# NM Statewide Traffic Records

**Strategic Plan 2020 - 2022**

****

**Photo by Lucas & Thomas Rivera -ASK Academy, ABQ, NM**

**DATA Driven with a Purpose!**

**Prepared for**

**NM Department of Transportation – Lead Agency**

**A close up of a sign

Description automatically generated**

**Prepared by**

**MA Strategies, LLC**

**Approved on June 12, 2019**

**Updated June 29, 2021**

****

**I. Introduction** 4

1.1 Major Accomplishments and Recap of FFY17 - FFY19 4

1.2 Current Statewide Traffic Records System (STRS) 7

1.3 STRCC Vision & Mission Statement 7

1.4 Proposed STRS Model 8

1.5 Strategic Plan Approach & Planning Process 9

1.6 STRCC Engagement 9

1.7 STRCC Organization Structure 10

1.8 EOC Membership 11

1.9 STRCC Membership 13

**II. National Highway Traffic Safety Administration (NHTSA)**

**Traffic Records Assessment** 16

2.1 General Recommendations (Core Systems) 17

2.2 TR Coordinating Committee Management Recommendations 21

**III. Traffic Records Core Systems**  24

3.1 Summary of Projected Projects & Funding for FFY20 - FFY22 26

3.2 Statewide Traffic Records Management (STRS) 26

3.2.1 Traffic Record Coordination 26

3.2.2 TraCS Support & Expansion 32

3.2.3 Data Use & Integration 39

3.3 Traffic Crash Records 45

3.3.1 Achievements FFY17-FFY19 45

3.3.2 FFY20-FFY22 Goals, Objectives & Strategies 47

3.3.3 Traffic Records Crash Projects & Performance Measures 48

3.4 Vehicle Registration Data 52

3.4.1 Achievements FFY17 - FFY19 52

3.4.2 FFY20 – FFY22 Goals, Objectives, and Strategies 53

3.4.3 Vehicle Registration Projects & Performance Measures 54

3.5 Driver Licensing Data 56

3.5.1 Achievements FFY17 - FFY19 56

3.5.2 FFY20 – FFY22 Goals, Objectives, and Strategies 57

3.5.3 Driver Licensing Projects & Performance Measures 57

3.6 Roadway Inventory Data 58

3.6.1 Achievements FFY17 - FFY19 58

3.6.2 FFY20 – FFY22 Goals, Objectives, and Strategies 59

3.6.3 Roadway Inventory Projects & Performance Measures 60

3.7 Citation and Adjudication Data 63

3.7.1 Achievements FFY17 - FFY19 63

3.7.2 FFY20 – FFY22 Goals, Objectives, and Strategies 65

3.7.3 Citation and Adjudication Projects & Performance Measures 74

3.8 EMS/Injury Surveillance Data 74

3.8.1 Achievements FFY17 - FFY19

3.8.2 FFY20 – FFY22 Goals, Objectives, and Strategies 74

3.8.3 EMS/Injury Surveillance Projects & Performance Measures 75

**IV. Appendices**

4.1 Acronyms 79

4.2 URL Addresses for Reference Documents 81

4.3 2021 Qualifying Criteria for NHTSA 405c Grant 82

**Introduction**

The NM Traffic Records Strategic Plan (Plan) is a multiyear planning document, updated annually, with the purpose of setting the framework for improving all aspects of a comprehensive statewide traffic records system (STRS). The Plan identifies the goals, objectives, and actions needed to improve the accuracy, completeness, integration, timeliness, uniformity, and accessibility of data used for statistical and analytical reports and most importantly providing information to decision-makers to positively affect direction and policy.

The Plan acts as the guiding document for the Statewide Traffic Records Coordinating Committee (STRCC), a body composed of members from different stakeholders involved in collecting and using data related to road and highway safety and infrastructure.

The New Mexico Department of Transportation (NMDOT) Traffic Records Program maintains the Statewide Traffic Records System (STRS) website which includes program overview, STRCC schedule of future meetings, past meetings with minutes, projects, resources, and other traffic records information. The website is available at: http://nmtrafficrecords.com/.

**1.1 Major Accomplishments and Recap Summary of FFY17-FFY19**

**(See Traffic Core Systems for more in-depth information)**

**Statewide Traffic Records Management**

* **Traffic Records Coordinating Committee Management** - The Lead Agency, NMDOT has established a formal Traffic Records Coordinator (TR Coordinator) contractor and has defined a role for these coordination efforts. This along with other recommendations were identified in the 2015 NHTSA NM TRCC Performance Assessment, Traffic Records GO Team Report available at [http://nmtrafficrecords.com/ resources/nm-go-team-final-report/](http://nmtrafficrecords.com/%20resources/nm-go-team-final-report/). The TR Coordinator, in collaboration with DOT Management and STRCC, provides the coordination necessary to develop, implement, and monitor the TR Strategic Plan. The STRCC has scheduled regular meetings and serves as a meaningful forum of coordination among stakeholders to address programs, challenges, and investments.
* **Strategic Planning** - The STRCC has documented the process undertaken in developing the Strategic Plan. The STRCC utilized the 2016 Traffic Records Assessment, conducted by NHSTA, as a foundation to identify traffic records deficiencies (items that do not meet) and accomplishments. The STRCC provides the leadership and coordination necessary to develop, implement, and monitor the TR Strategic Plan.
* **Data Use & Integration** - Data integration and exchange occurs between the following stakeholder agencies: ***LEA to DOT-Crash, LEA – MVD-Citation, LEA – Courts (Citation/Adjudication), Courts –MVD (Abstracts), & SFPD and the District Attorney’s Office, & DOT-Crash-EMS/IS Vital Records (Death Certs)***

**TraCS Support & Expansion**

* + **Citation/Crash Data Uniformity & Accessibility:** Application Support - The TraCS Team continued to provide ongoing development of TraCS Forms to include all necessary updates to fields, including validation rules and licensing for Traffic and Criminal Software, Incident Locator Tool, and Easy Street Draw.
  + **Citation/Crash Data Completeness**: Maintenance and Support - User help desk support was provided to Law Enforcement Agencies (LEAs), as well as Project Management services.
  + **Citation/Crash Data Completeness & Uniformity**: Equipment – Assisted with the purchase and deployment of hardware and peripherals which allow and facilitate the use of Traffic and Criminal Software by supported agencies.
  + **Citation/Crash Data Uniformity & Accessibility:** Software Expansion – The TraCS (eCitation and Crash Reports) expansion included a total of 30 additional Law Enforcement Agencies between 2017 and 2019, in both the DPS Model and Non-DPS Model. The TraCS DPS Model is a hosted service provided by the New Mexico Department of Public Safety (DPS). This hosted service provides the backend infrastructure which includes servers, storage, network connectivity and maintenance/support. The Non DPS TraCS Model, refers to “stand alone agencies”, that prefer to purchase their own servers, storage, and support for the TraCS Model.
* **Citation/Crash Data Integration & Accessibility:** Data Integration and Exchange – New Mexico TraCS configuration was designed to integrate with databases owned by our stakeholders at the Motor Vehicle Division (Tapestry), Administrative Office of the Courts (Odyssey), and others capable of receiving electronic data.

**Crash System**

* **Crash Data Accuracy** - Increased the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent (62% in 4/1/2015-3/31/2016 to75% in 4/1/2016-3/31/2017) for crash reports that are manually data entered (state) (annual).
* **Crash Data Accuracy, Timeliness & Accessibility** - Reduced the time to analyze data and make available the NMDOT Annual Crash report from 19 months for the 2014 file to 15 months for the 2015 file by refining data merging techniques (state) (annual data).
* **Crash Data Timeliness** - Increased the percentage of crash data transferred directly from law enforcement agencies to the State crash database from 47% from 4/1/2016 to 3/31/2017 to 55% from 4/1/2017 to 3/31/2018.
* **Crash Data Accuracy, Timeliness & Accessibility** - DOT Crash Division via the UNM-GPS database began receiving electronically transmitted Crash data from Law Enforcement Agencies. As of April 2019, a total of 99,560 reports have been transmitted.
* **Crash Data Completeness & Uniformity** – The Uniform Crash Report has been completed and is scheduled for deployment in 2020. A crash report training curriculum has been developed to improve current usage and standardization with the goal of improving the quality and consistency of data collection in the field. Revisions to the crash report include additional recommended MMUCC elements.

**Roadway Data**

* **Roadway Data Accuracy, Completeness & Uniformity** - ARNOLD replaced the Transportation Information Management System (TIMS). Implementation of ARNOLD includes the FHWA expanded requirements for the LRS network and provides state highway agencies a geospatially enabled public roadway network used to locate crashes that are not on the state-maintained highway system.

**Driver & Vehicle**

* **Driver & Vehicle Integration -** The State of New Mexico Motor Vehicle Division successfully implemented a FAST software solution in 2016 (drivers in May 2015; vehicles in September 2016. New Mexico’s Motor Vehicle Division Driver services and Vehicle services (DSVS) software (in New Mexico known as Tapestry) has provided a platform from which the Motor Vehicle Division has been able to expand on its outstanding customer service to citizens and stakeholders of New Mexico.
* **Vehicle Bar Code Accuracy, Timeliness & Completeness –** New Mexico MVD has implemented the Vehicle Registration Barcode effective January 2019. This will allow law enforcement officers to scan and capture the vehicle registration data electronically on crash reports, traffic citations and other reports generated by law enforcement agencies and emergency personnel via use of a bar code scanner. This will eliminate manual input of the vehicle registration data resulting in a decrease in errors and increases in accuracy, timeliness and completeness.

**Citation & Adjudication**

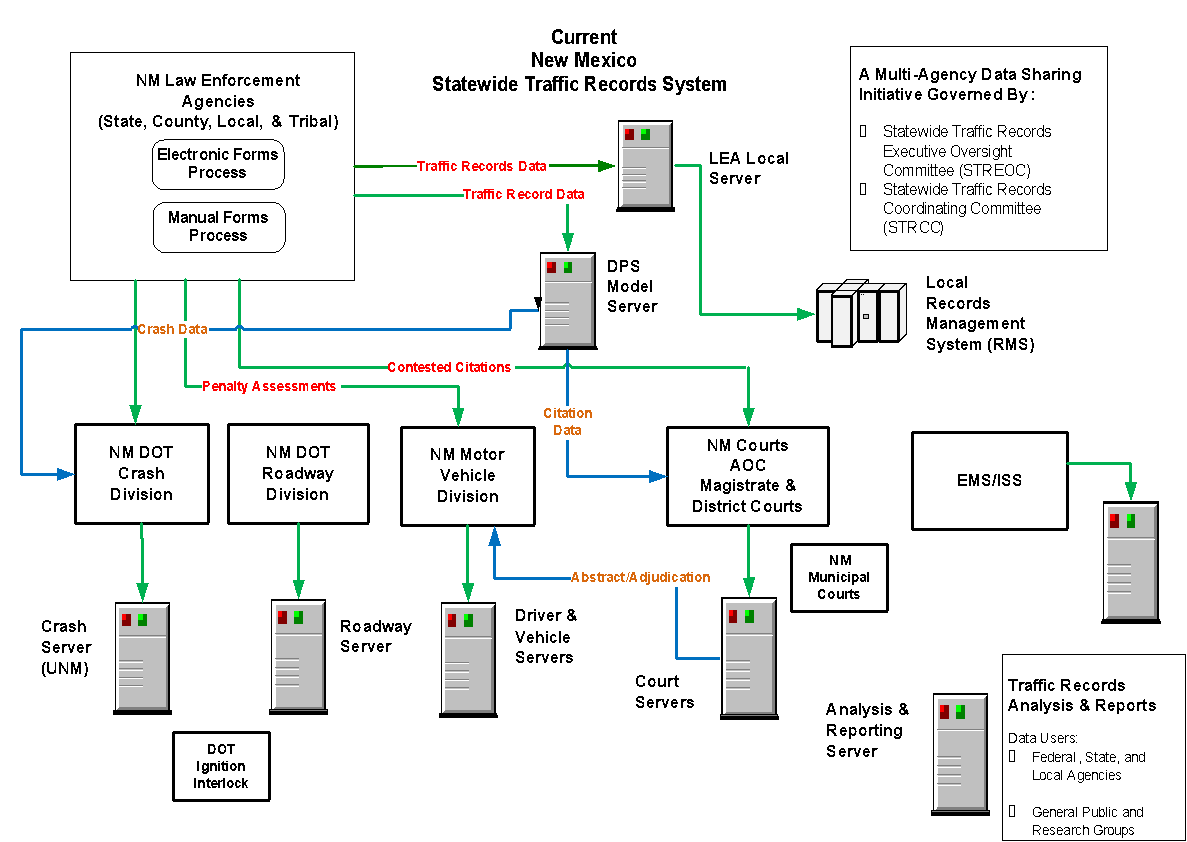
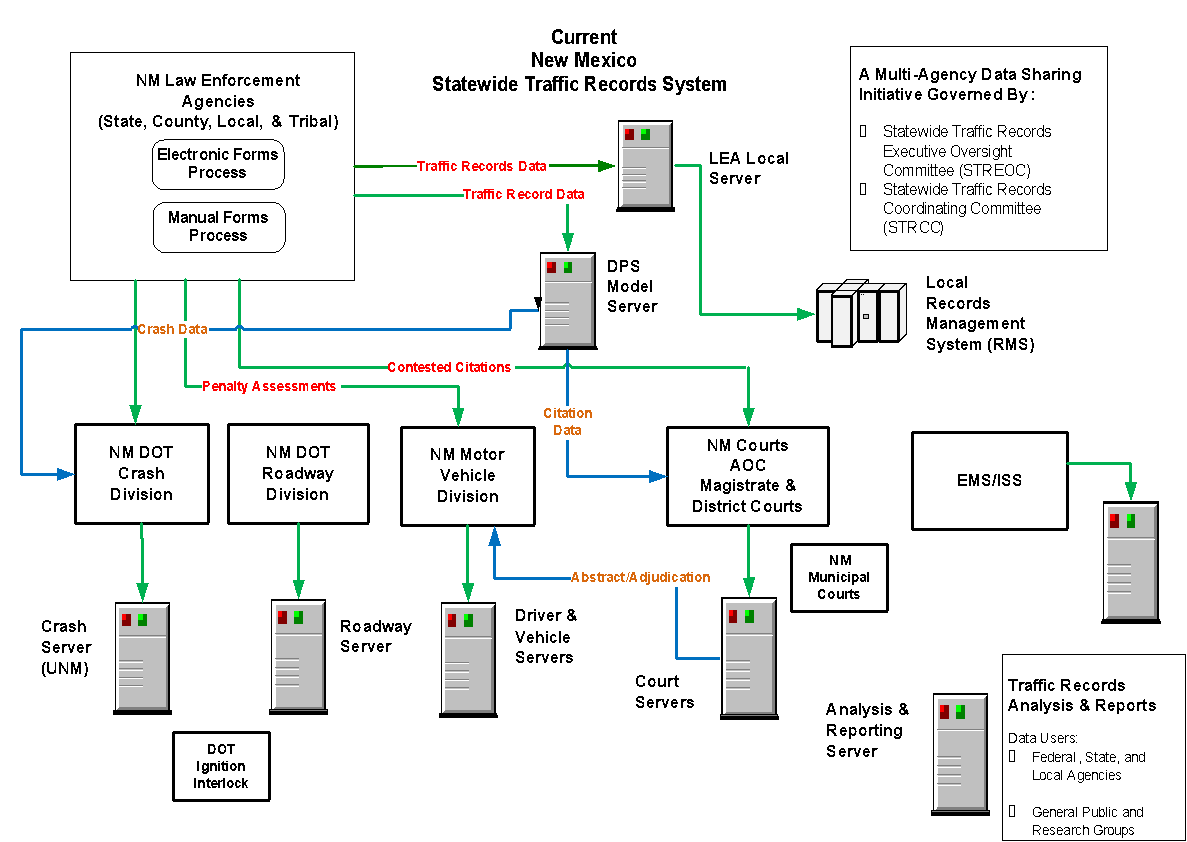
* **Citation Data Timeliness, Completeness, & Integration** - The Magistrate Court Scanning Project was completed, rolled out on a court-to-court basis. The Magistrate Courts now have imaging capabilities which allows Magistrate Courts to electronically report citation dispositions and improves the Court’s ability to add E-Citations as law enforcement agencies implement TraCS because courts will already have the automation required to store the citation image.
* **Adjudication Data Timeliness/Completeness/Integration** - Electronic abstract reporting from Magistrate Courts to the Motor Vehicle Division has been completed and is in full operation.

