars as listed below:

Travel Cost Budget Narrative (NESAP)				
Purpose	# of Staff	Method of Travel	Days	Total Cost
<b>Conferences</b>	<b>0</b>	<b>Air</b>		<b>\$0.00</b>
Per diem	0		0	\$0.00
Lodging	0		0	\$0.00
<b>Training</b>	<b>4</b>	<b>Air</b>		<b>\$3,600.00</b>
Per Diem	4		14	\$3,360.00
Lodging	4		14	\$4,200.00
				\$11,160.00

As stated on prior eCVSP's, please note that the 15% State Share for the State of New Jersey is provided by the New Jersey State Police (NJSP) from another State Police CMV Inspection Enforcement State funded program and it is not calculated on a line by line basis. Furthermore, the Travel Costs Spending Plan details by # of Staff and days are developed and calculated based on the total 85% federal funding, not on a split 85/15 individual line by line basis. Therefore, the eCVSP calculated fields for Total Eligible Costs as an addition of a Federal Share plus a State Share would not adequately represent the Travel Cost Spending Plan details for the New Entrant staff fully funded and dedicated 100% to the MCSAP only. The 15% State Share match will be provided by the NJSP from another NJSP State funded program account, in the form of CMV Enforcement Salaries and Fringe Benefits from a State program account.

#### 4 - Spending Plan: Equipment

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

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

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Unmarked Veh (Tahoe with upfit equip)	1	\$54,594.00	\$54,594.00	\$54,594.00	\$9,634.00	\$0.00
Marked Veh (Tahoe with upfit equip)	1	\$54,594.00	\$54,594.00	\$54,594.00	\$9,634.00	\$57,984.79
<b>Sub-Total Equipment</b>			<b>\$109,188.00</b>	<b>\$109,188.00</b>	<b>\$19,268.00</b>	<b>\$57,984.79</b>

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

The Spending Plan for Equipment for the FY 2017 includes (2) police vehicles (Tahoes) with the required up-fitting equipment. Ordering these vehicles will ensure that the fleet is updated for the purpose of maintaining a reliable fleet to travel to the different locations statewide and perform safety audits. After four years of use at approximately 25,000 miles per year, most transportation equipment becomes unreliable and should be replaced if feasible.

The New Jersey State Police (NJSP) policy denotes the following criteria for vehicle replacement: unmarked or specialty vehicles, 5 years or 100,000 miles and marked station vehicles 3 years and 100,000 miles, to ensure safety and reliability. This criteria has been established and implemented through the NJSP Fleet Management Unit and is utilized by every Division State wide.

**5 - Spending Plan: Supplies**

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

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

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Laptop Computers	7	ea	\$4,600.00	\$32,200.00	\$32,200.00	\$5,682.00	\$14,996.07
PC Work Station	1	ea	\$2,000.00	\$2,000.00	\$2,000.00	\$353.00	\$3,280.39
Software	1	ea	\$4,900.00	\$4,900.00	\$4,900.00	\$865.00	\$0.00
Computer Repair	1	serv job	\$1,500.00	\$1,500.00	\$1,500.00	\$265.00	\$1,487.70
Office Supplies	1	various	\$6,000.00	\$6,000.00	\$6,000.00	\$1,059.00	\$2,811.76
Postage	1	various	\$400.00	\$400.00	\$400.00	\$71.00	\$1,487.70
Misc Roadside supplies	1	various	\$3,400.00	\$3,400.00	\$3,400.00	\$600.00	\$18,120.25
<b>Sub-Total Supplies</b>				<b>\$50,400.00</b>	<b>\$50,400.00</b>	<b>\$8,895.00</b>	<b>\$42,183.87</b>

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

The New Entrant Safety Audit Program unit will need to purchase (7) laptop computers which are necessary for completing and uploading safety audits and inspections into the MCMIS system. After an approximate useful life of 4 years, computers reliability decrease and need to be replaced. Other supply items include information support technology such as thumb drives, cables and software. Repair parts and services must also be purchased on a yearly basis to maintain IT equipment.

Miscellaneous roadside inspection equipment such as chocks, creepers, rulers, coverall, scales, portable radios, etc, are also necessary for personnel to conduct safety audits and inspections, as well as to stay certified as commercial vehicle inspectors.

Postage is needed in order to mail Safety Audit notifications to trucking companies.

