State of New Mexico

Traffic Records Assessment

June 14, 2021

National Highway Traffic Safety Administration

Technical Assessment Team

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Introduction

New Mexico has made great strides in improving its Traffic Records System over the past five years. The State should be pleased with its progress, showing marked improvement across Advisory ideals. This clearly demonstrates the New Mexico traffic safety community's commitment to traffic records and its dedication to saving lives and reducing injuries on New Mexico roads.

The Traffic Records Coordinating Committee (TRCC) and State Traffic Records Executive Oversight Committee (STREOC) appear to be functioning well and could serve as a model for other States. This was evidenced by the high level of participation and interest by State-level stakeholders throughout this traffic records assessment process and during the introductory and mid-assessment meetings. The participation levels from the New Mexico team were quite impressive.

Excellent analysis and data integration is being performed by the University of New Mexico Geospatial and Population Studies Traffic Research Unit. As the State's data governance process evolves, there is an opportunity to improve interfaces across traffic records systems. Dialogue and ideas on this topic from TRCC stakeholders should be shared with those working on the implementation of the new data governance initiative. New Mexico has made great advancement in transitioning the collection of crash data from paper to electronic, an admirable accomplishment for the State. Efforts to achieve a complete transition to electronic crash reporting should continue. The new Tapestry system has dramatically improved the sophistication of New Mexico's driver and vehicle systems and is a positive step forward in improving the quality of driver and vehicle data collected and maintained by the State. Consideration should be given to expanding the use of Injury Surveillance Systems in support of highway safety programs. This is another area where discussions among TRCC members can help formulate ideas on how best to leverage data collected by these systems to benefit the State's highway safety community.

There is an opportunity across all of New Mexico's traffic records systems to improve the existence and availability of traffic records systems documentation including data dictionaries, process and workflow charts, and user manuals. Such documentation is important and necessary to assist users with proper data collection methods and data analysis techniques, fostering accurate and reliable information from which to make traffic safety decisions. New Mexico should continue with its development of a Data Management Plan which will benefit all stakeholders and establish performance metrics for the State's Traffic Records systems. While many of the State's systems have a strong set of validation rules and edit checks in place, that is not a substitute for monitoring data quality through a meaningful performance measures program. Establishing useful data quality performance measures for traffic records systems is something that is a struggle for many States. New Mexico has a sound plan for addressing this issue and should focus on following through and seeing the Data Management Plan project to its conclusion and implementation.

There are many areas where New Mexico has made substantial progress with transitioning paper-based processes to electronic and improving data accessibility and traffic records system efficiency. New system implementations in several agencies replacing legacy systems are prodigious improvements. Though there are still areas where there are opportunities for improvement, particularly in the areas of performance metrics, system and process documentation, and interfacing and integration across traffic records systems. Overall, New Mexico should be satisfied with the progress they have achieved in advancing their Traffic Records System since the last assessment.

Assessment Results

A traffic records system consists of data about a State's roadway transportation network and the people and vehicles that use it. The six primary components of a State traffic records system are: Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Quality traffic records data exhibiting the six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—is necessary to improve traffic safety and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. Continued application of data-driven, science-based management practices can decrease the frequency of traffic crashes and mitigate their substantial negative effects on individuals and society.

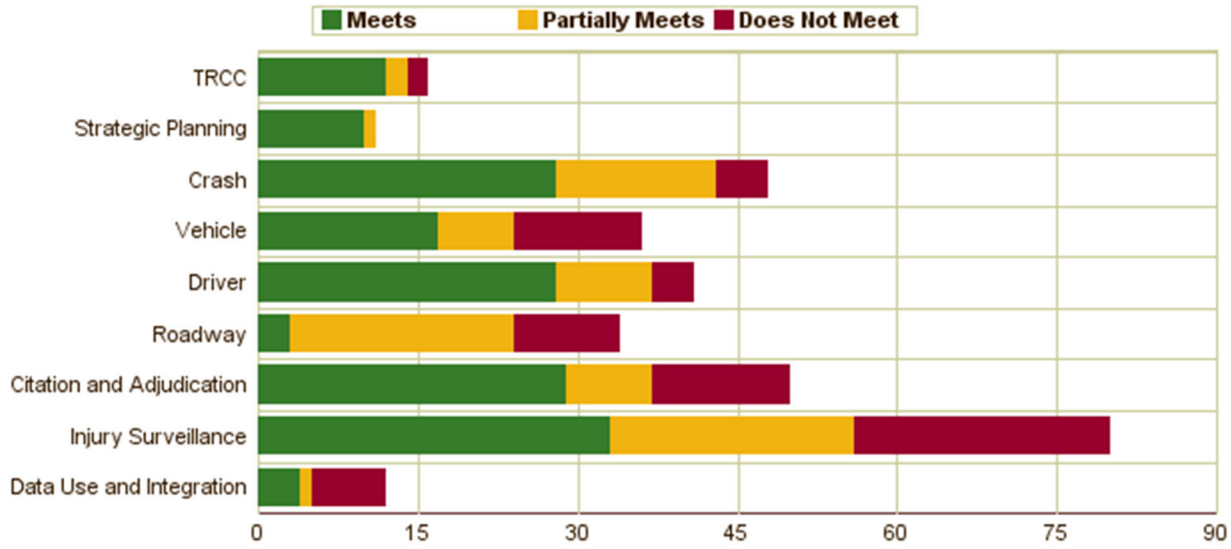
State traffic records systems are the culmination of the combined efforts of collectors, managers, and users of data. Collaboration and cooperation between these groups can improve data and ensure that the data is used in ways that provide the greatest benefit to traffic safety efforts. Thoughtful, comprehensive, and uniform data use and governance policies can improve service delivery, link business processes, maximize return on investments, and improve risk management.

Congress has recognized the benefit of independent peer reviews for State traffic records data systems. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems. In order to encourage States to undertake such reviews regularly, Congress' Fixing America's Surface Transportation Act (FAST ACT) legislation requires States to conduct or update an assessment of its highway safety data and traffic records system every 5 years in order to qualify for §405(c) grant funding. The State's Governor's Representative must certify that an appropriate assessment has been completed within five years of the application deadline.

Out of 328 assessment questions, New Mexico met the Advisory ideal for 164 questions (50%), partially met the Advisory ideal for 87 questions (27%), and did not meet the Advisory ideal for 77 questions (23%).

As Figure 1: Rating Distribution by Module illustrates, within each assessment module, New Mexico met the criteria outlined in the Traffic Records Program Assessment Advisory 75% of the time for Traffic Records Coordinating Committee Management, 91% of the time for Strategic Planning, 58% of the time for Crash, 47% of the time for Vehicle, 68% of the time for Driver, 9% of the time for Roadway, 58% of the time for Citation and Adjudication, 41% of the time for EMS / Injury Surveillance, and 33% of the time for Data Use and Integration.

Figure 1: Rating Distribution by Module



States are encouraged to use the recommendations, considerations and conclusions of this report as a basis for the State data improvement program strategic planning process, and are encouraged to review the report at least annually to gauge how the State is addressing the items outlined.

Recommendations & Considerations

According to 23 CFR Part 1300.22, applicants for State traffic safety information system improvements grants are required to maintain a State traffic records strategic plan that—

> *"(3) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (4) Identifies which such recommendations the State intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress; and (5) For recommendations that the State does not intend to implement, provides an explanation."*

The following section provides New Mexico with the traffic records assessment recommendations and associated considerations detailed by the assessors. The broad recommendations provide New Mexico flexibility in addressing them in an appropriate manner for your State goals and constraints. Considerations are more detailed, actionable suggestions from the assessment team that the State may wish to employ in addressing their recommendations. GO Teams, CDIPs (Crash Data Improvement Program) and MMUCC Mappings are available for targeted technical assistance and training.

TRCC Recommendations

None

Considerations for implementing your TRCC recommendations

- Continue development of the data quality and improvement tracking tool that will be based on the Data Management Plan.

- Continue holding joint meetings of the two tiers of the Traffic Records Coordinating Committee to foster collaboration with any new member agency representatives and new partners.
- Expand the performance measures that are being tracked to all quality metrics on all traffic records systems, regardless of funding source or if it is a Traffic Records Coordinating Committee project.

Summary

New Mexico has a very collaborative Traffic Records Coordinating Committee (TRCC) consisting of the State Traffic Records Coordinating Committee (STRCC), serving as the technical committee, and the State Traffic Records Executive Oversight Committee (STREOC), serving as the executive committee. The New Mexico TRCC is a model in that both levels of the committee have a designated chairperson, there is an overall TRCC Coordinator, and all six core data systems are represented. The State has utilized a contractor to facilitate the committees' logistical needs, allowing the data partners to focus entirely on the program, projects, and improvement.

The TRCC meets regularly, the STREOC meeting twice each year and the STRCC meeting quarterly; one of those meetings is a joint event with the STRCC and STREOC. At that time, all traffic records projects forwarded from the State Department of Transportation Traffic Safety Division are reviewed and a Priority Listing is created. That Priority Listing is then shared back to influence funding decisions.

The Traffic Records Strategic Plan is on a three-year cycle, which includes review and approval of the TRCC Charter. The TRCC is also developing a Data Management Plan that will include a data inventory and a data quality and improvement tracking tool. As this plan is completed and implemented in the next few years, it will strengthen the use and quality of traffic records data.

The State is encouraged to maintain the current structure of the TRCC as it seems to be effective and successful. The development of the Data Management Plan and tracking tool is exciting and should continue to be supported by all partners. The interactive and influential role of the TRCC with regards to the funding of traffic records projects is unique and ideal.

Strategic Planning Recommendations

None

Considerations for implementing your Strategic Planning recommendations

- Complete development of the Data Management Plan as a component of the Traffic Records Strategic Plan. Include metrics (baseline, current, and goal) for each performance measure.

Summary

The New Mexico Statewide Traffic Records System is comprised of information from the following data

systems: crash, driver, vehicle, roadway, citation/adjudication, and injury surveillance. Information provided from those systems includes driver demographics, licensure, sanctions, vehicle types, engineering, education, enforcement, and injury types and severity. This data is used throughout the State's Traffic Records Strategic Plan (TRSP).

The State's current (2020-2022) TRSP is a multi-year planning document, updated annually, with the purpose of improving all aspects of a comprehensive statewide traffic records system. The TRSP identifies the goals, objectives, and action steps needed to improve the accuracy, completeness, timeliness, uniformity, accessibility, and integration of traffic records data to support problem identification and program evaluation activities related to highway safety.

New Mexico's TRSP addresses each data system's strengths, deficiencies, accomplishments, and strategies for improvement. The State is also developing a Data Management Plan that complements the TRSP and further breaks out the long-term goals for meeting system deficiencies, accomplishments, and strategies for data system improvement. Once completed, the Data Management Plan will provide the performance measures and metrics for each attribute of the individual traffic records system components.

The State holds quarterly TRCC meetings as well as stakeholder planning workshops with core system partners to provide current updates, identify candidate projects, and set priorities. These meetings include representation from State, county, city, and tribal agencies. Each member is responsible for identifying all stakeholders and soliciting their input and feedback related to proposed activities. Local needs are identified and addressed through various traffic records projects. Input from stakeholders helps to prioritize projects that will provide the greatest impact on the traffic records program.

The TRCC coordinates efforts with a variety of Federal data systems and standards including FARS, SafetyNet, MIRE, NEMSIS, NIBRS, and NMVTIS. As necessary, projects are developed with these requirements in mind.

Crash Recommendations

1. Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
3. Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Crash recommendations

- Consider drafting and implementing a plan for achieving 100% electronic crash data collection among the remaining agencies still utilizing the paper form. This effort should include identifying

impediments to adoption that may be hindering each respective agency's transition to full electronic reporting and exploring options for how to address those challenges. The State is making progress expanding the electronic crash data collection. Currently, 48 of 103 agencies are collecting and reporting crash data electronically via TraCS. The largest agencies in the State are reporting electronically.

- Establish numeric goals or specific measurable performance metrics that can be actively monitored and regularly updated for every performance measure attribute. The crash data should be timely, accurate, complete, uniform, integrated, and accessible and there should be numeric indicators that the State is actively monitoring for each.
- Continue their efforts to develop direct and real-time interfaces and integration with the crash database. Even if legislation is necessary to accomplish this, the end result should enhance the crash system's data quality and support its critical business processes.
- Improve documentation of crash system processes and establish methods to better monitor data quality. Improved documentation of these processes will help ensure consistency, assist with system training, and will lead to a more stable and reliable crash reporting system.

Summary

New Mexico's statewide crash system's organizational custodian is clearly defined. The New Mexico Department of Transportation is the crash system's custodian and the Traffic Safety Division has the custodial responsibility for the statewide crash system (TraCS).

New Mexico has made great advances in its crash system in the past five years. They have increased the percentage of law enforcement agencies collecting and submitting crash data electronically from virtually 0% to approximately 68%, which is a great accomplishment for the State. This progress will significantly improve the quality and timeliness of crash data available to traffic safety professionals across the State. All agencies reporting crashes electronically utilize the TraCS software.

The New Mexico crash system is consolidated into a single database. New Mexico utilizes the MMUCC guidelines when identifying data elements for its crash system. Consideration should be given to measuring its crash system against current MMUCC standards to help determine if further changes to the crash report form are needed or desired. MMUCC mapping assistance can be requested from NHTSA in the form of a Go-Team, who can help measure the data New Mexico collects against the MMUCC guideline, providing the State with a pathway for future changes to its crash report form.

There has been much emphasis on crash data quality assurance and the quality control processes. They have developed a robust system of business rules, validations, and edit checks that prevent most common and high-frequency errors making it nearly impossible to submit an incomplete crash report or have inaccurate data collected.

New Mexico has made admirable progress in recent years transitioning agencies to electronic crash reporting. New Mexico should continue to support and push agencies towards the goal of 100% electronic

crash reporting. With 55 agencies still reporting paper crashes remaining, 100% electronic crash reporting by the next Traffic Records Assessment seems in the realm of possibility. It may be beneficial for the State to establish a plan, including a timeline with goals for each remaining agency, for full adoption of electronic crash reporting to help address and facilitate the transition. It would also be helpful to identify obstacles that may be hindering each respective agency's transition to full electronic reporting and explore avenues to assist them with reaching these goals.

Population of data elements in the crash system from other traffic records systems such as Driver, Vehicle, EMS, Injury Surveillance, or Roadway can have great benefits. Interfacing between the crash system and other traffic records systems can further improve the quality and usefulness of the data. There may be an opportunity to expand and improve interfacing between systems to auto-populate data into the crash system from driver, vehicle, and other systems. Additional interfaces and integration with these other traffic records systems should be explored through partnerships at the STREOC and TRCC.

Dialogue regarding possible opportunities for improvement or expansion of data linkages, interfaces, and integration amongst the State traffic records systems should be ongoing among TRCC membership where all core traffic records systems managers and stakeholders are represented. As traffic records systems data becomes more widely used, system interfaces and data integration will become increasingly important. Improved data linkage and integration will streamline processes, improve data quality, reduce duplication of effort, and allow data to be more fully utilized to make roadways safer.

It is also helpful to establish and maintain useful performance measures and to ensure a reliable quality control program for improving and monitoring completeness, timeliness, and accuracy. Meaningful performance measures and performance measure reporting are important aspects of a successful crash system. New Mexico has limited performance metrics in place for the crash system and establishing data quality measurements is important to monitoring and oversight.

New Mexico should continue to make use of available NHTSA resources and ensure they have procedures in place for monitoring and maintaining performance metrics once they have been established to ensure they remain relevant and useful to the data system managers in future years. There will be opportunities to utilize NHTSA Go-Teams to help improve traffic records systems processes following the completion of the assessment. Additional resources include the "NHTSA Model Performance Measures for State Traffic Records Systems" document, which is a good resource for identifying and implementing appropriate measures for all traffic systems. It can be found at http://www-nrd.nhtsa.dot.gov/Pubs/811441.pdf.

Data accessibility is crucial for crash data users. By focusing engineering and law enforcement efforts on locations with the greatest crash risk, traffic fatalities and injuries can be reduced. NMDOT is in the development phase of a GIS system that will allow engineers access to crash data via a data dashboard for project development. They currently monitor the number of users accessing crash statistics (about 40 visitors each month) and the number of data requests completed for end-users, over 200 per year. Continuing to ensure end-users are aware of the availability and accessibility of these crash data resources

and receive training and technical assistance regarding their use and appropriate application will lead to improved resource allocation and traffic safety on New Mexico's roadways.

Overall, New Mexico should be pleased with the progress they have achieved in advancing their crash system since the last assessment. The New Mexico crash system has made strides, increasing electronic crash reporting statewide. Opportunities for crash system growth in the coming years include: drafting and implementing a plan for achieving 100% electronic crash data collection and submission among the remaining agencies still utilizing the paper form; exploring new ways to enhance and monitor data quality and improve documentation of these methods; researching potential system interfaces and data integration possibilities with TRCC partners to improve data quality across core component traffic records systems; and creating and sustaining useful crash system performance measures.

Vehicle Recommendations

4. Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
5. Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Vehicle recommendations

- Consider working with the vendor to access greater detail on the data dictionary, data entry rubrics, system flows, accuracy measures, and timeliness measures.
- Establish performance measures for the vehicle system with baselines, current values, and goals. These measures can help decision makers monitor system performance, ensure optimal data quality, and address issues as they arise.
- Conduct periodic, (e.g., random) audits of system functioning. These types of checks can help improve data accuracy and completeness, and work to identify potential system issues that may need attention.

Summary

The New Mexico Taxation & Revenue Department, Motor Vehicle Division (MVD) has sole responsibility for the identification and ownership of vehicles registered in the State. All pertinent vehicle data including vehicle make, model, manufacture year, body type, and adverse history is captured in the State's Tapestry system which is managed and administered by the MVD. The Tapestry system also includes driver records.

The Tapestry system contains most of the information related to the functions that are addressed in the advisory. However, there were areas for which there was a lack of documentation sufficient to determine how some functions are addressed. Documentation is seen as proprietary to the vendor that provides Tapestry. While there was no information to indicate that functions were not being performed efficiently, access to documentation seems important for determining the flows and establishing performance

measures. For example, while there are various error checks for completeness, accuracy, and timeliness, there was minimal documentation for the details and flow of these functions.

Other areas where additional documentation would be helpful include the State's data dictionary, which does not have documented definitions for every data field. While the State contends that most field names are self-explanatory and easy for a user to determine the data that should be put in the field, a detailed explanation of each field would reduce manual interpretations and increase vehicle data integrity.

While the Tapestry system appears to provide most essential functions, vehicle system process flows should be documented with workflow diagrams which were not included in the response materials.

While the State noted that the Tapestry system has virtually 100% uptime, there was no information regarding timeliness measures. It appears that calculations of such measures would be feasible utilizing information already in the system. More information would be helpful. The State should establish numeric goals or performance metrics for each of the performance measures.

There were no performance measures or baseline data for many areas, however, there are plans to include these in the Data Management Plan.

The State does not perform sample-based audits for vehicle reports and database contents. These reviews can be used as a means to identify training needs, updates to current manuals, and validation rules.

Driver Recommendations

6. Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
7. Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Driver recommendations

- Create a formal comprehensive data quality management program should for all facets of driver data to include performance measures that have baseline, actual values, and documented analysis.
- Conduct trend analysis to help identify and better address changes in the driver data across years.
- Display at-fault crashes on the individual's driver record. This will assist in identifying drivers who are a higher risk to public safety.

Summary

The New Mexico Taxation and Revenue Department, Motor Vehicle Division has the custodial responsibility for the driver system, including commercial license driver data. The driver data as well as

other key data types are maintained in the State's new Tapestry System. The system retains the dates of original issuance for all licenses, permits, and endorsements. Additionally, the driver system captures and maintains all novice driver and motorcycle training as well as driver improvement courses. The driver data is maintained in the system to accommodate interaction with the National Driver Register's PDPS and CDLIS.

Data entered in New Mexico's Tapestry system must meet specified edit checks and guidelines for the data to be entered and accepted by the system. The system is documented with a data dictionary that contains all field values including null codes. Control over the dictionary and the updates however does not reside with the Division, but it is completed with the vendor who created the system. The responders reported that there is limited access to the dictionary and may want to pursue obtaining additional access and control as needed.

System operators perform a variety of driver records transactions and are guided, as needed, by an extensive operating manual of the system. In addition to the manual, customer service representatives have a "help" function in the system they use to process license and ID card transactions. In this environment, accurate and up-to-date information and instructions are critical to the DMV's operations. The State maintains workflow diagrams showing how the data is stored to the data warehouse and the integration of the driver system with other data systems. The State also has an Error Correction Manual that aids the staff in correcting data errors that are reported on a nightly report.

