New Jersey Statewide Traffic Records Coordinating Committee (STRCC)
2020 Strategic Plan

June 2020

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Acronyms

AAMVA	American Association of Motor Vehicle Administrators
ARD	Accident Records Database
CREDTs	Crash Records Electronic Data Transfer system
DVRPC	Delaware Valley Regional Planning Commission
EMS	Emergency Medicals Services
ePCR	Electronic Patient Care Reporting
FARS	Fatal Accident Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
HAV	Highly Autonomous Vehicles
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
NJAOC	New Jersey Administrative Office of the Courts
NJDHTS	New Jersey Division of Highway Traffic Safety
NJDOH OEMS	New Jersey Department of Health Office of Emergency Medical Services
NJDOT	New Jersey Department of Transportation
NJMVC	New Jersey Motor Vehicle Commission
NJOIT	New Jersey Office of Information Technology
NJPTOA	New Jersey Police Traffic Officers Association
NJSACOP	New Jersey State Association of Chiefs of Police
NJSP	New Jersey State Police
NJTA	New Jersey Turnpike Authority
NJTPA	North Jersey Transportation Planning Authority
NJOAG	New Jersey Office of Attorney General
RU CAIT	Rutgers University Center for Advanced Infrastructure and Transportation
SHSP	Strategic Highway Safety Plan
SJTPO	South Jersey Transportation Planning Organization
STRCC	Statewide Traffic Records Coordinating Committee
TRA	Traffic Records Assessment
TZD	Towards Zero Deaths

The Plan: At a Glance

Vision

It is the vision of the NJ STRCC to support the goal of zero fatalities on our roadways through a seamless traffic records data system delivering complete, timely, accurate and integrated traffic safety information accessible to all data users involved in making traffic safety decisions.

Mission

In support of New Jersey's Highway Safety Plan and the Strategic Highway Safety Plan, coordinate through its member agencies a forum for the creation, implementation, management and dissemination of useful traffic records information to aid decision-makers working to reduce and eliminate transportation-related fatalities and injuries on New Jersey's roadways.

Goals

Goals are the purpose of the identified projects in this plan and are which the initiatives and resources are directed. Based upon input gathered in the survey process, the following goals were identified:

Goal 1: Improve Data Quality: Improve the timeliness, accuracy, completeness and uniformity of traffic data collection.

Objectives:

- Implement Electronic Data Transfer (EDT) statewide by 2024.
- Incorporate Autonomous Vehicle data on the NJTR-1 form by 2022.
- Improve the reporting of injury data by 2022.
- Reduce the time for toxicology reports (from 2018) to be available for fatal crash input by 2022.

Goal 2: Improve Integration and Accessibility of Traffic Records: Ensure that all traffic records datasets are integrated and accessible to end users.

Objectives:

- By the end of 2020, gain a full understanding of what datasets are currently integrated and accessible.
- By the end of 2022, integrate all traffic records datasets (i.e., crash, roadway, driver, vehicle, EMS, citation/adjudication).
- By the end of 2021, integrate EMS vehicle licensing, inspection, insurance, and personnel with the ePCR module.
- By the end of 2024 integrate drug-related datasets with other traffic records datasets.
- By 2024, create a Safety Data Resource Center to manage a portal to provide accessibility to safety data.

The Importance of a Traffic Records System

Traffic records data serves as the primary source of knowledge about New Jersey's transportation environment. The State's traffic records system consists of numerous systems gathering, processing, and sharing information about crashes, the location and characteristics of the state's roadways, registered vehicles and licensed drivers, citation, adjudication and health data. Together these systems provide the underpinnings of a comprehensive system to reduce and eliminate serious injuries and fatalities on New Jersey's roadways.

New Jersey has adopted the Towards Zero Deaths (TZD) strategy for eliminating fatalities and serious injuries through their Strategic Highway Safety Plan (SHSP). The purpose of the Plan is to shed light on where limited resources of time, talent, and funding will have the most impact saving lives and reducing serious injuries. In order to achieve this purpose, New Jersey's traffic records systems must be able to provide timely, accurate, integrated and accessible data. This data is fundamental to focusing resources and monitoring progress to the TZD goal.

The work of the STRCC and its strategic goals and initiatives align with TZD in two fundamental ways:

- Quality data is essential to identifying and evaluating the contributing factors to crashes and assessing the effectiveness of countermeasures implemented to mitigate those factors; and
- Traffic safety data helps identify innovative and targeted strategies in areas that will have the greatest impact on achieving TZD.

The 2020 STRCC Strategic Plan provides the framework for focusing the goals and strategies on:

- Removing barriers to data quality and integration;
- Leveraging advances in technological tools and capabilities that will allow for easier and better data access, integration and use;
- Meets the needs of the customer and end user.

New Jersey's traffic records information and support data systems are comprised of hardware, software, and accompanying processes that capture, store, transmit, and analyze a variety of data. The following make up New Jersey's traffic records system:

- Accident Records Database (ARD)
- Roadway Geometrics and Features (Straight Line Diagram)
- Vehicle Registration and Driver Licensing
- Emergency Medical Services Records
- Citation/Adjudication Records
- Fatal Accident Reporting System
- Traffic Volume Data
- Commercial Motor Vehicle Data
- Vital Statistics
- Department of Health
- State Medical Examiner's Office

The Current State

Accomplishments

There has been significant progress on STRCC goals and strategies every year. Some of the systems most recently improved include:

- ✓ The Crash Records Electronic Data Transfer System (CREDTS) project is underway, being managed by the NJDOT. A web application will become available July 2020; train-the-trainer will begin November 2020; and deployment and testing will begin January-February 2021 with five (5) volunteer police agencies.
  Update: Testing is underway with seven (7) select police departments; they have been provided with laptops and cell phones to test the applications; additional police departments are being solicited for testing; vendors are currently amending their systems to incorporate checks and balances as well as electronic submission protocols (DHTS may be providing grants to assist municipalities with these upgrades).
- ✓ Over 90% of all emergency medical squads are electronically reporting patient care records through the Electronic Patient Care Reporting (ePCR) system. The system averages 140,000 records per month.
- ✓ The Crash Form (NJTR-1) was amended in 2017 to include additional MMUCC elements and again in 2018 to reflect injury severity modifications.
- ✓ The Motor Vehicle Commission has begun issuing Real ID licenses.

Challenges

- ➢ Integration of all the traffic records datasets has not been accomplished as of yet. Crash, roadway, EMS and some driver/vehicle information is available. Renewed efforts through this strategic plan will look at continuing this process.
  Update: Discussions have begun with the Children's Hospital of Philadelphia (CHOP) on the use of their comprehensive data warehouse. Much of the six core traffic data sets have been incorporated into the NJ-Safety and Health Outcomes (NJ-SHO) data warehouse as well as health information, demographic, and census data. This activity is a priority in the Strategic Plan.
  Update: Work is currently underway to get the NJ-Safety and Health Outcome (SHO) data warehouse access to EMS data from the Department of Health.
- ➢ Data quality in many of the datasets continues to be challenging with missing or incorrect information; lack of data for local roadway systems; and inconsistency of data input.
- ➢ A lack of understanding of the equity issues in the transportation system needs to be addressed starting with gathering and integrating relevant safety data to analyze the impacts to Environmental Justice communities and communities of concern.
  Update: The STRCC is closely following the Equity Emphasis Area Team established through the update of the State Strategic Highway Safety Plan (SHSP) as the data challenges are on the list of priority actions for the Team. As equity and transportation data are merged, the STRCC may utilize this information to supplement our activities.