**EMS/Injury Surveillance Data**

* **EMS/IS Data Completeness, Uniformity, & Integration -** The New Mexico Department of Health, EMS Bureau, improved the data dictionary for the Injury Surveillance system, developed and documented processes to receive regular user feedback in addition to updating data dictionaries and training manuals.

**1.2 CURRENT STATEWIDE TRAFFIC RECORDS SYSTEM (STRS)**

The diagram below reflects the current state of the STRCC’s integration and exchange model. The model reflects the six major component systems and subsystems. Data integration and exchange occurs between the following stakeholder agencies: LEA to DOT-Crash, LEA – MVD-Citation, LEA – Courts (Citation/Adjudication), and the Courts –MVD (Abstracts).



**1.3 STRCC Vision & Mission**

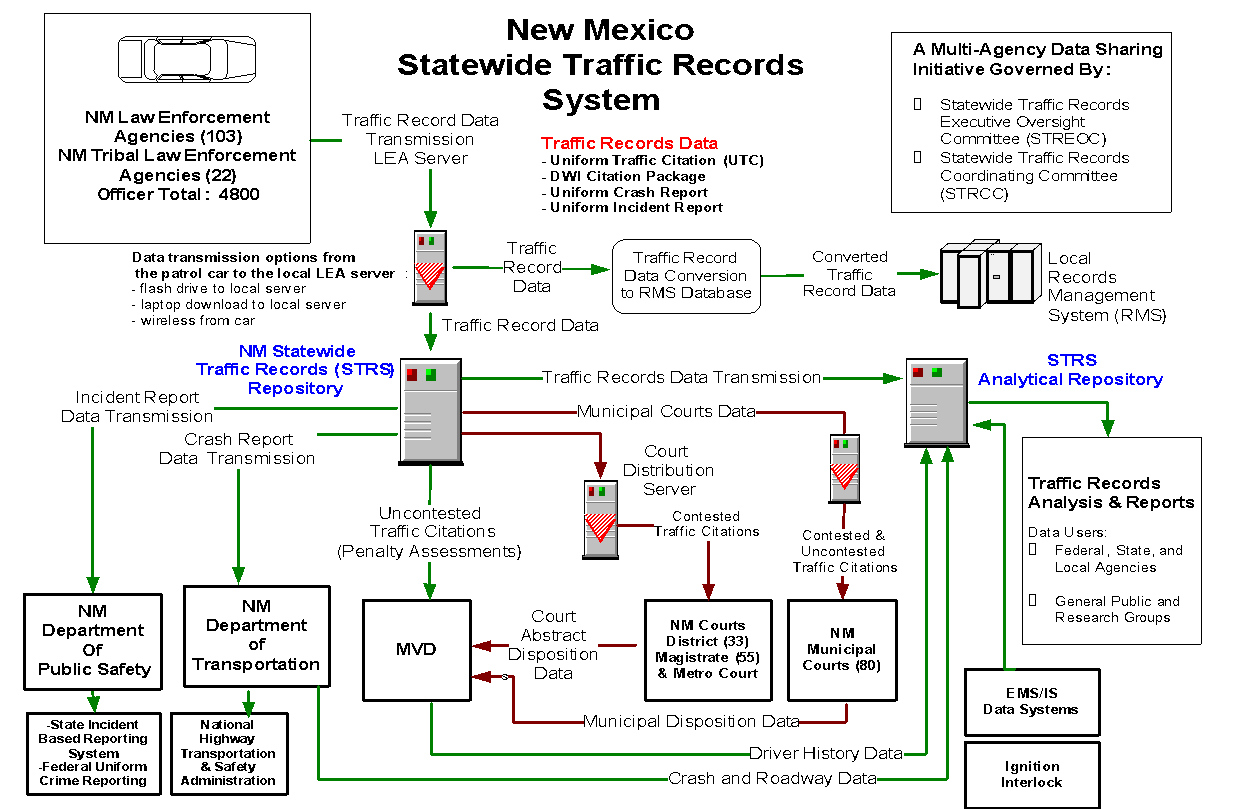
**STRCC Vision Statement**

The vision of the New Mexico State Traffic Records Coordinating Committee (STRCC) is to support the continuous reduction of traffic related crashes, fatalities, and injuries in New Mexico. This is accomplished by facilitating cooperative human and agency resources, increasing technological capacities, and integrating existing data systems that can be used to perform analyses supporting the strategic and performance-based goals in the Strategic Highway Safety Plan (SHSP) and Highway Safety Improvement Program (HSIP).

**STRCC Mission Statement**

Through a multi-agency coordination of effort, the STRCC’s mission is to develop and maintain a statewide traffic records system (STRS) designed for electronic capture, processing, and dissemination of traffic-related records. There are six core information systems that make up the traffic records system: crash records, roadway inventory data, driver information, vehicle information, citation and adjudication records, and injury tracking information. The STRCC is committed to continually improving and integrating these six core information systems to facilitate the timely sharing of accurate traffic records information across the State of New Mexico.

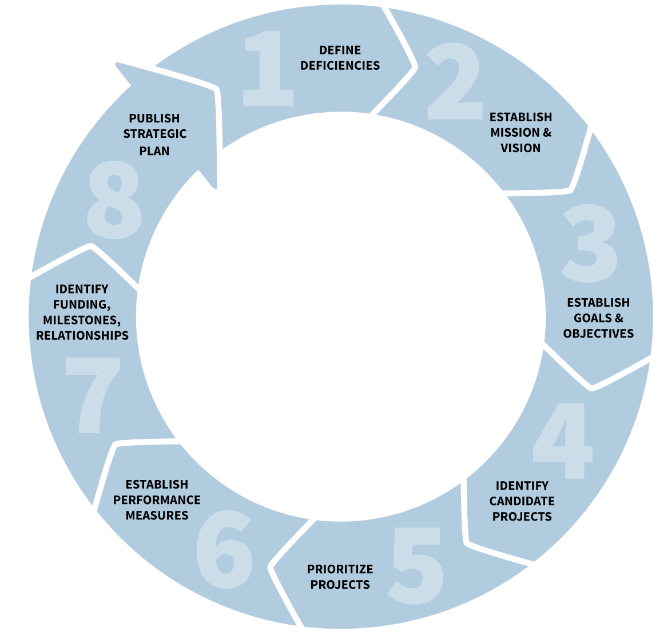
**1.4 Proposed STRS**



The diagram above captures the proposed New Mexico Traffic Records System (STRS) as reviewed by the STRCC for moving towards a comprehensive methodology of integrating and exchanging traffic records data between the six major components and subsystems. The Proposed STRS Model will require approval from the Traffic Records Executive Oversight Committee (EOC) once it is re-established.

**1.5 Strategic Plan Approach & Planning Process**

The strategic plan reflects on progress made relative to performance measures identified in the updated 2017 -2019 STRCC Strategic Plan and identifies projects and strategies for improving New Mexico’s traffic records systems for fiscal years 2020 - 2022.

The projects selected for inclusion in this strategic plan will address many of the deficiencies and recommendations identified in the 2016 NHTSA Traffic Records Assessment. A complete copy can be found at: <http://nmtrafficrecords.com/wp-content/uploads/NM-TRA-Final_Report_041416.pdf>. In addition, best practices as recommended by NHTSA’s Traffic Records Strategic Planning Guide were used to steer the STRCC in having a more collaborative, formalized process in developing this plan. The guide is available at: [http://nmtrafficrecords.com/resources/ nhtsas-traffic-records-strategic-planning-guide-trcc-roundtable-presentation-2/](http://nmtrafficrecords.com/resources/%20nhtsas-traffic-records-strategic-planning-guide-trcc-roundtable-presentation-2/)

The STRCC is following the NHTSA recommended planning cycle on the right to guide members through the strategic planning process.

The STRCC will continuously seek improvements as well as refine processes in the upcoming fiscal year regarding its operations and structure.

**1.6 STRCC Engagement**

STRCC members provide input into all phases of planning, particularly current updates, project identification and prioritization, and capacity constraints.

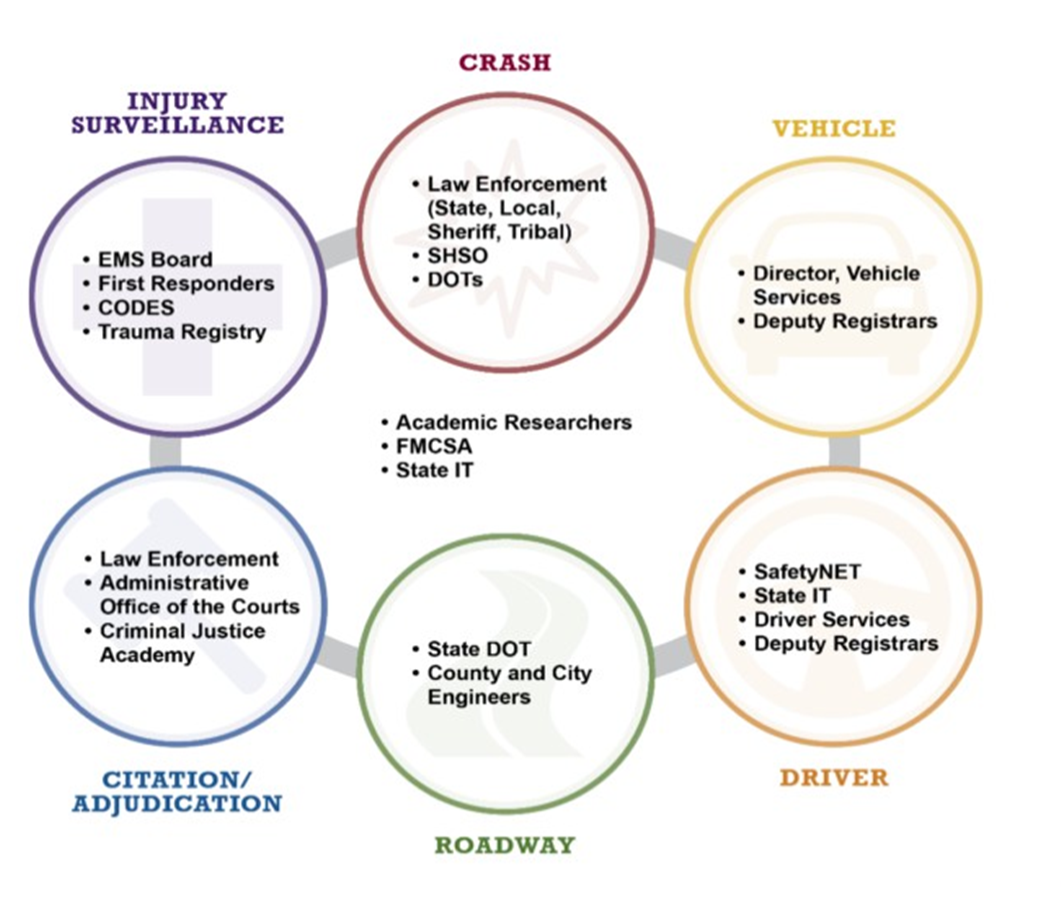
STRCC quarterly meetings as well as stakeholder planning workshops are conducted with core system partners to provide current updates, identify candidate projects and priorities. Other stakeholders, including database users, and consultants provide suggestions for creating an improved traffic records system. STRCC is working diligently to identify and incorporate measurable and meaningful performance measures in addressing STRS deficiencies and recommendations. A screenshot of a cell phone

Description automatically generated

In addition, the STRCC reviewed current and potential TR stakeholders to ensure appropriate representation from all traffic records core systems and partners. The following NHTSA graph was used to identify those organizations that play a key role in representing a robust and complete traffic records stakeholder membership.

**1.7 STRCC Organization Structure**

**Ideal STRCC Stakeholder Membership**



**NM STRCC Organization Structure**

The organizational structure is based on an ideal two-tier STRCC and is comprised of an executive (STREOC) and technical (STRCC) level. The STREOC group members hold positions within their agencies that enable them to establish policy, direct resources within their areas of responsibility, and set the vision and mission for the technical STRCC. The STREOC’s portfolio also includes the review and approval of actions proposed by the technical group.

The STRCC technical group includes representatives from all stakeholder groups and organizations and is responsible—as defined by the STREOC—for the oversight and coordination of the State’s traffic records system. Together, the two tiers of the STRCC are responsible for developing strategies, coordinating implementation, and tracking progress of programs and projects detailed in the STRCC’s strategic plan. STREOC and STRCC provide forums for the discussion of highway safety data and traffic records issues and report on any such issues to the agencies and organizations in the State that create, maintain, and use highway safety data and traffic records.

The following table represents the current STRCC membership. Due to an election year, the STREOC has not yet been formalized and for purposes of this planning cycle, the STRCC will be approving this plan to ensure mandated deadlines are met. Once the STREOC is formalized it will assume its functions and membership details will be incorporated into the plan.