The State's procedures and processes appear to be defined, maintained, and revised or updated when appropriate. Process flow diagrams exist for individual processes, but there does not appear to be one process flow diagram or document that outlines all the key data flows including the inputs from other data systems. There are several processes such as facial recognition and examiner training to aid in the prevention of license fraud.

There is not a separate DUI tracking system in the State of New Mexico, but the Division does have administrative authority to suspend licenses based on a DUI arrest and receives the necessary data from law enforcement electronically. The driver system also receives court convictions electronically from the Court.

New Mexico's Tapestry system has sound functionality to aid the State in ensuring the integrity of the driver data. For each of the key performance measure areas, Tapestry has built-in tools such as the edit checks on the data entered into the system, the timeliness of the updates to the driver data, and the availability and reliability of the system and the data by the end-users. While the institution of validation rules present in the new Tapestry driver system is a positive step forward in improving the quality of driver data collected, those rules are not an acceptable replacement for creating and establishing useful performance metrics to help monitor and maintain an efficient driver system. The State is urged to create performance measures for each of the key areas that contain baselines and actual values; be able to identify possible revisions to strengthen the system and availability of the data to end-users; and be able to visualize and articulate the data improvements that are achievable with the new system.

Roadway Recommendations

8. Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
9. Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Roadway recommendations

- Create comprehensive enterprise roadway system documentation including the system data dictionary, procedures for collecting and managing system data elements, and the location coding methodology for the State's enterprise roadway inventory.
- Develop a formal roadway quality data management program which could routinely provide quality reports for use by all roadway system stakeholders.
- Establish roadway system performance measures. Performance measures could include utilizing available resources from the National Highway Traffic Safety Administration's (NHTSA) "Model Performance Measures for State Traffic Records" and the FHWA document titled, "Performance Measures for Roadway Inventory Data".
- Develop a formal project plan to put in place a complete roadway inventory system including at least the MIRE FDEs for all public roads. The plan should include the schedule, priority for the collection of the FDEs, and periodic status reporting to the TRCC and safety stakeholders.

Summary

The New Mexico Department of Transportation (NMDOT) has made significant progress in improving its State Roadway Inventory System since the 2016 Assessment. This has been accomplished through the completion and implementation of the FHWA sponsored All Road Network of Linear Referenced Data (ARNOLD) Pooled Fund Study where NMDOT participated with nine other states to construct a Statewide Public Roadway network including a consistent location reference system (LRS) for all public roads. The pooled study result for New Mexico was implemented on August 30, 2018.

The system supports the ability to map all New Mexico public roads. In addition to the ARNOLD system, all State maintained roads are included in a legacy linear referencing system (LRS) maintained by NMDOT. The New Mexico roadway system includes approximately 11,934 miles which are State maintained (16%) of the total centerline miles and approximately 59,892 miles (84%) being non-State maintained roads. New Mexico can identify crash locations using the legacy referencing system on State maintained roadways.

New Mexico is similar to many other states nationally, in that it is in the process of transitioning to the requirements of MAP-21, the Moving Ahead for Progress in the 21st Century Act and Fix America's Surface Transportation (FAST) legislation. The legislation requires States to have a safety data system in

place for all public roads that can be used to perform analyses supporting the strategic and performance-based goals in the Highway Safety Improvement Program (HSIP) and the Strategic Highway Safety Plan (SHSP). FAST and MAP-21 also provide guidance on collecting a subset of the Model Inventory of Data Elements (MIRE). The data element subset identified by the Federal Highway Administration (FHWA) is referred to as the Fundamental Data Elements (FDEs). The FDEs are the basic roadway data elements recommended to be collected for all public roads and linked with crash data for analysis to identify safety problems and to make more effective safety countermeasure decisions for the HSIP. NMDOT currently maintains roadway and traffic data for the State maintained roadways and some non-State roads. Since NMDOT has completed its All Road Network Linear Referencing Data (ARNOLD), including migrating all available roadway data from its legacy database. It has also established a priority of providing a compatible location referencing system for all State public roads. The department is participating with FHWA in The Applications Enterprise Geographical Information Systems for Transportation (AEGIST) pooled fund study. As part of the study, NMDOT will be reviewing the status of their network and crash location information for developing an automated process of utilizing these two systems for comprehensive analysis. AEGIST along with ARNOLD are recognized as best practices and position the State well on its way to implement a statewide comprehensive enterprise roadway system. However, beyond these accomplishments, information about the status of the State's enterprise roadway system was not clear, including expectations for its full implementation. NMDOT is encouraged to develop a project plan to put in place a complete roadway inventory system including at least the MIRE FDEs for all public roads. The project plan should include a schedule and priority for the collection of the FDEs on the State's roadway systems. The project plan should also include periodic status reporting to the TRCC and safety stakeholders.

Because of emphasis on the ARNOLD implementation, documentation for the current roadway system and its capabilities are lacking. NMDOT does not currently maintain a data dictionary for their enterprise roadway system and therefore has not fully documented the collected MIRE data elements. The State indicated that a data dictionary is being developed and the State currently uses the 2021 Model Inventory of Roadway Elements MIRE 2.0 as its current dictionary. Beyond these improvements in the roadway system documentation, the State does not support a statewide enterprise roadway system. As plans for the ARNOLD Network move forward New Mexico is encouraged to develop partnerships with local jurisdictions. Limited requirements currently exist for local jurisdictions to contribute to the collection and management of roadway data. The State is encouraged to develop a representative group of local and State roadway system safety stakeholders to develop the procedures used to collect, manage, and submit local agency roadway data to the enterprise roadway system under the oversight and support of the TRCC. The New Mexico State Traffic Monitoring Standards (NMSTMS) might be a good start to assist the group in developing the data collection procedures.

Some other critical components of an enterprise roadway system that NMDOT is either lacking or in the process of developing include:

A comprehensive, systematic quality control management process that ensures the efficient functioning of the system. NMDOT reported that they regularly produce and analyze data quality reports. The roads and

highways management software includes data quality tools that identify linear reference errors, gaps in data, and out-of-range errors. NMDOT also reported using federal validation tools that report inconsistencies in the roadway system by identifying questionable event values. These as well as the quality components described in the Traffic Records Assessment Advisory Program, when formalized, can become an excellent data quality management system.

Further, the State would be well served to develop system performance measures important to State safety stakeholders. NHTSA's "Model Performance Measures for State Traffic Records Systems" provide several example roadway system performance measures. Performance management should include the data quality measures for the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the roadway data, continuous monitoring based on a set of metrics established by the State, and periodic reporting to the TRCC, data collectors, and managers.

The overall quality of the roadway data should be assured based on a formal program of error and edit checking as data is entered into the statewide system. Some error/edit checking is conducted as data is entered into the roadway system. However, the current edit checks are not consistent. The level of checks depends on the data collector and the data layer being updated.

Citation and Adjudication Recommendations

10. Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
11. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
12. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Citation and Adjudication recommendations

- Continue planning for the inclusion of district courts and tribal courts in the electronic collection and transmission of adjudication data.
- Include dismissed or deferred case information in the Tapestry system for the time period or to the extent the information is available publicly by state statute.
- Implement performance measures in all systems. Although electronic systems are implemented in part because of their accuracy and efficiency, errors may persist or perhaps develop over time.

Summary

The State of New Mexico has described a well-developed citation and adjudication system which leverages several automated systems for the processing of citations statewide. From issuance to adjudication to entry on the driver history, comprehensive information about citations is accessible and available to a wide

variety of stakeholders to effectuate their respective roles and responsibilities. Citation and adjudication data is used not only in the determining of appropriate charges in enforcement but continues through to traffic safety planning. The New Mexico Taxation & Revenue Department, Motor Vehicle Division's Tapestry system serves as the statewide citation tracking system as well as the statewide DUI tracking system. The MVD has the authority to assign unique citation numbers and receives a majority of citation issuance information electronically through TraCS. Conviction information from most courts is transmitted electronically through the Judicial Branch's Odyssey case management system to Tapestry.

The State of New Mexico uses national standards in the various citation and adjudication systems. Ideally, State citation and adjudication agencies participate in the appropriate national data systems including Uniform Crime Reporting, the Functional Requirement Standards for Traffic Court Case Management Systems managed by the National Center for State Courts, and The National Information Exchange Model Justice domain managed by the Department of Justice and Department of Homeland Security. New Mexico has embedded many of these standards in their electronic systems.

Opportunities for the State of New Mexico are in the development of performance measures and increasing quality control. Ideally, citation and adjudication data is timely, accurate, complete, uniform, integrated, and accessible. These attributes should be tracked based on a set of established quality control measures. The quality of the citation and adjudication systems data is assured by formal programs of error and edit checking as the data is entered into the various systems. Procedures for addressing detected errors should also be maintained and followed. The State of New Mexico appears to have multiple robust sources of data from which meaningful performance measures can be crafted and monitored with the goal of an improved traffic records system.

The State of New Mexico should easily continue progressing towards many of the advisory ideals with a foundation of solid systems. Increasing the number of law enforcement agencies and courts participating in the robust automated systems and increasing the interfaces between them as contemplated and described by the State, in combination with the efforts of the dedicated professionals participating in this assessment, leave New Mexico well positioned to meet the few remaining advisory ideals in the future.

Injury Surveillance Recommendations

13. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
14. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Considerations for implementing your Injury Surveillance recommendations

- Adopt the use of injury surveillance data to support problem identification and program evaluation activities related to highway safety.

- Develop standard reports using the injury surveillance systems that include information on the frequency, nature, and extent of injuries sustained in motor vehicle crashes. Update the reports annually and make them readily available to highway safety partners.
- Include performance measures and metrics for each component of the State's injury surveillance system as part of the State's Data Management Plan.

Summary

An ideal statewide Injury Surveillance System (ISS) is comprised of data from five core components: pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records. This data provides more detailed information on the nature and extent of injuries sustained in a motor vehicle crash than can be found in other components of the traffic records system. Consequently, this information is invaluable when determining the severity, cost, and clinical outcomes of the individuals involved. Overall, New Mexico collects and maintains information on all five components, each collected through the New Mexico Department of Health (NMDOH). While this data has been used to provide basic information related to motor vehicle crashes in the State, there is an opportunity for more extensive coordination and use of these resources.

New Mexico's EMS system consists of 350 EMS and fire services that respond to approximately 380,000 requests for services each year. All ambulance services submit data from their patient care reports electronically each month. The data collection system, the New Mexico Emergency Medical Services Tracking and Reporting System (NMEMSTARS), was developed by ImageTrend and is based on the NEMSIS data dictionary. While the New Mexico EMS Bureau is a participant in the TRCC, pre-hospital data has not been extensively used for highway safety program evaluation at the State level. However, local EMS agencies have utilized the EMS system for problem identification and resource allocation efforts in their respective regions and EMS data is used to support the State's FARS program.

The New Mexico Department of Health collects and maintains hospital discharge and emergency department data from each of the State's hospitals. This information is made available through New Mexico's Indicator-Based Information System (NM-IBIS). Summary reports are also generated using the hospital-based data systems that include ED and hospital visits that result from motor vehicle crashes. To date, hospital data has not been extensively used to support the State's highway safety programs.

The State's Trauma Registry includes data from all designated trauma centers and other participating hospitals for patients who were admitted with a primary diagnosis related to an injury and meet the registry's inclusion criteria. The registry, developed by Digital Innovations, contains data elements that align with, or are mapped to, the National Trauma Data Standard. Data from the trauma registry is available to third parties and can be used for problem identification and system development. Trauma registry data is also available via NM-IBIS.

Vital records data is also collected by the New Mexico Department of Health and aggregate reports are available through NM-IBIS. The data is collected in accordance with guidelines provided by the National

Center for Health Statistics.

While the State has access to each of the components of an Injury Surveillance System, there is an opportunity to expand the use of these systems in support of highway safety programs. Additionally, to evaluate and improve data quality of these systems, performance measures for each should be established. While states generally have policies that relate to the timeliness, accuracy, and completeness of reports, performance measures should be developed to ensure these policies are being followed and to regularly keep track of each system's function, progress, and success. NHTSA's 'Model Performance Measures for State Traffic Records Systems' publication provides example performance measures for each attribute and data system.

Data Use and Integration Recommendations

None

Considerations for implementing your Data Use and Integration recommendations

- Continue working with the University of New Mexico, Geospatial and Population Studies Traffic Research Unit to expand data integration projects to include more traffic records data sets.
- Support the ongoing efforts to develop a data governance process for traffic records and the University of New Mexico Health Sciences Center crash+trauma registry project.
- Pursue access to all citation and adjudication data to expand on the DWI linkage project.

Summary

Ideally, the core components of a traffic records system would be integrated to expand the potential for research and analysis. One example would be an integrated database that includes records spanning from the time of crash through hospital discharge which would provide a comprehensive look at the medical and financial outcomes of crashes. Such a linkage project is underway at the University of New Mexico Health Sciences Center.

New Mexico traffic records system custodians work together on many projects and collaborate on the State Traffic Records Coordinating Committee. Those partnerships facilitate data-sharing and promote the integration of multiple data sets. The University of New Mexico, Geospatial and Population Studies (UNM-GPS) Traffic Research Unit (TRU) is also a strong and trusted partner in the traffic safety community. Several analytical projects are conducted at UNM-GPS TRU, including some integration projects, and the trained staff members are available to respond to requests from program managers, decision-makers, and the public.

The integration of citation and adjudication information from the New Mexico Taxation and Revenue Department Motor Vehicle Division and crash data from the New Mexico Department of Transportation has yielded a greater understanding of impaired drivers as they are arrested and crash. Roadway data has

been geospatially integrated with crash data to locate crashes on the State Linear Referencing System. This linkage allows for the evaluation and planning of engineering countermeasures to prevent crashes. Those projects have been conducted at the TRU, which also has a memorandum of understanding that may facilitate access to the vehicle data system.

The State is developing a data governance process that should be implemented in two to three years. Access to and integration of the traffic records data systems should be a priority throughout the development of that process. Almost all of the necessary components for a successfully integrated traffic records system are in place in New Mexico, from data manager partnerships to analytical capabilities. Once that is accomplished, the resulting analyses can be used to implement data-driven traffic safety priorities and other highway safety applications at the State level; they can be used to quantify and report on the benefits of safety equipment and legislation; and they can support the State's highway safety offices, public health departments and injury prevention programs, transportation departments, and other such agencies and traffic safety stakeholders.

Assessment Rating Changes

For each question, a rating was assigned based on the answers and supporting documentation provided by the State. The ratings are shown as three icons, depicting 'meets', 'partially meets', or 'does not meet'. The table below shows changes in ratings from the last assessment for all the questions that were unchanged (N=223). This does not include new questions (N=21) and questions that can be partially mapped to questions from the last assessment (N=84).

Legend:

	Rating Changes from Last Assessment		
System	Meets	Partially Meets	Does Not Meet
Traffic Records Coordinating Committee			
Traffic Records Coordinating Committee	+2	0	-2
Strategic Planning for the Traffic Records System			
Strategic Planning for Traffic Records Systems	+4	-2	-2
Crash Data System			
Description and Contents of the Crash Data System	+3	-2	-1
Applicable Guidelines for the Crash Data System	0	0	0
Data Dictionary for the Crash Data System	+4	-3	-1
Procedures and Process Flows for Crash Data Systems	0	0	0
Crash Data Systems Interface with Other Components	+1	+2	-3
Data Quality Control Programs for the Crash System	+3	+2	-5
Vehicle Data System			
Description and Contents of the Vehicle Data System	+2	0	-2
Applicable Guidelines for the Vehicle Data System	+2	0	-2
Vehicle System Data Dictionary	+1	-1	0
Procedures and Process Flows for the Vehicle Data System	+4	0	-4
Vehicle Data System Interface with Other Traffic Record System Components	+2	0	-2
Data Quality Control Programs for the Vehicle Data System	0	+5	-5
Driver Data System			
Description and Contents of the Driver Data System	+1	0	-1
Applicable Guidelines for the Driver Data System	+1	0	-1
Data Dictionary for the Driver Data System	+2	+1	-3
Procedures and Process Flows for the Driver Data System	+3	0	-3
Driver System Interface with Other Components	+2	0	-2
Data Quality Control Programs for the Driver System	+3	+7	-10

Roadway Data System			
Description and Contents of the Roadway Data System	+2	-1	-1
Applicable Guidelines for the Roadway Data System	0	0	0
Data Dictionary for the Roadway Data System	0	+2	-2
Procedures and Process Flows for the Roadway Data System	0	+2	-2
Intrastate Roadway System Interface	0	+3	-3
Data Quality Control Programs for the Roadway Data System	+1	0	-1
Citation and Adjudication Systems			
Description and Contents of the Citation and Adjudication Data Systems	+1	-1	0
Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems	+1	0	-1
Data Dictionary for the Citation and Adjudication Data Systems	+1	+1	-2
Procedures and Process Flows for the Citation and Adjudication Data Systems	-1	+1	0
Citation and Adjudication Systems Interface with Other Components	0	0	0
Quality Control Programs for the Citation and Adjudication Systems	0	0	0
Injury Surveillance Systems			
Emergency Medical Systems (EMS) Description and Contents	-1	-5	-2
EMS – Guidelines	-1	0	-2
EMS – Data Dictionary	-2	0	-2
EMS – Procedures & Processes	-3	-2	-3
Injury Surveillance Data Interfaces	0	0	0
EMS – Quality Control	+4	+2	-6
Emergency Department and Hospital Discharge – Quality Control	-1	+5	-4
Trauma Registry – Quality Control	0	+1	-1
Vital Records – Quality Control	0	0	0
Emergency Department - System Description	0	+2	0
Emergency Department – Data Dictionary	0	0	+1
Emergency Department – Procedures & Processes	+1	0	+1
Hospital Discharge – System Description	+1	+2	0
Hospital Discharge – Data Dictionary	+1	0	0
Hospital Discharge – Procedures & Processes	+2	0	0
Emergency Department and Hospital Discharge – Guidelines	0	0	+1
Emergency Department and Hospital Discharge – Procedures & Processes	0	0	+1
Trauma Registry – System Description	0	+2	0

Trauma Registry – Guidelines	+2	0	0
Trauma Registry – Data Dictionary	+1	0	0
Trauma Registry – Procedures & Processes	+1	+1	0
Vital Records – System Description	0	+1	0
Vital Records – Data Dictionary	0	0	+1
Vital Records – Procedures & Processes	+1	0	0
Injury Surveillance System	0	0	0
Data Use and Integration			
Data Use and Integration	0	-1	+1
Total Change	*+51*	*+24*	*-75*

Methodology and Background

In 2018, the National Highway Traffic Safety Administration updated the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). This *Advisory* was drafted by a group of traffic safety experts from a variety of backgrounds and affiliations, primarily personnel actively working in the myriad State agencies responsible for managing the collection, management, and analysis of traffic safety data. The *Advisory* provides information on the contents, capabilities, and data quality of effective traffic records systems by describing an ideal that supports data-driven decisions and improves highway safety. Note that this ideal is used primarily as a uniform measurement tool; it is neither NHTSA's expectation nor desire that States pursue this ideal blindly without regard for their own unique circumstances. In addition, the *Advisory* describes in detail the importance of quality data in the identification of crash causes and outcomes, the development of effective interventions, implementation of countermeasures that prevent crashes and improve crash outcomes, updating traffic safety programs, systems, and policies, and evaluating progress in reducing crash frequency and severity.

The *Advisory* is based upon a uniform set of questions derived from the ideal model traffic records data system. This model and suite of questions is used by independent subject matter experts in their assessment of the systems and processes that govern the collection, management, and analysis of traffic records data in each State. The 2018 *Advisory* reduces the number of questions, eases the evidence requirements, and appends additional guidance to lessen the burden on State respondents.

As part of the 2018 update, the traffic records assessment process was altered as well. While it remains an iterative process that relies on the State Traffic Records Assessment Program (STRAP) for online data collection, the process has been reduced to two question-answer cycles. In each, State respondents can answer each question assigned to them before the assessors examine their answers and supporting evidence, at which point the assessors rate each response. At the behest of States who wanted increased face-to-face interaction, a second onsite review will now be held between the first and second rounds. The facilitator will lead this discussion and any input from this meeting will be entered into STRAP for the State's review. The second and final question and answer cycle is used to clarify responses and provide the most accurate rating for each question following the onsite review. To assist the State in responding to each question, the *Advisory* also provides State respondents with suggested evidence that identify the specific information appropriate to answer each assessment question.

The assessment facilitator works with the State assessment coordinator to prepare for the assessment and establish a schedule consistent with the example outlined in Figure 1. Actual schedules may vary as dates may be altered to accommodate State-specific needs.