Statewide Traffic Records Coordinating Committee (STRCC)

The STRCC is a coalition of agencies and organizations that have come together to improve and promote highway safety throughout New Jersey. The STRCC serves as both an executive and working group with the following responsibilities:

- Review NJ's highway safety data and traffic records systems;
- Provide a forum for the discussion of highway safety data and traffic records issues;
- Represent the interests of the agencies and organizations within the traffic records system to outside organizations;
- Review and evaluate new technologies to keep the highway safety data and traffic records systems up-to-date;
- Maintain, implement, and evaluate a comprehensive strategic plan that outlines priority safety data projects throughout the state.

Subcommittees are formed as needed to update or implement a data system change (ex. Updating NJ's crash form); develop and implement training; and evaluate new technologies.

The STRCC includes representatives from

- Federal Agencies
    - National Highway Traffic Safety Administration
    - Federal Highway Administration
    - Federal Motor Carrier Safety Administration
    - Fatal Accident Reporting System
- State Agencies
    - NJ Division of Highway Traffic Safety
    - NJ Department of Transportation
    - NJ Motor Vehicle Commission
    - NJ Administrative Office of the Courts
    - NJ Department of Health Office of Emergency Management
    - NJ Office of Information Technology
    - NJ Turnpike Authority
    - NJ State Police
- Metropolitan Planning Organizations
    - South Jersey Transportation Planning Organization
    - Delaware Valley Regional Planning Commission
    - North Jersey Transportation Planning Authority
- Independent Agencies
    - NJ Police Traffic Officers Association
    - ***Children's Hospital of Philadelphia (CHOP) * New member***
- Academia
    - Rutgers University Center for Advanced Infrastructure and Transportation
    - Rowan University

Strategic Planning Process

The update of the STRCC Strategic Plan coincided with New Jersey's update of the Strategic Highway Safety Plan (SHSP). Data is one of the six (6) Emphasis Areas in the SHSP2020. In support of the SHSP2020 update, Safety Summits were held with over 200 stakeholders providing input into data gaps and needs in all six Emphasis Areas. This information was then provided to the Data Emphasis Area Team for the development of goals, objectives, strategies and actions needed to accomplish the goals. This information was then reviewed by the STRCC Strategic Plan Subcommittee to jumpstart the discussion on STRCC goals and strategies.

The Strategic Plan Subcommittee members volunteered to participate and guide the development of the updated Plan and are from the DHTS, NJMVC, NJDOT, and NJ State Police. The old Plan was reviewed as a starting point and provided background for the subcommittee members, some who did not participate in the development of the 2018 Plan. The subcommittee reviewed the information from the SHSP Breakout sessions and Emphasis Area Team meetings to understand what data gaps and needs were discussed by the stakeholders.

Task 1: Determine the current state of the data systems
The data system owners were asked to update the TRA Response to Recommendations and provide any additional information regarding their current data system(s) and current projects.

Task 2: Identify and prioritize current and new improvement projects
Through the development of the Strategic Action Plan, potential new projects were identified. The subcommittee reviewed the projects and developed a priority listing of those projects, noting those that would continue to be funded, new funding, or STRCC support.

In addition, with the update of the SHSP, other data projects may come out of the Data Emphasis Area Action Plan that could be incorporated into this Plan. Once the SHSP Data Action Plan is finalized, it will be reviewed for relevant action items for the STRCC.

Task 3: Prepare the Plan
The information gathered in Tasks 1 and 2 form the basis for the Plan. The Plan was drafted by the Chair of the STRCC, under the guidance of the Subcommittee. At the March 2020 quarterly meeting, the full STRCC was asked to provide input/feedback on the draft Action Plan. Revisions to the Plan were made and incorporated into the full plan. The draft plan was sent to the STRCC for review and comment. Once all comments were received, the final draft was sent to the STRCC along with a survey to approve the Plan. Aa listing of all committee members who voted on the Plan is provided at the end of this document.

Task 4: Implementation of the Plan
The Chair of the STRCC is responsible for monitoring the implementation and progress of each funded projects within the Plan. This will include a twice-yearly update of the milestones, timetables, and performance measures.

Emerging Issues

Autonomous Vehicle Technology: Although Highly Autonomous Vehicles (HAVs) are expected to significantly reduce the number of vehicle crashes over time, collisions and incidents involving HAVs are inevitable. Crash reporting is important for identifying safety concerns during testing and for establishing liability. During HAV testing in particular, it will be critical to obtain as much information as possible from HAV testers that can expand available data and understanding of how and why incidents and crashes occur. This will help improve system engineering, inform the possible need for regulation, facilitate assignment of liability, and increase public acceptance. At a minimum, the American Association of Motor Vehicle Administrators (AMMVA) recommends that HAV tester be required to submit "crash-related information and a summary of the manufacturer's analysis of the incident" for each crash that occurs.

The New Jersey Governor's AV Task Force's law enforcement subcommittee recognized the need to standardize procedures statewide for law enforcement officers to capture AV data information on crash reports. The STRCC will be tasked with conducting additional research on the practices being followed in other states and make detailed recommendations on how existing crash reporting protocols and forms should be modified moving forward.

Legalization of Recreational Marijuana: New Jersey will add a question to the November 3rd, 2020 ballot for legalizing recreational marijuana. The ballot measure would add an amendment to the state constitution that legalizes the recreational use of marijuana, also known as cannabis, for persons age 21 and older and legalizes the cultivation, processing, and sale of retail marijuana. The constitutional amendment would take effect on January 1, 2021. New Jersey would be the first state in the Mid-Atlantic Region to legalize marijuana.

Studies of marijuana-related motor vehicle crashes from other states' have shown inconsistent data with regard to the role marijuana has played in crashes and deaths.

The New Jersey State Police working with the NJ Division of Highway Traffic Safety will be preparing a drugged-driving report ahead of the potential recreational marijuana legislation in an effort to establish baseline data.

Update: In February of 2021, the Cannabis Regulatory Commission (CRC) was established with the task of creating the initial rules and regulations governing the recreational cannabis licensing process within six (6) months. Once the rules are adopted, the CRC will begin accepting and processing license applications within 30 days of the adoption. The CRC has 90 days to review and either accept or reject the application and an additional 30 days to issue a license. It is anticipated that the first sale of recreational cannabis will begin in early 2022.

Update: An in-depth fatal crash analysis is being prepared to determine a fatality baseline for drug involvement.

Update: NJDHTS will be beginning a "Public Mind" poll for traffic safety attitudes using the Cambridge Analytics firm.

Action Plan

Goal 1: Improve Data Quality

Improve the timeliness, accuracy, completeness and uniformity of traffic data collection.