As stated on prior eCVSP's, please note that the 15% State Share for the State of New Jersey is provided by the New Jersey State Police (NJSP) from another State Police CMV Inspection Enforcement State funded program and it is not calculated on a line by line basis. Furthermore, the Supplies Cost Spending Plan detail by # of Items, Units and Cost per Units are developed and calculated based on the total 85% federal funding, not on a split 85/15 individual line by line basis. Therefore, the eCVSP calculated fields for Total Eligible Costs as an addition of a Federal Share plus a State Share would not adequately represent the Supplies Cost Spending Plan details for the New Entrant Supplies, to be purchased and dedicated 100% to the MCSAP only. The 15% State Share match will be provided by the NJSP from another NJSP State funded program account, in the form of CMV Enforcement Salaries from a State program account.

The State's replacement policy for IT Equipment is based on the following criteria:

1-The replacement program for all IT equipment is determined by the frequency of usage estimated on a daily basis. The equipment in the Spending Plan historically has required replacement every 4 years for laptops and desktops. The program supports enlisted members and 1 civilian which receive new serviceable hardware every 4 years under the current structure and ensures reliability of the equipment which is critical to execute the mission.

2-Recent changes in OS required updated equipment to comply with evolving software utilized by grant funded personnel. The Field Personnel utilize the computing equipment in altering environments which include both mobile and static characteristics due to the nature of the work. These actions ultimately cause extensive wear and tear to the hardware and include breakage, latency, hardware failure and loss of reliability, which requires the current replacement policy.





<b>6 - Spending Plan: Contractual</b>
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*Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.*

*Contract means a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award.*

*Subaward means an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.*

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

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
<b>Sub-Total Contractual</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

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

None requested.

**7 - Spending Plan: Other Costs**

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

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

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

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs	\$22,657.24	\$22,657.24	\$3,998.34	\$0.00

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicle Fuel	7	ea	\$3,600.00	\$25,200.00	\$25,200.00	\$4,447.00	\$59,508.20
Vehicle Maintenance	7	ea	\$2,500.00	\$17,500.00	\$17,500.00	\$3,088.00	\$59,508.20
Cell Phones (Serv-Logistics)	6	ea	\$540.00	\$3,240.00	\$3,240.00	\$572.00	\$0.00
Wireless Air Cards	7	ea	\$480.00	\$3,360.00	\$3,360.00	\$593.00	\$8,955.98
<b>Sub-Total Other Costs</b>				<b>\$49,300.00</b>	<b>\$49,300.00</b>	<b>\$8,700.00</b>	<b>\$127,972.38</b>

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

**Indirect Costs:**

The New Jersey State Police (NJSP) Indirect Costs are allocated based on approved rates by the U. S. Department of Justice. The approved rate is 2.49%.

The base amount to calculate Indirect Costs for the NJSP is \$1,505,050.06.

**Other Costs:**

Vehicle fuel and maintenance are costs associated with operational mobility and maintaining reliable transportation to personnel assigned to the NESAP unit.

Cell phone service for 6 units are vital for the compliance review personnel in order to maintain communication with carriers who must adjust meeting times due to the nature of the businesses.

Wireless air cards are necessary for ensuring safety audit and compliance review data inquiries are real time, so that they can be completed and uploaded from roadside locations.

As stated on prior eCVSP's, please note that the 15% State Share for the State of New Jersey is provided by the New Jersey State Police (NJSP) from another State Police CMV Inspection Enforcement State funded program and it is not calculated on a line by line basis. Furthermore, the Indirect Costs detail and Other Costs Spending Plan details by # of Items, Units and Cost per Unit are developed and calculated based on the total 85% federal funding, not on a split 85/15 individual line by line basis. Therefore, the eCVSP calculated fields for Total Eligible Costs as an addition of a Federal Share plus a State Share would not adequately represent Indirect Costs and/or Other Costs Spending Plan details for the New Entrant program. Indirect Costs are fully funded and dedicated to the MCSAP only. Other Costs are also fully funded, procured and dedicated 100% to the MCSAP only. The 15% State Share match required for these two budget categories will be provided by the NJSP from another NJSP State funded program account, in the form of CMV Enforcement salaries from a State program account.