Independent assessors rate the responses and determines how closely a State's capabilities match those of the ideal system outlined in the *Advisory*. Each system component is evaluated independently by two or more assessors, who reach a consensus on the ratings. Specifically, the assessors rate each response and determine if a State (a) meets the description of the ideal traffic records system, (b) partially meets the ideal description, or (c) does not meet the ideal description. The assessors write a brief narrative to explain their rating for each question, as well as a summary for each section and any considerations—actionable suggestions for improvement—that will be included with the assessment's recommendations.

Figure 2: Sample Traffic Records Assessment Time Table

Upon NHTSA TR Team receipt of request		Initial pre-assessment conference call
1 month prior to kickoff meeting		Facilitator introduction pre-assessment conference call
Between facilitator conference call and kickoff		State Coordinator assigns questions, enters contact information into STRAP, and builds initial document library
Assessment	Monday, Week 1	**Onsite Kickoff Meeting**
	Monday, Week 1 – 12pm EST, Friday, Week 3	**Round 1 Data Collection**: State answers standardized assessment questions
	Friday, Week 3 – Wednesday, Week 5	**Round 1 Analysis**: Assessors review State answers, rate all responses and complete all draft conclusions
	Thursday, Week 5 – Monday, Week 7	**Review Period**: State reviews the assessors' initial ratings in preparation for the onsite meeting.
	Tuesday, Week 7	**Onsite Review Meeting**: Facilitator and State respondents meet to discuss questions; clarifications entered into STRAP
	Wednesday, Week 7 – 12pm EST, Friday, Week 9	**Round 2 Data Collection**: State provides final response to the assessors' preliminary ratings and onsite clarifications
	Friday, Week 9 – Monday, Week 11	**Round 2 Analysis**: make final ratings
	Tuesday, Week 11 – Monday, Week 12	Facilitator prepares final report
Week 12		NHTSA delivers final report to State and Region
(After completion of assessment, date set by State)		NHTSA hosts webinar to debrief State participants
(After completion of assessment)		(OPTIONAL) State may request GO Team, CDIP or MMUCC Mapping, targeted technical assistance or training

In order for NHTSA to accept and approve an assessment each question must have an answer. When appropriate, however, a State may answer questions in the negative ("no," don't know," etc.)". These responses constitute an acceptable answer and will receive a "does not meet" rating. An assessment with unanswered or blank questions will not be acceptable and cannot be used to qualify for §405(c) grant funds.

Figure 3: State Schedule for the Traffic Records Assessment

Kickoff	March 23, 2021
Begin first Q&A Cycle	March 23, 2021
End first Q&A Cycle	April 09, 2021
Begin Review Period	April 24, 2021
Onsite Meeting	May 04, 2021
Begin second Q&A Cycle	May 04, 2021
End second Q&A Cycle	May 21, 2021
Assessors' Final Results Complete	June 07, 2021
Final Report Due	June 18, 2021
Debrief	June 23, 2021

Appendix A: Question Details, Ratings and Assessor Conclusions

This section presents the assessment's results in more granular detail by providing the full text, rating, and assessor analysis for each question. This section can be useful to State personnel looking to understand why specific ratings were given and further identify areas to target for improvement.

Questions, Ratings and Assessor Conclusions

Traffic Records Coordinating Committee

1. ***Does the TRCC membership include executive and technical staff representation from all six data systems?***

   Meets Advisory Ideal

   The New Mexico Traffic Records Coordinating Committee (TRCC) is composed of two groups, the State Traffic Records Executive Oversight Committee (STREOC) and State Traffic Records Coordinating Committee (STRCC). Each of those includes active members representing the six traffic records component systems as well as other partners, such as law enforcement, tribal, contractor, and liaison members.

   Change Notes: Rating Unchanged.

2. ***Do the executive members of the TRCC regularly participate in TRCC meetings and have the power to direct the agencies' resources for their respective areas of responsibility?***

   Meets Advisory Ideal

   Members of the STREOC are agency leaders with the ability to make decisions and direct resources. That committee meets twice per year and participates in joint meetings with the STRCC, as necessary.

   Change Notes: Rating Unchanged.

3. ***Do the custodial agencies seek feedback from the TRCC members when major projects or system redesigns are being planned?***

   Partially Meets Advisory Ideal

   Traffic records agencies involve the TRCC when seeking funding for system improvement projects, but not for all respective major projects or system redesigns being planned. As the STREOC and STRCC meet jointly, sharing of feedback and project planning can be facilitated among the members.

   Change Notes: New Question.

4. ***Does the TRCC involve the appropriate State IT agency or offices when member agencies are planning and implementing technology projects?***

   Meets Advisory Ideal

   The STRCC includes IT personnel from several agencies and the STREOC includes a representative from the State IT agency, the Department of Information Technology (DoIT)

Management Office.

Change Notes: Rating Unchanged.

5. ***Is there a formal document authorizing the TRCC?***

Meets Advisory Ideal

The State established a charter for the STREOC in 2018. That document outlines the structure of the STREOC and the STRCC. The charter was reviewed in 2020 and will be reviewed during each strategic plan cycle.

Change Notes: Rating Unchanged.

6. ***Does the TRCC provide the leadership and coordination necessary to develop, implement, and monitor the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

Both levels of the TRCC work together to identify projects and develop the Traffic Records Strategic Plan. At a joint TRCC meeting, a Priority Listing is developed for all project proposals.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

7. ***Does the TRCC advise the State Highway Safety Office on allocation of Federal traffic records improvement grant funds?***

Meets Advisory Ideal

The TRCC provides input during the project selection process. The State Department of Transportation Traffic Safety Division recommended that projects granted traffic records funds be carried forward and those projects were presented at the joint TRCC meeting for project selection approval.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

8. ***Does the TRCC identify core system performance measures and monitor progress?***

Partially Meets Advisory Ideal

All funded projects are required to include performance measures and the STRCC identifies performance measures for all proposed projects. Those measures are included in the Traffic Records Strategic Plan for the following data systems and data attributes: crash, vehicle, and citation/adjudication. The State also seems to be developing performance measures for the roadway system and developing baselines for the EMS/Injury data system for its performance measures.

Change Notes: Rating Unchanged.

9. ***Does the TRCC enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State's traffic records programs, challenges, and investments?***

Meets Advisory Ideal

The TRCC meetings are well-attended and the agendas provide several opportunities for discussion and coordination among partners. There are also opportunities for open discussion to ensure all ideas are expressed.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

10. Does the TRCC have a traffic records inventory?

Does Not Meet Advisory Ideal

The TRCC is developing a traffic records data inventory as part of the State Traffic Records System (STRS) Data Management Plan. The draft plan is comprehensive, and the end-product will be an excellent resource for New Mexico.

Change Notes: Rating Unchanged.

11. Does the TRCC have a designated chair?

Meets Advisory Ideal

Both tiers of the TRCC have designated chairpersons and identify those individuals in the Traffic Records Strategic Plan and all rosters. Both chairpersons work within the Department of Transportation Traffic Safety Division.

Change Notes: Rating Unchanged.

12. Is there a designated Traffic Records Coordinator?

Meets Advisory Ideal

The manager of the Traffic Records Office in the State Department of Transportation Traffic Safety Division is the designated TRCC Coordinator. That individual is responsible for all aspects of the TRCC and Traffic Records Strategic Plan and is supported by a contractor.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

13. Does the TRCC meet at least quarterly?

Meets Advisory Ideal

The STRCC meets quarterly and the STREOC meets twice per year with one of those events as a joint meeting. That joint STRCC-STREOC meeting is an excellent idea and provides a broader forum for both groups to interact and learn from each other. The two sub-committees also meet regularly.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

14. Does the TRCC review quality control and quality improvement programs impacting the core data systems?

Does Not Meet Advisory Ideal

Upon completion of the Data Management Plan, it is anticipated that the TRCC will utilize a data

quality and improvement tracking tool.

Change Notes: Rating Unchanged.

15. ***Does the TRCC assess and coordinate the technical assistance and training needs of stakeholders?***

Meets Advisory Ideal

In addition to relevant conferences and trainings, the TRCC has received technical assistance from NHTSA, FHWA, and FMCSA including a recent GO Team project. Those federal resources were solicited based on findings from the last Traffic Records Assessment. Any training and technical needs are also included in project descriptions.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

16. ***Do the TRCC's program planning and coordination efforts reflect traffic records improvement funding sources beyond § 405(c) funds?***

Meets Advisory Ideal

The Traffic Records Strategic Plan clearly charts funded projects for each year that utilize NHTSA 405(c), FHWA, and State funding sources. The chart provided in the strategic plan includes the following information for each entry: project number, description, State or Federal funding, funding source, funding year, and cumulative funding over a three-year period.

Change Notes: Rating Unchanged.

Strategic Planning for Traffic Records Systems

17. ***Does the State Traffic Records Strategic Plan address existing data and data systems areas of opportunity and document how these are identified?***

Meets Advisory Ideal

The New Mexico Statewide Traffic Records System (NMSTRS) is comprised of information from the following data systems: crash, driver, vehicle, roadway, citation/adjudication, and injury surveillance. Information provided includes driver demographics, licensure, sanctions, vehicle types, engineering, education, enforcement, and injury types and severity. This data is used throughout the State's Traffic Records Strategic Plan.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

18. ***Does the State Traffic Records Strategic Plan identify countermeasures that address at least one of the performance attributes (timeliness, accuracy, completeness, uniformity, integration, and accessibility) for each of the six core data systems?***

Meets Advisory Ideal

The Strategic Plan includes strategies for addressing each deficiency, and each strategy is indicated as addressing at least one of the six performance measure attributes. The plan includes well-

documented strategies and associated action steps that are specific, measurable, action-oriented, realistic, and time-bound (SMART). Larger projects, with long-term goals, are divided into smaller objectives and updates each with a clear status to indicate progress made.

Change Notes: Rating Unchanged.

19. ***Does the TRCC have a process for identifying at least one performance measure and the corresponding metrics for the six core data systems in the State Traffic Records Strategic Plan?***

Partially Meets Advisory Ideal

New Mexico is developing a Data Management Plan that will identify at least one performance measure, with corresponding metrics, for traffic records component systems. An associated project management tool will assist the TRCC in the tracking of established performance measures and their associated metrics.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

20. ***Does the TRCC have a process for prioritizing traffic records improvement projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The State has a two-tiered structure comprised of an executive and technical committee which is well defined within their plan. TRCC members develop and recommend projects in the 1st quarter of the fiscal year. Projects are then presented, prioritized, and voted on for inclusion in the Strategic Plan.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

21. ***Does the TRCC identify and address technical assistance and training needs in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The Strategic Plan includes training as parts of specific projects such as the TraCS system. The State also implemented many of their 2015 GO Team recommendations within their Strategic Plan. As a part of the project development activities, the technical committee members identify technical assistance and training needs which will be included in the project description.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

22. ***Does the TRCC have a process for establishing timelines and responsibilities for projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The State's project monitoring tool tracks the approved and proposed projects for inclusion into the TRSP. Information is collected on the following: project name, partner agencies, project descriptions (including objectives, benefits, risks, and budget), performance measures, and project timeline.

Change Notes: Rating Unchanged.

23. ***Does the TRCC have a process for integrating and addressing State and local (to include federally recognized Indian Tribes, where applicable) data needs and goals into the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The TRCC includes representation from State, county, city, and tribal agencies. Each member is responsible for identifying all stakeholders and soliciting their input and feedback related to proposed activities. Local needs are identified and addressed through various traffic records projects. Input from stakeholders helps to prioritize projects that will provide the greatest impact on the traffic records program.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

24. ***Does the TRCC consider the use of new technology when developing and managing traffic records projects in the State Traffic Records Strategic Plan?***

Meets Advisory Ideal

The State TRCC considers technology to improve traffic records systems. Examples such as the development of project monitoring and management tools as well as the TraCS Law Enforcement in-car equipment to produce electronic traffic records forms and reports were provided. The plan provides good documentation on their use of technology and integration within their various traffic records systems.

Change Notes: Rating Unchanged.

25. ***Does the State Traffic Records Strategic Plan consider lifecycle costs in implementing improvement projects?***

Meets Advisory Ideal

Lifecycle costs are considered for individual projects. Limited funding provides a challenge for supporting all necessary improvements; however, additional funding sources are also sought as appropriate. Documentation is provided to the STREOC and TRCC annually for consideration of lifecycle costs and projects are prioritized accordingly within the Executive Summary as Priority 1, Priority 2, and Priority 3.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

26. ***Does the State Traffic Records Strategic Plan make provisions for coordination with key Federal traffic records data systems?***

Meets Advisory Ideal

The Strategic Plan indicates the State is upgrading its NEMSIS compatible database (NMEMSTARS) to version 3. The State has also documented its partnerships with the primary information systems in New Mexico's Traffic Records System. It was noted that FARS and SafetyNet are being taken into consideration; however, neither was specifically mentioned in the

Plan.

Change Notes: Rating Unchanged.

27. Is the TRCC's State Traffic Records Strategic Plan reviewed, updated and approved annually?

Meets Advisory Ideal

The TRSP is updated annually. The TRCC develops an annual close-out report at the end of each fiscal year which is used as the foundation for any updates or revisions that are applied to the TRSP.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Description and Contents of the Crash Data System

28. Is statewide crash data consolidated into one database?

Meets Advisory Ideal

New Mexico processes crash reports via three different processes. First, paper reports received by the NMDOT are sent to the University of New Mexico for data entry and are captured in a hosted SQL server. Second, some qualifying paper reports are entered into the SQL database using a combination of optical character recognition and key from image techniques. Third, electronic reports received via XML transfer are captured within a SQL server database. The data within the SQL database from the first two paper methods and the data within the SQL Database from the electronic process are finally merged into a single SQL database.

Change Notes: Rating Unchanged.

29. Is the statewide crash system's organizational custodian clearly defined?

Meets Advisory Ideal

By State statute NMSA 66-7-209, the New Mexico Transportation Department is charged with providing and collecting crash report forms from statewide law enforcement agencies. While this statute was written in 2016, it is still valid and used today.

Change Notes: Rating Unchanged.

30. Does the State have criteria requiring the submission of fatal crashes to the statewide crash system?

Meets Advisory Ideal

The State's statute 66-7-207 states, "The driver of a vehicle involved in an accident resulting in bodily injury to or death of any person or total property damage to an apparent extent of five hundred dollars ($500) or more shall, within five days after the accident, forward a written report of the accident to the department of transportation."

Change Notes: Rating Unchanged.

31. ***Does the State have criteria requiring the submission of injury crashes to the statewide crash system?***

Meets Advisory Ideal

The State's statute 66-7-207 states "The driver of a vehicle involved in an accident resulting in bodily injury to or death of any person or total property damage to an apparent extent of five hundred dollars ($500) or more shall, within five days after the accident, forward a written report of the accident to the department of transportation."

Change Notes: Rating Unchanged.

32. ***Does the State have criteria requiring the submission of property damage only (PDO) crashes to the statewide crash system?***

Meets Advisory Ideal

The State's statute 66-7-207 states, "The driver of a vehicle involved in an accident resulting in bodily injury to or death of any person or total property damage to an apparent extent of five hundred dollars ($500) or more shall, within five days after the accident, forward a written report of the accident to the department of transportation."

Change Notes: Rating Unchanged.

33. ***Does the State have statutes or other criteria specifying timeframes for crash report submission to the statewide crash database?***

Meets Advisory Ideal

The State's statute 66-7-207 states, "The driver of a vehicle involved in an accident resulting in bodily injury to or death of any person or total property damage to an apparent extent of five hundred dollars ($500) or more shall, within five days after the accident, forward a written report of the accident to the department of transportation."

Change Notes: New Question.

34. ***Does the statewide crash system record the crashes that occur in non-trafficway areas (e.g., parking lots, driveways)?***

Meets Advisory Ideal

The qualifying criteria for crashes entered into the State database include crashes resulting in a fatality or injury or property damage greater than $500. The State uniform crash report has a checkbox to indicate if a crash occurred on private property and fields to indicate if the crash occurred off-roadway.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

35. ***Is data from the crash system used to identify crash risk factors?***

Meets Advisory Ideal

Data is analyzed and used to produce annual reports that identify risk factors associated with crashes at the State, county, and city level. PDF reports are provided to demonstrate how data in the crash system is used to identify crash risk factors. Trends in New Mexico Fatal Crash Data

report on May 12, 2020, shows data on alcohol-involved crashes, crashes by month, crashes by vehicle type, crashes by top ten counties, unbelted fatalities, pedestrian fatalities, etc. Another report - New Mexico Motorcycle Crash Data on March 5, 2020, shows similar crash risk factors identified using the crash data.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

36. Is data from the crash system used to guide engineering and construction projects?

Meets Advisory Ideal

Crash data is used in the network screening to identify locations/corridors for conducting Road Safety Audits. In addition, data requests are processed regularly from engineers and MPOs to assist with evaluation of any crashes that may have occurred on a particular road. Detailed requests are emailed to the Traffic Records Office indicating what data is needed (i.e., years, location, type, etc.) and a dataset produced from the crash database is provided to the requestor for use in the analysis of their project.

Change Notes: Rating Unchanged.

37. Is data from the crash system regularly used to prioritize law enforcement activity?

Meets Advisory Ideal

Data from the crash system is used to prioritize law enforcement activities. New Mexico State Police (NMSP) District Commanders use TraCS data to identify areas for saturation patrol and to identify areas where police presence is needed. Also, Traffic Safety Impaired Driving and Enforcement Program requires law enforcement who received funding to develop an operational plan each fiscal year. Agencies use the crash data to complete their operational plans. These plans identify crash and fatality data for alcohol- and non-alcohol-related crashes and include factors such as time of day, day of the week, month, and location.

Change Notes: Rating Unchanged.

38. Is data from the crash system used to evaluate safety countermeasure programs?

Meets Advisory Ideal

The State provided a narrative describing how data from the crash system is being used to evaluate several safety countermeasure systems. Among these NMDOT developed a safety countermeasure to include public awareness and enforcement. TSD utilizes the Annual Report and DWI report to evaluate safety countermeasure programs in areas such as Impaired Driving, Occupant Protection, Motorcycle, Speeding, and Pedestrian crashes. And Law Enforcement Liaisons use the ODWI report to evaluate the effectiveness of their grants to law enforcement annually during their negotiation cycle. Agencies are scored on goals that include reduced motor vehicle fatalities, injuries, crashes, percentage of alcohol-involved fatalities, and increased percentage of seatbelt usage.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Applicable Guidelines for the Crash Data System

39. Is there a process by which MMUCC is used to help identify what crash data elements and attributes the State collects?

Meets Advisory Ideal

MMUCC has been a key factor in the development of the crash form and database. In 2018 NMDOT revised the crash report to include additional elements from the MMUCC Guideline, Fourth Edition. MMUCC was used for recommending changes to the crash data collection and reporting system for the new 2020 crash report.

Change Notes: Rating Unchanged.

40. Is there a process by which ANSI D.16 is used to help identify the definitions in the crash system data dictionary?

Meets Advisory Ideal

With the adopted revisions to the 2020 crash report, the State included code definitions and instructions to ensure consistency with the definitions used in the ANSI D.16 manual, and these were carried over to the data dictionaries. The ANSI D.16 and D.20 are the foundation of the language and explanations for elements in the crash database, field data collection manual, and data dictionary.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Data Dictionary for the Crash Data System

41. Does the data dictionary provide a definition for each data element and define that data element's allowable values/attributes?

Meets Advisory Ideal

New Mexico has a comprehensive crash system data dictionary segmented into three sections: crash-level, vehicle-level, and occupant-level. The dictionaries provide definitions for each element and list the acceptable values.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

42. Does the data dictionary document the system edit checks and validation rules?

Meets Advisory Ideal

The crash system data dictionary does not include documentation of edit checks and validation rules; however, these are documented in the Data Entry Procedures Manual and Data Entry flowchart developed by UNM as well as the TraCS system manual.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

43. ***Is the data dictionary up-to-date and consistent with the field data collection manual, coding manual, crash report, database schema and any training materials?***

Meets Advisory Ideal

The State recently revised their crash report. During this process, the data dictionaries and training manuals were also revised to ensure consistency across all the documents. Data dictionaries are regularly updated, and a change log is included to record each update.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

44. ***Does the crash system data dictionary indicate the data elements populated through links to other traffic records system components?***

Meets Advisory Ideal

The State does not have elements in the crash database that are populated from links to New Mexico's license driver, registered vehicle, roadway inventory, citation/adjudication, or injury surveillance (EMS) databases. However, the crash system data dictionary indicates which data elements are populated from the UNM-TRU Geographic Information System (GIS) which is used to geocode crashes with known locations each year. These 18 data elements are merged into the final version of the crash database.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Procedures and Process Flows for Crash Data Systems

45. ***Does the State collect an identical set of data elements and attributes from all reporting agencies, independent of collection method?***

Partially Meets Advisory Ideal

Per statute, DOT provides crash reports for use of all law enforcement agencies. The State's response implies that there are multiple reports available and they are working to unify the data into one report. If the State notices an agency having a different form, they work with the agency to ensure the agency has the most current form available. While the State is making good progress in this area, the State does not have one identical set of data elements and attributes from all reporting agencies at this time.