Objectives	*Strategies/Action Steps*	*Performance Measures*	*Lead Organization/Agency*	*Attribute(s)*	*Status*
1.1 Implement Crash Records Electronic Data Transfer system (CREDTs) statewide by 2024.	1.a.1 Complete the development and deployment of CREDTs.	Number of law enforcement agencies using the CREDT system.	NJDOT	Timeliness Accuracy Completeness Uniformity	On-Going; Currently under testing with select PDs.
	1.b.1 Secure CREDTs Vendor Compliance with the implementation of validation rules.	Number of CREDTs Vendors in compliance with the rules.	NJDOT	Timeliness Accuracy Completeness Uniformity	Under discussion.
	1.c.1 Incorporate CREDTs training into the NJTR-1 training.	Number of law enforcement agencies using the CREDT system.	NJDHTS & Rutgers CAIT	Timeliness Accuracy Completeness Uniformity	Under consideration.
	1.d.1 Require PDs to verify the number of crashes that have occurred within their jurisdiction with the DOT on a monthly basis.	Number of law enforcement agencies submitting monthly reports.	NJDOT & NJSACOP	Timeliness Accuracy Completeness Uniformity	
1.2 Incorporate Autonomous Vehicle data on the NJTR-1 form by 2022.	1.a.2 Research other states' crash forms for best practices on capturing AV information.	Report on Best Practices.	STRCC	Completeness Uniformity	
	1.b.2 Revise the NJTR-1 form to reflect NJ AV Statute/Regulation when passed into law or develop an Annex Report to supplement the NJTR-1.	Revised NJTR-1 form available for use by law enforcement agencies.	STRCC (NJTR-1 Subcommittee)	Uniformity	NJTR-1 revised Jan. 2021; currently incorporated in the CREDTS system.
	1.c.2 Incorporate AV data collection into the NJTR-1 training.	Number of law enforcement agencies and officers trained.	STRCC (NJTR-1 Subcommittee) & Rutgers CAIT	Timeliness Accuracy Completeness Uniformity	Under development.
1.3 Improve the reporting of injury data on the NJTR-1 form by 2022.	1.a.3 Provide NJTR-1 training on the importance of providing consistent injury data.	Number of law enforcement agencies and officers trained.	NJDHTS & Rutgers CAIT	Timeliness Accuracy Completeness Uniformity	On-going.
1.4 By 2022, reduce the time for toxicology reports to be available for fatal crash input.	1.a.4 Work with the State Medical Examiners to develop a mutual solution for providing toxicology information in a timely manner (2018/19 reports).	Percentage of FARS reports with completed toxicology data in 3 months.	OAG	Timeliness Accuracy Completeness	Under discussion.

Goal 2: Improve Integration and Accessibility of Traffic Records.

Ensure that all traffic records datasets are integrated and accessible for end users.

Objectives	*Strategies/Action Steps*	*Performance Measures*	*Lead Organization/Agency*	*Attribute(s)*	*Status*
2.1 By the end of 2020, gain a full understanding of what datasets are currently integrated and accessible.	2.a.1 Work with NJOIT & NJDOT Data Warehouse to develop a report of the current state of the traffic records integrated datasets and what information is available.	Report Completed and shared with the STRCC.	STRCC	Integration and Accessibility	See 2.5
2.2 By the end of 2022, integrate traffic records datasets (crash, roadway, driver, vehicle, ems, citation/adjudication (see 2.5 below).	2.a.2 Develop a plan for the integration of datasets with expandability for additional datasets as is warranted and needed.	Action Plan Developed and shared with the STRCC.	NJDOT & NJOIT	Integration	See 2.5
	2.b.2 Expand the integration effort to include other relevant safety datasets as they become available and incorporate into the safety data portal (Motor Carrier, Trauma Centers, Demographics, (see 2.5 below)).	Number of datasets incorporated into the portal.	NJDOT & NJOIT	Integration	See 2.5
2.3 By the end of 2021, integrate EMS vehicle licensing, inspection, insurance and personnel data with the ePCR module.	2.a.3 Work with MVC to integrate EMS vehicle and personnel data.	Number of MVC records integrated into ePCR.	NJDOH & NJMVC	Integration	Complete
2.4 By the end of 2024, integrate drug-related datasets with other traffic records datasets.	2.a.4 Prepare a Drugged-Driving Baseline Report assessing the current state of drug-related crashes (prescription, opiates, holistic, overdoes, NARCAN administration, marijuana).	Report Completed and shared with the STRCC.	NJSP, NJDOH, NJDHTS	Integration	See 2.5
	2.b.4 Expand the data portal to include drug-related data (see 2.5 below).	Number of datasets incorporated into the portal.	NJDOT & NJDHTS	Integration	See 2.5
2.5 By 2025, create a Safety Data Resource Center to manage a safety data portal and provide accessibility.	2.a.5 Develop a vision, mission, and scope for the Safety Data Resource Center.	Action Plan developed.	NJDOT & NJDHTS	Integration Accessibility	Under discussion with CHOP.
	2.b.5 Identify data needs for data owners and users.	Action Plan developed.	NJDOT & NJDHTS	Integration Accessibility	See above.
	2.c.5 Develop, implement and	Functional portal in place by 2024.	NJDOT & NJDHTS	Integration Accessibility	See above.

	manage a safety data portal.				
	2.d.5 Develop guidance and training on available information from the portal.	Functional portal in place by 2024.	NJDOT & NJDHTS	Integration Accessibility	See above.

Strategic Plan Projects

The following table provides an overview of the STRCC Projects and the potential benefits of each project. A more in-depth description of the projects can be found at the end of this document.

Project Title	*Agency*	*Cost*	*Funding Source*	*Attribute* Benefit*	*Related Goal*
Crash					
Crash Records Electronic Data Transfer system (CREDTs)	NJDOT	$3,390,578	FHWA	T, Accu, C, U	1
Crash Analysis Tool (CAT)	NJDHTS	$225,000	405c	Acce	1
Data Analysis	RU CAIT	$125,000	405c	Accu	1
NJTR-1 Training	RU CAIT	$75,000	402	C	1
Safety Voyager	NJDOT	Unk	FHWA	Acce	1
Roadway					
Traffic Monitoring System	NJDOT	$12,000,000	FHWA	T, C, Int	1 & 2
Injury Surveillance					
Electronic Patient Care Reporting (ePCR)	DOH OEMS	$350,000	405c	T, C	1
EMS Licensing & Vehicle Mgmt System	OEMS	$126,350	tbd	Int	2
Citation/Adjudication					
Municipal Automated Complaint System	AOC	tbd	tbd	T, Acce	1
Driver					
Real ID State to State Integration	NJMVC	$596,143	tbd	T, Accu, C, Int	1 & 2
Vehicle					
Comprehensive System	NJMVC	tbd	tbd	T, Accu, C	1
FARS					
Toxicology Report Completion	OAG	tbd	tbd	T, Accu, C	1
Integration					
Traffic Records Integration	NJDOT & NJOIT	tbd	tbd	Int, Acce	2
Create a Safety Data Resource Center	NJDHTS & NJDOT	tbd	tbd	Int, Acce	2
Citation Data Integration	NJDHTS & AOC	tbd	tbd	Int, Acce	2

*Attribute: T = Timeliness; Accu = Accuracy; C = Completeness; Int = Integration; U = Uniformity; Acce = Accessibility

2017 Traffic Records Assessment (TRA) Update: TRA in 2022

New Jersey completed its most recent TRA in May 2017 with the following overview and recommendations. New Jersey will need to complete another TRA prior to July 2022.

NJ Traffic Records Assessment Module Score Breakdown

	Number of Questions	NJ Rating	54-State Average*
Overall	391	63.4%	65.0%
TRCC Management	19	84.7%	82.9%
Strategic Planning	16	69.8%	79.1%
Data Use & Integration	13	59.6%	60.8%
Crash	44	75.4%	72.3%
Vehicle	39	67.0%	65.0%
Driver	45	62.5%	66.9%
Roadway	38	73.0%	61.9%
Citation/Adjudication	54	58.5%	62.0%
EMS/Injury Surveillance	123	53.8%	59.7%

***includes NJ**

TRCC Management

Strengths:

- The State Traffic Records Coordinating Committee meets quarterly and has a large, diverse and active group of attendees. This avenue for communication and coordination forms the core of a successful traffic records system.

Recommendations: None

Considerations:

- The Charter should be signed by the heads of all agencies that house databases containing one of the traffic records system components.
- To ensure that support for the committee's work remains strong, the Charter should be updated and re-signed annually at the same time the Strategic Plan is updated.

Strategic Planning

Strengths

- The State was proactive in developing a survey to obtain input from system owners and data users to identify system deficiencies that might call for a project in the strategic plan.

Recommendations: None

Considerations:

- The TRCC should develop a process to identify and address technical assistance and training needs.
- The process used to develop the Strategic Plan was well thought out and effective; it should be documented in the Plan so that it can be used in the future.
- The Strategic Plan should be reviewed and updated annually.
- Project prioritization should not rely on cost and funding availability, but on the importance of and need for the project in light of data improvement.