**1.8 Executive Oversight Committee Membership (EOC)**

|  |  |  |  |
| --- | --- | --- | --- |
| **EOC Agency** | **Member** | **Email** | **TR Component** |
| **New Mexico Department of Transportation** |  |  |  |
| Traffic Safety Division | Jeff Barela, Chair | [Jeff.Barela2@state.nm.us](mailto:Jeff.Barela2@state.nm.us) | Crash, STREOC Oversight |
| Traffic Safety Division | Sophia Roybal-Cruz | [sophia.roybal-cruz@state.nm.us](mailto:sophia.roybal-cruz@state.nm.us) | Crash, STRCC Coordination, TRCC Chair |
| Data Management Division | Alicia Ortiz | [alicia.ortiz@state.nm.us](mailto:alicia.ortiz@state.nm.us) | Roadway |
|  |  |  |  |
| **Administrative Office of the Courts** |  |  |  |
| Judicial Information Division | Dick Wilkinson | [dwilkinson@nmcourts.gov](mailto:dwilkinson@nmcourts.gov) | Citation/Adjudication |
|  |  |  |  |
| **Taxation & Revenue Department** |  |  |  |
| Motor Vehicle Division | Gerasimos Razatos | [Gerasimos.Razatos3@state.nm.us](mailto:Gerasimos.Razatos3@state.nm.us) | Driver, Vehicle |
|  |  |  |  |
| **NM Department of Health** |  |  |  |
| Public Health Division | Charles Becvarik | [cbecvarik@state.nm.us](mailto:cbecvarik@state.nm.us) | EMS/Injury Surveillance |
|  |  |  |  |
| **NM Department of Public Safety** | Secretary Designate  Tim Johnson | [tim.johnson@state.nm.us](mailto:tim.johnson@state.nm.us) | Citation/Adjudication & Crash |
|  |  |  |  |
| **DoIT Management Office** | Kamari Gupta | [Kamari.Gupta@state.nm.us.](mailto:Kamari.Gupta@state.nm.us) | State Partner |
|  |  |  |  |
| **Department of Finance and Administration** |  |  |  |
| Local Government Division | Donnie Quintana | [Donnie.Quintana@state.nm.us](mailto:Donnie.Quintana@state.nm.us) | State Partner |
|  |  |  |  |
| **Federal Government Partners** |  |  |  |
| **U. S. Department of Transportation** |  |  |  |
| Federal Highway Administration | Luis Melgoza | [luis.melgoza@dot.gov](mailto:luis.melgoza@dot.gov) | Federal Partner |
| Federal Motor Carrier Safety Administration | Brian Preston | [Brian.preston@dot.gov](mailto:Brian.preston@dot.gov) | Federal Partner |
|  |  |  |  |
| **Law Enforcement Members** |  |  |  |
| **NM State Police** | Chief Tim Johnson | [tim.johnson@state.nm.us](mailto:tim.johnson@state.nm.us) | Citation/Adjudication & Crash |
| **NM Sheriff Offices** |  |  |  |
| Dona Ana Sheriff's Office | Sgt. Dason Allen | dasona@donaanacounty.org | Citation/Adjudication, Crash |
| **Local Police Liaison** |  |  |  |
| Artesia Police Department | Chief Kirk E. Roberts | kroberts@artesianm.gov | Citation/Adjudication, Crash |
| Bloomfield Police Department | Chief David Karst | karstd@bloomfieldnm.gov | Citation/Adjudication, Crash |
| **Tribal Law Enforcement Liaisons** |  |  |  |
| Bureau of Indian Affairs -  Office of Justice Services |  |  |  |
| Bureau of Indian Affairs - Northern Pueblos Agency |  |  |  |
| Santa Ana Tribal Police Department | Chief Roger Foster | roger.foster@santaana-nsn.gov | Citation/Adjudication, Crash |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **1.9 NM STRCC Membership 2020-2022** | | | | |
| **Name/Email** | **Title/Function** | **Agency** | **STRCC Role** | **Core System(s)** |
| **NM Department of Transportation** |  |  |  |  |
| **Sophia Roybal-Cruz**  sophia.roybal-cruz@state.nm.us | Bureau Chief | NMDOT, Traffic Safety Division | Chair | ALL |
| **Roberta Vasquez** roberta.vasquez@state.nm.us | MA Supervisor Crash Data Unit | NMDOT, Traffic Safety Division | Member | CRASH |
| **Kariann Blea** Kariann.blea1@state.nm.us | TRACs Project Mgr. | NMDOT, Traffic Safety Division | Member | CRASH |
| **Kimberly Wildharber** kimberly.wildharber@state.nm.us | Traffic Safety DWI Data | NMDOT, Traffic Safety Division | Member | CRASH |
| **Christian Quintana** Christian.quintana@state.nm.us | Project Manager | NMDOT, Traffic Safety Division | Member | CRASH |
| **Alicia Ortiz** Alicia.ortiz@state.nm.us | Bureau Chief | NMDOT, Data Mgt. Bureau | Member | CRASH/ROADWAY |
| **John Baker** johnj.baker@state.nm.us | Staff – Roadway | NMDOT, Data Mgt. Bureau | Member | ROADWAY |
| **Sean Noonan**  sean.noonen3@state.nm.us | Staff - Traffic Counts | NMDOT, Data Mgt. Bureau | Member | ROADWAY |
| **Esteban Trujillo**  esteban.trujillo2@state.nm.us | Ignition Interlock Mgr. | NMDOT, TRD | Member | DRIVER  IGNITION INTERLOCK |
| **Robert Rhatigan** rhatigan@unm.edu | Interim Director | UNM-Geospatial & Population Studies | Contractor | CRASH |
| **Jessica Bloom** jbloom1@unm.edu | Research Scientist | UNM-Geospatial & Population Studies | Contractor | CRASH |
| **Ilene Hall** ilenehall@gmail.com | HSP Advisor | Pricehall Research | Contractor | ALL |
| **NM Department of Public Safety** |  |  |  |  |
| **Capt. Ben Romero** davidb.romero@state.nm.us | Commander of IT Special Projects | NMDPS | Member | CRASH/CITATION ADJUDICATION |
| **Capt. Joseph Romero** joseph.romero12@state.nm.us | Captain of CVE | NMDPS | Member | CRASH/CITATION ADJUDICATION |
| **Sammy Trujillo** Sammy.trujillo@state.nm.us | Manager | NMDPS | Member | CRASH/CITATION ADJUDICATION |
| **Sonia Abeyta** sonia.abeyta@state.nm.us | Tracs Project Manager | NMDPS | Member | CRASH/ CITATION ADJUDICATION |
| **Brian Bullard** brian@itsolutionsnm.com | TraCS Support & Maintenance | DPS/IT Solutions | Contractor | CRASH/ CITATION ADJUDICATION |
| **Administrative Office of the Courts** |  |  |  |  |
| **Genevieve Grant** ggrant@nmcourts.gov | IT Technical Support Mgr. | AOC/JID | Member | CITATION/ ADJUDICATION |
| **EMS/Injury Surveillance** |  |  |  |  |
| **Charles Becvarik** charles.becvarik@state.nm.us | NM State EMS Data Coord./Licensing/ Education-CEs | NM DOH, NM EMS Bureau | Member | EMS/INJURY SURVEILLANCE |
| **Department of Motor Vehicles** |  |  |  |  |
| **Tomas Glover** tomas.glover@state,nm.us | Driver Services Bureau Chief | NM TRD, Motor Vehicle Division | Member | DRIVER/VEHICLE |
| **Sean Bulian** Sean.bulian@state.nm.us | Vehicles Bureau Chief | NM TRD, Motor Vehicle Division | Member | DRIVER/VEHICLE |
| **State Partners** |  |  |  |  |
| **Julie Krupcale** Julie.Krupcale@state.nm.us | Department of Finance & Administration | Local DWI | Member | DRIVER/CRASH/ CITATION ADJUDICATION |
| **Federal Partners** |  |  |  |  |
| **Luis Melgoza** luia.melgoza@dot.gov | Safety Pavement Engineer | FHWA | FHWA Liaison | ALL |
| **Brian.Preston**  **Brian.Preston@dot.gov** | State Program Specialist | FMCA | FMCA Liaison | ALL |
| **Law Enforcement Representatives** |  |  |  |  |
| **Sgt. Dason Allen** dasona@donaanacounty.org | Sergeant | Dona Ana County Sheriff's Office | Member | CRASH/ CITATION ADJUDICATION |
| **Chief David Karst**  karstd@bloomfieldnm.gov | Chief | Artesia Police Dept. | Member | CRASH/CITATION ADJUDICATION |
| **Lt. Patrick Segura** Patrick.segura@santaana-nsn.gov | Lieutenant | Santa Ana Tribal Police | Member | CRASH/CITATION ADJUDICATION |
| **STRS Coordinating Team** |  |  |  |  |
| **Mike Archibeque** marchibeque@mastrategies.com | TR Advisor | NMDOT/MA Strategies | Contractor | ALL |
| **Ferdi Serim** fserim@mastrategies.com | STRCC Coordinator | NMDOT/MA Strategies | Contractor | ALL |
| **Annjenette Torres** atorres@mastrategies.com | STRCC Administration | NMDOT/MA Strategies | Contractor | ALL |
| **Tessah Latson**  tlatson@mastrategies.com | STRCC Coordinator | NMDOT/MA Strategies | Contractor | ALL |

**II National Highway Traffic Safety Administration (NHTSA) Traffic Records Assessment**

**(TRA) 2016**

NHTSA conducted an assessment of the New Mexico traffic records system and issued its final report in April 2016\*. New Mexico’s overall weighted assessment rating was 57%. This compared to a national state average of 61%. The following list reflects the rating per each component:

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | **Crash** | **Vehicle** | **Driver** | **Roadway** | **Citation/**  **Adjudication** | **EMS/Injury**  **Surveillance** |
| **Description and Contents** | **88.1%** | **44.4%** | **60.0%** | **60.0%** | **75.4%** | **66.7%** |
| **Applicable Guidelines** | **86.7%** | **63.3%** | **33.3%** | **66.7%** | **40.4%** | **73.7%** |
| **Data Dictionaries** | **56.7%** | **57.1%** | **50.0%** | **33.3%** | **68.3%** | **53.3%** |
| **Procedure/Process Flows** | **70.8%** | **39.4%** | **62.7%** | **45.8%** | **72.8%** | **70.5%** |
| **Interfaces** | **33.3%** | **33.3%** | **57.1%** | **47.2%** | **61.9%** | **33.3%** |
| **Data Quality Control Programs** | **54.3%** | **38.2%** | **36.8%** | **40.3%** | **46.2%** | **51.6%** |

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Overall** | **64.6%** | **42.5%** | **51.0%** | **45.3%** | **60.8%** | **58.4%** |

|  |  |
| --- | --- |
| **Traffic Records Coordinating Committee Management** | **68.0%** |
| **Strategic Planning for the Traffic Records System** | **65.9%** |
| **Data Use and Integration** | **61.6%** |

**(TRA) 2021**

\*NHTSA conducted an assessment of the New Mexico traffic records system and issued its final report in June 2021. The STRCC will review the recommendations from the report for inclusion in the next three-year plan cycle, as significant progress was made in each core area.

**2.1 General Recommendations (Core Systems)**

The following general recommendations resulted from the 2016 Assessment Section ***entitled Recommendations, pgs. 3-4.*** This Section can be used by the STRCC in promoting projects and identifying deficiencies and recommendations:

***Note: The TR Projected Projects & Funding for FFY20-FFY22,* *(See page 20 for summary) address the recommendations as detailed by core system below.***

|  |  |
| --- | --- |
| **Crash Recommendations** | Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory (TRPAA)  ***TR Projected Projects:***   * *Crash Records Data Entry/Database Maintenance – Ongoing FFY20-FFY22* * *Crash Data Statistical & Analytical Reporting – Ongoing FFY20-FFY22* |
|  | Improve the interfaces with the Crash data system to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *Crash Records Data Entry/Database Maintenance – Ongoing FFY20-FFY22* * *Statistician – Ongoing FFY-FFY22* * *TraCS Support & Expansion - Ongoing FFY20-FFY22* * *Arnold Phase II- Roadway/Need Match – Proposed for FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
|  | Improve the data quality control program for the Crash data system to reflect best practices identified in the TRPAA.  **TR Projected Projects:**   * *Crash Data Statistical & Analytical Reporting – Ongoing FFY20-FFY22* * *TraCS Support & Expansion – Ongoing FFY20-FFY22* * *Statistician– Ongoing FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
| **Vehicle Recommendations** | Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the TRPAA.  **TR Projected Projects:**   * *Vehicle Registration Barcode – To Be Completed FFY19* * AOC TraCS Citation & Adj. Data Transfer - *Ongoing FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* * *Other projects yet to be identified – FFY20-FFY22* |
|  | Improve the interfaces with the Vehicle data system to reflect best practices identified in the TRPAA.  **TR Projected Projects:**   * *Vehicle Registration Barcode – To Be Completed FFY19* * *STRS Architecture & Design – Proposed for FFY20-FFY22* * *Other projects yet to be identified – FFY20-FFY22* |
|  | Improve the data quality control program for the Vehicle data system to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *STRS Architecture & Design – Proposed for FFY20-FFY22* * *Other projects yet to be identified –FFY20-FFY22* |
| **Driver Recommendations** | Improve the applicable guidelines for the Driver data system to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *AOC TraCS Citation & Adj. Data Transfer - Ongoing FFY20-FFY22* * *AOC Electronic Abstracts - Sustainability Maintenance – Proposed for FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
|  | Improve the data dictionary for the Driver data system to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *Vehicle Registration Barcode – To Be Completed FFY19* * *Vehicle/Driver System Re-engineering and Data Dictionary – Completed in FFY19*   *(Note: This project was not included in the FFY16-FFY19 Strategic Plan)* |
|  | Improve the data quality control program for the Driver data system to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *STRS Architecture & Design – Proposed for FFY20-FFY22* * *Other projects yet to be identified –FFY20-FFY22* |
| **Roadway Recommendations** | Improve the data dictionary for the Roadway data system to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *Arnold Phase I - Roadway – Completed in FFY16*   *(Note: This project was included in the FFY16-FFY19 Strategic Plan)*   * *Arnold Phase II- Roadway/Need Match – Proposed for FFY20-FFY22* |
|  | Improve the data quality control program for the Roadway data system to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *Arnold Phase I - Completed in FFY16* * *Arnold Phase II completed on August 31, 2018/Note this project was included in the FFY17-FFY19 Strategic Plan* * *Arnold Phase III- Roadway/Need Match – Proposed for FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
| **Citation/Adjudication Recommendations** | Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *AOC TraCS Citation & Adj. Data Transfer - Ongoing FFY20-FFY22* * *Tracs Support & Expansion - Ongoing FFY20-FFY22* * *AOC Electronic Abstracts - Sustainability Maintenance – Proposed for FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
|  | Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *AOC TraCS Citation & Adj. Data Transfer - Ongoing FFY20-FFY22* * *Tracs Support & Expansion - Ongoing FFY20-FFY22* * *AOC Electronic Abstracts - Sustainability Maintenance – Proposed for FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
| **EMS/Injury Surveillance Recommendations** | Improve the data dictionary for the injury Surveillance systems to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * NMEMSTARS Support & Maintenance *– Proposed for FFY20-FFY22* |
|  | Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * NMEMSTARS Support & Maintenance *– Proposed for FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
|  | Improve the data quality control program for the injury Surveillance systems to reflect best practices identified in the TRPAA.  ***TR Projected Projects:***   * *NMEMSTARS Support & Maintenance – Proposed for FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |

**2.2 Traffic Records Coordinating Committee Management**

The following opportunities for improvement resulted from the 2016 Assessment Sections entitled ***Traffic Records Coordinating Committee Management, pgs. 13-21; Strategic Planning, pgs. 22 -30; Data Use and Integration, pgs. 205-214.*** These Sections can be used by the STRCC in promoting projects that address identified deficiencies:

|  |  |
| --- | --- |
| **Traffic Records Coordinating Committee** | Provide the leadership and coordination necessary to develop, implement, and monitor the TR Strategic Plan.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* |
|  | Enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State’s traffic records programs, challenges, and investments.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* * *Tracs Support & Expansion - Ongoing FFY20-FFY22* |
|  | Clearly define the role of a Designated Traffic Records Coordinator.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* |
|  | Oversee Quality Control and Quality Improvement Programs impacting the core data systems.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* |
| **Strategic Planning** | Document the process undertaken by the STRCC in developing the Strategic Plan and a process for prioritizing traffic records improvement projects in the Strategic Plan.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* |
|  | Utilize the 2016 NHTSA Traffic Records Assessment as the foundation for a current list of traffic records deficiencies.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* |
|  | Consider lifecycle costs in implementing improvement  projects and ensure the Strategic Plan is responsive to the needs of all stakeholders.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* |
| **Data Use & Integration** | Improve electronic data transfer and automation across all systems.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* * *Tracs Support & Expansion - Ongoing FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22*   *Note: All projected projects within the FFY2020-22 Strategic Plan will address data transfer and automation of systems under the advisory of the above projects.* |
|  | Develop specific, measurable, and relevant goals relative to each system’s data accuracy, completeness, timeliness, integration, uniformity, and accessibility.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22*   *Note: All projected projects within the FFY2020-22 Strategic Plan will address data transfer and automation of systems under the advisory of the above projects.* |
|  | Each database used by the six component systems should have a documented process, integrated into operations, for keeping current and consistent its data dictionary, coding manual, and training manuals.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22*   *Note: All projected projects within the FFY2020-22 Strategic Plan will address data transfer and automation of systems under the advisory of the above projects.* |
|  | Each traffic records system should have a formal quality audit process in place. Random data sampling and a formal user feedback loop are critical even when data validation rules exist.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22* |
|  | System database users and managers also identified opportunities for improvement, including addressing system inconsistencies and limitations, and opportunities for increased data integration or collaboration.  ***TR Projected Projects:***   * *Traffic Records Coordination - Ongoing FFY20-FFY22* * *STRS Architecture & Design – Proposed for FFY20-FFY22*   *Note: All projected projects within the FFY2020-22 Strategic Plan will address data transfer and automation of systems under the advisory of the above two projects.* |

The Traffic Records Assessment Final Report, April 14, 2016, can be found at:[**http://nmtrafficrecords.com/wp-content/uploads/NM-TRA-Final\_Report\_041416.pdf**](http://nmtrafficrecords.com/wp-content/uploads/NM-TRA-Final_Report_041416.pdf)

**III Traffic Records Core Systems**

**3.1 Summary of Projected Projects & Funding for FFY20-FFY22 \***

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **STRS No. NMDOT No.** | **Description** | **State or Federal Funding** | **Funding Source \*\*** | **FFY20** | **FFY21** | **FFY22** | **FFY20-FFY22 TOTAL** |
|  |  |  |  |  |  |  |  |
| STRS-20-1 | Traffic Records Coordination | Federal | FHWA | 197,306 | 197,306 | 197,305 | **591,918** |
|
| **STRS-20-2 HWA9900531** | **TraCS Support & Expansion** |  |  |  |  |  |  |
| STRS-20-2a | DPS | TBD | TBD | 387,925 | 383,356 | 387,877 | **1,159,158** |
| STRS-20-2b | DASO | TBD | TBD | 154,340 | 150,000 | 150,000 | **454,340** |
| STRS-20-2c | Software & Licensing | TBD | TBD | 74,000 | 74,000 | 74,000 | **222,000** |
| **Total TraCS Support & Expansion** | |  |  | 616,265 | 607,356 | 611,877 | **1,835,498** |
|  |  |  |  |  |  |  |  |
| STRS-20-3 | STRS Architecture & Design | TBD | TBD | 300,000 | 250,000 | 200,000 | **750,000** |
|  |  |  |  |  |  |  |  |
| STRS-20-4 20-TR-RF-P01 | Crash Records Data Entry/Database Maintenance | State | Road Fund | 300,000 | 360,000 | 360,000 | **900,000** |
|  |  |  |  |  |  |  |  |
| STRS-20-5 20-TR-05c-P01 | Crash Data Statistical & Analytical Reporting | Federal | NHTSA 405c | 521,468 | 537,038 | 553,050 | **1,611,556** |
|  |  |  |  |  |  |  |  |
| STRS-20-6 20-TR-02-P01 | Statistician | Federal | NHTSA 402 | 60,000 | 60,000 | 60,000. | **180,000** |
| STRS-20-7 | Vehicle Registration Barcode | State | TRD/MVD Internal | - | - | - | **-** |
|  |  |  |  |  |  |  |  |
| STRS-20-8 | AEGIST Pooled Funded Study ($100K Fed Match) | Fed & State | SPR NMDOT | 100,000 | - | - | **100,000** |
|  |  |  |  |  |  |  |  |
| STRS-20-9 | AOC Electronic Abstracts Sustainability Maintenance. | TBD | TBD | 141,000 | 30,000 | 30,000 | **201,000** |
|  |  |  |  |  |  |  |  |
| STRS-20-10 | AOC TraCS Citation & Adj. Data Transfer | TBD | TBD | 120,000 |  |  | **120,000** |
|  |  |  |  |  |  |  |  |
| STRS-20-11 | NMEMSTARS Support & Maintenance | TBD | TBD | 135,000 | 135,000 | 135,000 | **405,000** |
|  |  |  |  |  |  |  |  |
| **TOTAL** |  |  |  | **2,491,039** | **2,116,700** | **2,087,233** | **6,694,972** |

**\* Rounded amounts are projected and have not been finalized. Funding is dependent on availability and is subject to change.**

**\*\* Funding Source TBD**

**3.2 Statewide Traffic Records Management (STRS)**

New Mexico has both an executive and technical TRCC. There is a chair for the technical STRCC and the Executive STRCC meets at least once per year. The STRCC does have a formal structure, with a regular meeting schedule for the year and has contracted an official coordinator with designated responsibilities to coordinate STRCC projects and initiatives. The STRCC has increased the frequency of STRCC meetings and is in the process of developing a leadership plan to support the Strategic Plan. The STRCC facilitates an inclusive and comprehensive strategic planning process, which includes input from all six core component system representatives, including system users, technical staff, and administrators.

**3.2.1 Traffic Records Coordination**

**3.2.1.1 Achievements FFY17-FFY19**

**Goal 1:** Improve STRCC member engagement and effectiveness in supporting and monitoring traffic records systems improvements.

**Objective 1:** Increase communication with STRCC members.

* **Strategy 1.1:** Approve hiring of a dedicated traffic records coordinator.
* **Status: COMPLETE**
* **Strategy 1.2:** Increase the frequency of STRCC meetings from three to six over the next fiscal year
* **Status: PARTIALLY COMPLETE–** Quarterly meetings were revised from 3 to four by STRCC and EOC meetings will commence with new Administration.
* **Strategy 1.3:** Publish the complete STRCC meeting schedule at the beginning of the year to increase the likelihood of member participation.
* **Status**: **COMPLETE** - Implemented with 1st Quarterly meeting in FFY19.

**Objective 2:** Ensure that STRCC membership includes appropriate participants – i.e., those with technical expertise in each core component area.

* + **Strategy 2.1:** Review the STRCC membership. Invite a technical representative from each system to join the committee. Consider replacing inactive members.
  + **Status: COMPLETE** for FFY17-19 (see STRCC Membership under Section 1.6). This will be an on-going effort in FFY20-2022. The soon to be EOC will also influence this as they will approve individual agency members.
  + **Strategy 2.2:** The authorizing charter has been revised to include a clear description of the State’s two-tiered STRCC structure. The charter outlines the specific roles and responsibilities of each tier as well as how the two tiers coordinate together.
  + **Status:** **COMPLETE**

**Objective 3:** Involve STRCC in monitoring project progress and performance measures.

* **Strategy 3.1:** Provide project status reports at STRCC meetings for priority projects to ensure their advancement.
* **Status: COMPLETE –** Implemented at 1st STRCC meeting in FFY19 and will continue as an ongoing activity for the STRCC.

**Objective 4:** Engage the STRCC in the strategic planning process.

* **Strategy 4.1:** Facilitate an inclusive and comprehensive strategic planning process, which includes input from all six core component system representatives, including system users, technical staff, and database administrators.
* **Status: COMPLETE -**For the FFY17-FFY19 strategic planning process, STRCC quarterly meetings as well as stakeholder planning workshops were conducted with core system partners to provide current updates, identify candidate projects and priorities. Other stakeholders, including database users, and consultants, also provided suggestions for creating an improved traffic recordssystem.

**3.2.1.2 FFY20 – FFY22 Goals, Objectives, and Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **Goals, Objectives and Strategies for New Mexico STRCC – Owners STRCC, STRCC Chair & TR Coordination** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **STATUS** |
| **Goal 1:** Improve STRCC member engagement and effectiveness in supporting and monitoring traffic records systems improvements. | **Objective 1:** Increase communication with STRCC members. | **Strategy 1.1:** Increase the frequency of STRCC meetings from three to six over the next fiscal year. | This was accomplished with the STRCC Technical Group in FFY19 but will need to be established with the STREOC once the membership has been re-established. |
| **Strategy 1.2:** Develop a suite of orientation materials for new STRCC members. | Currently in development with assistance from NHTSA. |
| **Objective 2:** Ensure that STRCC membership includes appropriate participants – i.e., those with technical expertise in each core component area. | **Strategy 2.1:** Review the STRCC membership. Invite a technical representative from each system to join the committee. Consider replacing inactive members. | Completed for FFY19 but is an ongoing effort. The soon to be EOC will also influence this as they will approve individual agency members. |

**3.2.1.3 STRCC Management Projects & Performance Measures**

**Traffic Records Coordination**

**Project ID: STRS-20-1**

**NMDOT No. \_\_\_\_\_\_\_\_\_**

**Lead Agency:** DOT -- STREOC/STRCC

**Project Director/Primary Contact:**

Name: Ferdi Serim  
Title: Traffic Records Coordinator  
Agency: NMDOT – Contractor (MA Strategies, LLC)

Address: P.O. Box 716

Algodones, New Mexico 87001

Phone: 505-603-8383

Email: fserim@mastrstegies.com

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |  |
| --- | --- |
| New Mexico Department of Transportation – Crash & Roadway Divisions, Ignition Interlock Program | New Mexico Motor Vehicle Division – Vehicle & Driver Programs |
| NM Mexico Administrative Office of the Courts – Citation & Adjudication | NM Emergency Medical Services/Injury Surveillance Agencies – Emergency Hospital, Trauma Registry, & Vital Records |
| New Mexico Law Enforcement Agencies – State, County, & Local | Federal Agency Partnerships |
| NM Probation & Parole |  |

**Project Description:**

The primary purpose of Traffic Records Coordination project is to organize, conduct, and facilitate the meetings and initiatives of the State Traffic Executive Oversight Coordinating Committee (STREOC) and the Traffic Records Coordinating Committee (TRCC). The New Mexico Department of Transportation (NMDOT), Traffic Safety Division is the lead agency of the Statewide Traffic Records System (STRS), responsible for the operation of a comprehensive, effective Traffic Records Program. Coordination efforts will include, but are not limited to:

* Establishing a comprehensive Traffic Records Program;
* Developing and implementing the Statewide Traffic Records Strategic Plan;
* Identifying projects, initiatives, and record system improvements;
* Tracking project progress, revisions, and updates;
* Monitoring of data gathering activities and supporting traffic records stakeholders involved with the initiation, storage, and delivery of traffic records information;
* Assisting stakeholders with the collection and analysis of traffic records data to identify problem areas, deficiencies, and strategies; and
* Developing and implementing a performance management system to address measures associated with the timeliness, completeness, accuracy, accessibility, uniformity, and integration of traffic records data collection and exchange.

This coordination project is essential to providing efficient and secure delivery of accurate, timely, uniform, complete, accurate, accessible, uniform, and integrated information about traffic activity to all who need such information. The primary information systems in New Mexico’s Traffic Records System, includes crash records, roadway inventory data, driver and vehicle information, citation and adjudication records, and emergency medical service and injury surveillance tracking information. The Traffic Records Coordination project will ensure that traffic records stakeholders are engaged and participate in the strategic planning and decision-making processes.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| \*FHWA  \*\* Funding Source TBD | \*$197,306.25 | \*\*197,306.25 | \*\*197,306.25 | $591,918.75 |

**Project Area(s) and System(s)**

*Check all that apply*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | Completeness | Uniformity | Integration | Accessibility |
| Crash | X | X | X | X | X | X |
| Vehicle | X | X | X | X | X | X |
| Driver | X | X | X | X | X | X |
| Roadway | X | X | X | X | X | X |
| Citation/Adjudication | X | X | X | X | X | X |
| EMS/Injury Surveillance | X | X | X | X | X | X |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Provide the leadership and coordination necessary to develop, implement, and monitor the TR Strategic Plan. | September 2020 |  |  |
| Enable meaningful coordination among stakeholders and serve as a forum for the discussion of the State’s traffic records programs, challenges, and investments | September 2020 |  |  |
| Oversee Quality Control and Quality Improvement Programs impacting the core data systems. | September 2020 |  |  |
| Document the process undertaken by the STRCC in developing the Strategic Plan and a process for prioritizing traffic records improvement projects in the Strategic Plan. | September 2020 |  |  |
| Utilize the 2016 NHTSA Traffic Records Assessment as the foundation for a current list of traffic records deficiencies. | September 2020 |  |  |
| Consider lifecycle costs in implementing improvement projects and ensure the Strategic Plan is responsive to the needs of all stakeholders. | September 2020 |  |  |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

**Performance Area:** Traffic Records Management

**System:** Traffic Records Coordination

**Increase/Decrease:**

**Measurement:** To establish a standard model to integrate and exchange traffic records data between the six component systems, to address the accessibility amongst stakeholders to support for multiple perspectives in data analysis and decision-making

**Measurement Method:** Increase the number of integration and exchange projects and data elements to support advanced methods of problem identification, countermeasure selection, and evaluation of program effectiveness.