Change Notes: New Question.

46. ***Does the State reevaluate their crash form at regular intervals?***

Partially Meets Advisory Ideal

The State indicated that they reevaluate their crash form when the TraCS user group gives feedback or recommendations to make changes. The State works to incorporate as many MMUCC recommendations as possible. The State did provide a narrative stating all New Mexico TraCS users are invited to attend bi-monthly meetings, where the new NMUCR form is discussed, and end-users are asked to test the form and provide feedback. However, this seems to be centered

around their new MMUCC form project and not a regular standing meeting to continually discuss the crash form. The State's evaluations appear to be more reactive to outside forces and not part of a specific policy or procedure. While there is not a specific standard to describe a regular interval, a regular interval would suggest a set period of time, possibly set in policy or procedure.

Change Notes: New Question.

47. ***Does the State maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data- including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet?***

Meets Advisory Ideal

The State does maintain accurate and up-to-date documentation detailing the policies and procedures for key processes governing the collection, reporting, and posting of crash data- including the submission of fatal crash data to the State FARS unit and commercial vehicle crash data to SafetyNet. With their UNIFORM CRASH REPORTS PROCESSING MANUAL, the processes for FARS, CMV, and Office of Inspector General (OIG) are defined.

Change Notes: Rating Unchanged.

48. ***Are the quality assurance and quality control processes for managing errors and incomplete data documented?***

Meets Advisory Ideal

While the processes are not formally documented, the State provided a narrative of their quality assurance and quality control processes for managing errors and incomplete data. Electronically, they rely heavily upon validation rules that must be met before an officer can complete and submit a crash report. These rules ensure all mandated fields are completed before a report can be completed. The rules also check for accuracy in certain fields such as verifying the Vehicle Identification Number meets the standard. TraCS receives daily reports from the statewide system indicating the total number of successfully uploaded crash reports. Hard copies are reviewed, and any incorrect or missing information is reported to the agency for correction and resubmission. Any inconsistencies flagged for electronic submission are reported to the Traffic Records Unit who contact the law enforcement agencies for corrections. If corrections are not received after several attempts, the errors are noted with a code indicating whether the information was missing or incorrect.

Change Notes: Rating Unchanged.

49. ***Do the document retention and archival storage policies meet the needs of safety engineers and other users with a legitimate need for long-term access to the crash data reports?***

Meets Advisory Ideal

NMDOT's retention schedule for crash reports is seven years. All reports are scanned and loaded into Department's Electronic Document Management System, which maintains the documents for longer periods. Data going back 20 years is stored in an Oracle database and the SQL database houses data from 2014 forward.

Change Notes: Rating Unchanged.

50. Do all law enforcement agencies collect crash data electronically?

Partially Meets Advisory Ideal

The New Mexico Departments of Public Safety and Transportation have partnered to provide the TraCS application to Law Enforcement Agencies throughout New Mexico. Within the State, 48 of 103 law enforcement agencies are using TraCS. The State has other agencies transitioning to TraCS and other agencies looking into transitioning to TraCS. At the current time, the largest law enforcement agencies in the State are submitting their crash forms and there is an ongoing effort to work with all agencies to report electronically.

Change Notes: Rating Unchanged.

51. Do all law enforcement agencies submit their data to the statewide crash system electronically?

Partially Meets Advisory Ideal

The percentages of crash reports submitted electronically have been increasing each year. The number of reports submitted using Traffic and Criminal Software, aka TraCS, has risen from 0.1 percent in 2015 to 62 percent in 2019. The first three quarters of 2020 had a total of 68 percent of reports submitted using TraCS.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

52. Do all law enforcement agencies collecting crash data electronically in the field apply validation rules consistent with those in the statewide crash system prior to submission?

Does Not Meet Advisory Ideal

There are 271 validation rules in TraCS that must be met before a form can be validated by an officer. All law enforcement agencies collecting crash data electronically in the field apply those same validation rules. However, not all agencies in the State are utilizing the TraCS system. Agencies submitting crash data outside of the TraCS system are not held to the same validation rules within TraCS.

Change Notes: Rating Unchanged.

Crash Data Systems Interface with Other Components

53. Does the crash system have a real-time interface with the driver system?

Partially Meets Advisory Ideal

The crash system does not directly interface with the driver system. Therefore, there is no real-time interface between the crash and driver systems. However, an extract from the driver system from the Motor Vehicle Division of the New Mexico Taxation and Revenue Department (aka Tapestry) is shared with UNM-GPS to perform data analysis between crash data and driver license data. The State has the ability to identify inconsistencies between the crash and driver records, only not in real-time.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

54. Does the crash system have a real-time interface with the vehicle system?

Partially Meets Advisory Ideal

There is no real-time interface between the crash and vehicle systems. UNM receives data extracts from the MVD Tapestry system to use for analysis with crash data. Therefore, the State has the ability to identify inconsistencies between the crash and vehicle records, only not in real-time. It should be noted that agencies utilizing the TraCS system and that have barcode handheld scanners, can scan the vehicle registration form. This process will enable easier and more accurate transfer of data between the two systems.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

55. Does the crash system interface with the roadway system?

Meets Advisory Ideal

The NMDOT LRS is used in TraCS as a mapping layer to assist officers with capturing crash location information. The TraCS program incorporates this data into the TraCS program location tool. Officers use the location tool to pinpoint the location of each crash. Also, The NMDOT has the State's roadway data within their All Road Network Linear Referencing Data (ARNOLD) system. On an annual basis, NMDOT uses the crash shapefiles that UNM-GPS creates annually to join the crash data with the ARNOLD roadway network. This linking of the data is a great example of how data is integrated between the crash and roadway systems. Once this process is completed, crash analysis can be performed with the combined crash and roadway data, the results of which can be very valuable to roadway engineers and transportation professionals.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

56. Does the crash system interface with the citation and adjudication systems?

Partially Meets Advisory Ideal

The crash system does not directly interface with the citation and adjudication systems to allow information in the crash record access to court records or to cross populate crash data from the court records. TraCS submits citation data to the Administrative Office of the Courts for dispersion to all magistrate courts across the State and submits citation data electronically to the MVD State system electronically from DPS. The State has demonstrated that data from the crash system can be linked via common fields to the citation and adjudication systems.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

57. Does the crash system have an interface with EMS?

Partially Meets Advisory Ideal

The crash system does not have a direct interface with the EMS system. EMS is dispatched from the same CAD system. Officers are able to obtain but not automatically cross-populate an EMS dispatch report which provides the EMS numbers. FARS analysts receive reports generated from

the injury surveillance system for EMS run times needed for FARS case reporting. The match rate between the system averages 85%. In most states, fatal crashes make up a very small percentage of the overall number of total crashes.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Data Quality Control Programs for the Crash System

58. ***Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

Automated edit checks and validation rules are included in front-end and back-end data collection programs. For the electronic process, edit checks and validation rules allow only attributes that meet codes specified in the crash report. Data collection programs are designed with drop-down lists and checkboxes to ensure valid codes are selected on the crash report as well as range checks for valid dates and times. For manual data entry, students review the data captured screens against the crash report information to ensure that valid data is captured. When data is missing or in error, they enter appropriate codes and flag the report for correction. Data entry operators are then able to make corrections to obvious errors in city or county names and street names.

Change Notes: Rating Unchanged.

59. ***Is limited State-level correction authority granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer?***

Meets Advisory Ideal

Limited State-level correction authority is granted to quality control staff working with the statewide crash database to amend obvious errors and omissions without returning the report to the originating officer. For example, data entry operators have the authority to amend obvious errors in city and county names as well as street names and reporting agency names. University data analysts will make corrections to the crash database for obvious errors when cross-checking data against other systems such as the State Fatal Log for alcohol- and drug-related factors. The University also uses various roadway shape files to geocode crash locations.

Change Notes: Rating Unchanged.

60. ***Are there formally documented processes for returning rejected crash reports to the originating officer and tracking resubmission of the report in place?***

Meets Advisory Ideal

The State has developed a manual on rejected crash reports, a process documented for returning rejected crash reports. The State has different processes for electronic submission and those that are manually submitted on paper. Hard copy reports are reviewed by Traffic Records staff. When errors are noted, such as an incorrect report number, incorrect crash date, missing data, or conflicting data, the law enforcement agency's records office is contacted to ask that the officer

review the report and resubmit it with any needed corrections. If the University notes any issues with a report during data entry, they will notify Traffic Records staff to request correction and resubmission of the report. The report number and data returned to the agency are noted on the tracking sheet. Staff use the sheet to follow up with the agency until a revised report is received.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

61. Does the State track crash report changes after the original report is submitted by the law enforcement agency?

Partially Meets Advisory Ideal

Changes to original reports are submitted through a supplemental report. Supplemental reports (both paper and electronic) can either contain a narrative or a diagram, and their contents are added to a narrative table in the database. It is limited to only a few data elements within the entire report. They apparently don't have the capability to directly amend other tables in the database. Supplements themselves are tracked in a number of different ways.

Change Notes: New Question.

62. Are there timeliness performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The State currently tracks the average length of time it takes from the time of receipt of the crash report to the time of entry into the crash database. The State does not seem to have a clearly defined timeliness performance measure, with specific measurable performance metrics that they are regularly monitoring and reporting on. They have a goal to have the report no later than 90 days after the crash. The State provided several reports that demonstrate that they are monitoring timeliness.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

63. Are there accuracy performance measures tailored to the needs of data managers and data users?

Meets Advisory Ideal

The State says the most effective way to improve crash data accuracy is by transitioning law enforcement agencies to using the TraCS software, and better access to training. The State also utilizes a quarterly report identifying accuracy measures for critical data elements. They increased the accuracy of the crash database by increasing the number of critical database elements available for verification after data entry from 15 elements to 20 beginning 10/1/2020. Another measurable accuracy performance measure is their increasing the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent (62% in 4/1/2015-3/31/2016 to 75% in 4/1/2016-3/31/2017) for crash reports that are manually entered.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

64. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The State relies heavily upon validation rules and edit checks to improve completeness and uniformity of data collection in the field. The Uniform Crash Report in TraCS contains 271 validation rules that must be met before an officer can complete and submit a crash report. These rules ensure all mandated fields are completed before a report can be completed. The rules also check for accuracy in certain fields such as verifying the Vehicle Identification Number meets the standard. It is a given that such validation rules and edit checks improve completeness, but this isn't a true method of measuring performance. A proposed performance measure for the coming 2021-2022 period would gauge the number of crash reports received that have crash coordinates filled in. This measure if implemented would compare the number of such reports in the period from April 1, 2020, through March 31, 2021, to the number of such reports in the following 12 months. If the State can establish specific numeric goals or specific metrics that can be monitored and regularly updated from this proposal, they may have a true completeness performance measure.

Change Notes: Rating Unchanged.

65. ***Are there uniformity performance measures tailored to the needs of data managers and data users?***

Meets Advisory Ideal

The State has a project to track the number of reports received on old forms vs the E July 2018 form that contains updated data fields to be used for analysis. From a baseline of 0%, increase the number of crash reports received using the E July 2018 form vs. older report forms to 50% by June 30, 2021. The stated goal of this project is to improve the uniformity of the collected data.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

66. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The State did not provide an integration performance measure. They did indicate that the NMDOT LRS is being integrated into TraCS to assist with capturing crash location information and they will be looking at what measures can be tied to this using the "Model Performance Measures for State Traffic Records Systems" as a guide.

Change Notes: Rating Unchanged.

67. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

The State does not currently have a formal accessibility performance measure. NMDOT is in the development phase of a GIS system that will allow engineers access to crash data via a data dashboard for project development. Using the Model Performance Measures for State Traffic

Records System, accessibility performance measures will be looked at for this project. They do monitor the number of users accessing crash statistics (about 40 visitors each month) and the number of data requests completed for end-users, over 200 per year. It may be possible for the State to convert these into formal performance measures.

Change Notes: Rating Unchanged.

68. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Partially Meets Advisory Ideal

The State Traffic Records Committees (STREOC & STRCC) have developed a Data Management Plan identifying quality management aspects, systems inventories, data interfaces/linkages, and performance measures in alignment with NHSTA's Model Performance Measures Guidelines. The State's Data Management Plan does identify performance measures. However, at this time, the State did not provide evidence that they have established these stated performance measures and are calculating the measurements as described.

Change Notes: Rating Unchanged.

69. ***Is there performance reporting that provides specific timeliness, accuracy, and completeness feedback to each law enforcement agency?***

Does Not Meet Advisory Ideal

The State failed to provide evidence or describe a process where performance reporting specific timeliness, accuracy, and completeness feedback is provided to each law enforcement agency. NMDOT tracks the number of crash reports received from each agency and will contact agencies showing a decline in reporting from the previous year. When NMDOT identifies specific errors with reports, the Traffic Records Unit contacts the records office and/or supervisory staff to make them aware of the concerns. These are time-consuming manual processes and the NMDOT is looking at ways to automate the process to provide feedback to each agency.

Change Notes: Rating Unchanged.

70. ***Are detected high-frequency errors used to prompt revisions, update the validation rules, and generate updated training content and data collection manuals?***

Meets Advisory Ideal

Agencies using the TraCS program formed a user group that meets monthly to discuss issues. When errors are detected during data entry for agencies using this system, NMDOT can use this forum to present the issues and discuss how to best address them through form revisions, validation rules, or training. They have made several revisions over the last couple of years and continually modify the instruction (training) to address newfound errors. They stated as well that they have created new validation rules when warranted.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

71. ***Are quality control reviews comparing the narrative, diagram, and coded contents of the report considered part of the statewide crash database's data acceptance process?***

Partially Meets Advisory Ideal

The State indicated that, for paper reports, Data Entry Staff use the crash report narrative and diagram to verify entries in the crash database. As part of the quality review, any data errors identified during the running of the cleaning program are flagged for review against the crash report and corrections are made as needed or the report is flagged for return to the law enforcement agency. However, it was unclear if there are quality control reviews comparing the narrative, diagram, and coded contents of the report for the reports collected electronically which make up the majority of the reports collected.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

72. ***Are sample-based audits periodically conducted for crash reports and related database content?***

Partially Meets Advisory Ideal

Daily, for the paper crash reports, the data entry coordinator collects a random 20 percent selection of crash reports that were entered by data entry operators the previous day. If the data entry coordinator observes a persistent error originating from a particular data entry operator, the data entry operator's access account is locked out until the operator is re-trained. Information about any minor error observed by the data entry coordinator is relayed back to the data entry operator as a training opportunity. The above process is for paper reports only and does not occur on electronic reports.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

73. ***Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?***

Meets Advisory Ideal

Some periodic comparative and trend analyses are being used to identify unexplained differences in the data across years and jurisdictions. NMDOT reviews quarterly Law Enforcement Agency Reports to monitor the crash reporting levels for agencies in the State and uses this to identify unexplained changes in reporting among agencies. Another example is, as part of finalizing the crash database, UNM-GPS annually conducts a five-year frequency review of every field and the most commonly requested crash statistics. Sudden changes in frequencies are investigated before finalizing the data.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

74. ***Is data quality feedback from key users regularly communicated to data collectors and data managers?***

Partially Meets Advisory Ideal

The TRCC serves as a mechanism for users to provide feedback for crash data quality. Outside of the "informal" use of the TRCC for this purpose, users may directly contact the NMDOT Crash Manager or Crash Records Team to provide input. The State did not provide a formal description

of the process for transmitting and using key users' data quality feedback to inform changes.

Change Notes: Rating Unchanged.

75. Are data quality management reports provided to the TRCC for regular review?

Partially Meets Advisory Ideal

The Traffic Records Committees (STREOC & STRCC) have developed a Data Management Plan identifying quality management aspects, systems inventories, data interfaces/linkages, and performance measures in alignment with NHSTA's Model Performance Measures guidelines. Data quality is reported to the STREOC/STRCC, at least quarterly, through a review of projects and performance measures presented to the STREOC/STRCC membership. The Plan will be used as a tool to identify data quality reports to be presented at the quarterly meetings. This process describes data quality as it relates to specific projects approved by the TRCC; however, it does not address overall data quality. No minutes of the TRCC meetings were provided to demonstrate how data quality management reports are provided to the TRCC and how they are regularly reviewed.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Description and Contents of the Driver Data System

76. Does custodial responsibility for the driver data system-including commercially-licensed drivers-reside in a single location?

Meets Advisory Ideal

The New Mexico Taxation & Revenue Department, Motor Vehicle Division, has sole custody of the State's driver system with the State's Department of Information Technology housing the servers for the system.

Change Notes: Rating Unchanged.

77. Does the driver data system capture details of novice driver, motorcycle, and driver improvement (remedial) training histories?

Meets Advisory Ideal

The Tapestry system houses all test results, with most tests being completed on this web-based platform. Other documents, such as those required for graduated license requirements are submitted to MVD agents who then enter them into Tapestry. All transactions proceed only after appropriate documentation, (e.g., test results, driver improvement course completion) has been provided.

Change Notes: Rating Unchanged.

78. Does the driver data system capture and retain the dates of original issuance for all permits, licensing, and endorsements (e.g., learner's permit, provisional license, commercial driver's license, motorcycle license)?

Meets Advisory Ideal

The State's Tapestry Systems captures and retains all credential issue dates. The credential history is viewable in the system until the legal retention period of 11 years expires.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Applicable Guidelines for the Driver Data System

79. Is driver information maintained in a manner that accommodates interaction with the National Driver Register's PDPS and CDLIS?

Meets Advisory Ideal

The Tapestry system connects to National Driver Register's PDPS and CDLIS to check for outstanding issues. The system also compares identification detail such as name and last 4 digits of Social Security Number.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Data Dictionary for the Driver Data System

80. Are the contents of the driver data system documented with data definitions for each field?

Meets Advisory Ideal

The State's Tapestry System data fields are defined in a comprehensive data dictionary and a sample of the data fields for citation handling was provided. Access to the dictionary and the definitions is limited by the Administration.

Change Notes: Rating Unchanged.

81. Are all valid field values-including null codes-documented in the data dictionary?

Meets Advisory Ideal

The data dictionary is said to be complete though it is not available to MVD from the vendor. A sample was provided which indicates that such null code lists are in the system. Assuming this is true for all functions in Tapestry then the State meets the Advisory ideal. Conducting a review of the data dictionary and/or all valid field values with the vendor might be a worthwhile exercise. It could yield the State with a better understanding of the system's comprehensiveness and overall functionality, enlighten stakeholders to its full capabilities, and help with the development of meaningful performance measures.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

82. Are there edit checks and data collection guidelines for each data element?

Meets Advisory Ideal

The State's Tapestry System's data fields have edit checks and guidelines for each field. The State

provided as evidence citation handling definitions and a narrative describing the checks for both social security number and address data fields.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

83. ***Is there guidance on how and when to update the data dictionary?***

Partially Meets Advisory Ideal

While the State's vendor has internal documents and training pertaining to the data dictionary and updates, MVD does not have access to them. Without reviewing the content of these documents, it is not possible to make a definitive assessment of their completeness and quality.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Procedures and Process Flows for the Driver Data System

84. ***Does the custodial agency maintain accurate and up-to-date documentation detailing: the licensing, permitting, and endorsement issuance procedures; reporting and recording of relevant convictions, driver education, driver improvement course; and recording of information that may result in a change of license status (e.g., sanctions, withdrawals, reinstatement, revocations, cancellations and restrictions) including manual or electronic reporting and timelines, where applicable?***

Meets Advisory Ideal

The State's Tapestry System processes are well documented in a manual that includes step-by-step instructions and screenshots.

Change Notes: New Question.

85. ***Is there a process flow diagram that outlines the driver data system's key data process flows, including inputs from other data systems?***

Meets Advisory Ideal

The Tapestry manuals provide detailed process documentation with screenshot graphic displays of each step.

Change Notes: Rating Unchanged.

86. ***Are the processes for error correction and error handling documented for: license, permit, and endorsement issuance; reporting and recording of relevant convictions; reporting and recording of driver education and improvement courses; and reporting and recording of other information that may result in a change of license status?***

Meets Advisory Ideal

New Mexico's Tapestry System has nightly audit programs that produce error reports to be worked by a correction unit. The error correction processes are well defined in a manual that was supplied

as supporting evidence.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

87. Are there processes and procedures for purging data from the driver data system documented?

Meets Advisory Ideal

The State's Tapestry system has built-in rules for driver record retention as specified by NM statute code. There was no evidence provided or discussed in the narrative regarding retention or purging of the driver data from the driver system or if there were processes in place.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

88. In States that have the administrative authority to suspend licenses based on a DUI arrest independent of adjudication, are these processes documented?