Crash

The New Jersey centralized crash data system is the custodial responsibility of the New Jersey Department of Transportation's (NJDOT) Bureau of Transportation Data and Support (BTDS). Crash data is collected by State and local law enforcement agencies on the New Jersey Crash Investigation Report form (NJTR-1) using both electronic and paper processes. The BTDS receives an average of 320,000 crash reports per year that are processed, scanned, verified, and stored in the centralized crash data system. The data is used to identify problems, select and evaluate countermeasures, as well as describe the safety situation annually as documented in the Strategic Highway Safety Plan (SHSP).

Strengths:

- New Jersey has succeeded in implementing a well-designed procedure for detecting high frequency errors through the crash reviewer "verification" process.
- New Jersey revised and adopted a new crash form, "NJTR-1", and performed a MMUCC compliance review, providing a 10% improvement from the old form.

Recommendations:

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Advisory.
    - ***Response to Recommendation:*** Through the Electronic Data Transfer (EDT) contract with the NJDOT, updates to the crash data dictionary will be coordinated along with the development and deployment of the EDT system.

- Improve the interfaces with the Crash data system to reflect best practices identified in the Advisory.
    - ***Response to Recommendation:*** The Crash Data System currently interfaces internally with the NJDOT's Data Warehouse with the pavement, drainage, maintenance, congestion, bridge, and traffic systems. Externally the crash data is sent to the Enterprise Data Warehouse, overseen by the Office of Information Technology (OIT) where it interfaces with emergency medical services data and driver and vehicle data provided through the New Jersey Motor Vehicle Commission (NJMVC). Challenges exist for the DOT to interface with local agency data, but discussions are taking place with the state's three MPOs to develop a plan to collect and share information.

- Improve the data quality control program for the Crash data system to reflect best practices identified in the Advisory.
    - ***Response to Recommendation:*** The NJDOT is in the process of reviewing their existing performance measures for the crash data system and is anticipating developing additional

measures as well as continuing to utilize current ones. These will include measures for Crash Data Quality, Electronic Data Transfer, and Crash Records Verification.

Considerations:

- The State should update the crash system documentation and expand the data dictionary to include text-based descriptions of the data elements; this updated documentation could be included in a formal statewide Traffic Records Inventory.

Driver

The Driver file is in a single location that is in a database managed by the New Jersey Office of Information Technology (OIT), a facility shared by the New Jersey Motor Vehicle Commission (NJMVC). Conviction data (including those for DUI) is transmitted from the courts to the driver system and is linked though the drivers' license number.

Strengths

Recommendations:

- Improve the description and contents of the Driver data system to reflect best practices identified in the Traffic Records Program Advisory.
    - ***Response to Recommendation:*** Through the improvements and enhancements that NJMVC is making to move towards Real ID, they will consider this recommendation as they move forward.
- Improve the procedures/process flows for the Driver data system to reflect best practices identified in the Advisory.
    - ***Response to Recommendation:*** Through the improvements and enhancements that NJMVC is making to move towards Real ID, they will consider this recommendation as they move forward.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Advisory.
    - ***Response to Recommendation:*** Through the improvements and enhancements that NJMVC is making to move towards Real ID, they will consider this recommendation as they move forward.

Considerations:

- The State should develop a data quality management program for the driver system, with measures of data quality taken at regular intervals.

Vehicle

The New Jersey Motor Vehicle Commission (NJMVC) is the custodial agency of the State's vehicle data system in a single location, and vehicle reports can be retrieved using the VIN, Registration Plate Number and Driver/Owner Autopic or Corpcode. Driver and vehicle titles and registrations are separate databases in a Datacom DB relational system and are linked by connecting keys. No personal information is stored on the Vehicle database.

Strengths:

- The posting and removal of stolen vehicle flags, based on information from law enforcement meet the recommendations for Advisory ideal.

- The retention of brand histories reported from previous States of record meets the Advisory idea, and steps from initial titling and registration to final entry into the statewide vehicle system are documented in a process flow diagram.

Recommendations:

- Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - ***Response to Recommendation:*** NJMVC does not currently have the resources to implement the recommendation.
- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Advisory.
    - ***Response to Recommendation:*** NJMVC does not currently have the resources to implement the recommendation.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Advisory.
    - ***Response to Recommendation:*** NJMVC does not currently have the resources to implement the recommendation.

Considerations:

- Prior to the vehicle system upgrade, baseline performance measures for vehicle data quality attributes should be developed and performance levels determined, so that improvements from the system upgrade can be documented.

Roadway

The New Jersey Department of Transportation's Bureau of Transportation Data and Support is the custodial agency that collects and maintains roadway data. They develop and maintain the Straight Line Diagram (SLD) which is the main reference for the State's centerline roadway inventory. The SLD was originally designed as a planning tool, but has become a standard information platform for many other purposes within and outside the NJDOT, including engineering, maintenance and operations. Consultants collect information on a yearly basis to populate the SLD which includes the roadway features and characteristics. All state highways, county 500 routes, many county 600 and 700 routes and some local roadways are available in the SLD.

BTDS is also responsible for administering NJDOT's Traffic Monitoring Program, which is in compliance with Federal regulations and guidelines. The program includes the collection, processing, summarization, and reporting of traffic count data along New Jersey's roadways. This program consists of continuous and short-term elements. Both of these elements are conducted by BTDS in accordance with the FHWA Traffic Monitoring Guide (TMG) and the American Association of State Highway and Transportation Officials (AASHTO) Guidelines for Traffic Data Programs. The traffic counting program is designed to utilize, at a minimum, 48-hour short-term counts to produce estimates of Annual Average Daily Traffic (AADT).

Strengths

- All roadway data is linked and the State has developed a warehouse which can be queried.
- The State collects the majority of MIRE Fundamental Data Elements on all public roads.

Recommendations:

- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - ***Response to Recommendation:*** The NJDOT is in the process of reviewing their existing performance measures for the roadway data system and is anticipating developing additional measures as well as continuing to utilize current ones. The NJDOT is planning to issue a new contract to improve its existing Linear Referencing system. The goal is to make compatible with NJOIT centerline model. The NJDOT is also working with the three MPOs to collect data at the county and local levels to incorporate into the SLD for a more complete and accurate assessment of all public roadways.

Considerations:

- The guidelines and processes for data collection should be formalized and included in the Roadway system data dictionary.
- The State should review the Data Capabilities Assessment conducted by the FHWA and incorporate suggested improvements into the Strategic Plan.
- State engineers should work with local entities, through the TRCC, to develop methodologies to capture 100 percent of public roadway data.

Citation/Adjudication

The New Jersey Administrative Office of the Courts (AOC) has developed the Automated Traffic System (ATS) and Automated Complaint System (ACS) that serve as the point of entry for traffic and criminal complaints. The ATS/ACS applications capture the court disposition information for each offense entered into the system. The disposition information is transmitted electronically to the New Jersey State Police (NJSP), the Motor Vehicle Commission (NJMVC), and other State agencies. As a result, all citations can be tracked from issuance to posting of convictions on the driver file.

Strengths

- The Judiciary has developed a single, interoperable case management system for all municipal courts within the State that contains data on all traffic violations, the Automated Traffic System.