**8 - Spending Plan****Instructions:**

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

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,723,116.00	\$1,186,432.00	\$7,909,548.00

Allowable amount for Overtime (15% of total award amount without justification): \$1,186,432.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$478,900.00

<b>Personnel (Payroll Costs)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lieutenant	\$137,785.12	\$24,315.04	\$162,100.16	\$0.00
SFC	\$124,980.00	\$22,055.31	\$147,035.31	\$0.00
Sergeant	\$226,386.87	\$39,950.65	\$266,337.52	\$0.00
Trooper I	\$325,275.11	\$57,401.53	\$382,676.64	\$1,863,010.07
Overtime	\$199,000.00	\$35,118.00	\$234,118.00	\$124,372.14
<b>Subtotal for Personnel</b>	<b>\$1,013,427.10</b>	<b>\$178,840.53</b>	<b>\$1,192,267.63</b>	<b>\$1,987,382.21</b>

<b>Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)</b>				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Lieutenant	\$47,227.29	\$8,334.22	\$55,561.51	\$0.00
SFC	\$42,181.80	\$7,443.85	\$49,625.65	\$0.00
Sergeant	\$75,166.95	\$13,264.76	\$88,431.71	\$0.00
Trooper I	\$106,999.01	\$18,882.19	\$125,881.20	\$704,192.16
<b>Subtotal for Fringe Benefits</b>	<b>\$271,575.05</b>	<b>\$47,925.02</b>	<b>\$319,500.07</b>	<b>\$704,192.16</b>

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Training Conference	\$3,600.00	\$635.00	\$4,235.00	\$0.00
NE Training Per Diem	\$3,360.00	\$593.00	\$3,953.00	\$0.00
NE Training Conf Lodging	\$4,200.00	\$741.00	\$4,941.00	\$1,487.70
<b>Subtotal for Program Travel</b>	<b>\$11,160.00</b>	<b>\$1,969.00</b>	<b>\$13,129.00</b>	<b>\$1,487.70</b>

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Unmarked Veh (Tahoe with upfit equip)	\$54,594.00	\$9,634.00	\$64,228.00	\$0.00
Marked Veh (Tahoe with upfit equip)	\$54,594.00	\$9,634.00	\$64,228.00	\$57,984.79
<b>Subtotal for Equipment</b>	<b>\$109,188.00</b>	<b>\$19,268.00</b>	<b>\$128,456.00</b>	<b>\$57,984.79</b>

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Laptop Computers	\$32,200.00	\$5,682.00	\$37,882.00	\$14,996.07
PC Work Station	\$2,000.00	\$353.00	\$2,353.00	\$3,280.39
Software	\$4,900.00	\$865.00	\$5,765.00	\$0.00
Computer Repair	\$1,500.00	\$265.00	\$1,765.00	\$1,487.70
Office Supplies	\$6,000.00	\$1,059.00	\$7,059.00	\$2,811.76
Postage	\$400.00	\$71.00	\$471.00	\$1,487.70
Misc Roadside supplies	\$3,400.00	\$600.00	\$4,000.00	\$18,120.25
<b>Subtotal for Supplies</b>	<b>\$50,400.00</b>	<b>\$8,895.00</b>	<b>\$59,295.00</b>	<b>\$42,183.87</b>

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
<b>Subtotal for Contractual</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicle Fuel	\$25,200.00	\$4,447.00	\$29,647.00	\$59,508.20
Vehicle Maintenance	\$17,500.00	\$3,088.00	\$20,588.00	\$59,508.20
Cell Phones (Serv-Logistics)	\$3,240.00	\$572.00	\$3,812.00	\$0.00
Wireless Air Cards	\$3,360.00	\$593.00	\$3,953.00	\$8,955.98
<b>Subtotal for Other Expenses including Training &amp; Conferences</b>	<b>\$49,300.00</b>	<b>\$8,700.00</b>	<b>\$58,000.00</b>	<b>\$127,972.38</b>

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$1,505,050.15	\$265,597.55	\$1,770,647.70	\$2,921,203.11
Indirect Cost	\$22,657.24	\$3,998.34	\$26,655.58	\$0.00
Total Costs Budgeted	\$1,527,707.39	\$269,595.89	\$1,797,303.28	\$2,921,203.11

<b>Comprehensive Budget</b>
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*This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$6,723,116.00	\$1,186,432.00	\$7,909,548.00