Meets Advisory Ideal

New Mexico's statute authorizing administrative sanctions for a DUI arrest is referred to as the Implied Consent Act. The processes are documented in the narrative supplied by the State.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

89. Are there established processes to detect false identity licensure fraud?

Meets Advisory Ideal

The State uses both one-to-one and one-to-many facial recognition processes to help deter identity fraud. Additionally, the State requires driver issuance employees to attend AAMVA's fraud trainings.

Change Notes: Rating Unchanged.

90. Are there established processes to detect internal fraud by individual users or examiners?

Meets Advisory Ideal

The State does have processes in place to deter employee fraud. Employee transactions are recorded in the State's Tapestry system and are available to identified classifications to review and identify errors and fraudulent activities. Tapestry also has automated reporting processes where employee activity can be monitored.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

91. Are there established processes to detect CDL fraud?

Meets Advisory Ideal

In addition to the processes in place to detect fraud for the non-commercial licenses, the New Mexico MVD has a specialized CDL unit that reviews all CDL issuances to prevent fraudulent activity.

Change Notes: Rating Unchanged.

92. Does the State transfer the Driver History Record (DHR) electronically to another State when requested due to a change in State of Record?

Meets Advisory Ideal

The New Mexico MVD does transfer a driver's record to another State electronically as part of the State 2 State system.

Change Notes: New Question.

93. Does the State obtain the previous State of Record electronically upon request?

Meets Advisory Ideal

New Mexico does request from the previous State of licensure the driver history. This request is done electronically through State 2 State.

Change Notes: New Question.

94. Does the State run facial recognition prior to issuing a credential?

Meets Advisory Ideal

MVD has a complete process for utilizing facial recognition including at the time of image capture as well as again using one-to-many comparisons on a nightly basis.

Change Notes: New Question.

95. Does the State exchange driver photos with other State Licensing agencies upon request?

Meets Advisory Ideal

License photos are shared through AAMVA's State 2 State system and via email upon request.

Change Notes: New Question.

96. Are there policies and procedures for maintaining appropriate system and information security?

Meets Advisory Ideal

New Mexico's Dept. of Taxation and Revenue's IT Department oversees access to the Tapestry System. The Department uses role-based access control and the processes are documented in a manual.

Change Notes: Rating Unchanged.

97. Are there procedures in place to ensure that driver system custodians track access and release of driver information?

Meets Advisory Ideal

The State's Tapestry System maintains a log of all access to the driver data that includes timestamps. Supervision and management can review transaction screenshots that are captured by the system as well as review transaction steps that are specific to identify users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Driver System Interface with Other Components

98. Does the State post at-fault crashes to the driver record?

Does Not Meet Advisory Ideal

The State does not record at-fault accidents to the driver record.

Change Notes: Rating Unchanged.

99. Does the State's DUI tracking system interface with the driver data system?

Partially Meets Advisory Ideal

Currently, DUI arrest and court dispositions are received by MVD staff in paper form and entered into the Tapestry system. A DUI tracking system should continue through sanctions and treatment. A DUI Tracking System should interface with all systems that are used to maintain data on an alcohol arrest from the time of arrest through and including treatment and probation requirements.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

100. Is there an interface between the driver data system and the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system?

Meets Advisory Ideal

New Mexico MVD's Tapestry system interfaces with the Problem Driver Pointer System, the Commercial Driver Licensing System, the Social Security Online Verification system, and the Systematic Alien Verification for Entitlement system within the driver system applications.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

101. Does the custodial agency have the capability to grant authorized law enforcement personnel access to information in the driver system?

Meets Advisory Ideal

MVD grants access to law enforcement agencies. Agencies are required to self-certify their staff for access.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

102. Does the custodial agency have the capability to grant authorized court personnel access to information in the driver system?

Meets Advisory Ideal

Courts are given access to driver records. Judicial personnel must complete a security agreement.

Change Notes: Rating Unchanged.

Data Quality Control Programs for the Driver System

103. ***Is there a formal, comprehensive data quality management program for the driver system?***

Partially Meets Advisory Ideal

Tapestry serves the purpose of data quality monitoring. The system is programmed with data checks and allowable entries for each data field and pull-down menus are used to decrease errors. However, there is no description of a full data quality management program.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

104. ***Are there automated edit checks and validation rules to ensure entered data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

The MVD's Tapestry system has edit checks and validation rules on each of the driver data fields. For examples, the State representative supplied details for the validation of social security number and suspension release dates.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

105. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

With the Tapestry system, all driver-related information is linked. It appears that most data is entered electronically which enables tracking of all actions including timeliness. There are checks that can provide immediate error reporting. With the TraCS system, citations are completed electronically and are immediately available in the driver record. If the electronic entry is incomplete, the system immediately issues an error report. The State's response failed to provide the baseline and actual values for these performance measures.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

106. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal

According to the State, there are checks for accuracy prior to data entry. The system also has definition rules for all data elements which can identify inaccurate entries. However, the State did not provide baselines or actual values to verify this is a performance measure.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

107. Are there completeness performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The Tapestry System requires data to be complete before it is captured by the system. If the data is incomplete, the system will identify the missing data for the user. The State did not provide a baseline or actual values to support this measure.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

108. Are there uniformity performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The driver data in the State's Tapestry System meets AAMVA's specifications for credential issuance, conviction data, and withdrawal data. The State, however, did not provide uniformity performance measures with baseline values and the actual values or address if the driver data is uniform with data maintained in other State systems. The State should create performance measures to monitor the uniformity of the driver data system with other systems.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

109. Are there integration performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

Integration measures are included in the Tapestry system which automatically generates an error report if the interface is not completed. The system also tracks interface calls. The system interfaces with several other systems such as SPEXS and the Problem Driver Pointer System. If the State is monitoring these measures, the baselines and actual values were not presented.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

110. Are there accessibility performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The State's response is the driver system is accessible nearly 100% of the time. This would represent an actual value in a performance measure. The response did not provide a listing of the accessibility performance measures that are in place with baseline and actual values.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

111. Has the State established numeric goals-performance metrics-for each performance measure?

Does Not Meet Advisory Ideal

While the State indicated that numeric goals (i.e., 100%) have been established, no detail was provided.

Change Notes: Rating Unchanged.

112. Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?

Meets Advisory Ideal

Identified high-frequency errors are used by the NM MVD and when appropriate will generate revisions to either system validation rules and/or procedural manuals and training.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

113. Are sample-based audits conducted periodically for the driver reports and related database contents for that record?

Does Not Meet Advisory Ideal

Sample-based audits are not currently conducted.

Change Notes: Rating Unchanged.

114. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions?

Does Not Meet Advisory Ideal

Periodic trend analyses are not currently used to identify unexplained differences in data across time periods.

Change Notes: Rating Unchanged.

115. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Meets Advisory Ideal

The State has methods in place to communicate data quality feedback. As an example, the State provided a narrative explaining the input of citation data into the driver system by a sister agency. Errors in the data are identified either by system reports or data managers and reported accordingly.

Change Notes: Rating Unchanged.

116. Are data quality management reports provided to the TRCC for regular review?

Meets Advisory Ideal

The State provides the TRCC reports on a regular basis. As an example, the State provided a report of citation fine amount errors that was submitted to the TRCC.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Description and Contents of the Vehicle Data System

117. ***Does custodial responsibility of the identification and ownership of vehicles registered in the State-including vehicle make, model, year of manufacture, body type, and adverse vehicle history (title brands)-reside in a single location?***

Meets Advisory Ideal

The New Mexico Taxation & Revenue Department, Motor Vehicle Division (MVD) has the sole responsibility of the identification and ownership of vehicles registered in the State. All pertinent vehicle data to include vehicle make, model, manufacture year, body type, and adverse history is captured in the State's Tapestry system which is managed and administered by the MVD.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

118. ***Does the State or its agents validate every VIN with a verification software application?***

Meets Advisory Ideal

All VINs are validated on New Mexico title-related transactions utilizing the VINQUERY web application.

Change Notes: Rating Unchanged.

119. ***Are vehicle registration documents barcoded-using at a minimum the 2D standard-to allow for rapid, accurate collection of vehicle information by law enforcement officers in the field using barcode readers or scanners?***

Meets Advisory Ideal

The State's registration document contains a barcode as evidenced by the sample that was presented. The State further reports the barcode is an aid to law enforcement in the access of the vehicle data. However, it unclear if the bar codes meet the 2D standard.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Applicable Guidelines for the Vehicle Data System

120. ***Does the vehicle system provide title information data to the National Motor Vehicle Title Information System (NMVTIS) at least daily?***

Meets Advisory Ideal

The State's vehicle transactions are uploaded to the Tapestry servers, which in turn update NMVTIS real-time to maintain consistency between the two systems.

Change Notes: Rating Unchanged.

121. Does the vehicle system query NMVTIS before issuing new titles?

Meets Advisory Ideal

The State's Tapestry system queries NMVTIS when issuing a title. This was evidenced by a screenshot of the application.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

122. Does the State incorporate brand information recommended by AAMVA and/or received via NMVTIS on the vehicle record, whether the brand description matches the State's brand descriptions?

Meets Advisory Ideal

The State provided a list of the New Mexico brand codes that are used and further explained that the AAMVA codes are maintained in the Tapestry system if received through NMVTIS. New Mexico incorporates AAMVA brand information on the vehicle record.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

123. Does the State participate in the Performance and Registration Information Systems Management (PRISM) program?

Meets Advisory Ideal

The State is at step 7 of participation in PRISM.

Change Notes: Rating Unchanged.

Vehicle System Data Dictionary

124. Does the vehicle system have a documented definition for each data field?

Partially Meets Advisory Ideal

The State's data dictionary does not have documented definitions for every data field. The State contends that most field names are self-explanatory and easy for a user to determine the data that should be put in the field; however, a detailed explanation of each field would reduce manual interpretations and increase vehicle data integrity.

Change Notes: Rating Unchanged.

125. Does the vehicle system include edit check and data collection guidelines that correspond to the data definitions?

Meets Advisory Ideal

The State's Tapestry System has field edit checks that restrict the data that can be entered into each

field. As examples, the State provided a narrative for the edit checks on social security numbers and address fields.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

126. Are the collection, reporting, and posting procedures for registration, title, and title brand information formally documented?

Does Not Meet Advisory Ideal

The State replied there is partial business process documentation covering the collection, reporting, and posting procedures. However, no documentation was provided to detail what business processes are documented.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

Procedures and Process Flows for the Vehicle Data System

127. Is there a process flow that outlines the vehicle system's key data process flows, including inputs from other data systems?

Partially Meets Advisory Ideal

The process flow is documented through descriptions and graphics included in the Tapestry manuals. However, some process flow details are missing, and additional diagrams were not provided.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

128. Does the vehicle system flag or identify vehicles reported as stolen to law enforcement authorities?

Meets Advisory Ideal

New Mexico's vehicle system utilizes NCIC to determine if a vehicle is identified as stolen and if so, stops titling transactions and flags the vehicle in the system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

129. If the vehicle system does flag or identify vehicles reported as stolen to law enforcement authorities, are these flags removed when a stolen vehicle has been recovered or junked?

Meets Advisory Ideal

There is an indicator in New Mexico's Tapestry system for vehicles that have been stolen. The stolen vehicle flag is removed by law enforcement once the vehicle has been recovered or junked.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

130. ***Does the State record and maintain the title brand history (previously applied to vehicles by other States)?***

Meets Advisory Ideal

The State's Tapestry system maintains all title brand history for a vehicle and the brand is marked on the New Mexico title.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

131. ***Are the steps from initial event (titling, registration) to final entry into the statewide vehicle system documented?***

Meets Advisory Ideal

Workflow diagrams were provided that describe step-by-step activities and decision points and demonstrate where system to system queries are conducted during vehicle transactions.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

132. ***Is the process flow annotated to show the time required to complete each step?***

Does Not Meet Advisory Ideal

There is no flow diagram to show the time required to complete each step. It seems that it would be possible to calculate this using the information logged into the Tapestry system.

Change Notes: Rating Unchanged.

133. ***Does the process flow show alternative data flows and timelines?***

Does Not Meet Advisory Ideal

There is no flow diagram to show alternative data flows and timelines. These data flows and timelines would be helpful in terms of ensuring that all staff is aware of proper procedures and that there are no extraneous steps in any processing. Development of process flows gives staff an opportunity to review critical processes and increases uniformity.

Change Notes: Rating Unchanged.

134. ***Does the process flow include processes for error correction and error handling?***

Does Not Meet Advisory Ideal

There is no flow diagram to show processes for error correction and handling. It might be possible to calculate this using the information logged into the Tapestry system. Consideration should be given to documenting these steps in flow charts to help ensure system users have clear procedures to follow when addressing errors. These clear and well-defined visuals will help ensure errors are handled correctly by system users, improve efficiency, and result in better productivity.

Change Notes: Rating Unchanged.

Vehicle Data System Interface with Other Traffic Record System Components

135. Are the driver and vehicle files unified in one system?

Meets Advisory Ideal

Driver and vehicle records are stored in Tapestry, a single unified system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

136. Is personal information entered into the vehicle system using the same conventions used in the driver system?

Meets Advisory Ideal

The Tapestry system is a unified driver and vehicle system, therefore utilizes the same conventions for collecting personal information.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

137. When discrepancies are identified during data entry in the crash data system, are vehicle records flagged for possible updating?

Meets Advisory Ideal

The State reports that when serious discrepancies are noted, a report is sent to NMDOT and information is gathered from law enforcement for possible updates.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Data Quality Control Programs for the Vehicle Data System

138. Is the vehicle system data processed in real-time?

Meets Advisory Ideal

The New Mexico Tapestry system is web-based, and all data entry is real-time.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

139. Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?

Partially Meets Advisory Ideal

The State's response indicated all fields have checks and guidelines and they provided examples relating to social security number and address checks. There was no evidence provided or documented in the narrative as to the edit checks for any of the vehicle data such as VIN, make, model, or brand code.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

140. Are statewide vehicle system staff able to amend obvious errors and omissions for quality control purposes?

Meets Advisory Ideal

There is a dedicated error correction unit to resolve problems with vehicle records. The unit has staff authorized to correct the data once problems are resolved.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

141. Are there timeliness performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State's response that the Tapestry system has near 100% up time does not validate there are timeliness performance measures tailored to the needs of data managers and users. The State did not present baselines or actual values but stated the measures will be added to the Data Management Plan establishing base values and metrics. These steps will help improve this rating for the next assessment.

Change Notes: Rating Unchanged.

142. Are there accuracy performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The Tapestry system has numerous edit checks for accuracy though performance measures were not provided.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

143. Are there completeness performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

The State's Tapestry System has edit rules in place to ensure data is complete as reported by the State. This is not a performance measure for the overall data in the system. A performance measure would have an established baseline or starting point, and then the actual values at interval checks. The State does plan to add the measures to the Data Management Plan with established base values and measurement metrics.

Change Notes: Rating Unchanged.

144. Are there uniformity performance measures tailored to the needs of data managers and data users?

Partially Meets Advisory Ideal

The Tapestry system has edit checks for uniformity. There are plans to add performance measures and baseline values to the Data Management Plan.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

145. ***Are there integration performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal
The Tapestry system tracks interface calls including duration and errors. Performance measures and baseline values will be added to the Data Management Plan.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

146. ***Are there accessibility performance measures tailored to the needs of data managers and data users?***

Partially Meets Advisory Ideal
Tapestry has virtually 100% uptime. A graphic presentation of accessibility (uptime) statistics was provided. Uptime information is made available to users. Performance measures and baseline values will be added to the Data Management Plan.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

147. ***Has the State established numeric goals-performance metrics-for each performance measure?***

Does Not Meet Advisory Ideal
The State has not established numeric goals or performance metrics for each of the performance measures.

Change Notes: Rating Unchanged.

148. ***Is the detection of high frequency errors used to generate updates to training content and data collection manuals, update the validation rules, and prompt form revisions?***

Does Not Meet Advisory Ideal
The lack of performance metrics is problematic for use of high-frequency errors for training. The State's response does not address this question.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

149. ***Are sample-based audits conducted for vehicle reports and related database contents for that record?***

Does Not Meet Advisory Ideal
The State does not perform sample-based audits for vehicle reports and database contents. These

reviews can be used as a means to identify training needs, updates to current manuals, and validation rules.

Change Notes: Rating Unchanged.

150. Are periodic comparative and trend analyses used to identify unexplained differences in the data across years and jurisdictions within the State?

Does Not Meet Advisory Ideal

The State indicated that periodic analyses are conducted to analyze the impact of legislation; however, they do not conduct periodic comparative and trend analyses to identify unexplained differences in the data across years and jurisdictions within the State.

Change Notes: Rating Unchanged.

151. Is data quality feedback from key users regularly communicated to data collectors and data managers?

Does Not Meet Advisory Ideal

The State's response only addresses the encouragement of staff to notify management of data issues. The response did not address if this information is disseminated to the data collectors and managers or how it is disseminated.

Change Notes: Rating Unchanged.

152. Are data quality management reports provided to the TRCC for regular review?

Does Not Meet Advisory Ideal

While MVD representatives participate in the TRCC, it is unclear if or how often actual reports are provided to TRCC for review or how often such reports are generated.

Change Notes: Rating Unchanged.

Description and Contents of the Roadway Data System

153. Are all public roadways within the State located using a compatible location referencing system?

Meets Advisory Ideal

The New Mexico Department of Transportation (NMDOT) has made significant progress in improving the State enterprise roadway system since the 2016 Assessment. This has been accomplished through the completion and implementation of the FHWA sponsored All Road Network of Linear Referenced Data (ARNOLD) Pooled Fund Study. The study provides the State with a Statewide Public Roadway network with a consistent location reference system (LRS). Results of the pooled study for New Mexico were implemented on August 30, 2018. The data and the location reference system (LRS) now reside in Esri's roads and highways system and is currently the official LRS for the NMDOT. The roads and highways system now provides New Mexico with a compatible location referencing system for all State public roadways. A sample map showing all public ARNOLD routes, the system event editor, and the new database schema

were provided to demonstrate the system's capabilities and support the suggested evidence.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

154. Are the collected roadway and traffic data elements located using a compatible location referencing system (e.g., LRS, GIS)?

Partially Meets Advisory Ideal

New Mexico is making good progress collecting and maintaining roadway and traffic data elements on all public roads using their compatible ARNOLD location reference system. Some data elements (AADT and surface type condition) are collected on all public roads, while other elements are supported on State maintained and federal aid system roadways. In order to establish an effective statewide roadway inventory for all public roads, NMDOT is encouraged to focus on the collection of at least the MIRE FDEs for all their public roads.

Change Notes: Rating Unchanged.

155. Is there an enterprise roadway information system containing roadway and traffic data elements for all public roads?

Partially Meets Advisory Ideal

With the implementation of the FHWA ARNOLD Network, the State is poised to develop a complete enterprise roadway information system containing roadway and traffic data elements for all public roads. The system now includes some roadway information, traffic data (AADT), the most recent National bridge inventory, and pavement data on all public roads with more detailed information on the Federal aid system and State-owned routes. NMDOT is encouraged to develop a project plan to put in place a complete roadway inventory system including at least the MIRE FDEs for all public roads. The project plan should include a schedule and priority for the collection of the FDEs on all the State's roadway systems. The plan should also include periodic status reporting to the TRCC and safety stakeholders.

Change Notes: Rating Unchanged.

156. Does the State have the ability to identify crash locations using a referencing system compatible with the one(s) used for roadways?

Meets Advisory Ideal

Since NMDOT has completed its All Road Network Linear Referencing Data (ARNOLD), including migrating all available roadway data from its legacy database, crash data can be overlaid on the roadway system for analysis. However, currently, there is some manual effort involved with joining the crash location to the linear reference system. NMDOT is currently in the Applications Enterprise Geographical Information Systems for Transportation (AEGIST) pooled fund study with FHWA. As part of the study, NMDOT will be reviewing the status of their network and crash location information for developing an automated process of utilizing these two systems for comprehensive analysis.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

157. Is crash data incorporated into the enterprise roadway information system for safety analysis and management use?

Partially Meets Advisory Ideal

New Mexico indicated crash data is not incorporated into the enterprise roadway information system for safety analysis and management at this time. The AEGIST study, scheduled to be completed in 2022, is expected to assist in identifying methods to incorporate crash data into the enterprise roadway information system. The State provided a number of documents to support the suggested evidence that crash data can be integrated through automated processes with roadway information to support analysis.

Change Notes: Rating Unchanged.