Recommendations:

- Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - ***Response to Recommendation:*** This recommendation references several national organizations and databases that provides guidance on ideal practices or receive/report data on a state and national levels but which were not reflected in the responses in the TRA. The following information is provided on NJ's participation with those organizations:
        - Uniform Crime Reporting Program (UCR) – The NJ State Police Uniform Crime Reporting Unit is responsible for reporting crime information in accordance with the Federal Bureau of Investigations (FBI) standards;

- National Crime Information Center (NCIC) – The NJ State Police State Bureau of Identification is responsible for receiving, verifying, coding, processing, and dissemination of all criminal history record information utilized by criminal justice agencies for criminal justice purposes and noncriminal justice agencies for licensing/employment purposes;
- National Incident-Based Reporting System (NIBRS) – The NJ State Police Uniform Crime Reporting Unit utilizes the NIBRS standards, manuals, and guidance to provide incident information to this national database;
- National Law Enforcement Telecommunications System (NLETS) – The NJ State Police Criminal Justice Information System Control Unit is designated as the Control System Agency (CSA) by the FBI, and provides statewide management to criminal justice users with respect to CJIS data. The system consists of over 900 criminal justice agencies and provides users with computerized data from the New Jersey Motor Vehicle Commission (NJMVC), National Crime Information System (NCIC), and the National Law Enforcement Telecommunications system (NLETS);
- National Information Exchange Model (NIEM) Justice – The NJ State Police has led this effort by using a standards-based approach to information sharing challenges with over 500 police agencies within the state. Beginning with Global Justice XML Data Model (GJXDM) and then incorporating NIEM, the state was able to accommodate many different industry solution providers fairly. New Jersey created an Information Exchange Package Document (IEPD) and a set of Data Sharing Extract Guidance rules to help facilitate the exchange of data (consisting mostly of CAD and RMS excerpts) for the Statewide Master Name Index called NJ-Data Exchange;
- The State is aware of the National Center for State Courts (NCSC), Global Justice Reference Architecture (GRA), and the Model Impaired Driving Records Information System (MIDRIS) guidelines and specifications and will look to incrementally review and incorporate these as funding warrants.

EMS/Injury Surveillance

The pre-hospital data collection system is managed by the New Jersey Department of Health Office of Emergency Medical Services. Paper reports are not accepted into the State file, but since NJ is not a mandatory reporting State only 80% of all EMS responses are captured and submitted electronically. The State system is NEMSIS 2.2.1-compliant and advancements are underway with approximately 75% of all agencies using NEMSIS 3.4. All data collection software systems are also NEMSIS-compliant and incorporate edit checks and validations to ensure that the data falls within acceptable parameters. The NJ Bridge Data Base provides an interface between EMS and hospital data systems; it also functions to track record submissions, both initial and upon correction and resubmission.

<u>Strengths</u>

- There is a sound feedback loop between the users and data collectors, as well as performance reporting to submitting agencies from the State. All these processes are clearly documented, including process flows.

Recommendations:

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - ***Response to Recommendation:*** At the time of the TRA, an interface with NJ's Trauma Registry did not exist. As of this writing a pilot program with one Trauma Center has been on-going with reported successful results. The Registry has received grant funding to further advance this initiative to other Centers around the state.

- Improve the data quality control program for the Injury Surveillance systems to best reflect practices identified in the Traffic Records Program Assessment Advisory.
    - ***Response to Recommendation:*** At the time of the TRA, the OEMS did not regularly post their performance measures. Beginning in the fall of 2017, monthly performance measures are posted to the agency's website (http://www.state.nj.us/health/ems/) and capture the following measures:
        - Agency response times by county for EMS, ALS (Advanced Life Support) and BLS (Basic Life Support)
        - Total EMS, ALS, and BLS calls per county
        - Call Types by county
        - Top 5 call types by county

Data Use & Integration

Strengths

- The New Jersey Office of Information Technology is developing a contract which will facilitate electronic submission of crash reports by various law enforcement agencies which will allow use of edit checks and validation rules to provide timely feedback to reporting officers.
  2020 Update: The NJDOT is currently the project manager for the Electronic Data Transfer (EDT) project.

Recommendations:

- Improve the traffic records system capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.
    - ***Response to Recommendation:*** Currently the Data Warehouse overseen by the Office of Information Technology (OIT) comprises the crash, EMS, motor vehicle inspection and driver information data systems. There are no current efforts to include additional data systems at this time.

Continuation Projects

Crash Records Electronic Data Transfer system (CREDTs)

Owner: New Jersey Department of Transportation
Cost: $3,390,578
Description: The new Crash Records Electronic Data Transfer System (CREDTs) is designed to consider best practices in security, data privacy, and database management. It will phase out the paper version of the NJTR-1 (crash report) and enable new functionality via a cloud-based web application. The most up to date data will be available to local police governments and the State within 24 hours via the website. Also, it will capture the geographical location of a crash with minimal user input.

This project will consist of four (4) Phases. In Phase One, the Vendor will design and develop all aspects of the new CREDTs based on the requirements set forth by the State. In Phase Two, the Vendor will deliver technical components of the System. Phase One and Phase Two will be completed by the Vendor within two (2) years. Phase Three will include system testing, deployment, and training the users of the System. The Vendor will complete Phase Three in one (1) year. In Phase Four the Vendor will manage and improve the System for a period of two (2) years.

Performance Attributes: System under development

Measure:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2018**	**2019**	**2020**	**2021**	**2022**
	*System Under Development	Project Initiation				
		Phase One: Design & Development	**Phase One**: Design & Development			
			Phase Two: Digital NJTR-1 Database Component Server Side & Web Services Components Mobile Application Web Application	**Phase Two**: Digital NJTR-1 Database Component Server Side & Web Services Components Mobile Application Web Application	**Phase Three**: Testing & Deployment ***Production Deployment July 2021***	**Phase Three**: Testing & Deployment

Crash Records Verification

Owner: New Jersey Department of Transportation
Cost: $2,100,000 HSIP
Description: This program at the DOT provides for the input and verification of crash report from all law enforcement agencies. Currently, 60% of the reports are hard-copy reports that are sent to a third-party vendor for scanning and keying, while another 25% are digitally uploaded directly to the vendor for keying only. The remaining 15% are submitted electronically by NJ State Police. All report data from both SP and local agencies, are returned to the DOT for verification of information. Crash Verifiers (CV) will correct known errors (day, date, etc.) and standardize data (such as location of the crash) before the completed crash form is moved to the Accident Records Database (ARD). CV process approximately 320,000 records per year.

Performance Attributes: Timeliness, Accuracy, Completeness

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Timeliness	Improve the amount of time it takes to process records; from the date of the crash to the date available for analysis in the ARD.	60 days	55 days	50 days	45 days	40 days
Accuracy	% of crash records with accurate locations	60%	65%	70%	75%	80%
Completeness	% of NJTR-1 forms entirely completed	60%	65%	70%	75%	80%

Traffic Monitoring Systems

Owner: New Jersey Department of Transportation
Cost: $12,000,000
Description: This program at the DOT provides for the collection of essential traffic and roadway inventory data including traffic counts, vehicle classifications, truck weights, roadway video, automated mapping and various other geographical information system activities. Included in this item are the construction, reconstruction and restoration of Traffic Monitoring Systems (TMS) and continuous traffic counting installations; and acquisition of equipment to upgrade and to replace equipment which has failed. Site selection is made in accordance with federal requirements for the Traffic Monitoring Guide and the NJDOT's Traffic Monitoring System implementation plan that has been approved by the Federal Highway Administration. Funding is used for professional services to carry out the short-term traffic monitoring program, updates of the Straight Line Diagrams; local road inventory database updates; for construction services for a contractor to replace in-road traffic monitoring sensors; to continue Data Warehouse Maintenance activities; and to initiate/update a Roadway Digital Imaging Program.