- The Total Grant Expenditures exceeds the Total Estimated Funding. Please revise spending plan(s) to reflect an amount that is equal to or less than the Estimated Funding amount.
- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.
- The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$4,438,489.91	\$783,262.88	\$5,221,752.79	\$6,679,355.80
Fringe Benefit Total	\$1,358,011.83	\$239,649.92	\$1,597,661.75	\$2,366,706.30
Program Travel Total	\$54,650.00	\$9,644.00	\$64,294.00	\$5,000.00
Equipment Total	\$642,107.00	\$113,312.50	\$755,419.50	\$194,880.00
Supplies Total	\$157,139.05	\$27,731.18	\$184,870.23	\$138,262.70
Contractual Total	\$112,000.00	\$19,765.00	\$131,765.00	\$0.00
Other Expenses Total	\$219,255.00	\$61,482.00	\$280,737.00	\$433,612.30
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$6,981,652.79	\$1,254,847.48	\$8,236,500.27	\$9,817,817.10
Indirect Costs	\$213,990.44	\$14,973.34	\$228,963.78	\$0.00
<b>Total Costs Budgeted</b>	<b>\$7,195,643</b>	<b>\$1,269,821</b>	<b>\$8,465,464</b>	<b>\$9,817,817</b>

**NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.**

- The Total Grant Expenditures exceeds the Total Estimated Funding. Please revise spending plan(s) to reflect an amount that is equal to or less than the Estimated Funding amount.
- The Total Federal Share budgeted does not equal 85% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 85%.
- The Total State Share budgeted does not equal 15% of the Total Grant Expenditures. Please revise the spending plan(s) to reflect an amount that is equal to 15%.





## FY 2017 Certification of MCSAP Conformance (State Certification)

I, **Paul Truban, Manager, Bureau of Freight Planning and Services**, on behalf of the State (or Commonwealth) 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, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the **New Jersey Department of Transportation** as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the **New Jersey State Police** and the **New Jersey Motor Vehicles Commission** to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is ***Gary Poedubicky***.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.
20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.




21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.319 and 350.329

Date

7/7/16

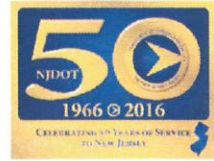
Signature





## State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O. Box 600  
Trenton, New Jersey 08625-0600



CHRIS CHRISTIE  
*Governor*

KIM GUADAGNO  
*Lt. Governor*

RICHARD T. HAMMER  
*Commissioner*

In accordance with 49 CFR 350.213, this is to certify that since the last CVSP submitted in July 2015, and the latest submitted in July 2016, to the best of our knowledge, there have been no new laws, regulations or policy affecting CMV safety in the State of New Jersey.

Paul Truban  
Manager, NJDOT  
Bureau of Freight Planning & Services

Date

#### Regulatory Compatibility Review:

In March 2011, a Federal Motor Carrier Safety Administration (FMCSA) Motor Carrier Safety Assistance Program (MCSAP) on-site review conducted in New Jersey identified regulatory incompatibilities between the *Federal Motor Carrier Safety Regulations* (FMCSR) and the *Federal Hazardous Materials Regulations* (FHMR) and the New Jersey Administrative Code (NJAC). Upon completion of this audit, a *State of New Jersey MCSAP Review Findings Corrective Action Plan* was submitted to the State for follow-up action. New Jersey's response to this document was completed by the deadline and submitted to FMCSA, however, on September 27, 2016, the New Jersey Department of Transportation was notified of thirteen (13) findings still requiring an additional level of clarification, or updates to the code, in order to satisfy Federal and State compatibility requirements. The State responded to FMCSA on October 14, 2016, with supporting documentation and clarification statements to settle four (4) of the review findings. The State's response regarding the remaining nine (9) regulatory review findings requiring further updates to the NJAC will require additional time (est. completion December 31, 2017).

#### Annual Certification of Compatibility:

In accordance with 49 C.F.R., Parts 350.213, as Deputy Attorney General for the State of New Jersey, I do hereby certify the State of New Jersey to be compatible with the appropriate parts of the *Federal Motor Carrier Safety Regulations* (FMCSR) and the *Federal Hazardous Materials Regulations* (FHMR) as follows:

INTERSTATE MOTOR CARRIERS; and

INTRASTATE MOTOR CARRIERS.

Signature: \_\_\_\_\_

David Kahler,  
Deputy Attorney General