Applicable Guidelines for the Roadway Data System

158. Are all the MIRE Fundamental Data Elements collected for all public roads?

Partially Meets Advisory Ideal

New Mexico indicated the majority of the MIRE Fundamental Data Elements (FDEs) are collected. However, the effort to collect the FDEs is part of the AEGIST project which appears to be ongoing. NMDOT is encouraged to identify the collected FDEs in the enterprise roadway data dictionary. A document showing the FDE list was provided to support the suggested evidence along with the collected percentage by road type.

Change Notes: Rating Unchanged.

159. Do all additional collected data elements for any public roads conform to the data elements included in MIRE?

Partially Meets Advisory Ideal

It appears there are a number of MIRE elements collected beyond the FDEs. Two documents were provided to support the suggested evidence. One included a list of NMDOT roadway data elements collected and then a list of non-FDEs. NMDOT is encouraged to develop a single data dictionary that includes all collected data elements along with a good text definition and the appropriate MIRE notation.

Change Notes: Rating Unchanged.

Data Dictionary for the Roadway Data System

160. Are all the MIRE Fundamental Data Elements for all public roads documented in the enterprise system's data dictionary?

Partially Meets Advisory Ideal

NMDOT does not currently maintain a data dictionary for their enterprise roadway system and therefore does not indicate the collected MIRE data elements. The response indicated that a data dictionary is being developed and the State currently uses the 2021 Model Inventory of Roadway

Elements MIRE 2.0 as its current dictionary. The MIRE manual will be heavily used for the new data dictionary. The NMDOT uses the MIRE manual as its guide for creating the MIRE data elements in the roadway system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

161. Are all additional (non-Fundamental Data Element) MIRE data elements for all public roads documented in the data dictionary?

Partially Meets Advisory Ideal

NMDOT does not currently maintain a data dictionary for their enterprise roadway system and therefore does not indicate the collected MIRE data elements. The response indicated that a data dictionary is being developed and the State currently uses the 2021 Model Inventory of Roadway Elements MIRE 2.0 as its current dictionary. The MIRE manual will be heavily used for the new data dictionary. The NMDOT uses the MIRE manual as its guide for creating the MIRE data elements in the roadway system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

162. Does local, municipal, or tribal (where applicable) roadway data comply with the data dictionary?

Does Not Meet Advisory Ideal

NMDOT imports a number of data elements from local entities and other sources. NMDOT goes through a manual process to convert the elements to comply with the State's standards. NMDOT provided their standards document to support the suggested evidence and indicated they expect to develop a change detection process for future imports that should reduce the time to make updates from the local sources. Since NMDOT does not currently manage their own enterprise roadway inventory data dictionary, the local data does not comply with the dictionary.

Change Notes: Rating Unchanged.

163. Is there guidance on how and when to update the data dictionary?

Does Not Meet Advisory Ideal

The response indicates that updates to the data dictionary are made on an ad hoc basis as new elements are added to the database or as needed by other business owners. So, it appears that formal guidance on how and when to update the data dictionary does not exist. The HPMS Field Manual was attached to this question to support the suggested evidence. Responses to other questions suggest that an NMDOT enterprise roadway system data dictionary does not exist and the Model Inventory of Roadway Elements MIRE 2.0 is being used as the State system's data dictionary.

Change Notes: Rating Unchanged.

164. ***Are the steps for incorporating new elements into the roadway information system (e.g., a new MIRE element) documented to show the flow of information?***

Partially Meets Advisory Ideal

A brief narrative was provided on the steps for incorporating new elements into the roadway information system. However, it does not appear that the process or flow is documented. For this question, the State provided a screen scan for the roads and highway software table properties to support the suggested evidence.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

165. ***Are the steps for updating roadway information documented to show the flow of information?***

Partially Meets Advisory Ideal

New Mexico indicated there are a number of documents used to describe the steps for updating roadway information and data flows. Three documents with an abundance of detail were provided to support the NMDOT narrative. The narrative included examples of how specific data elements are updated in the roadway information. The State is encouraged to develop this information into process flow diagrams or an outline of the steps used to update the roadway information. Thorough documentation on the update processes is helpful for staff training and process consistency over time.

Change Notes: Rating Unchanged.

166. ***Are the steps for archiving and accessing historical roadway inventory documented?***

Partially Meets Advisory Ideal

It appears the new roads and highways data management software provides capabilities to filter and retrieve historical information based on roadway segment creation and end dates. NMDOT is now working on the system's capabilities and which history data should be incorporated into the system.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

167. ***Are the procedures used to collect, manage, and submit local agency roadway data (e.g., county, MPO, municipality, tribal) to the statewide inventory documented?***

Partially Meets Advisory Ideal

Three documents were provided to identify the procedures used to collect, manage, and submit local agency roadway data to the statewide inventory. This documentation does not appear to be an exhaustive process for updating the roadway inventory. NMDOT is encouraged to develop these procedures as part of the system's documentation as they build out their enterprise roadway inventory for all public roads.

Change Notes: Rating Improved.

From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

168. ***Are procedures for collecting and managing the local agency (to include tribal, where applicable) roadway data compatible with the State's enterprise roadway inventory?***

Partially Meets Advisory Ideal

It appears the recent implementation of the roads and highways management software provides NMDOT with new capabilities to collect and manage local agency roadway data. NMDOT is currently gaining an understanding of the local data being collected, its format, and working towards an efficient process of adding the data to the State's enterprise roadway inventory.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

169. ***Are there guidelines for collection of data elements as they are described in the State roadway inventory data dictionary?***

Partially Meets Advisory Ideal

NMDOT provided a number of guides for the collection of data elements as they are described in the State roadway inventory. These included the HPMS Field Manual, an overview of the ARNOLD capabilities, and chronological expectations for the inclusion of data for an update cycle. These guides do not appear to be final but are still impacted by the ARNOLD, and roads and highways project implementations. As the full capabilities of the roads and highways management software become better understood, NMDOT is encouraged to improve the roadway inventory data documentation.

Change Notes: Rating Unchanged.

Intrastate Roadway System Interface

170. ***Are the location coding methodologies for all State roadway information systems compatible?***

Partially Meets Advisory Ideal

NMDOT has implemented a statewide compatible spatial locating system through the implementation of the ARNOLD Network in August 2018. However, many of NMDOT's datasets are based on a linear referencing system. The department is still in the process of integrating their spatial and linear referencing systems. It appears some compatibility exists to locate data using both the LRS and coordinate-based systems. This includes crash, traffic, control devices, and pavement data. NMDOT is actively working to develop a high degree of locating compatibility based on the ARNOLD Network. NMDOT provided a document showing the data items that have been conflated to both the spatial and linear reference systems. The State is encouraged to include progress toward integrating their spatial and linear referencing systems in the project plan to develop the inventory for all State public roads.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

171. ***Are there interface linkages connecting the State's discrete roadway information systems?***

Partially Meets Advisory Ideal

Since the roads and highways database went live in 2018, NMDOT has embarked on several projects to interface various NMDOT databases. This includes a dashboard that incorporates viewing multiple datasets in one application. Although direct interfaces are still limited, the roadway system is updated at least annually with data from other business partners. It is expected that each update will result in expanded interface capabilities.

Change Notes: Rating Unchanged.

172. ***Are the location coding methodologies for all regional, local, and tribal roadway systems compatible?***

Partially Meets Advisory Ideal

NMDOT location coding methodologies are still not compatible for State, regional, and local roadway systems. However, the recent implementation of the roads and highways management software provides NMDOT with new capabilities to develop compatible locating processes. NMDOT is currently understanding the local data being collected, its format, and an efficient process of developing compatible locating methodologies.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

173. ***Do roadway data systems maintained by regional and local custodians (e.g., MPOs, municipalities, and federally recognized Indian Tribes) interface with the State enterprise roadway information system?***

Partially Meets Advisory Ideal

Roadway data systems maintained by regional and local custodians provide very limited interface capabilities with the State enterprise roadway information. Electronic information is shared via manual file transfer and upload procedures. The NMDOT provides the ARNOLD network to MPOs and regional and local custodians annually. Improved data sharing will result from a better understanding and opportunities from the ARNOLD Network functionality.

Change Notes: Rating Unchanged.

174. ***Does the State enterprise roadway information system allow MPOs and local transportation agencies (to include federally recognized Tribes, where applicable) on-demand access to data?***

Partially Meets Advisory Ideal

The State does not provide on-demand enterprise roadway information system access to MPOs and local transportation agencies at this time. However, NMDOT has created an online map gallery of some of the most requested data items such as Functional Class, mile post, permanent traffic counters, and the freight network.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

175. Do Roadway system data managers regularly produce and analyze data quality reports?

Meets Advisory Ideal

NMDOT reported that they regularly produce and analyze data quality reports. The roads and highways management software includes data quality tools that identify linear reference errors, gaps in data, and out-of-range errors. NMDOT also reported using federal validation tools that report values in the roadway system that identify questionable event values. The roads and highways data quality tools are run on a bi-monthly schedule or as needed when large datasets are being loaded into the system. The federal tools are run as needed when large datasets are added or when NMDOT is preparing federal reports. An example report was provided that shows gaps in the roadway system functional class feature. NMDOT is encouraged to expand this capability into developing a formal quality data management program which could routinely provide quality reports for use by all roadway system stakeholders

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

176. Is there a formal program of error/edit checking for data entered into the statewide roadway data system?

Partially Meets Advisory Ideal

Some error/edit checking is conducted as data is entered into the roadway system. The level of check depends on the data collector and the data layer being updated. Sample dropdown menus were provided to demonstrate some of the checks that are conducted during the updates. NMDOT is encouraged to formalize this process into a consistent process for all data entry and include it into the formal data quality management program as described in the Traffic Records Assessment Advisory Program.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

177. Are there procedures for prioritizing and addressing detected errors?

Partially Meets Advisory Ideal

NMDOT did not identify processes for prioritizing and addressing detected errors. As mentioned in the previous question, NMDOT reported some error/edit checking is conducted as data is entered into the roadway system. The level of check depends on the data collector and the data layer being updated. A sample report was provided demonstrating example errors identified in the data update process. NMDOT might consider using reports like this to track errors by data collectors or across jurisdictions to identify high-frequency errors and use the results in training programs and the previously suggested formal data quality management program.

Change Notes: Rating Unchanged.

178. ***Are there procedures for sharing quality control information with data collectors through individual and agency-level feedback and training?***

Partially Meets Advisory Ideal

New Mexico reported that individual data owners control much of the quality control information internally. Errors produced by the roadway inventory system software are shared with the individual data owners as soon as detected. This does not appear to be formal procedures for sharing quality control information with data collectors in order to support individual and agency-level feedback and training. An effective formal data quality management program works best if developed and coordinated by the system's data managers. The custodial agency and the TRCC should work together to establish and review the sufficiency of the quality control program and to review the results of the quality control measures.

Change Notes: Rating Unchanged.

179. ***Are there timeliness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

New Mexico did not report the existence of timeliness performance measures for the roadway system. NMDOT reported working on timeliness goals. A document was provided that included annual target dates for reporting roadway data. The dates appear to support the annual HPMS reporting requirements. The key components of effective timeliness reporting include the performance measure, the baseline measure, the metric/goals, the actual measures, the process for ongoing measurement, and the process for reporting results to the TRCC and the roadway system stakeholders. The State might refer to NHTSA's Model Performance Measures for State Traffic Records Systems or FHWA's Performance Measures for Roadway Inventory Data documents for example measures and guidance.

Change Notes: Rating Unchanged.

180. ***Are there accuracy performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

New Mexico did not report the existence of accuracy performance measures for the roadway system. The data included in the attached FHWA scorecard and the pavement condition compliance report might be a source for establishing accuracy performance measures. Please refer to our finding for question 179 for the components of an effective data quality control program as well as reference documents that might help in establishing accuracy performance measures.

Change Notes: Rating Unchanged.

181. ***Are there completeness performance measures tailored to the needs of data managers and data users?***

Does Not Meet Advisory Ideal

New Mexico did not report the existence of completeness performance measures for the roadway system. The data included in the attached pavement condition compliance report might be a source for establishing completeness performance measures. Please refer to our finding for question 179

for the components of an effective data quality control program as well as reference documents that might help in establishing completeness performance measures.

Change Notes: Rating Unchanged.

182. Are there uniformity performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

New Mexico did not report the existence of uniformity performance measures for the roadway system. NMDOT uses the HPMS manual and MIRE for assessing uniformity. Developing uniformity performance measures to establish and measure progress toward improved HPMS and MIRE compliance would be relatively easy to set up. Please refer to our finding for question 179 for the components of an effective data quality control program as well as reference documents that might help in establishing uniformity performance measures.

Change Notes: Rating Unchanged.

183. Are there accessibility performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

New Mexico did not report the existence of accessibility performance measures for the roadway system. NMDOT has implemented a dashboard whereby all NMDOT staff can access several data items directly from NMDOT servers. This dashboard is anticipated to grow in scope to include more data items and possibly a public portal whereby anyone can access the data. This will include Municipalities, MPOs, RTPOs, and Counties. Developing accessibility performance measures to evaluate and measure information distributed from the dashboard along with user surveys would be an excellent source for an accessibility performance measure. Please refer to our finding for question 179 for the components of an effective performance measure as well as reference documents that might help in establishing accessibility performance measures.

Change Notes: Rating Unchanged.

184. Are there integration performance measures tailored to the needs of data managers and data users?

Does Not Meet Advisory Ideal

New Mexico did not report the existence of integration performance measures for the roadway system. With the deployment of the ARNOLD network, NMDOT now has the ability to incorporate data from other critical data systems and is in the process of integrating their discrete datasets. This would be an excellent time to measure the success of integrating those datasets by developing and implementing integration performance measures. Please refer to our finding for question 179 for the components of an effective data quality control program as well as reference documents that might help in establishing integration performance measures.

Change Notes: Rating Unchanged.

185. Has the State established numeric goals-performance metrics-for each performance measure?

Does Not Meet Advisory Ideal

NMDOT has not established numeric goals for their roadway system performance measures at this time.

Change Notes: New Question.

186. Are data quality management reports provided to the TRCC for regular review?

Does Not Meet Advisory Ideal

NMDOT reported providing data to several TRCC partners on an annual basis. It is not clear if this data is quality management reports. They do not provide data quality reports to the TRCC. If the data provided to TRCC partners is quality management reports, NMDOT might consider sharing the same reports with the TRCC.

Change Notes: New Question.

Description and Contents of the Citation and Adjudication Data Systems

187. Is citation and adjudication data used for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning purposes?

Meets Advisory Ideal

The State of New Mexico has a vast array of citation and adjudication data available and uses that data for the prosecution of offenders; adjudication of cases; traffic safety analysis to identify problem locations, problem drivers, and issues related to the issuance of citations; and for traffic safety program planning. Of several examples provided: TraCS citation data to identify areas for saturation patrol.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

188. Is there a statewide authority that assigns unique citation numbers?

Meets Advisory Ideal

The New Mexico Motor Vehicle Division assigns unique citation numbers statewide. New Mexico Statutes 66-8-128 Uniform Traffic Citation (UTC) and 66-8-135 Record of Traffic Records, designate the MVD as the authority to manage traffic and DUI citations.

Change Notes: Rating Unchanged.

189. Are all citation dispositions-both within and outside the judicial branch-tracked by a statewide citation tracking system?

Partially Meets Advisory Ideal

New Mexico Motor Vehicle Division's Tapestry system is the system of record for all convictions related to traffic citations. Records of conviction are transmitted to the MVD from the courts of

jurisdiction. Citations issued and paid outside of the Judicial Branch are transmitted directly from law enforcement agencies. It appears non-convictions are not included in the statewide citation tracking system.

Change Notes: Rating Unchanged.

190. ***Are final dispositions (up to and including the resolution of any appeals) posted to the driver data system?***

Meets Advisory Ideal

Final dispositions (up to and including the resolution of any appeals) in the State of New Mexico are posted to the driver data system within the Motor Vehicle Department through a variety of electronic and manual processes.

Change Notes: Rating Unchanged.

191. ***Are the courts' case management systems interoperable among all jurisdictions within the State (including tribal, local, municipal, and State)?***

Partially Meets Advisory Ideal

The New Mexico Judiciary utilizes a case management system (Odyssey) for all of the courts administered by the Administrative Office of the Courts including the Bernalillo County Metropolitan Court, Albuquerque Metro, Magistrate Courts, District Courts, Court of Appeals, and the Supreme Court. Municipal courts and tribal courts in New Mexico utilize a variety of case management systems which are not interoperable with one another nor are they interoperable with the Odyssey system utilized in the majority of the courts in the State.

Change Notes: Rating Unchanged.

192. ***Is there a statewide system that provides real-time information on individuals' driving and criminal histories?***

Meets Advisory Ideal

The New Mexico Law Enforcement Telecommunications System (NMLETS) provides real-time information on individuals' driving and criminal histories.

Change Notes: Rating Unchanged.

193. ***Do all law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to a system providing real-time information on individuals driving and criminal histories?***

Meets Advisory Ideal

All law enforcement agencies, parole agencies, probation agencies, and courts within the State of New Mexico participate in and have access to various systems providing real-time information on individuals driving and criminal histories. Through the Motor Vehicle Department's Tapestry system, law enforcement agencies, Courts, probation, and parole agencies have access to citation information and data.

Change Notes: Rating Improved.

From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

Applicable Guidelines and Participation in National Data Exchange Systems for the Citation and Adjudication Systems

194. ***Are DUI convictions and traffic-related felonies reported according to Uniform Crime Reporting (UCR) guidelines?***

Meets Advisory Ideal

The New Mexico Department of Public Safety in conjunction with the New Mexico State Police Department report DUI convictions and traffic-related felonies are reported according to Uniform Crime Reporting (UCR) guidelines.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

195. ***Do the appropriate portions of the citation and adjudication systems adhere to the NIEM Justice domain guidelines?***

Meets Advisory Ideal

The appropriate portions of the citation and adjudication systems adhere to the NIEM Justice Domain guidelines as described by the New Mexico Police Department, the New Mexico Administrative Office of the Courts, and the New Mexico Department of Transportation. The three systems used in the citation/adjudication process in New Mexico (TraCS, Odyssey, and Tapestry) either have established NIEM compliant exchanges or have enabled these exchanges in cooperation with the vendors for each system.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

196. ***Does the State use any National Center for State Courts (NCSC) guidelines for court records?***

Does Not Meet Advisory Ideal

The State uses National Center for State Courts (NCSC) guidelines for court records. New Mexico's case management system, Odyssey, was configured for citations based on the (NCSC) guidelines.

Change Notes: Rating Changed.
From ‘Meets Advisory Ideal’ to ‘Does Not Meet Advisory Ideal’.

Data Dictionary for the Citation and Adjudication Data Systems

197. ***Does the statewide citation tracking system have a data dictionary?***

Meets Advisory Ideal

All three systems named in the citation/adjudication process (TraCS, Odyssey, and Tapestry) have

data dictionaries as described and documented by the system owners.

Change Notes: Rating Unchanged.

198. ***Do the courts' case management system data dictionaries provide a definition for each data field?***

Meets Advisory Ideal

Odyssey, the New Mexico courts' case management system, has a data dictionary which provides a definition for each data field.

Change Notes: Rating Unchanged.

199. ***Do the citation data dictionaries clearly define all data fields?***

Meets Advisory Ideal

Both TraCS (the citation system utilized by the New Mexico State Police) and Tapestry (the citation system used by the New Mexico Taxation & Revenue Department, Motor Vehicle Division) have citation data dictionaries which define all data fields.

Change Notes: Rating Unchanged.

200. ***Do the courts' case management system data dictionaries clearly define all data fields?***

Meets Advisory Ideal

Odyssey, the New Mexico courts' case management system, has a data dictionary which clearly defines all data fields.

Change Notes: Rating Unchanged.

201. ***Are the citation system data dictionaries up-to-date and consistent with the field data collection manual, training materials, coding manuals, and corresponding reports?***

Partially Meets Advisory Ideal

Although it appears both TraCS (the citation system utilized by the New Mexico State Police) and Tapestry (the citation system used by the New Mexico Taxation & Revenue Department, Motor Vehicle Division) have citation data dictionaries which are up-to-date and consistent with the field data collection manual, training materials, coding manuals, corresponding reports, specifics concerning timing, and last date of those updates were not provided.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

202. ***Do the citation data dictionaries indicate the data fields that are populated through interfaces with other traffic records system components?***

Meets Advisory Ideal

The citation data dictionaries of TraCS and Tapestry indicate the specific data fields populated through interfaces with other traffic records system components.

Change Notes: Rating Improved.