Performance Attributes: Completeness, Accuracy, Integration

Measures: ***Please note that these measures are contingent upon funding availability.****

Weigh-In-Motion

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Completeness	% of WIM stations restored on Rt. 295 (mp 2.9)	100%				
	% of WIM stations restored on Rt. 287 & Rt. 80			50%	100%	
Integration	% of WIM stations connected to a cloud-based system		50%	100%		
	% of non-intrusive volume counters (100 locations) installed on lower functional class routes			50%	100%	

AADT Collection for MIRE

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Completeness	% of AADT values collected	10%	30%	50%	70%	90%

NJ Roadway Linear Referencing System

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Accuracy	% of mileposts adjusted for drift	10%	20%	30%	40%	50%
	% of road centerline miles compatible with the NJOIT system		10%	20%	30%	40%

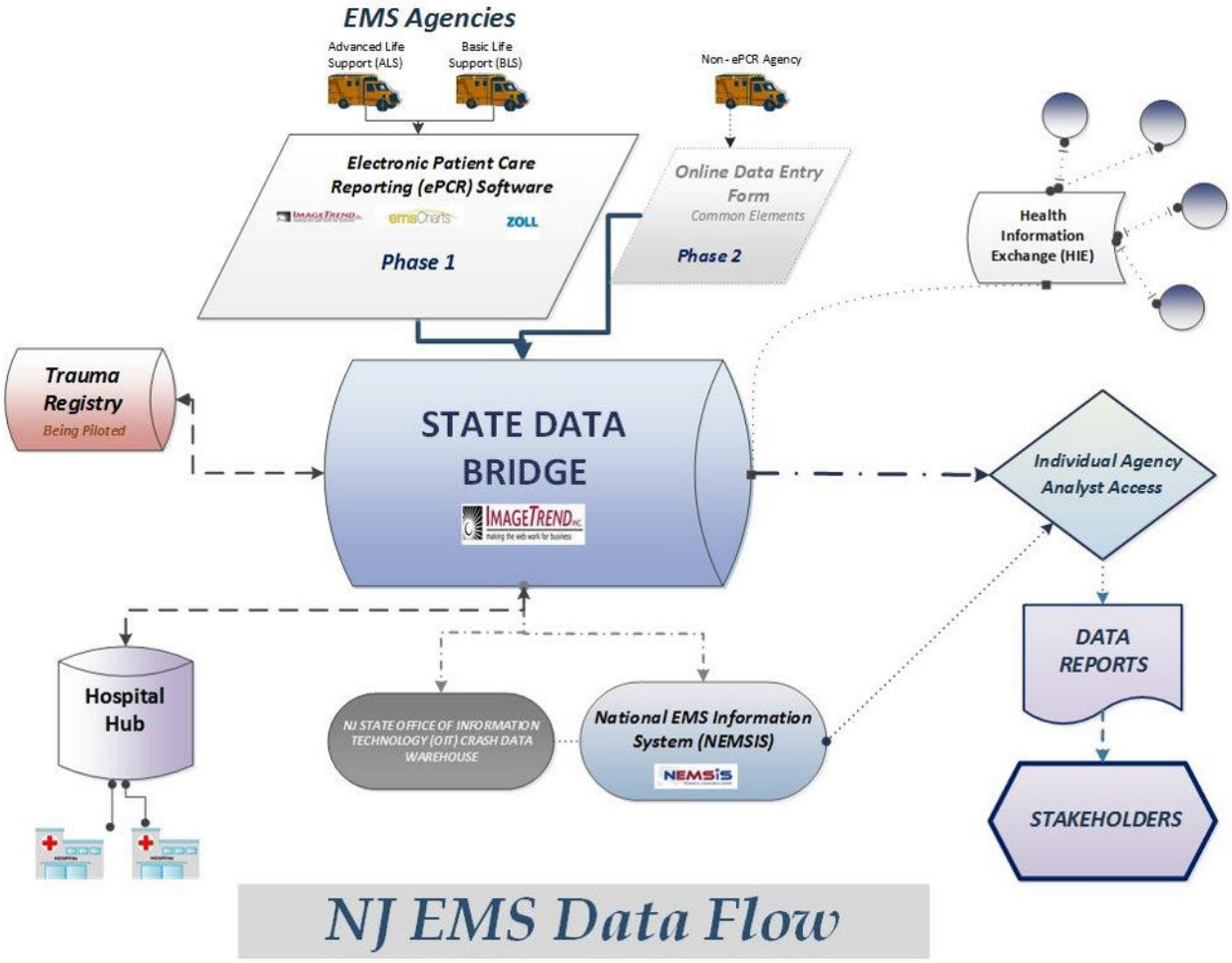
Model Inventory Roadway Elements (MIRE) – Fundamental Data Elements (FDE)
Data Collection Program

The FHWA has required that each state "incorporate specific quantifiable and measurable anticipated improvements for the collection of MIRE fundamental data elements into their Traffic Records Strategic Plans." The NJDOT's BTDS currently collects many of the required MIRE elements and has developed a plan for the collection and/or update of the remaining required elements. The following elements will be collected in the short-term (1-3 years):

- 18. Direction of Inventory
- 120. Unique Junction Identifier
- 122. Location of Identifier for Road 1 Crossing Point
- 123. Location of Identifier for Road 2 Crossing Point
- 126. Intersection/Junction Geometry
- 131. Intersection/Junction Traffic Control
- 178. Unique Interchange Identifier
- 182. Interchange Type
- 195. Roadway Type at Beginning of Ramp Terminal
- 199. Roadway Type at Ending of Ramp Terminal
- 201. Location of Roadway at Ending of Ramp Terminal

Electronic Patient Care Reporting (ePCR)

Owner: New Jersey Department of Health, Office of Emergency Medical Services
Cost: $350,000 NHTSA 405c
Description: The Department of Health, Office of Emergency Medical Services continued to implement electronic patient care reporting (ePCR) for mobile intensive care programs. Prior to the ePCR program, all patient data was collected individually by multiple organizations either manually or through unlinked desktops and servers. With the ePCR program, patient and circumstantial data is collected through tablet personal computer devices by the Advanced and Basic Life Support providers who are the first responders. As the National Emergency Medical Services Information System (NEMSIS) data element-based files are completed, the information is transferred via Wi-Fi, in near real-time, to the receiving hospital (through the EMS Data Repository) so all relative data to the patient and their injuries are available regardless of the EMS agency's ePCR vendor. Within the EMS Data Repository, EMS providers (providing full transparency) as well as the NJ Division of State Police, NJ Department of Transportation, NJ Motor Vehicle Commission and other agencies can access the data for report purposes. In essence, all patient information is captured electronically as one chart at the site of the injury, shared with any treatment facility, updated to those facilities and used by multiple State and federal agencies to produce their required reports. The State also utilizes the most current version of NEMSIS data dictionary to define elements contained in the EMS patient care record. The transitioning to the EMS Data Repository in 2016 has allowed for more accurate and detailed analysis of EMS data as well as expansion of available data elements to include all NEMSIS national elements. The total number of records transmitted to the EMS Data Repository increased by 20.6 percent (from 1,329,439 in 2016 to 1,635,312 in 2020). Also, the average number of days for the data to be entered decreased from 24 to 2.6 for the same time period. The below graphic depicts the flow of EMS data.



Performance Attributes: Timeliness, Completeness

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Timeliness	# of days from event date to available data	4.1	3.5	3	2.5	2
Completeness	# of NEMSIS v3 EMS records in the data warehouse	2,155,247	3,250,000	4,500,000	6,000,000	7,500,000
Completeness	# of agencies reporting	65%	75%	85%	95%	100%

Municipal Automated Complaint System (MACS)

Owner: Administrative Office of the Courts

Cost: Not provided at this time

Description: This system is currently being developed and implemented by the Administrative Office of the Courts as the next generation of the Automated Traffic System/Automated Complaint System (ATS/ACS) currently in place to handle parking and traffic matters and disorderly persons, local ordinance violations, weights and measures, etc. MACS is a Windows-based system with some of the ATS/ACS applications have already been replaced by MACS; MACS will fully replace the ATS/ACS system in the future. This application is also being built up to eventually replace the Promis Gavel (PG) system; the system currently being used by the Superior Court Criminal Division. This will enable seamless movement of cases between the municipal and superior courts.