**Possible Performance Measures (TBD):**

* Analysis showing the costs of injuries associated with crashes in general and crashes with contributing factors or behaviors (e.g., Crash Outcome Data Evaluation System)
* Analysis illuminating more effective allocation of law enforcement resources (e.g., Data Driven Approaches to Crime and Traffic Safety)
* Analysis that associates crash risk with specific roadway features such as those described in the Highway Safety Manual.

**3.2.2 TraCS Support & Expansion**

The TraCS Team continues to provide ongoing application, maintenance and support to all law enforcement agencies utilizing TraCS. The Team continues licensing for TraCS and the Locator Tool. User help-desk support is also continually provided to law enforcement agencies statewide, up to and including project management services. Data integration and exchange efforts centered on TraCS configuration, designed to integrate with databases owned by our stakeholders at the Motor Vehicle Division (Tapestry), Administrative Office of the Courts (Odyssey), and others capable of receiving electronic data. TraCS continues to serve law enforcement agencies as a data collection tool for driver, vehicle, and other pertinent information in the field when and where an incident happens and provides the best possible and most accurate data for reporting and analysis.

**3.2.2.1 Achievements FFY17-FFY19**

**Goal 1**: Expand and support TraCS usage among LEAs and its integration with AOC.

**Objective 1:** Support existing TraCS users.

* **Strategy 1.1**: Continue funding for a TraCS project manager.
* **Status:** **COMPLETE** – Currently have a contract with NMDOT for TraCS program and staffing (1 Project Manager, Two (2) End User Support Technicians and one (1) TraCS IT Consultant) through FY20.

**Objective 2:** Expand TraCS usage across the state by promoting TraCS through the LEA trainer.

* **Strategy 2.1:** Provide trainer statewide on the use of TraCS.
* **Status: COMPLETE** –The LEA trainer promotes the TraCS program through training on the crash report by promoting the Tracs software’s ease of use on the crash report form.

**Objective 3:** Transfer citation data electronically from the law enforcement agencies TraCS program to the Court’s Odyssey data system.

* **Strategy 3.1:** Electronic citation data transfer is currently deployed to 46 magistrate courts.
* **Status:** **PARTIALLY COMPLETE** JID/AOC Staff is working with DPS and IT Solutions to flow e-citations from the DPS TraCS server to Odyssey for all magistrate courts (i.e., across all state police districts in NM).  Phase I has been completed where the electronic data is flowing between the DPS TraCS servers and Odyssey, Phase II has been completed, electronic images of the citations are being submitted to Odyssey. Phase III of the project is to electronically submit citations to Albuquerque Metro Court. ETA for this project is July 2020. Phase IV of the project will be to electronically submit citations data for all DPS hosted TraCS agencies, no ETA for this project has been identified yet.

**3.2.2.2 FFY20 – FFY22 Goals, Objectives, and Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **TraCS Support & Expansion – Owners NMDPS/ AOC/JID** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **STATUS** |
| **Goal 1**: Continue to expand and support TraCS usage among LEAs and the integration with AOC. | **Objective 1:** Support existing TraCS users. | **Strategy 1.1**: Maintain current staffing necessary to support TraCS. | Contract in place with NMDOT for TraCS program and staffing (1 Project Manager, Two (2) End User Support Technicians and one (1) TraCS IT Consultant) through FY20. |
|  | **Strategy 1.2:** Work with TraCS IT consultant and DPS to set up training curriculum/train-the-trainer classes throughout the state as needed. | TraCS Training provided by IT Consultant and DPS through implementation of TraCS and as needed, after deployment. |
| **Objective 2:** Transfer citation data electronically from the law enforcement agencies TraCS program to the Court’s Odyssey data system. | **Strategy 2.1:** Electronic citation data transfer is currently deployed to 46 magistrate courts. | JID/AOC Staff have completed this project. Citation data and images are being transferred electronically to the courts. |
| **Objective 3:** Transfer citation data electronically from the law enforcement agencies TraCS program to the Albuquerque Metro Court’s Odyssey data system. | **Strategy 3.1:** Electronic citation data transfer is being tested to flow citation data from NMSP TraCS application to Albuquerque Metro Court. | JID/AOC Staff is working with DPS to flow e-citations from DPS’ TraCS server Albuquerque Metro Court’s Odyssey System. Currently testing interface between DPS TraCS and ABQ Metro Court. |
| **Objective 4:** Transfer citation data electronically from the law enforcement agencies TraCS program hosted by NMDPS to the Court’s Odyssey data system. | **Strategy 4.1:** Electronic citation data transfer for all TraCS DPS hosted agencies to the Court’s Odyssey system for their 46 magistrate courts. | JID/AOC/DPS staff are scheduled to work on this objective. |

**3.2.2.3 TraCS Support & Expansion - Projects & Performance Measures**

**Project Description: Traffic & Criminal Software (TraCS) Support & Expansion**

**Project ID: STRS-20-2**

**NMDOT No. HWA9900531**

**Lead Agency:** New Mexico Department of Transportation (NMDOT)

**Partner Agencies:** New Mexico Department of Public Safety (DPS); Dona Ana Sheriff’s Office (DASO)

**NMDOT Project Director(s)/Primary Contact(s):**

Name: KariAnn Blea Name: Roberta Vasquez  
Title: Management Analyst Title: Management Analyst  
Agency: NMDOT Agency: NMDOT

Office: NMDOT/Traffic Records Office: NMDOT/Traffic Records  
Address: 1120 Cerrillos Road-SB1 South Address: 1120 Cerrillos Road-SB1 South   
Phone: 505-660-1906 Phone: 505-629-3499  
Email: [kariann.blea1@state.nm.us](mailto:kariann.blea1@state.nm.us) Email: [roberta.vasquez@state.nm.us](mailto:roberta.vasquez@state.nm.us)

**DPS Project Director/Primary Contact:**

Name: Sonia Abeyta  
Title: Project Manager  
Agency: NM Department of Public Safety

Office: NM Department of Public Safety  
Address: 4491 Cerrillos Road  
Phone: 505-827-9021  
Email: [sonia.abeyta@state.nm.us](mailto:sonia.abeyta@state.nm.us)

**DASO Project Director/Primary Contact:**

Name: John Palmer  
Title: Lieutenant  
Agency: Dona Ana County Sheriff’s Office

Office:   
 Address: 845 North Motel Boulevard Las, Cruces, NM 88007  
 Phone: 575-525-8841  
 Email: [johnp@donaanacounty.org](mailto:johnp@donaanacounty.org)

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |  |  |
| --- | --- | --- |
| **Agencies on DPD Model (utilizing DPS server) 32 Agencies** | | **Non-DPS Model**  **(standalone server) 15 Agencies** |
| Mora County SO | Ramah Tribal PD | Albuquerque PD |
| Belen PD | Ruidoso PD | Artesia PD |
| City of Anthony PD | Silver City PD | Farmington PD |
| Carlsbad PD | Taos PD | Hobbs PD |
| Deming PD | Taos Ski Valley PD | Los Alamos PD |
| Luna County SO | Rio Arriba SO | NMSU PD |
| Lordsburg PD | Tesuque Tribal PD | Rio Rancho PD |
| Los Lunas PD | Texico PD | Santa Fe PD |
| Loving PD | Sandoval County SO | Dona Ana SO |
| Mesilla Marshall | Village of San Ysidro | San Juan County SO |
| Milan PD | Village of Santa Clara PD | Las Cruces PD |
| Mountainair PD | Western NM University PD | Aztec PD |
| New Mexico State PD | DeBaca County SO | Bloomfield PD |
| Socorro County SO | Hidalgo County SO | Hobbs PD |
| Portales PD | Guadalupe County SO | Lea County SO |
| Sandoval County SO | Taos County SO |  |

***\*47 Total LEAs***

**Project Description:**

*This section provides a brief overview of what the project will entail. Please identify if this is a Traffic Records Assessment Recommendation by System and Item Number. Crash Core System Crash #’s 52,53,54,63,65,75 & Vehicle Core System # 82.*

The Traffic and Criminal Software (TraCS) Program is responsible for providing ongoing support of the mobile data computers (MDC) and the TraCS mobile environment.

The University of Iowa is the owner of intellectual property rights to the TraCS license that is used by numerous agencies in the state of New Mexico. NMDOT Traffic Safety Division currently has a Memorandum of Agreement with University of Iowa for the TraCS Licensing with a yearly fee. The yearly license fee allows for unlimited use of sublicenses to agencies in New Mexico. Licensor release updates and general maintenance. Traffic Safety Division continues to maintain the oversight and continued use of TraCS.

The initial goal for TraCS was to install the TraCS application for all New Mexico State Police (NMSP) and Commercial Vehicle Enforcement (CVE) officers throughout the state. The next step was to install TraCS at other law enforcement agencies statewide (Police Departments, Sheriff’s Offices, Tribal). Currently the TraCS software has been installed in all twelve (12) NMSP districts throughout NM, covering thirty-three (33) counties and over 7,400 miles of roadways; along with thirty-six other law enforcement agencies using TraCS across the state. The TraCS team is responsible for installing, configuring, and maintaining the TraCS program for all NMSP and CVE officers; in addition to other law enforcement agencies utilizing TraCS.

With the addition of NMSP and CVE crash reports, the number of electronic Uniform Crash Reports (UCR) submitted to New Mexico Department of Transportation (NMDOT) has increased from 38.5% to 52%. NMSP alone is currently submitting an average of 7,000 crash reports to NMDOT on an annual basis. As more law enforcement agencies are onboarded to TraCS, this number of electronic reporting will continue to rise.

The next step for the TraCS program is to reach out to other law enforcement agencies (LEA) and offer the “DPS TraCS Model” which would allow LEAs to connect to the Department of Public Safety (DPS) TraCS servers and databases. DPS will provide the secure VPN connection to the LEAs to collect crash data, citation data, incident reports, and many other electronic forms. DPS will then send the crash data to the University of New Mexico (UNM) for processing and then to NMDOT for records retention and data collection. The TraCS Team will also provide continuous training to all law enforcement agencies.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| \*FHWA  \*\* TBD | \*$616,265.03 | \*\*$607,356.71 | \*\*$611,877.02 | $1,835,498.76 |

**Project Area(s) and System(s)**

*Check all that apply*

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | | Completeness | | Uniformity | Integration | | Accessibility |
| Crash | X | X | | X | | X | X | | X |
| Vehicle | X | X | | X | | X | X | | X |
| Driver | X | X | | X | | X | X | | X |
| Roadway | X | X | | X | | X | X | | X |
| Citation/Adjudication | X | X | | X | | X | X | | X |
| EMS/Injury Surveillance | • | • | | • | | • | • | | • |
| **Project Milestones** | | | **Projected Completion Date** | | **Actual Completion Date** | | | **Status** | |
| DPS Model NMLEA e-citation into the NM Magistrate Court Odyssey Case Management System | | | January 2020 | | April 2019 | | | Completed. | |
| DPS Model NMLEA e-citation UTC images into the NM Magistrate Court Odyssey Case Management System | | | January 2020 | | January 2020 | | | Completed. | |
| DPS Model NMLEA e-citation into the Albuquerque Metro Court Odyssey Case Management System | | | July 2020 | |  | | | Currently testing interface between TraCS and the Albuquerque Metro Court Odyssey System. | |
| Update DPS external Law Enforcement Agencies server to include Records Management System (RMS) component in TraCS. | | | July 2020 | |  | | | Currently working with TraCS IT Consultant to begin necessary server and database testing to determine how the new functionality will impact current Law Enforcement Agencies. | |
| Increase number of law enforcement agencies using the TraCS DPS Model. | | | Ongoing | |  | | | Increase the number of Law Enforcement Agencies using the DPS TraCS Model to provide electronic data to their respective repositories. Goal is to onboard 12 new agencies per year. | |
| Multilingual UTC Report from TraCS | | | January 2020 | | Completed January 2020 | | | We have received the translation reports and they are available on the Albuquerque Police Department TraCS test server. | |
| Multilingual UTC Report from TraCS | | | June 2020 | |  | | | TraCS IT Consultant is working on adding the new checkbox to the Albuquerque Police Departments TraCS form. | |
| Implement Driver/Vehicle Examination Report (DVER) for Commercial Vehicle Officers to create electronic inspection reports to be submitted to FMCSA electronically. | | | July 2020 | |  | | | Working with our federal partners at SAFER to test field data from the recently developed DVER form to the SAFER database. | |
| Provide continuous statewide training to Law Enforcement Officers and IT personnel. | | | Ongoing | |  | | | Currently working with TraCS IT consultant to set up trainings. | |
| Provide continuous statewide TraCS support services, project management, computer programming, database management and help desk support. | | | Ongoing | |  | | | Currently working with TraCS IT consultant to provide continued services. | |

**Performance Measure(s) for DPS:**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHSTA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

**Performance Area:** Increase number of law enforcement agencies submitting electronic data to NMDOT Traffic Records systems.

**System:** Crash, Vehicle, Driver: TraCS electronic data to UNM/NMDOT, MVD, and AOC systems.

**Increase/Decrease:** Increase

**Measurement:** Increase electronic data reporting to various State systems by onboarding an additional 12 LEAs per year.

**Measurement Method:** Onboard three additional agencies per quarter that submit electronic data to various Traffic Records systems.

**3.2.3 Data Use & Integration**

New Mexico is establishing and supporting a full integration between the six traffic records component systems. New Mexico has demonstrated significant achievement in this area by providing access by various parties (decision-makers and the public) to skilled resources at UNM-GPS and NMDOT Traffic Safety Division that can respond to specific integrated study requests. NM also is making available a multitude of published studies via the web and can link together specific traffic records components to respond to specific study requests. However, while some of the analyses are based on linked data, they are quite few compared to the analyses based on a single set of data. NM understands the value of integrated data and is looking into integrating some key data sets driven by the needs of the decision-makers. Key considerations for New Mexico in data use and integration are:

1) Pursue the development of a traffic records inventory, which should include identifying the common elements that enable linkage between datasets; a) encourage formal integration between datasets, and b) provide direction in future enhancement of datasets to make them easier to integrate.

2) Pursue the integration of crash and roadway feature data, based on location. Such integration enables powerful analyses, for example to identify which features most correlate to high crash numbers, which would help drive systemic safety improvements.

3) Consider allowing decision-makers secure direct access to integrated datasets, even if they are partially redacted to address privacy concerns. This would enable more creative exploration into the available data than can be done through the more formal study request process.

4) Initiate statewide data governance to include the STRCC, executives, data collectors, managers, analysts, and researchers would help ensure that the quality, usefulness, and accessibility of the data as it evolves to meet the growing stakeholder needs.

**3.2.3.1 Achievements FFY17-FFY19**

**Data Use & Integration** - Data integration and exchange occur between the following stakeholder agencies: *LEA to DOT-Crash; LEA – MVD-Citation; LEA – Courts (Citation/Adjudication); and the Courts –MVD (Abstracts)*.