From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

203. ***Do the courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components?***

Meets Advisory Ideal

The courts' case management system data dictionaries indicate the data fields populated through interface linkages with other traffic records system components.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

Procedures and Process Flows for the Citation and Adjudication Data Systems

204. ***Does the State track citations from point of issuance to posting on the driver file?***

Meets Advisory Ideal

The State has the ability to track citations from point of issuance to posting on the driver file through various databases and systems. Through TraCS, Odyssey, and Tapestry systems, the State utilizes a combination of electronic and manual processes to account for the citation at any point in the process from beginning to end.

Change Notes: Rating Improved.
From ‘Partially Meets Advisory Ideal’ to ‘Meets Advisory Ideal’.

205. ***Does the State distinguish between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances?***

Meets Advisory Ideal

The State of New Mexico distinguishes between the administrative handling of court payments in lieu of court appearances (mail-ins) and court appearances. Payments handled administratively are sent directly to the Motor Vehicle Department and entered into the Tapestry system either through an electronic interface through TraCS or manually entered. Dispositions as the result of a court appearance are sent electronically to the MVD via the court's case management system, Odyssey, or are sent and entered manually.

Change Notes: Rating Unchanged.

206. ***Does the State have a system for tracking administrative driver penalties and sanctions?***

Meets Advisory Ideal

The State of New Mexico tracks administrative driver penalties and sanctions through the Motor Vehicle Department's Tapestry system.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Meets Advisory Ideal’.

207. ***Does the State track the number and types of traffic citations for juvenile offenders?***

Meets Advisory Ideal

The State of New Mexico is able to track the number and types of traffic citations for juvenile offenders both in the State's citation system (TraCS) and Odyssey, the adjudication system.

Change Notes: Rating Unchanged.

208. ***Are deferrals and dismissals tracked by the court case management systems or on the driver history record (DHR) to insure subsequent repeat offenses are not viewed as first offenses?***

Meets Advisory Ideal

The State of New Mexico has provided information, documentation, and description of the methods of entering deferrals and dismissals in the court's cases management system, Odyssey. The Criminal History Report, generated daily by the Odyssey system, is used in the adjudication process to ensure subsequent repeat offenses are not viewed as first offenses.

Change Notes: Rating Unchanged.

209. ***Are there State and/or local criteria for deferring or dismissing traffic citations and charges?***

Partially Meets Advisory Ideal

The New Mexico Administrative Office of the Courts has provided evidence of statutory definitions of deferral as well as training material further explaining the deferral process. Likewise, the process of dismissing after a successful deferral was articulated. Dismissal criteria absent deferral was not discussed.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

210. ***Are the processes for retaining, archiving or purging citation records defined and documented?***

Meets Advisory Ideal

The State of New Mexico has documented procedures for retaining, archiving, or purging citation records with distinctions made based on the jurisdiction of the court. Electronic records are not purged; however, the State is currently exploring the issue.

Change Notes: Rating Unchanged.

211. ***Are there security protocols governing data access, modification, and release in the adjudication system?***

Meets Advisory Ideal

The New Mexico Administrative Office of the Courts maintains and has provided evidence of security protocols governing data access, modification, and release of data from the adjudication system. The majority of these protocols are defined in statute.

Change Notes: Rating Unchanged.

212. ***Does the State have an impaired driving data tracking system that uses some or all the data elements or guidelines of NHTSA's Model Impaired Driving Records Information System (MIDRIS), which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution and posting to the driver history file?***

Meets Advisory Ideal

The State of New Mexico's Department of Taxation & Revenue, Motor Vehicle Division (MVD) maintains an impaired driving data tracking system within the Tapestry data system. The State describes a system which provides a central point of access for DUI Driver information from the time of the stop/arrest through adjudication, sanctions, rehabilitation, prosecution, and posting to the driver history file.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

213. ***Does the DUI tracking system include BAC and any drug testing results?***

Partially Meets Advisory Ideal

Tapestry, the New Mexico designated DUI tracking system includes BAC; however, it does not include drug testing results.

Change Notes: Rating Unchanged.

Citation and Adjudication Systems Interface with Other Components

214. ***Does the citation system interface with the driver system to collect driver information to help determine the applicable charges?***

Meets Advisory Ideal

Law enforcement agencies in the State of New Mexico primarily use TraCS in the issuance of citations. Driver information is available to law enforcement at the time of citation issuance through the law enforcement automated data system (LEADS), the driver information system. LEADS interfaces with TraCS, importing driver information to TraCS when officers query vehicle and driver license information. Law enforcement officers are therefore able to issue citations based on the driver history file allowing officers to determine applicable charges.

Change Notes: Rating Unchanged.

215. ***Does the citation system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock)?***

Meets Advisory Ideal

Law enforcement agencies in the State of New Mexico primarily use TraCS in the issuance of citations. Vehicle information is available to law enforcement at the time of citation issuance through LEADS, the driver and vehicle information system. LEADS interfaces with TraCS, importing vehicle information to TraCS when officers query vehicle and driver license information. Law enforcement officers are therefore able to issue citations based on the vehicle history file and collect vehicle information to implement administrative sanctions.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

216. Does the citation system interface with the crash system to document violations and charges related to the crash?

Partially Meets Advisory Ideal

The State of New Mexico's citation issuance system TraCS interfaces with the crash system to document violations and charges related to a crash. Additionally, the STREOC/CC is currently reviewing an architectural design project to enhance the capabilities of the interface with a crash occurrence in the field.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

217. Does the adjudication system interface with the driver system to post dispositions to the driver file?

Partially Meets Advisory Ideal

The New Mexico court's case management system (Odyssey) interfaces with the New Mexico Motor Vehicle Department's driver system to post dispositions to the driver file. Some of these transactions are electronic while others require manual intervention. The State is cognizant of the need to make these manual transactions electronic and is currently planning to implement additional information in the electronic feeds to the MVD.

Change Notes: New Question.

218. Does the adjudication system interface with the vehicle system to collect vehicle information and carry out administrative actions (e.g., vehicle seizure, forfeiture, interlock mandates, and supervision)?

Partially Meets Advisory Ideal

New Mexico's adjudication system (Odyssey) interfaces with the vehicle system (Tapestry) to collect vehicle information and carry out administrative actions. This interface does not include New Mexico's district courts, although the State is planning to implement this integration in June of 2021.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

219. Does the adjudication system interface with the crash system to document violations and charges related to the crash?

Does Not Meet Advisory Ideal

The adjudication system does not interface with the crash system to document violations and charges related to the crash.

Change Notes: Rating Unchanged.

220. ***Are there timeliness performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

A timeliness performance measure, including baseline and actual values, was not articulated by the State. The State has described multiple systems and fields which could serve as the basis for a performance measure.

Change Notes: Rating Unchanged.

221. ***Are there accuracy performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

Although the State did not articulate an accuracy performance measure with current baseline and actual values for the citation system, the State acknowledges the need to do so and cites several existing systems and fields which would support the development of the measure.

Change Notes: Rating Unchanged.

222. ***Are there completeness performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

A completeness performance measure, including baseline and actual values, was not articulated by the State. The State has described multiple systems and fields which could serve as the basis for a performance measure and representatives of the State expressed intention to develop this measure.

Change Notes: Rating Unchanged.

223. ***Are there uniformity performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

Although the State did not articulate a uniformity performance measure for the citation system, the State is planning to develop a measure to be added to the data management plan.

Change Notes: Rating Unchanged.

224. ***Are there integration performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

Although the State did not articulate an integration performance measure for the citation system, the State is planning to develop a measure to be added to the data management plan.

Change Notes: Rating Unchanged.

225. ***Are there accessibility performance measures tailored to the needs of citation systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate an accessibility performance measure for the citation system.

Change Notes: Rating Unchanged.

226. ***Has the State established numeric goals-performance metrics-for each citation system performance measure?***

Does Not Meet Advisory Ideal

The State does not have established numeric goals, performance metrics, for each citation system performance measure but plans to develop them in the near future in conjunction with the development of the measures themselves.

Change Notes: New Question.

227. ***Are there timeliness performance measures tailored to the needs of adjudication systems managers and data users?***

Meets Advisory Ideal

The State has established timeliness performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

228. ***Are there accuracy performance measures tailored to the needs of adjudication systems managers and data users?***

Meets Advisory Ideal

The State has established accuracy performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

229. ***Are there completeness performance measures tailored to the needs of adjudication systems managers and data users?***

Meets Advisory Ideal

The State has established completeness performance measures tailored to the needs of adjudication systems managers and data users.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

230. ***Are there uniformity performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate a uniformity performance measure.

Change Notes: New Question.

231. ***Are there integration performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

Although the State did not articulate an integration performance measure for the adjudication system within the definition provided in the Traffic Records Advisory, the State appears ready to utilize the robust data in the Odyssey system to develop a measure to be included in the data management plan.

Change Notes: Rating Unchanged.

232. ***Are there accessibility performance measures tailored to the needs of adjudication systems managers and data users?***

Does Not Meet Advisory Ideal

The State did not articulate an accessibility performance measure within the meaning the of the Traffic Record Advisory.

Change Notes: New Question.

233. ***Has the State established numeric goals-performance metrics-for each adjudication system performance measure?***

Meets Advisory Ideal

The State has established numeric goals, performance metrics, for each adjudication system performance measure defined.

Change Notes: New Question.

234. ***Does the State have performance measures for its DUI Tracking system?***

Does Not Meet Advisory Ideal

The State does not currently have performance measures for its DUI Tracking System.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

235. ***Are sample-based audits conducted periodically for citations and related database content for that record?***

Meets Advisory Ideal

The State conducts sample-based audits periodically for citations and related database content.

Change Notes: New Question.

236. ***Are data quality management reports provided to the TRCC for regular review?***

Meets Advisory Ideal

Data quality management reports are provided to the TRCC for regular review. The State indicates data quality is reported to the STREOC/CC, at least quarterly, through a review of projects and performance measures presented to the STREOC/CC membership.

Change Notes: New Question.

Injury Surveillance System

237. ***Is there an entity in the State that quantifies the burden of motor vehicle injury using EMS, emergency department, hospital discharge, trauma registry and vital records data?***

Meets Advisory Ideal

The New Mexico Department of Health (NMDOH) is responsible for quantifying motor vehicle injury data and information through the use of the State's EMS data, hospital and emergency department data, and vital records data.

Change Notes: New Question.

238. ***Are there any other statewide databases that are used to quantify the burden of motor vehicle injury?***

Meets Advisory Ideal

The State of New Mexico Injury and Behavioral Epidemiology Bureau (IBEB) - Medical Investigator Reports are used for Vital Records. The IBEB uses the Hospital Inpatient Discharge Data (HIDD) and Emergency Room (ER) payer-related databases. New Mexico currently does not have a traumatic brain injury (TBI) registry.

Change Notes: Rating Unchanged.

239. ***Do the State's privacy laws allow for the use of protected health information to support data analysis activities?***

Meets Advisory Ideal

There are no applicable State privacy or confidentiality laws that supersede HIPAA. Information from the State's Indicator Based Information System (IBIS) is available to traffic records partners through the Department of Health's representation on the coordinating committee.

Change Notes: New Question.

Emergency Medical Systems (EMS) Description and Contents

240. ***Is there a statewide EMS database?***

Meets Advisory Ideal

The New Mexico Emergency Medical Service Tracking and Reporting System (NMEMSTARS) database collects data from all electronic patient care reports submitted in New Mexico.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

241. Does the EMS data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?

Meets Advisory Ideal

NMEMSTARS can provide the most recent motor vehicle incident counts for the EMS system including provider primary impressions and EMS categorizations such as Glasgow Coma Scale (GCS) score.

Change Notes: Rating Unchanged.

242. Is the EMS data available for analysis and used to identify problems, evaluate programs, and allocate resources?

Meets Advisory Ideal

The NMEMSTARS data is used to support various programs (including FARS). Cardiac arrest data has also been used to support evaluation and educational efforts.

Change Notes: Rating Unchanged.

EMS – Guidelines

243. Does the State have a NEMSIS-compliant statewide database?

Meets Advisory Ideal

NMEMSTARS is compliant with NEMSIS V3.

Change Notes: Rating Unchanged.

EMS – Data Dictionary

244. Does the EMS system have a formal data dictionary?

Meets Advisory Ideal

NMEMSTARS data dictionaries are maintained by the vendor (ImageTrend). The NEMSIS 3.4 data dictionary was provided along with the data dictionary for New Mexico.

Change Notes: Rating Unchanged.

245. ***Is there a single entity that collects and compiles data from the local EMS agencies?***

Meets Advisory Ideal

The New Mexico EMS Bureau is responsible for the collection and compilation of data submitted from all EMS agencies.

Change Notes: Rating Unchanged.

246. ***Is aggregate EMS data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Outside parties obtain access to EMS data upon written request to the EMS Bureau. The request must clearly state the purpose for which the data will be used. All data use will be documented and tracked, and access may be provided on a limited basis under the supervision of the State and/or Regional EMS Administrator.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

247. ***Are there procedures in place for the submission of all EMS patient care reports to the Statewide EMS database?***

Meets Advisory Ideal

All patient care reports are submitted to the EMS Bureau electronically. Paper reports are not accepted.

Change Notes: Rating Unchanged.

248. ***Are there procedures for returning data to the reporting EMS agencies for quality assurance and improvement (e.g., correction and resubmission)?***

Meets Advisory Ideal

NMEMSTARS has built-in validation rules and edit checks that will provide feedback if required fields are blank or the values are out of range. The NMEMSTARS working group also has a set of guidelines in place for the review of the patient care reports. Reports where errors are identified may be returned for correction and resubmission.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

249. ***Are there automated edit checks and validation rules to ensure that entered EMS data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

NMESTARS includes automated validation and edit checks which provide each report with a validation score upon submission.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

250. ***Are there processes for returning rejected EMS patient care reports to the collecting entity and tracking resubmission to the statewide EMS database?***

Meets Advisory Ideal

NMEMSTARS administrators have guidelines and procedures for the QA/QI of patient care reports. Reports where ePCRs are not complete or do not meet validation requirements cannot be submitted and must be corrected by the agency.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

251. ***Are there timeliness performance measures tailored to the needs of EMS system managers and data users?***

Partially Meets Advisory Ideal

Baselines and goals have been established for the timeliness of EMS report submission. Including the current values of these measures would provide a functional performance measure.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

252. ***Are there accuracy performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

The metric reported - "The percentage of EMS patient care reports submitted with no errors in critical data elements -- 2021 Goal: Percentage of EMS patient care reports accepted by the NMEMSTARS database" does not include metrics for the baseline or goal. The current percentage of EMS patient care reports submitted with no critical errors is also not reported. All three components are required for a viable performance measure.

Change Notes: Rating Unchanged.

253. ***Are there completeness performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

NMEMSTARS includes a validation check for submitted data and a completeness performance

measure is described but is lacking the corresponding numeric values to track its progress. As the Data Management Plan is updated with metrics associated with the described performance measures, it will provide a valuable resource to the TRCC to track the 'health' of its data systems.

Change Notes: Rating Unchanged.

254. ***Are there uniformity performance measures tailored to the needs of EMS system managers and data users?***

Partially Meets Advisory Ideal

The percent of NEMSIS compliant records in the NMEMSTARS database can serve as a performance measure. Baseline and current percentages of compliant records are needed in addition to the State goal.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

255. ***Are there integration performance measures tailored to the needs of EMS system managers and data users?***

Partially Meets Advisory Ideal

A goal has been established to link 95 percent of crash reports to EMS run reports. Baseline and current metrics are needed to allow the State to track the progress of this measure.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

256. ***Are there accessibility performance measures tailored to the needs of EMS system managers and data users?***

Does Not Meet Advisory Ideal

Metrics (baseline, current, goal) need to be included as part of the performance measure. It is expected these values will be added as the Data Management Plan is fully developed.

Change Notes: Rating Unchanged.

257. ***Has the State established numeric goals-performance metrics-for each EMS system performance measure?***

Partially Meets Advisory Ideal

Specific numeric goals have been established for some, but not all, of the injury surveillance system performance measure attributes.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

258. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the EMS system?***

Partially Meets Advisory Ideal

NMEMSTARS produces a data history validation and completeness report that provides

information on the records' uniformity and completeness. However, not all of the quality control metrics are addressed with this report.

Change Notes: Rating Unchanged.

259. ***Are periodic comparative and trend analyses used to identify unexplained differences in the EMS data across years and agencies?***

Does Not Meet Advisory Ideal

The attached reports do not show trends for EMS transports or other characteristics. The EMS report provided shows the completeness of three variables in NMEMSTARS. The other data reports relate to the use of hospital discharge and vital records data.

Change Notes: Rating Unchanged.

260. ***Is data quality feedback from key users regularly communicated to EMS data collectors and data managers?***

Meets Advisory Ideal

Regular QA/QI reports are provided to local agencies, field staff, and other data collectors.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

261. ***Are EMS data quality management reports produced regularly and made available to the State TRCC?***

Meets Advisory Ideal

EMS data quality reports are provided to the TRCC quarterly. Additionally, a periodic review of projects and performance measures are also presented to the TRCC membership.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Emergency Department - System Description

262. ***Is there a statewide emergency department (ED) database?***

Meets Advisory Ideal

The New Mexico Department of Health collects emergency department data from 36 hospitals throughout the State. Hospitals are requested to submit up to 45 diagnosis codes and 6 e-codes associated with each admission.

Change Notes: Rating Unchanged.

263. ***Does the emergency department data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Partially Meets Advisory Ideal

The New Mexico Department of Health's annual report on emergency department admissions tracks the visit numbers, as well as rates by age, sex, race/ethnicity, and health region for persons treated as the result of a motor vehicle crash. Severity of injury is not included as part of this report.

Change Notes: Rating Unchanged.

264. ***Is the emergency department data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Partially Meets Advisory Ideal

A dataset containing information on persons treated at the State's emergency departments is available to analysts within NMDOH. To date, the data has not been used for problem identification or program evaluation efforts related to highway safety.

Change Notes: Rating Unchanged.

Emergency Department – Data Dictionary

265. ***Does the emergency department dataset have a formal data dictionary?***

Does Not Meet Advisory Ideal

New Mexico does not have a formal data dictionary for the emergency department data.

Change Notes: Rating Unchanged.

Emergency Department – Procedures & Processes

266. ***Is there a single entity that collects and compiles data on emergency department visits from individual hospitals?***

Meets Advisory Ideal

The Epidemiology and Response Division of the New Mexico Department of Health receives information from the State's emergency departments.

Change Notes: Rating Unchanged.

267. ***Is aggregate emergency department data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Does Not Meet Advisory Ideal

The question refers to the availability of emergency department data. The response references EMS data. However, a previous response indicates that emergency department data is only available for NMDOH analysts.

Change Notes: Rating Unchanged.

Hospital Discharge – System Description

268. ***Is there a statewide hospital discharge database?***

Meets Advisory Ideal

The New Mexico Department of Health, Injury, and Behavioral Epidemiology Bureau is responsible for the collection of the State's hospital discharge data.

Change Notes: Rating Unchanged.

269. ***Does the hospital discharge data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Partially Meets Advisory Ideal

The 2019 Hospital Inpatient Discharge Data Annual Report includes information on the frequency of admissions attributed to motor vehicle crashes. The report does not address the severity of the injuries sustained.

Change Notes: Rating Unchanged.

270. ***Is the hospital discharge data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Partially Meets Advisory Ideal

HIDD data is available for NMDOH analysts. Additionally, a de-identified data set is also available for outside researchers. To date, HIDD data has not been used for problem identification or program evaluation activities related to highway safety.

Change Notes: Rating Unchanged.

Hospital Discharge – Data Dictionary

271. ***Does the hospital discharge dataset have a formal data dictionary?***

Meets Advisory Ideal

The HIDD has an associated data dictionary that was provided for review. The data dictionary is provided to hospitals on a yearly basis.

Change Notes: Rating Unchanged.

Hospital Discharge – Procedures & Processes

272. ***Is there a single entity that collects and compiles data on hospital discharges from individual hospitals?***

Meets Advisory Ideal

The New Mexico Department of Health Epidemiology and Response Division collects discharge data from the State's hospitals.

Change Notes: Rating Unchanged.

273. ***Is aggregate hospital discharge data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

A sanitized HIDD dataset is available to outside parties through the New Mexico Department of Health's partnership with the Agency for Health Care Research and Quality.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Guidelines

274. ***Are Abbreviated Injury Scale (AIS) and Injury Severity Score (ISS) derived from the State emergency department and hospital discharge data for motor vehicle crash patients?***

Does Not Meet Advisory Ideal

AIS/ISS scores are not derived from the hospital-based datasets.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Procedures & Processes

275. ***Are there procedures for collecting, editing, error-checking, and submitting emergency department and/or hospital discharge data to the statewide repository?***

Does Not Meet Advisory Ideal

Currently, no procedures are in place describing the collection, editing, and quality control efforts for the hospital databases.