Performance Attributes: None established at this time

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Completeness	% of violations in the system	40%	60%	80%	100%	100%

Real ID – State to State Verification (S2S)

Owner: New Jersey Motor Vehicle Commission

Cost: $596,143 NHTSA 405c

Description: MVC will be joining a new data exchange program, called the State-to-State (S2S) Verification Service, as part of its strategic efforts to become federally compliant with the Real ID Act of 2005. The State-to-State (S2S) system, for which MVC seeks funding, references a verification service that is being developed as the largest project within the Real ID program requirements. The verification service satisfies provision number 37.13(b)(5), which requires compliant states to electronically verify a customer's presented DL or ID with the State of issuance. The S2S service will be built on the existing CDLIS 5.3 platform and AAMVAnet infrastructure, and will provide the following benefits:

1. Enables a State to determine if a person holds a DL/ID card or a REAL DL/ID card in another State.
2. Limits a person to one DL/ID card or a REAL DL/ID card among participating states.
3. Enables a State to send a request to another State to terminate a DL/ID
4. Enables states to comply with interstate driver-related compacts, through the exchange of non-CDL related information.
5. Benefactors: NJ State Police, NJAOC, NJ Traffic Officers Assoc., FHWA, NHTSA, FMCSA, NJMVC, and other participating state law enforcement entities.

There are several known costs to the MVC to join the S2S system. The first known item is the implementation fee to AAMVA for hosting the MVC as a participating state. Implementation will include compliance testing costs and any hardware costs needed to join the system. The second known cost to MVC is the fixed monthly fee that all participating states will pay to maintain and support the ongoing system. And, the third known cost is the per-driver fee. This fee is a

transaction cost charged for each verification to determine if a driver applicant in NJ has a duplicate record or commercial driver record in another S2S participating state. First year estimates for New Jersey include for following:

1. S2S implementation fee = $96,331 One-time fee
2. S2S fixed monthly fee = $29,651 fee which is the same for all participating states
3. S2S monthly driver fee = $.072 x the number of transactions performed each month. 166K/month = $12K per month.

There will also be additional implementation costs that are not included here, such as the cost to change the Agency DL/ID issuance business process, the internal modification of MVC's IT processing system that will integrate with the S2S system, and additional hardware and other project management costs. MVC estimates an additional $1,500,000 for these cost items, based on similar projects conducted by other states that have already joined S2S.

Performance Attributes: None established at this time

Measure:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Accuracy	# of applicants verified in the system			**0***		
* project estimated to begin						

FMCSA Commercial Driver's License (CDL) Drug and Alcohol Clearinghouse

Owner: Motor Vehicle Commission

Cost: No estimate at this time

Description: The Federal Motor Carrier Safety Administration (FMCSA) Final Rule 49 CFR parts 382, 383, 384, and 391 establishes a Commercial Driver's License (CDL) Drug and Alcohol Clearinghouse. The FMCSA Commercial Driver's License Drug and Alcohol Clearinghouse final rule mandates the establishment of a database that contains information about violations of FMCSA's drug and alcohol testing program for CDL holders. New Jersey will be required to query the Clearinghouse, to determine if an applicant is qualified, before issuing a new, renewed, upgraded or transfer of a CDL. The FMCSA will work with the State Driver Licensing Agencies (SDLA) to develop an automatic, electronic query system. The effective date of the final rule was January 4, 2017 and the compliance date is January 6, 2023.

At this time, no project details for this requirement have been released by FMCSA. Inclusion of this project into the 2020 Strategic plan serves to capture MVC anticipated efforts.

Performance Attributes: None established at this time

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**

None Established at this Time

Comprehensive Vehicle System

Owner: New Jersey Motor Vehicle Commission

Cost: Unknown at this time

Description: The Comprehensive System for vehicle information is currently undergoing an upgrade to enhance the capabilities for the processing and managing the large volume of data for vehicles within the State.

Performance Attributes: None established at this time

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**

None Established at this Time

Entry-Level Driver Training (ELDT)

Owner: New Jersey Motor Vehicle Commission

Cost: Unknown at this time

Description: Once operational, the Federal Motor Carrier Safety Administration (FMCSA) Training Provider Registry will retain a record of which CDL applicants have completed the new training and certification process outlined in the ELDT regulations. FMCSA's ELDT program sets the baseline for training requirements for entry-level drivers. This includes applying to:

- Obtain a Class A or Class B CDL for the first time;
- Upgrade an existing Class B CDL to a Class A CDL;
- Obtain a school bus (S), passenger (P), or hazardous materials (H) endorsement for the first time.

The ELDT regulations are not retroactive; the entry-level driver training requirements do not apply to individuals holding a valid CDL or an S, P, or H endorsement issued prior to February 7, 2022.

Any individual who meets on of the exceptions for taking a skills test in 49 CFR Part 383 is also exempt from the ELDT requirements. The ELDT Regulations are as follows:

- 49 CFR Part 380 Subpart F: Entry-Level Driver Training Requirements On and After February 7, 2022;
- 49 CFR Part 380 Subpart G: Registry of Entry-Level Driver Training Providers
- 49 CRF § 383.71: Driver Application and Certification Procedures
- 49 CRF § 383.73: State Procedures
- 49 CRF § 384.230: Entry-Level Driver Certification

Performance Attributes: None established at this time

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**

None Established at this Time

NJ Crash Analysis Tool (NJCAT)

Owner: New Jersey Division of Highway Traffic Safety

Cost: $300,000 NHTSA 405c

Description: New crash analysis software, known as the *Crash Analysis Tool*, was created and developed from a model used at the Utah Department of Transportation. This tool is housed at the Center for Advanced Infrastructure and Transportation (CAIT) at Rutgers University and is used to provide information to transportation safety users. The Crash Analysis Tool is a powerful analysis tool designed to allow engineers, planners, designers, and executives to perform analysis, reporting, and crash data review in one streamlined, easy to use platform. The tool allows merging of multiple data sets including crash data, roadway data, and various safety layers for a seamless experience, referencing data from various sources and using it to make data driven decisions regarding roadway safety. The tool includes the ability to quickly identify crash patterns, drill down within the data and analyze segments at varying levels.

Performance Attribute: Accessibility

Measure:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Accessibility	# of registered users	472*	525	575	625	675

* as of 3/18/20

Update: 547 Users as of 5/5/21

NJTR-1 Training

Owner: Rutgers University, Center for Advanced Infrastructure and Transportation (CAIT)
Cost: $75,000 NHTSA 402
Description: The Motor Vehicle Crash Report (NJTR-1) collects a large volume of data for all reportable crashes (270K+/Year). Needed training and education is provided to law enforcement agencies on the proper methods of collecting data to ensure the most accurate and complete reports are received. Police officers receive a 5-hour training session on how to properly complete the NJTR-1 crash report. These workshops have increased the overall accuracy and completeness of crash reports that are submitted to the state for processing. The workshop serves as a valuable event where common problems found in the database are addressed, and each year the lessons are modified to target the criteria in the reports that are commonly misused or require additional clarification. Attendees are provided with a flash drive that contains an interactive program on the NJTR-1 that covers each area of the report followed by a quiz for each section. Participants are encouraged to make this software available to the officers in their respective departments, thus broadening the reach of the NJTR-1 training. Starting in 2020, three training sessions have been added that are targeting specific police agencies to further continue accurate and complete data. It is anticipated that new training will be added to this effort when the Electronic Data Transfer (EDT) program goes into effect and Autonomous Vehicle data is collected.