**3.2.3.2 FFY20 – FFY22 Goals, Objectives and Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **Data Use & Integration – Owners STREOC/STRCC** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **STATUS** |
| **Goal 1**: Establish a STRS Model aimed to enhance and create data integration efforts between the six major records system components (crash, vehicle, driver, roadway, citation, adjudication, and injury surveillance). | **Objective 1:** Pursue the development of a traffic records inventory | **Strategy 1.1:** Identify common elements that enable linkage between datasets. | STRCC Approval and Planning Stage |
|  | **Strategy 1.2:** Encourage formal integration between datasets | STRCC Approval and Planning Stage |
|  | **Strategy 1.3:** Provide direction in future enhancement of datasets to make them easier to integrate. | STRCC Approval and Planning Stage |
|  | **Objective 2:** Design and pilot a phased approach for an integrated traffic records system that will electronically collect and exchange data between the six system components | **Strategy 2.1**: Conduct STRS Model work sessions with stakeholders to address integration of component data. | STRCC Approval and Planning Stage |
|  |  | **Strategy 2.2:** Identify STRS Model development team in collaboration with the stakeholders | STRCC Approval and Planning Stage |
|  | **Objective 3:** Pursue the integration of crash and roadway feature data, based on location. | **Strategy 3.1:** Identify which features most correlate to high crash numbers, which would help drive systemic safety improvements. | STRCC Approval and Planning Stage |
|  | **Objective 4:** Allow decision-makers direct access to integrated datasets. | **Strategy 4.1:** Explore available data that can be addressed through a formal study request process. | STRCC Approval and Planning Stage |
|  | **Objective 5:** Initiate a statewide data governance policy and governing body to include the STRCC, executives, data collectors, managers, analysts, and researchers. | **Strategy 5.1: E**nsure that the quality, usefulness, and accessibility of the data as it evolves to meet the stakeholder needs. | SSTRCC Approval and Planning Stage |

**3.2.3.3 Data Use & Integration - Projects & Performance Measures**

**STRS Architecture Design & Data Integration**

**Project ID: STRS-20-3**

**NMDOT Project No. \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_**

**Lead Agency:** DOT -- STREOC/STRCC

**Project Director/Primary Contact:**

Name: TBD  
Title: STRS Architecture Design & Data Integration - Project Manager (TBD)  
Agency: TBD

Office: Traffic Safety Division  
Address: 1120 Cerrillos Road, Santa Fe, NM 87504

Phone: 505.660.0511

Email: TBD

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |  |
| --- | --- |
| New Mexico Department of Transportation – Crash & Roadway Divisions, Ignition Interlock Program | New Mexico Motor Vehicle Division |
| NM Mexico Administrative Office of the Courts | NM Emergency Medical Services/Injury Surveillance Agencies |
| New Mexico Law Enforcement Agencies | NM Probation & Parole |

**Project Description:**

The Architecture Design & Data Integration initiative aims to enhance and create data integration efforts between the six major records system components (crash, vehicle, driver, roadway, citation, adjudication, and injury surveillance). The main goal of the Architecture Design portion of this initiative is to design and pilot a phased approach for an integrated traffic records system that will electronically collect and exchange data between the six system components. The architecture will ensure that stakeholder business and technical solutions and/or systems are compatible to address the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic records data. A project plan will be developed that clearly defines the approach and processes to be used in the development of the Architecture that includes performance milestones and deliverables. The Architecture will ensure that performance measures are developed in accordance with a standard data exchange methodology.

Data Integration refers to the establishment of connections between the six major records system components. Each component may potentially have multiple subsystems that can also be integrated for analytical purposes. Benefits from the creation of these integrative linkages and standard architecture include:

* Lower costs to achieve the desired level of data content and availability;
* Support for multiple perspectives in data analysis and decision-making;
* Expanded opportunities for data quality validation and error correction;
* Additional options for exposure data to form rates and ratio-based comparisons;
* Enhanced accuracy and completeness of data describing crash events, the roadway environment, and the involved people and vehicles;
* Increasing the relevance of information available for legislative and policy analysis;
* Increased support for advanced methods of problem identification, countermeasure selection, and evaluation of program effectiveness; and
* Enables users to conduct analyses and generate insights impossible to achieve if based solely on the contents of any singular data system;
* Efficiently expand the information available to decision –makers while avoiding the expense, delay, and redundancy associated with collecting the same information separately; coordinated data definitions across files both within and between agencies;
* Implements probabilistic linkage methods which rely on the application of sophisticated statistical analyses to multiple data elements to determine the probability that a match exists between records in two or more datasets;
* Implements deterministic linkages are achieved by directly matching data elements such as event or record identification numbers, personal role in any successful data integration effort;
* Adds to the quality of data;
* Creation of a Data Governance Model, establishing formal management of New Mexico’s Traffic Records data assets. Data Governance is a set of documented processes, policies, and procedures that are critically important to integrate traffic records data.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| TBD  \*Not Funded | \*$300,000 | $250,000 | $200,000 | $750,000 |

**Project Area(s) and System(s)**

*Check all that apply*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | Completeness | Uniformity | Integration | Accessibility |
| Crash | X | X | X | X | X | X |
| Vehicle | X | X | X | X | X | X |
| Driver | X | X | X | X | X | X |
| Roadway | X | X | X | X | X | X |
| Citation/Adjudication | X | X | X | X | X | X |
| EMS/Injury Surveillance | X | X | X | X | X | X |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Architecture Design Model | June 2021 |  |  |
| Data Governance Model | September 2021 |  |  |
| Development of a Traffic Records Inventory | September 2021 |  |  |
| Citation Data Integration between Law Enforcement Agencies and the Courts | September 2021 |  |  |
| Citation Data Integration with the Law Enforcement, the Courts and MVD | September 2021 |  |  |
| Crash Data Integration with Law Enforcement Agencies | September 2022 |  |  |
| Ignition Interlock Data Integration with the Courts, MVD DWI Unit and Probation & Parole | September 2022 |  |  |
| Data Integration with Injury Surveillance Data | September 2022 |  |  |
| Crash Data Integration with Vehicle/Driver Data | September 2022 |  |  |
| Crash Data Integration with Citation and Adjudication Data | September 2022 |  |  |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

**Performance Area:** Integration

**System:** Development of a STRS Architecture Model

**Increase/Decrease:** Increase Data Integration & Accessibility

**Measurement:** To establish a standard model to integrate and exchange traffic records data between the six component systems, in order to address the accessibility amongst stakeholders to support for multiple perspectives in data analysis and decision-making

**Measurement Method:** To increase the integration and exchange projects to support advanced methods of problem identification, countermeasure selection, and evaluation of program effectiveness.

**Possible Performance Measures (TBD):**

* Analysis showing the costs of injuries associated with crashes in general and crashes with contributing factors or behaviors (e.g., Crash Outcome Data Evaluation System)
* Analysis illuminating more effective allocation of law enforcement resources (e.g., Data Driven Approaches to Crime and Traffic Safety)
* Analysis that associated crash risk with specific roadway features such as those described in the Highway Safety Manual.

**3.3 Traffic Crash Records**

The New Mexico Department of Transportation (NMDOT) holds custodial responsibility for the statewide crash system. NMDOT contracts with the University of New Mexico Geospatial and Population Studies (UNM-GPS) to manage the statewide database, including report processing, filing, storage, and many reporting functions. In this role, UNM-GPS maintains system documentation and is responsible for most of the quality control processes. For the most part, system documentation, including the data dictionary, is sufficiently descriptive and up to date. One area of improvement relates to documentation of the system’s business edits and validation rules. Clearly documenting these rules and edits will facilitate the identification of those that need to be refined and highlight elements that may benefit from new edits and rules. This work will be especially important as electronic crash reporting expands in New Mexico, including the ability for law enforcement agencies to send crash reports electronically to the University.

* + 1. **Achievements FFY17-FFY19**

**Goal 1:** Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory (by establishing a comprehensive, formal, and quality control program for crash data).

**Objective 1**: Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Data dictionaries communicate a common meaning for all elements in a system, document features, and locate errors and omissions.

* **Strategy 1.1**: The STRCC has requested a complete and good example of a data dictionary from its consultant which can serve as a model for the Crash data dictionary.
* **Status**: **COMPLETE** - UNM-GPS did online research on models for data dictionaries and adopted elements into the current version of the published Crash data dictionary.
* **Strategy 1.2**: Develop and document a process to receive regular formal user feedback regarding usage of data fields.
* **Status:** **COMPLETE** - The website where the data dictionary is posted allows users to submit feedback. End users email with questions regarding definitions and requests for clarification which are answered and often implemented into the dictionary***.***
* **Strategy 1.3:** Develop and document a process for regularly updating data dictionaries, training manuals, etc.
* **Status: COMPLETE** - Data dictionary is reviewed when clarification is requested and If the crash form is redesigned, the data dictionary is revised and republished***.***

**Objective 2:** Identify a complete set of data quality performance measures for the crash system.

* **Strategy 2.1**: Create reports to easily track progress on performance measures for a given time period.
* **Status: PARTIALLY COMPLETE** - Quarterly reports are produced capturing the following: date UCR received vs. report date, date UCR is scanned vs date UCR received, date UCR is data entered vs. date UCR is scanned.

**Objective 3:** Improve coordination with and feedback from crash database users.

* **Strategy 3.1**: Develop and document a formal method of counting and tracking errors and providing feedback to LEAs.
* **Status**: **PARTIALLY COMPLETE** - Errors are identified and logged at the time of data entry. These errors are captured in a quarterly report. An automated mechanism to provide feedback from this report to the LEAs still needs to be developed.

* **Strategy 3.2**: Periodic audits of crash reports, comparing the narrative and diagram to the coded information on the form, are currently done at the data entry point for non-TraCS crash data. Implement an on-going audit process for electronically transmitted reports.
* **Status:** **COMPLETE** – Data submitted via TraCS and other electronic programs are compared against the image received to ensure there are no gaps or inconsistencies in the data or missing or invalid codes. A combination of manual and automated programming checks is performed looking for inconsistencies in the data vs the field report. Possible errors are flagged for manual review.

**Goal 2**: Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Objective 1:** Create consistent and standard data fields across systems and forms.

* **Strategy 1.1**: Ask the STRCC to spearhead a Systems Inventory Project, to begin mapping fields across systems.
* **Status: INCOMPLETE** This has not yet been done due to ongoing development and implementation of systems for crash collection, roadway inventory, and driver and vehicle data.
* **Strategy 1.2:** Standardize the crash form among LEAs by replacing older and unauthorized crash forms with the approved State Uniform Crash Report. This is a necessary step in preparing to integrate the crash database with other systems.
* **Status: PARTIALLY COMPLETE** A new version of the crash report is slated for release in 2020. This report will replace older versions.
  + 1. **FFY20 – FFY22 Goals, Objectives, and Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **6.1 Goals, Objectives and Strategies for Traffic Crash Records - Owner NMDOT/Sophia Roybal-Cruz** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **STATUS** |
| **Goal 1:** Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory (by establishing a comprehensive, formal, and quality control program for crash data). | **Objective 1**: Identify a complete set of data quality performance measures for the crash system. | **Strategy 1.1**: The crash data team is in the process of determining baselines for data timeliness, accuracy, completeness, consistency, integration, and accessibility. | Reports for capturing the data needed to establish baselines are being developed. We are beginning with the timeliness measure. |
| **Goal 2**: Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 1:** Create consistent and standard data fields across systems and forms. | **Strategy 1.1:** Ask the STRCC to spearhead a Systems Inventory Project, to begin mapping fields across systems. | This has not yet been done due to ongoing development and implementation of systems for crash collection, roadway inventory, and driver and vehicle data. |
| **Strategy 1.2:** Standardize the crash form among LEAs by replacing older and unauthorized crash forms with the approved State Uniform Crash Report. This is a necessary step in preparing to integrate the crash database with other systems. | A new version of the crash report is slated for release in 2020. This report will replace older versions. |

**3.3.3 Traffic Records Crash Projects & Performance Measures**

**Crash Records Data Entry/Database Maintenance**

**Project ID: STRS-20-4**

**NMDOT Project No.** 01-TR-RF-P01

**Lead Agency:** Department of Transportation

**Project Director/Primary Contact:**

Name: Roberta Vasquez

Title: Management Analyst Supervisor

Agency: Department of Transportation

Office: Traffic Safety Division

Address: 1120 Cerrillos Road, SB-1

Phone: 505-629-3499

Email: roberta.vasquez@state.nm.us

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |  |
| --- | --- |
| University of New Mexico  Geospatial and Population Studies (UNM-GPS) | NM Law Enforcement Agencies State, County and Local |

**Project Description:**

Provides funds for data entry of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or other electronic transfer methods and for crash database maintenance. Personnel services will cover salary and benefits for a full-time data entry supervisor and student data entry clerks. Travel, supplies, and training are included to support data maintenance efforts.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| DOT Road Fund | $300,000.00 | $360,000.00 | $360,000.00 | $1,020,000.00 |

**Project Area(s) and System(s)**

*Check all that apply*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | Completeness | Uniformity | Integration | Accessibility |
| Crash | X | X | X | X |  |  |
| Vehicle |  |  |  |  |  |  |
| Driver |  |  |  |  |  |  |
| Roadway |  |  |  |  |  |  |
| Citation/Adjudication |  |  |  |  |  |  |
| EMS/Injury Surveillance |  |  |  |  |  |  |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Updates to Kofax data capture and data entry system. |  |  |  |
| Kofax upgrade to include new fields | September 30, 2020 |  |  |
| Rollout | December 1, 2020 |  |  |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

**Performance Area:** Accuracy

**System:** Crash

**Increase/Decrease:** Increase

**Measurement:** Increase 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. Verification is for the E July 2018 version of the uniform crash reports submitted and sent to NMDOT as hard copies. Note: XML files transferred through TraCS are excluded from this process, because they bypass manual data entry.

**Measurement Method:** Verification by the data entry supervisor that data entry was accurately completed. Increasing the number of database elements available to be verified improves crash database accuracy and completeness.

**Crash Data Statistical and Analytical Reporting**

**Project ID: STRS-20-5**

**NMDOT Project No. 01-TR-05c-P01/01-TR-RF-P02**

**Lead Agency:** Department of Transportation

**Project Director/Primary Contact:**

Name: Roberta Vasquez

Title: Traffic Records, Staff Manager

Agency: Department of Transportation

Office: Traffic Safety Division

Address: 1120 Cerrillos Road, SB-1

Phone: 505-629-3499

Email: roberta.vasquez@state.nm.us

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |
| --- |
| University of New Mexico,  Geospatial and Population Studies |

**Project Description:**

New Mexico will increase the availability and utility of crash, fatality and injury data for highway safety planning and resource allocation by contracting with the University of NM (UNM-GPS) to provide advanced data analyses using data merging techniques to identify problem locations and conditions. UNM-GPS will provide geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources. The contractor will work collaboratively to improve electronic data generation of enforcement activity by law enforcement and assist the department in updating its traffic crash database capabilities.