Change Notes: Rating Unchanged.

Emergency Department and Hospital Discharge – Quality Control

276. ***Are there automated edit checks and validation rules to ensure that entered data falls within a range of acceptable values and is logically consistent among data elements?***

Does Not Meet Advisory Ideal

The question refers to validation for the hospital-based data systems. The response relates to the EMS databases. Validation checks will help to improve the quality of data included in the State's hospital data systems.

Change Notes: Rating Changed.

From ‘Meets Advisory Ideal’ to ‘Does Not Meet Advisory Ideal’.

277. ***Are there processes for returning rejected emergency department and/or hospital discharge records to the collecting entity and tracking resubmission to the statewide emergency department and hospital discharge databases?***

Partially Meets Advisory Ideal

While no formal process is in place, the staff responsible for emergency department and hospital data conduct quality checks for missing information. Identified errors or omissions are communicated back to the facility for correction.

Change Notes: Rating Unchanged.

278. ***Are there timeliness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Partially Meets Advisory Ideal

The performance measure has established a goal of 10 percent of the State's hospitals submitting their data to the State within 30 days following the end of the quarter. A baseline metric and the current value are needed for an effective performance measure that can track progress over time. Plans are in place to add baseline current values as part of the Data Management Plan. This will enable the State to show improvements in their data systems moving forward.

Change Notes: Rating Improved.
From ‘Does Not Meet Advisory Ideal’ to ‘Partially Meets Advisory Ideal’.

279. ***Are there accuracy performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The performance measure described does not refer to hospital-based data.

Change Notes: Rating Unchanged.

280. ***Are there completeness performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The State's Data Management Plan includes an outline of a possible completeness measure; however, no metrics are provided.

Change Notes: Rating Unchanged.

281. ***Are there uniformity performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

The outline of a uniformity performance measure is provided but does not include metrics or the standard to which it will be applied.

Change Notes: Rating Unchanged.

282. ***Are there integration performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Partially Meets Advisory Ideal

The State has a goal of 90 percent linkage between the EMS file and hospital data sets. No additional metrics are provided. A formalization of performance measures will be included as part of the State's Data Management Plan.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

283. ***Are there accessibility performance measures tailored to the needs of emergency department and/or hospital discharge database managers and data users?***

Does Not Meet Advisory Ideal

An outline of an accessibility performance measure was provided but no metrics were included.

Change Notes: Rating Unchanged.

284. ***Has the State established numeric goals-performance metrics-for each emergency department and/or hospital discharge database performance measure?***

Partially Meets Advisory Ideal

New Mexico has established a numeric goal for some, but not all, of the performance measures related to hospital-based data.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

285. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the emergency department and/or hospital discharge databases?***

Partially Meets Advisory Ideal

While no formal documentation governing quality control reviews is in place, staff responsible for hospital-based data conduct quality checks for missing information. Identified errors or omissions are communicated back to the facility for correction.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

286. ***Is data quality feedback from key users regularly communicated to emergency department and/or hospital discharge data collectors and data managers?***

Partially Meets Advisory Ideal

Though no formal process is in place, NMDOH epidemiology staff conduct quality reviews and provide feedback to the individual facilities.

Change Notes: Rating Unchanged.

287. ***Are emergency department and/or hospital discharge data quality management reports produced regularly and made available to the State TRCC?***

Partially Meets Advisory Ideal

Data management reports related to the State's emergency department and hospital discharge sets are not routinely provided to the TRCC. However, these reports can be provided upon request.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Trauma Registry – System Description

288. ***Is there a statewide trauma registry database?***

Meets Advisory Ideal

New Mexico has a statewide trauma registry using Digital Innovations as its data collection platform.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

289. ***Does the trauma registry data track the frequency, severity, and nature of injuries sustained in motor vehicle crashes in the State?***

Partially Meets Advisory Ideal

The New Mexico Trauma Registry publishes an annual report which includes the frequency and severity of trauma registry records related to motor vehicle crashes. The report provided was from 2006 and reportedly continues to be used for reference. More recent data summaries should be provided to allow highway safety partners to better conduct problem identification and evaluation efforts.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

290. ***Is the trauma registry data available for analysis and used to identify problems, evaluate programs, and allocate resources?***

Partially Meets Advisory Ideal

Trauma registry data is available but on a limited basis. The data has not yet been used to support highway safety efforts.

Change Notes: Rating Unchanged.

Trauma Registry – Guidelines

291. ***Does the State's trauma registry database adhere to the National Trauma Data Standards?***

Meets Advisory Ideal

The New Mexico Trauma Registry adopted the NTDB Data Dictionary in 2011. The data dictionary, while not provided as supporting evidence, is available on the NMDOH website.

Change Notes: Rating Unchanged.

292. ***Are AIS and ISS derived from the State trauma registry for motor vehicle crash patients?***

Meets Advisory Ideal

AIS and ISS are calculated using information included in the trauma registry. A distribution of scores was provided.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

Trauma Registry – Data Dictionary

293. ***Does the trauma registry have a formal data dictionary?***

Meets Advisory Ideal

The current data dictionary was put into place in 2011 and is updated annually to include the most current NTDS.

Change Notes: Rating Unchanged.

Trauma Registry – Procedures & Processes

294. ***Is aggregate trauma registry data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Aggregate trauma registry data is available to traffic safety partners through a data use agreement. Copies of the agreement are provided.

Change Notes: Rating Unchanged.

295. ***Are there procedures for returning trauma data to the reporting trauma center for quality assurance and improvement (e.g., correction and resubmission)?***

Partially Meets Advisory Ideal

Report cards are provided to the submitting facility on a quarterly basis. Additionally, data reports are generated from the previous calendar year and identified issues are addressed with the submitting facility.

Change Notes: Rating Unchanged.

296. ***Are there automated edit checks and validation rules to ensure that entered trauma registry data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

The data collection software includes built-in validation rules and edit checks. Additionally, report cards are provided quarterly to each facility. In the event of a 10 percent error rate, an audit is conducted, and the facility must review and resubmit.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

297. ***Are there timeliness performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

Policy timelines are not comparable to performance measures. The Data Management Plan includes an example of a performance measure but would need to have the associated metrics included to allow the State to track progress.

Change Notes: Rating Unchanged.

298. ***Are there accuracy performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

The example performance measure provided refers to timeliness, not accuracy.

Change Notes: Rating Unchanged.

299. ***Are there completeness performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

A proposed performance measure tracking the number of incomplete reports to the data system that are in excess of 10 percent incomplete, audited, and resubmitted was provided. There need to be metrics associated with the performance measure for the baseline, current, and goal.

Change Notes: Rating Unchanged.

300. ***Are there uniformity performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

A sample performance measure was provided but did not include metrics or the comparable data structure (i.e., NTDB) on which to measure uniformity.

Change Notes: Rating Unchanged.

301. ***Are there integration performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

A sample performance measure was provided identifying the percentage of motor vehicle trauma registry cases linked to an EMS runsheet. A baseline and goal were provided but the current value was not included. Metrics will be included in the Data Management Plan that is under development.

Change Notes: Rating Unchanged.

302. ***Are there accessibility performance measures tailored to the needs of trauma registry managers and data users?***

Does Not Meet Advisory Ideal

A proposed performance measure was described but no associated metrics were provided.

Change Notes: Rating Unchanged.

303. ***Has the State established numeric goals-performance metrics-for each trauma registry performance measure?***

Does Not Meet Advisory Ideal

While some performance measures have been proposed, there are no official measures in place for the State's trauma registry system.

Change Notes: Rating Unchanged.

304. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the trauma registry?***

Partially Meets Advisory Ideal

Quality control issues are reportedly discussed quarterly at the Trauma Registry Workgroup. The sample agenda provided was from 2015 and does not have quality control as a planned discussion item.

Change Notes: Rating Unchanged.

305. ***Is data quality feedback from key users regularly communicated to trauma registry data collectors and data managers?***

Partially Meets Advisory Ideal

Data quality feedback is reportedly provided quarterly at the Trauma Registry Work Group. The agenda provided is from 2015 and does not include an item regarding data quality.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Partially Meets Advisory Ideal'.

306. ***Are trauma registry data quality management reports produced regularly and made available to the State TRCC?***

Partially Meets Advisory Ideal

Data quality reports are shared quarterly with the TRCC and a review of projects and proposed performance measures is conducted periodically.

Change Notes: Rating Unchanged.

Vital Records – System Description

307. Is there a statewide vital records database?

Meets Advisory Ideal

The New Mexico Department of Health Injury and Behavioral Epidemiology Bureau administers and maintains the Database Application for Vital Events (DAVE) system.

Change Notes: Rating Unchanged.

308. Does the vital records data track the occurrence of motor vehicle fatalities in the State?

Meets Advisory Ideal

The State has published a set of reports detailing the traffic injury death rates in New Mexico. The most recent report referenced covered 2003-2012. Additionally, the New Mexico Core Injury Indicators Report includes information on deaths from motor vehicle crashes (2012). These reports are significantly outdated and should be updated.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

309. Is the vital records data available for analysis and used to identify problems, evaluate programs, and allocate resources?

Partially Meets Advisory Ideal

The Injury and Behavioral Epidemiology Bureau has historically provided data from the DAVE system to support helmet use legislation, graduated driver licensing, and teenage driver curfews. It is unclear how recently those efforts occurred or if the data is still used for highway safety efforts.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Partially Meets Advisory Ideal'.

Vital Records – Data Dictionary

310. Does the vital records system have a formal data dictionary?

Does Not Meet Advisory Ideal

A data dictionary is reportedly maintained by the vendor but was not available for review.

Change Notes: Rating Unchanged.

Vital Records – Procedures & Processes

311. ***Is aggregate vital records data available to outside parties (e.g., universities, traffic safety professionals) for analytical purposes?***

Meets Advisory Ideal

Vital records data is available through a request to the New Mexico Department of Health and under the conditions of a data use agreement.

Change Notes: Rating Unchanged.

Vital Records – Quality Control

312. ***Are there automated edit checks and validation rules to ensure that entered vital records data falls within a range of acceptable values and is logically consistent among data elements?***

Meets Advisory Ideal

The DAVE Vital Events System includes over 400 edit rules and validation checks of the entered data. Records that do not pass the edit checks/validation rules are rejected, and must be corrected, before the submitting entity can complete the case.

Change Notes: Rating Unchanged.

313. ***Are quality control reviews conducted to ensure the completeness, accuracy, and uniformity of injury data in the vital records?***

Meets Advisory Ideal

Each record submitted undergoes an extensive quality assurance review. Quarterly meetings are also held with the Office of the Medical Investigator to address identified data quality issues.

Change Notes: Rating Unchanged.

314. ***Are vital records data quality management reports produced regularly and made available to the State TRCC?***

Does Not Meet Advisory Ideal

While aggregate vital records data has been made available to the TRCC, data quality reports are not regularly shared.

Change Notes: Rating Unchanged.

Injury Surveillance Data Interfaces

315. ***Is there an interface among the EMS data and emergency department and hospital discharge data?***

Does Not Meet Advisory Ideal

An interface between the EMS and hospital data systems is not currently in place. However, the patient care report is required to be submitted with the patient upon the patient's arrival to the hospital.

Change Notes: Rating Unchanged.

316. Is there an interface between the EMS data and the trauma registry data?

Does Not Meet Advisory Ideal

The Image Trend (EMS) and Digital Innovations (hospital) systems are capable of interfacing; however, that feature has not yet been implemented.

Change Notes: Rating Unchanged.

Data Use and Integration

317. Do behavioral program managers have access to traffic records data and analytic resources for problem identification, priority setting, and program evaluation?

Meets Advisory Ideal

The University of New Mexico, Geospatial and Population Studies (UNM-GPS) Traffic Research Unit (TRU) is a valuable resource to the State traffic safety community. The TRU analysts are available to answer data requests and produce a comprehensive annual report to support program managers in problem identification and evaluation.

Change Notes: Rating Unchanged.

318. Does the State have a data governance process?

Does Not Meet Advisory Ideal

The State Traffic Records Coordinating Committee (STRCC) has an ad hoc data governance role and there are pieces of data governance represented in the data management plan. The formal data governance effort is in the planning stages now and will be in place in two to three years.

Change Notes: Rating Changed.
From 'Partially Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

319. Does the TRCC promote data integration by aiding in the development of data governance, access, and security policies for integrated data?

Does Not Meet Advisory Ideal

While a formal data governance process is under development, the STRCC data management plan includes guidance for traffic records data systems. Integration is addressed in that plan in the form of performance measures, potential linkages, and the value of using integrated data for analyses. Including data access policies and protections for integrated datasets would be beneficial.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

320. Is driver data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

Licensed driver information is utilized by the UNM-GPS TRU and is shown in the annual report as rates. Driver information, such as State of residence, is also used from the crash data. Although raw data is shared, it is not clear that the data is linked to the crash records but just used to generate rates.

Change Notes: Rating Unchanged.

321. Is vehicle data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

Summary vehicle information is utilized by the UNM-GPS TRU to calculate rates. The TRU does not receive record-level data from the New Mexico Taxation and Revenue Department Motor Vehicle Division (MVD) to conduct an integration project but has a memorandum of understanding that may facilitate such access in the future.

Change Notes: Rating Unchanged.

322. Is roadway data integrated with crash data for specific analytical purposes?

Meets Advisory Ideal

The UNM-GPS TRU has integrated the State Linear Referencing System (LRS) with the crash data in a geospatial analysis. This is conducted to accurately locate crashes on the network. Although crash and roadway data files are utilized by the New Mexico Department of Transportation for network screening, those processes do not require integration of crash records but crash counts. Efforts are underway to attach crash locations directly to the LRS, which would also integrate roadway feature datasets with the crash data.

Change Notes: Rating Improved.
From 'Does Not Meet Advisory Ideal' to 'Meets Advisory Ideal'.

323. Is citation and adjudication data integrated with crash data for specific analytical purposes?

Partially Meets Advisory Ideal

Citation and adjudication data is not integrated with crash data at the record level. There is some level of integration evident in the analysis of prior DWI arrests for drivers involved in fatal alcohol-involved crashes. That project demonstrates an ability to integrate citation/adjudication data with crash data, although it is a subset accessed through the MVD. This analysis provides interesting and potentially very useful trend data about the effectiveness of the State's DWI program.

Change Notes: Rating Unchanged.

324. Is injury surveillance data integrated with crash data for specific analytical purposes?

Does Not Meet Advisory Ideal

While the FARS analyst receives monthly data extracts from the EMS and Vital Records systems, the crash data is not integrated with injury surveillance systems. The University of New Mexico Health Sciences Center accesses crash data for linkage to the trauma registry, but that is not

complete yet.

Change Notes: Rating Unchanged.

325. Are there examples of data integration among crash and two or more of the other component systems?

Does Not Meet Advisory Ideal

The driver data has been used to acquire missing linkage elements when the crash data is merged with the DWI arrest database (citation subset). However, this is not an integration of the crash + driver + citation data because the driver information is not linked for analytical purposes, rather queried for quality control. A potential effort, the Architectural Design project, may enhance interfaces.

Change Notes: Rating Unchanged.

326. Is data from traffic records component systems-other than crash-integrated for specific analytical purposes?

Does Not Meet Advisory Ideal

The UNM-GPS TRU conducts many different analyses to fill data requests and has successfully used multiple sources. However, an integration of two systems other than the crash file has not been demonstrated. Efforts to improve data quality and interfaces are commendable, but the scanning of data stored in barcodes is not an interface with the vehicle data system. Using those examples for performance measurement and quality control is impressive and valuable.

Change Notes: Rating Changed.
From 'Meets Advisory Ideal' to 'Does Not Meet Advisory Ideal'.

327. For integrated datasets, do decision-makers have access to resources-skilled personnel and user-friendly access tools-for use and analysis?

Meets Advisory Ideal

The UNM-GPS TRU has integrated the crash and DWI arrest data sets and makes that information available to safety partners and decision-makers. Through standard reports or ad-hoc requests, the TRU supports the safety community with expertise in data integration, analysis, and interpretation.

Change Notes: Rating Unchanged.

328. For integrated datasets, does the public have access to resources-skilled personnel and user-friendly access tools-for use and analysis?

Meets Advisory Ideal

The State's analytical resource at UNM-GPS TRU is available to the public as well. All reports are developed with public access in mind and are made available online. The public may also submit data requests for integrated data sets.

Change Notes: Rating Improved.
From 'Partially Meets Advisory Ideal' to 'Meets Advisory Ideal'.

Appendix B – Assessment Participants

State Highway Safety Office Representative(s)

Mr. Michael Sandoval
New Mexico Department of Transportation
Secretary

Jeff Barela
NM DOT
Traffic Safety Director

Sophia Roybal-Cruz
NM Department of Transportation
Traffic Records Manager

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Mr. Tom Bragan
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Appendix C

National Acronyms and Abbreviations

AADT	Average Annual Daily Traffic
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway and Transportation Officials
ACS	American College of Surgeons
AIS	Abbreviated Injury Score
ANSI	American National Standards Institute
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CDC	Center for Disease Control
CDIP	NHTSA's Crash Data Improvement Program
CDLIS	Commercial Driver License Information System
CODES	Crash Outcome Data Evaluation System
DDACTS	Data Driven Approaches to Crime and Traffic Safety
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles
DPPA	Drivers Privacy Protection Act
DOH	Department of Health
DOJ	Department of Justice
DOT	Department of Transportation
DOT-TRCC	The US DOT Traffic Records Coordinating Committee
DRA	Deputy Regional Administrator (NHTSA)
DUI	Driving Under the Influence
DUID	Driving Under the Influence of Drugs
DWI	Driving While Intoxicated
ED	Emergency Department
EMS	Emergency Medical Service
FARS	Fatality Analysis Reporting System
FDEs	Fundamental Data Elements
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GCS	Glasgow Coma Scale
GDL	Graduated Driver Licensing
GES	General Estimates System
GHSA	Governors Highway Safety Association
GIS	Geographic Information System
GJXDM	Global Justice XML Data Model
GPS	Global Positioning System
GRA	Government Reference Architecture
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HSIP	Highway Safety Improvement Plan
HSP	Highway Safety Plan
ICD-10	International Classification of Diseases and Related Health Problems
IRB	Institutional Review Board

ISS	Injury Severity Score
IT	Information Technology
JIEM	Justice Information Exchange Model
LEIN	Law Enforcement Information Network
MADD	Mothers Against Drunk Driving
MCMIS	Motor Carrier Management Information System
MIDRIS	Model Impaired Driving Records Information System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
NAPHSIS	National Association for Public Health Statistics and Information Systems
NCHIP	National Criminal History Improvement Program
NCHS	National Center for Health Statistics
NCIC	National Crime Information Center
NCSC	National Center for State Courts
NDR	National Driver Register
NEMSIS	National Emergency Medical Service Information System
NGA	National Governor's Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NIEM	National Information Exchange Model
NLETS	National Law Enforcement Telecommunication System
NMVTIS	National Motor Vehicle Title Information System
NTDS	National Trauma Data Standard
PAR	Police Accident Report
PDPS	Problem Driver Pointer System
PDO	Property Damage Only
PII	Personally Identifiable Information
RA	Regional Administrator (NHTSA)
RDIP	FHWA's Roadway Data Improvement Program
RPM	Regional Program Manager (NHTSA)
RTS	Revised Trauma Score
RMS	Records Management System
RPC	Regional Planning Commission
SaDIP	FMCSA's Safety Data Improvement Program
SAVE	Systematic Alien Verification for Entitlements
SHSP	Strategic Highway Safety Plan
SME	Subject Matter Expert
SSOLV	Social Security Online Verification
STRAP	State Traffic Records Assessment Program
SWISS	Statewide Injury Surveillance System
TCD	Traffic Control Devices
TRA	Traffic Records Assessment
TRIPRS	Traffic Records Improvement Program Reporting System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
UCR	Uniform Crime Reports

VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
XML	Extensible Markup Language

State-Specific Acronyms and Abbreviations

AEGIST	Applications Enterprise Geographical Information Systems for Transportation
ARNOLD	All Road Network of Linear Referenced Data
DAVE	Database Application for Vital Events
DoIT	Department of Information Technology
HIDD	Hospital Inpatient Discharge Data
IBEB	Injury and Behavioral Epidemiology Bureau
IBIS	Indicator Based Information System
MVD	Motor Vehicle Division
NMEMSTARS	New Mexico Emergency Medical Service Tracking and Reporting System
NMSTMS	New Mexico State Traffic Monitoring Standards
STRCC	State Traffic Records Coordinating Committee
STREOC	State Traffic Records Executive Oversight Committee
TRSP	Traffic Records Strategic Plan
UNM-GPS	University of New Mexico, Geospatial and Population Studies Traffic Research
TRU	Unit