Performance Attribute: Completeness

Measure:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Completeness	# of training sessions performed	15	15	15	15	15

Proposed New Projects

Safety Data Resource Center

Owner: New Jersey Department of Transportation
Cost: Unknown at this time
Description: It is proposed to develop a central repository for the state's traffic safety data which would include crash, driver, vehicle, citation, ems and roadway information as well as other health data, vital statistics, drug-related, commercial vehicle, and other data as it becomes available. The Center will develop a data portal for users to access information and develop reports; provide training on the use of the data portal; and prepare guidance on data uses.

Update: On-going discussions with the Children's Hospital of Philadelphia (CHOP) on collaborating with them with their NJ – Safety and Health Outcomes (NJSHO) data warehouse.

Performance Attributes: None established at this time.

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	Measure	2020	2021	2022	2023	2024

None Established at this Time

Citation Data Integration

Owner: Administrative Office of the Courts and DHTS
Cost: Unknown at this time
Description: One vital component of a traffic records system is understanding what citations are being written and how they are eventually adjudicated by the courts. The integration of this data with crash data will provide an opportunity for safety professionals and law enforcement to target resources to locations that are experiencing an over-representation of crashes and traffic offenses.

Performance Attributes: Accessibility

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	Measure	2020	2021	2022	2023	2024

None Established at this Time

Licensing and Vehicle Management System

Owner: Department of Health, Office of Emergency Medical Services
Cost: $126,350 Annual Maintenance after Year One: $82,600
Description: The New Jersey Department of Health Office of Emergency Medical Services will develop and implement the electronic licensing and vehicles management system. This platform will provide the Department with resources needed to ensure public health and safety by identifying vehicle and passenger safety hazards. This is accomplished by conducting Department of Health ambulance vehicle inspections ensuring regulatory compliance and entering the results into the licensing and vehicles management system. This information is then evaluated through automated reports that highlight high risk regulatory and motor vehicle violations such as missing child passenger restraint safety devices, motor vehicle inspection compliance, and vehicles' mechanical safety risk. This information can be utilized to improve regulatory compliance and develop new standards for safety in the pre-hospital environment

Performance Attribute: Integration

Measures:

		Baseline	Goal	Goal	Goal	Goal
Attribute	**Measure**	**2020**	**2021**	**2022**	**2023**	**2024**
Integration	# of penalties issued for safety violations	Begin Implementation	Rollout	Increase penalties by 10%	Increase penalties by 10%	Increase penalties by 10%

New Jersey
Statewide Traffic Records
Coordinating Committee (STRCC)

Charter

Mission Statement

In support of New Jersey's Highway Safety Plan and the Strategic Highway Safety Plan, coordinate through its member agencies a forum for the creation, implementation, management and dissemination of useful traffic records information to aid decision-makers working to reduce and eliminate transportation-related fatalities and injuries on New Jersey's roadways.

Authority

The STRCC includes agency representatives involved in highway safety, highway infrastructure, law enforcement and adjudication, public health, injury control, and motor vehicle and driver licensing. The Committee will:

a. Provide a forum for the discussion of highway safety data and traffic record issues and report on any such ideas to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records;
b. Consider and coordinate the views of organizations in the State that are involved in the administration, collection and use of highway safety data and traffic records systems;
c. Represent the interests of the agencies and organizations within the traffic records systems to outside organizations;
d. Review and evaluate new technologies to keep the highway safety data and traffic records systems up to date;
e. Develop a Traffic Records Strategic Plan that:
    - Identifies and addresses existing deficiencies in the State's highway safety data and traffic records systems;
    - Specifies how deficiencies in the systems are identified;
    - Prioritizes the needs and sets goals for improving the systems;
    - Identifies performance-based measures by which progress toward those goals will be determined; and
    - Specifies how the State will use federal funds and other funds of the State to address the needs and goals identified in its Strategic Plan.

Duties and Responsibilities

The duties of the STRCC include but are not limited to:

a. Approving the Traffic Records Strategic Plan;
b. Providing the coordination support for the various projects within the Traffic Records Strategic Plan;
c. Providing direction and oversight for the Traffic Records Strategic Plan;
d. Providing leadership and direction to traffic records projects;
e. Forming technical subcommittees as appropriate;
f. Obtaining input from various agencies and organizations to identify and coordinate data collection and analysis tools.

Eric Heitmann

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Eric Heitmann
Governor's Representative for
Highway Safety
Director for the NJ Division of
Highway Traffic Safety

Approval of the STRCC Strategic Plan 2020		Yes	No	Abstain
Malathi Aarkoti	NJ Dept. of Health Office of Emergency Medical Services			
Robert Agos	Office of Information Technology			
El-Rhonda Williams Alston	NJ Motor Vehicle Commission			
Rob Babitz	NJ State Police	X		
Kevin Bartels	NJ State Police	X		
Allison Beas	National Highway Traffic Safety Administration			
Renee Blackburn	National Highway Traffic Safety Administration	X		
Stephen Choborda	NJ Dept. of Transportation	X		
Robert Clarke	South Jersey Transportation Planning Organization	X		
Joseph Costello	Federal Motor Carrier Safety Administration	X		
Michael Cox	NJ Motor Vehicle Commission	X		
Dan Engelhardt	NJ State Police	X		
Gabrielle Fausel	North Jersey Transportation Planning Authority			
Thomas Fitzgerald	NJ Office of Information Technology			
Tim Franco	NJ Police Traffic Officers Assn	X		
Sascha Frimpong	North Jersey Transportation Planning Authority			
Layla Fryc	NJ Turnpike Authority			
Bob Gaydosh	NJ Division of Highway Traffic Safety	X		
Keith Hamas	North Jersey Transportation Planning Authority	X		
Eric Heitmann	NJ Division of Highway Traffic Safety	X		
Mohammad Jalayer	Rowan University	X		
Aimee Jefferson	North Jersey Transportation Planning Authority			
Shari Leichter	NJ Motor Vehicle Commission	X		
Janet Leli	Rutgers University Local Technical Assistance Program	X		
Dave Maruca	Rutgers University Local Technical Assistance Program	X		
Rita Masiello	NJ Dept. of Health Office of Emergency Medical Services	X		
Lori McTamney	NJ Fatal Accident Reporting System			
Nicole Minutoli, Esq.	NJ Dept. of Transportation			
Christine Mittman	North Jersey Transportation Planning Authority			
Kevin Murphy	Delaware Valley Regional Planning Commission	X		
Patricia Newton	North Jersey Transportation Planning Authority			
Edward O'Connor	NJ Division of Highway Traffic Safety	X		
Debra Orzol	NJ Dept. of Transportation	X		
Jeffrey Perlman	North Jersey Transportation Planning Authority			
Jason Piotrowski	NJ State Police	X		
Robert Porreca	NJ Motor Vehicle Commission	X		
Lisa Reil	NJ Fatal Accident Reporting System	X		
Mike Rizol	NJ State Police	X		
Nick Schock	NJ Police Traffic Officers Assn	X		
Tim Seplaki	NJ Dept. of Health Office of Emergency Medical Services	X		

Approval of the STRCC Strategic Plan 2020				
		Yes	**No**	**Abstain**
Keith Skilton	Federal Highway Administration	X		
Elisabeth Smith	NJ Dept. of Transportation	X		
Steven Somogyi	NJ Administrative Office of the Courts			
Paul Thomas	NJ Dept. of Transportation	X		
William Yarzab	North Jersey Transportation Planning Authority	X		
Chris Zajac	NJ Dept. of Transportation	X		