This information will be disseminated through a series of reports aimed at informing traffic safety partners, State and community leaders and the public. Statewide annual reports, city and county-specific reports and special reports by request will be provided via web access.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 405c funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by state fiscal year.)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| 405(C)NHTSA | 368,416.00 | $368,416.00 | 368,416.00 | 1,105,248 |
| Road Fund | 153,052.00 | $168,622.00 | 184,634.00 | 506,308 |
| Total | 521,468.00 | $537,038.00 | 553,050.00 | 1,611,556 |

**Project Area(s) and System(s)**

*Check all that apply*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | Completeness | Uniformity | Integration | Accessibility |
| Crash |  | X | X | X | X | X |
| Vehicle |  |  |  |  |  |  |
| Driver |  |  |  |  |  |  |
| Roadway |  |  |  |  |  |  |
| Citation/Adjudication |  |  |  |  |  |  |
| EMS/Injury Surveillance |  |  |  |  |  |  |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Updates to data entry and database structures |  |  |  |
| TraCS rollout | June 30, 2020 | August 2020 | Complete |
| Paper and other platforms | December 31, 2020 |  |  |

**Performance Area:** Uniformity

**System:** Crash

**Increase/Decrease:** Increase

**Measurement:** From a baseline of 0%,increase thenumber of crash reports received using the E July 2018 form vs. older report forms to 50% by June 30, 2021

**Measurement Method:** 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.

**3.4 Vehicle Registration Data**

MVD has implemented the vehicle registration bar code as of January 2019. That will allow law enforcement officers to scan and electronically capture the vehicle registration data on crash reports, traffic citations and other reports generated by law enforcement agencies and emergency personnel via use of a bar code scanner. This will eliminate manual input of the vehicle registration data resulting in a decrease in errors and increases in accuracy, timeliness, and completeness

The fully implemented Tapestry driver and vehicle system is now integrated and addresses many other NHTSA TRA recommendations including incorporating brand information on the vehicle records recommended by AAMVA; maintaining brand history from other states; flagging stolen vehicles; using title number to retrieve vehicle records; real time vehicle and registration transactions; and data validation rules, including automatic rejection of incomplete citations.

**3.4.1 Achievements from FFY2017 – FFY2019**

In addition, the following Goals, Objectives, and Strategies were accomplished for FFY2017- FFY2019

**Goal 1: Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**Objective 1**: Improve data accuracy, completeness, and timeliness.

* + - **Strategy 1.1:** Implement data validation rules.
    - **Status:** **COMPLETE**
    - **Strategy 1.2:** Standardize data fields and usage.
    - **Status: COMPLETE** with the Integration of vehicle and driver systems (Tapestry).
    - **Strategy 1.3**: Electronic data transfer between the courts and MVD has improved data accuracy and the timeliness of updates to driver and vehicle records.
    - **PARTIALLY COMPLETE** - Preliminary work has begun to receive electronic data from law enforcement.

**Goal 2: Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**Objective 2**: Integrate Vehicle and Driver systems.

* **Strategy 2.1:** Implement Tapestry vehicle and driver systems.
* **Status: COMPLETE –** Driver and vehicle systems are fully integrated with the implementation of Tapestry.
* **Strategy 2.2:** Integrate Tapestry with the Odyssey courts system. Several components of these two systems are in the process of being integrated.
* **Status: COMPLETE -** All magistrate courts are now sending data electronically to Tapestry.

**3.4.2 FFY20-FFY22 Goals, Strategies & Objectives**

|  |  |  |  |
| --- | --- | --- | --- |
| **Goals, Objectives, and Strategies for Vehicle Registration Data – Owner TRD/MVD** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **Action** |
| **Goal 1:** Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 1.1** Improve data accuracy, completeness, and timeliness. | **Strategy 1.1:** Electronic data transfer between the courts and MVD has improved data accuracy and the timeliness of updates to driver and vehicle records. | Partially completed. Preliminary work has begun to receive electronic data from law enforcement. |
| **Objective 1.2**: Identify a complete set of data quality performance measures for the vehicle system. | **Strategy 1.2:** Work with Tapestry vendor to identify meaningful quality performance measures and request a report suite to easily monitor progress towards these goals. | MVD will look at identifying meaningful quality performance measures and reports to monitor progress of identified performance measures. |
| **Goal 2:** Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 2.1 :** Maintain current and complete process flow diagrams, procedures, training manuals, and data dictionaries for the Tapestry System. | **Strategy 2.1:** Perform a gaps analysis on Tapestry documentation. | MVD will look at the feasibility of performing a gap analysis on Tapestry documentation. |
| **Strategy 2.2:** Develop or work with vendor to obtain a detailed data dictionary, process flow diagrams, and other documentation for Tapestry. | MVD will look at identifying funding sources and resources needed to obtain a detailed data dictionary, process flow diagrams, and other documentation for Tapestry. |
| **Strategy 2.3:** Research and employ best practices as it relates to this documentation. | MVD lacks dedicated staff to address this issue on a full-time basis. |

**3.4.3 Vehicle Registration Data Projects & Performance Measures**

**TR Vehicle Registration Bar Code Project**

**Project ID: STRS-20-7**

**Lead Agency:** TRD/MVD

**Project Director/Primary Contact:**

Name: Jerry Valdez  
Title: Deputy Director  
Agency: MVD

Office:   
Address:   
Phone:   
Email:

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |
| --- |
| NMDOT – TR Coordinating Staff |
| NMDPS – TraCS Support & Maintenance |

**Project Description:**

*This section provides a brief overview of what the project will entail. Please identify if this is a Traffic Records Assessment Recommendation by System and Item Number.*

This project will implement a barcode on vehicle registrations that will allow law enforcement officers to scan and electronically capture the vehicle registration data on crash reports, traffic citations and other reports generated by law enforcement agencies via use of a barcode scanner. This will eliminate manual input of the vehicle registration data resulting in a decrease in errors and increase in accuracy, timeliness, and completeness.

**This project falls within the Vehicle Core System and addresses Traffic Records Assessment Question and Conclusion #82.**

**Projected Budget by Funding Source:**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| Funding for this project will be absorbed by TRD/MVD as part of core operations. This is State Funded. | N/A | N/A | N/A | N/A |

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September.)*

**Project Area(s) Project**

*Check all that apply*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | Completeness | Uniformity | Integration | Accessibility |
| Crash |  |  |  |  |  |  |
| Vehicle |  | x | x |  | • | • |
| Driver | • | • | • | • | • | • |
| Roadway | • | • | • | • | • | • |
| Citation/Adjudication |  | x | x |  |  |  |
| EMS/Injury Surveillance | • | • | • | • | • | • |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Rollout of 1- and 2-year vehicle registrations | 2/2021 | TBD | Barcode was rolled out in January 2019. |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

**Performance Area:** Timeliness, Accuracy, Completeness & Uniformity

**System:** Vehicle

**Increase/Decrease:** Increase

Increase the accuracy of vehicle registration data on uniform crash reports and citations issued by law enforcement by increasing the number of the barcode vehicle registrations issued from 393,948 in the period 4/1/2018 – 3/31/2019 to 550,000 for the period 4/1/2019 – 3/31/2020.

Justification: Barcode vehicle registrations allow law enforcement to scan the barcode with an electronic reader. The scanned barcode then auto-populates the crash report and citation with relevant vehicle data including VIN number, license plate number and license year. This auto-population will eliminate errors in these fields.

**Measurement Method: Comparison of vehicle registration counts with and without barcode from MVD Tapestry Drive/Vehicle System**

**3.5 Driver Licensing Data**

The Motor Vehicle Department’s (MVD) system was aged and increasingly challenged to meet current business needs. The replacement system, Tapestry, fully integrates the driver and vehicle systems, which were previously separate. Tapestry has been fully implemented and has built-in compliance gates to eliminate fraud, auto fill fields, auto verification of customer data, and other features which contribute to data quality.

The implementation of Tapestry addresses many of the recommendations addressed in NHTSA’s TRA. Benefits of the new system include: more integrated DUI data; improved data quality and data collection guidelines; a screen sharing program to detect fraud; full integration between driver and vehicle systems; real-time checks between Tapestry 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; increased database accessibility to law enforcement.

MVD will continue to look for opportunities to integrate with other systems, especially AOC, since this integration provides more complete data to LEAs and court officials. MVD is currently working with AOC to electronically receive scanned images of traffic citations and other court documents to integrate with driver records.

In addition, MVD has accomplished the following Goals Objectives & Strategies as Identified in the FFY17-FFY19 Plan.

**3.5.1 Achievements FFY17-FFY19**

**Goal 1: Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**Objective 1**: Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

* **Strategy 1.1:** Develop and document a process to receive regular formal user feedback regarding usage of data fields.
* **Status: COMPLETE** - Users can submit a Tapestry support request directly within the application.
* **Objective 2:** Improve data accuracy, completeness, and timeliness.
* **Strategy 2.1**: Data validation rules, including automatic rejection of incomplete citations and a screen sharing program to detect fraud have already been implemented.
* **Status: COMPLETE**
* **Strategy 2.2:** Integration of the vehicle and driver systems (Tapestry), data fields and usage have been standardized.
* **Status: COMPLETE**
* **Strategy 2.3:** Electronic data transfer between the courts and MVD has improved data accuracy and the timeliness of updates to driver and vehicle records.
* **Status: COMPLETE** - All magistrate courts are sending data electronically. Municipal courts will need to be on the same case management system to accomplish the same objective.

**Goal 2: Improve the applicable guidelines for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.**

**Objective 1:** Tapestry meets applicable state and national guidelines for the Driver Licensing System.

* **Strategy 1.1:** Continue to review state and national driver licensing guidelines and work with systems vendor to implement any required database upgrades or changes.
* **Status: COMPLETE**

**3.5.2 FFY20- FFY22 Goals, Objectives and Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **Goals, Objectives and Strategies for Driver Licensing Data – Owner TRD/MVD** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **Action** |
| **Goal 1:** Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 1:** Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Strategy** 1.1: Develop and document a process for regularly updating data dictionaries, training manuals, etc. | MVD will seek the possibilities of developing and documenting processes, methods, resources, and best practices for regular updating of data dictionaries, training manuals, etc., |
| **Objective 2:** Identify a complete set of data quality performance measures for the driver system. | **Strategy 2.1:** Work with Tapestry vendor to identify meaningful quality performance measures and request a report suite to easily monitor progress towards these goals. | MVD will seek ways to identify meaningful quality performance measures with monitoring capabilities with Tapestry vendor. |
| **Goal 2:** Improve ability to contact customers by adding fields to the UTC (Uniform Traffic Citation). This would increase research options in contacting customers/drivers to clear citations and actions and possibly increase remittance accuracy and timely payment by proactively offering customer’s e-service payment options. | **Objective 1**: Increase options in contacting customers by adding fields to UTC including phone number and email address**.** | **Strategy 1.1** Work with Tapestry Vendor to incorporate customer phone number and email address | MVD will seek to identify appropriate resources and or funding opportunities to implement the project. |

**3.6 Roadway Inventory Data**

New Mexico completed a major transition of updating the State roadway data system. The implementation of ARNOLD (beginning June 2016) includes the FHWA expanded requirements for the LRS network and provides state highway agencies a geospatially enabled public roadway network used to locate crashes that are not on the state-maintained highway system. ARNOLD will replace the Transportation Information Management System (TIMS).

**3.6.1 Achievements FFY17-FFY19**

**Goal 1**: Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory

**Objective 1**: Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

* **Strategy 1.1:** The STRCC has requested a complete and good example of a data dictionary from its consultant which can serve as a model for the Roadway data dictionary.
* **Status: PARTIALLY COMPLETE -** The NMDOT has broken up the Asset Management and Planning Division into several bureaus. Data Management is no longer a part of the division that is creating the Roadway Characteristics Inventory. However, the Roadway Inventory Program is developing a Roadway Inventory Data Dictionary specific to the Linear Reference System housed in the Roads and Highways database (AKA ARNOLD).
* **Strategy 1.2:** Develop and document a process to receive regular formal user feedback regarding usage of data fields.
* **Status: COMPLETE -** The Roadway Inventory Program has created a process document where we schedule a review of data fields with our business partners to determine if changes to data fields are necessary. This is done annually when syncs between varying databases occur.
* **Strategy 1.3:** Develop and document a process for regularly updating data dictionaries, training manuals, etc.
* **Status: PARTIALLY COMPLETE** – After Roads and Highways went live on August 31, 2018, The Roadway Inventory Program began documenting the procedures that will be needed as other user requests come in. The result of this is turning into a timeline of procedures of when data is needed by other users and how data fields should be configured for use by other users based on their needs. This in turn changes the data dictionary and training (how to) manuals to match the changes needed by other users.

**Objective 2**: Identify a complete set of data quality performance measures for the roadway system.

* **Strategy 2.1**: ARNOLD will enable better tracking of roadway data. The roadway data management team will identify baselines for data accuracy, timeliness, accessibility, uniformity, integration, and completeness. These baselines will be used to develop future performance goals.
* **Status PARTIALLY COMPLETE -**Timelessness measures are complete. Completeness measures are also complete. Accessibility to the RIS is under development as is uniformity and integration and is part of the AEGIST pooled fund study NMDOT is joining.
* **Strategy 2.2:** Create reports to easily track progress on performance measures for a given time period.
* **Status: COMPLETE** - The NMDOT Roadway Inventory System creates reports for several performance measures such as the annual Certified Mileage Report, Pavement Management (PM2) reports and numerous extent and travel reports. Other reports are currently under development on an as needed basis.

**3.6.2 FFY20 – FFY22 Goals, Objectives, and Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **6.2 Goals, Objectives, and Strategies for Roadway Inventory Data – Owner NMDOT/AM&P/Yolanda Duran** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **STATUS** |
| **Goal 1**: Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 1**: Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Strategy 1.1:** The STRCC has requested a complete and good example of a data dictionary from its consultant which can serve as a model for the Roadway data dictionary. | The Asset Management and Planning Division is developing the Roadway Characteristics Inventory which is intended to serve as the Roadway Data Dictionary. |
| **Strategy 1.2:** Develop and document a process to receive regular formal user feedback regarding usage of data fields. | A formal process was initiated with the kickoff meeting to develop the Roadway Characteristics Inventory Data Dictionary several Data Business Owners have been involved in the process. |
| **Strategy 1.3:** Develop and document a process for regularly updating data dictionaries, training manuals, etc. | A formal process was initiated with the kickoff meeting to develop the Roadway Characteristics Inventory Data Dictionary several Data Business Owners have been involved in the process. |
| **Objective 2**: Identify a complete set of data quality performance measures for the roadway system. | **Strategy 2.1**: ARNOLD will enable better tracking of roadway data. The roadway data management team will identify baselines for data accuracy, timeliness, accessibility, uniformity, integration and completeness. These baselines will be used to develop future performance goals. | The Roadway Inventory System (RIS) Database was developed utilizing the ESRI Roads and Highways platform and the RIS was implemented and live on August 30, 2018.  The Roadway inventory program has a process to develop baseline measures. |
| **Strategy 2.2:** Create reports to easily track progress on performance measures for a given time period. | The RIS has a temporality component that tracks progress and assists with performance measures. |

**3.6.3 Roadway Inventory Projects & Performance Measures**

**Project Description Applications of Enterprise GIS in Transportation (AEGIST) Pooled Funded Study – Roadway Inventory System**

**Project ID:**

**Lead Agency:** NMDOT Data Management Bureau

**Project Director/Primary Contact:**

Name: John Baker   
Title: Staff Manager, Roadway Inventory Program

Agency: NMDOT

Office: Data Management Bureau / Roadway Inventory Program   
Address: P.O. Box 1149 SB1 North

Santa Fe NM 87504

Phone: (505) 795-2125  
Email: ohnJ.Baker@state.nm.us

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |  |
| --- | --- |
| FHWA (Federal Highway Administration) | NMDOT ESTIP (Electronic Statewide Transportation Improvement System) |
| NMDOT Traffic Monitoring Program within the Data Management Bureau | NMDOT Crash Section |
| NMDOT Pavement Management System | MPOs (Metropolitan Planning Organizations) |
| NMDOT Bridge Bureau |  |

**Project Description:** *This section provides a brief overview of what the project will entail. Please identify if this is a Traffic Records Assessment Recommendation by System and Item Number*

ARNOLD Phase II developed and implemented the ESRI Roads and Highways Roadway Inventory system (R/H RIS) with an implementation date of August 30, 2019. The R/H RIS houses the ARNOLD network Linear Referencing system and is designed to hold spatial and tabular data. The next step is to work on integration between systems. An opportunity to join the FHWA pooled fund study “Applications of Enterprise GIS for Transportation, Guidance for a Nation Transportation Framework” Solicitation no. 1464 is an opportunity to develop an integration system.  FHWA is requiring a $100,000 match for this project.

**Recommendation:**

Traffic Records Assessment Recommendation Question 200: As the State develops and implements the new statewide ARNOLD network system, the State should consider developing the necessary integration performance measures for all the roadway data they collect and manage and the relevant component systems.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September)*

*FHWA*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| FHWA & SPR ($100k match required, total project cost is $200K) | $200,000 | 0 | 0 | $200,000 |

**Project Area(s) and System(s)**

*Check all that apply*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | Completeness | Uniformity | Integration | Accessibility |
| Crash | • | • | • | • | • | • |
| Vehicle | • | • | • | • | • | • |
| Driver | • | • | • | • | • | • |
| Roadway | **√** | **√** | **√** | **√** | **√** | **√** |
| Citation/Adjudication | • | • | • | • | • | • |
| EMS/Injury Surveillance | • | • | • | • | • | • |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Implementation of R/H Roadway Inventory System | 12/31/2024 |  | Planning |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

**Performance Area:**

Integration: The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file.

**System:** NMDOT R/H Roadway Inventory System

**Increase/Decrease:** The goal is to standardize the Linear Referencing System from the Roadway Inventory System to the following systems: FHWA, Other States, Traffic Monitoring, Pavement Management, Bridge, ESTIP, Crash, and the MPOs.

**Measurement:** Currently a direct linkage between systems does not exist.

**Measurement Method:** The goal is to normalize the data so that a direct linkage between the Roadway Inventory System can push direct updates to the following systems: Traffic Monitoring, Pavement Management, Bridge, ESTIP, Crash, and the MPOs.

* 1. **Citation/Adjudication Data**

New Mexico is generally well served by its Citation and Adjudication system. The system as described appears to be reasonable and puts information in the hands of the people who need it for transactional purposes and enforcement of sanctions, but it does not contain all elements of a full citation tracking system. Data sharing is generally consistent with law enforcement having access to eCitation and NLETS, which provides real-time information on criminal histories and driver histories - the latter via Web service to the motor vehicle database. Courts appear to have real-time access to criminal histories as well, although there is an opportunity to provide additional access to driver histories. There is a partial citation tracking system in place. The court system tracks all citations that are reported to the courts, but citations that are written and voided or not filed do not appear to be tracked there either. The process described appears to be reasonable and puts information in the hands of the people who need it for transactional purposes and enforcement of sanctions, although not every citation is included. There is opportunity to develop a complete tracking system for all citations to ensure integrity of the citation process, as well as provide analytic data for strategic decision-making regarding enforcement and adjudication.

**3.7.1 Achievements FFY17-FFY19**

**Goal 1:** Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Objective 1**: Reduce manual citation data entry points to reduce errors.

* **Strategy 1.1:** The citation scanning project and development of the e-citation project reduce or eliminate (depending upon which method is used) the need for manual data entry, reducing data errors.
* **Status: PARTIALLY COMPLETE -** The Magistrate Scanning Project is complete. Magistrate Courts are scanning citations. Electronic abstract reporting from Magistrate Courts to MVD. E-citation project for New Mexico State Police is now live in production for all magistrate courts but is not yet live for NM State Police data that targets Bernalillo County Metropolitan Court in Albuquerque. E-citation project for Dona Ana Sheriff’s Office has been live in production for over seven years now. Additional e-citation data flow is targeted for additional law enforcement agencies, so the automation can still be furthered.
* **Strategy 1.2**: Develop and document a process to receive regular formal user feedback regarding usage of data fields.
* **Status: COMPLETE** XML schema document (XSD) mandates required fields & required element formatting & prevents invalid entries, etc. In addition, there are user groups e.g., the TRACS Users Group which meet periodically to discuss any data issues or data quality issues in TRACS. In addition, the courts now have a data quality group which is tasked with data quality analysis and reporting. Finally, the courts also have an auditor who periodically audits traffic citation data in Odyssey (the case management system for the NM courts).
* **Strategy 1.3:** Perform regular, periodic audits of citation data to determine error rates and address training or system issues.
* **Status: COMPLETE** Have implemented automated emails to track errors nightly and report errors to staff for follow-up the next business day. In addition, the courts have an auditor for traffic citation data, and the aforementioned new data quality team (4-person team) that is tasked with data quality analysis and reporting from our case management system, Odyssey. Note: the data quality team is tasked with court data quality as a whole, not solely the quality of traffic citation data.

**Goal 2:** Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Objective 1:** As citation scanning and electronic data transfer capabilities are developed and implemented, update system documentation including data dictionaries, training manuals, etc. to reflect new practices and processes in data transfer.

* **Status: COMPLETE** –Three pilot magistrate courts (Anthony Mag., Hatch Mag, Las Cruces Mag,) have well defined court SOPs for staff handling citations. Similar SOPs are under development for all Magistrate courts as NM State Police rolls out w/e-citation.

**3.7.2 FFY20-FFY22 Goals, Objectives and Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **6.6 Goals, Objectives, and Strategies for Citation/Adjudication – Owner AOC/JID/Steve Harrington &** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **STATUS** |
| **Goal 1:** Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 1**: Reduce manual citation data entry points to reduce errors. | **Strategy 1.1**: Continue the citation scanning project and e-citation project. | The Magistrate Scanning project is complete. Additional e-citation data flow is targeted for additional law enforcement agencies so the automation can still be furthered. |
|  |  | **Strategy 1.2**: Develop and document a process to receive regular formal user feedback regarding usage of data fields, automate data flows to minimize redundant data entry. | XML schema document (XSD) mandates required fields and required element formatting & prevents invalid entries, etc. |
|  |  | **Strategy 1.3:** Perform regular, periodic audits of citation data to determine error rates and address training or system issues. | Have implemented automated emails to track errors nightly and report error to staff for follow-up the next business day.  Working on expanded error reports to ensure the collection of all required data. |
| **Goal 2:** Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 1:** As citation scanning and electronic data transfer capabilities are developed and implemented, update system documentation including data dictionaries, training manuals, etc. to reflect new practices and processes in data transfer. | Develop, maintain, and distribute documentation in the form of SOP’s (Standard Operating Procedures) for court staff to review electronic data flow, to allow court staff to review electronic processes for accuracy as well as manual data entry for any errors kicked out by the electronic software. | Defined court SOPs for staff handling citations. SOPs are under development for all Mag courts as NM State Police rolls out w/e-citation. |

**3.7.3 Citation & Adjudication Projects & Performance Measures**

**AOC Electronic Abstracts – Sustainability Maintenance**

**Project ID: STRS-20-9**

**Lead Agency:** Administrative Office of the Courts (AOC) – Judicial Information Division (JID)

**Project Director/Primary Contact:**

Name: Genevieve Grant  
Title: IT Technical Support Manager  
Agency: AOC JID

Office:   
Address: 2905 Rodeo Park Drive East, Bldg. #5  
Phone: 505-690-7094  
Email: ggrant@nmcourts.gov

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |  |
| --- | --- |
| New Mexico Motor Vehicle Division | New Mexico Department of Transportation |
| New Mexico Law Enforcement Agencies |  |

**Project Description:**

The Administrative Office of the Courts (AOC), Magistrate Court Scanning Project, Phase I and Phase II implementation was funded by the New Mexico Department of Transportation to improve the quality of traffic records. Purchasing document scanners and deploying imaging capabilities to the Magistrate Courts statewide, enabled courts to scan images of the citation documents into the courts Case Management System (CMS) Odyssey and electronically report those citation abstracts, dispositions and driver license suspension and clearance information, without delay, to the Motor Vehicle Division. It also improved the Magistrate Court’s ability to eventually add e-citations as law enforcement agencies implement the TRACs system.

The AOC, Judicial Information Division (JID) is seeking additional funding for the sustainability and maintenance of the previous Magistrate scanning project. We are seeking hardware replacement for New Mexico 47 Magistrate to view, scan and print traffic citations. The hardware will enable court staff to view electronic traffic citations on dual monitors allowing for greater visibility for multiple citations. It will also enable staff to scan citations and to attach to the courts case management system (CMS) and allow for the storage and accessibility of the electronic citations through database document servers. The hardware will also provide the ability to print citations from a Google Team Drive to file stamp the document prior to scanning into the CMS and it allows for the ability to copy manual citation abstracts to send to the Motor Vehicle Department. The document server hardware request will provide timeliness and accuracy of electronic citation access and integration with the court's case management system. The monitors and printer/copier hardware request will be provided accuracy and uniformity in manual abstract submissions and accessibility to citations.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| TBD | $141,000 | $30,000 | $30,000 | $201,000 |

$83,000 for 552 Computer Monitors for 276 Clerks

$28,000 for 34 Printer/Copier for 20 Magistrate Courts

$30,000 for 11 RDS Document Server and License (this is a continual cost through 2022)

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **24’ Monitors** | | | | | | | | | |
| **REGION 1** |  | **REGION 2** |  | **REGION 3** |  | **REGION 4** |  | **REGION 5** |  |
| Aztec | 33 | Mora | 5 | Bernalillo | 3 | Anthony | 10 | Clovis | 31 |
| Cuba | 11 | Las Vegas | 11 | Los Lunas | 4 | Bayard | 12 | Eunice | 2 |
| Farmington | 32 | Taos | 11 | Moriarty | 2 | Deming | 17 | Fort Sumner | 4 |
| Gallup | 43 | Springer | 4 |  |  | Hatch | 2 | Hobbs | 20 |
| Grants | 21 | Raton | 5 |  |  | Las Cruces | 110 | Jal | 1 |
| Reserve | 4 | Clayton | 5 |  |  | Lordsburg | 12 | Lovington | 18 |
|  |  | Santa Rosa | 6 |  |  | Silver City | 16 | Portales | 18 |
|  |  |  |  |  |  | T or C | 14 | Tucumcari | 13 |
|  |  |  |  |  |  |  |  | Alamogordo | 20 |
|  |  |  |  |  |  |  |  | Carlsbad | 18 |
|  |  |  |  |  |  |  |  | Carrizozo | 6 |
|  |  |  |  |  |  |  |  | Artesia | 8 |
| Total | 144 |  | 47 |  | 9 |  | 193 |  | 159 |
| **Printer/Copier** | | | | | | | | | |
| **REGION 1** |  | **REGION 2** |  | **REGION 3** |  | **REGION 4** |  | **REGION 5** |  |
| Aztec | 2 | Santa Rosa | 2 | Bernalillo | 2 | Anthony | 1 | Alamogordo | 2 |
| Gallup | 3 | Clayton | 1 | Los Lunas | 2 | Deming | 2 | Carlsbad | 2 |
| Farmington | 3 | Raton | 1 | Moriarty | 1 | Las Cruces | 1 | Carrizozo | 1 |
| Grants | 1 |  |  | Santa Fe | 3 | Lordsburg | 1 | Artesia | 2 |
| Cuba | 1 |  |  |  |  |  |  |  |  |
| Total | 10 |  | 4 |  | 8 |  | 5 |  | 7 |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **RDS Server & License** | | | | | |
| **2020** |  | **2021** |  | **2022** |  |
| RDS Servers | 11 | RDS Servers | 11 | RDS Servers | 11 |
| RDS License | 11 | RDS License | 11 | RDS License | 11 |
| Total | 22 |  | 22 |  | 22 |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Devise Rollout Plan per court/per user |  |  | Pending |
| Request/Receive Quote |  |  | Pending |
| Order Equipment |  |  | Pending |
| Ship Equipment to Field Techs |  |  | Pending |
| Install Equipment |  |  | Pending |
| Closeout Project |  |  | Pending |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

**Performance Area:** Integration & Accessibility

**System:** Traffic citations flowing from NM Court Case Management System (CMS) Odyssey to NM Motor Vehicle Department (MVD)

**Increase/Decrease:** Increase

**Measurement:** To improve the quality of traffic records by equipping Magistrate courts with the necessary hardware & document storage capabilities. This will allow for the electronic transfer of citation images, dispositions, suspensions & clearances to MVD. To provide a more timely, accurate and efficient electronic transfer of citation information from the Magistrate Courts to the Motor Vehicle Division. The electronic submission of citation record shall improve and promote traffic safety through analysis of trends in citations issuance, prosecution, and case disposition.

The accessibility to citation data is even greater than before as now we have an application called Secured Odyssey Public Access (SOPA) which allows Justice Partners, Including LEA’s access to New Mexico court cases and documents. We currently have over 1,400 Justice Partners accessing case information, including traffic citation cases.

**Measurement Method:** To calculate the percentage of traffic citation abstracts and adjudication submitted to MVD, we will simply count the number of each category submitted and then divide by the grand total of abstracts and data that flowed electronically to MVD, for example:

**Percent electronically submitted =** (total # abstracts and adjudication within time period) / (grand total abstracts and adjudication within time period)

**Results:**

For calendar year 2017: 16,640 Citation Abstracts; 26,956 Suspends; 22,554 Clearance

For calendar year 2018: = 33,263 Citation Abstracts; 44,312 Suspends; 38,703 Clearance

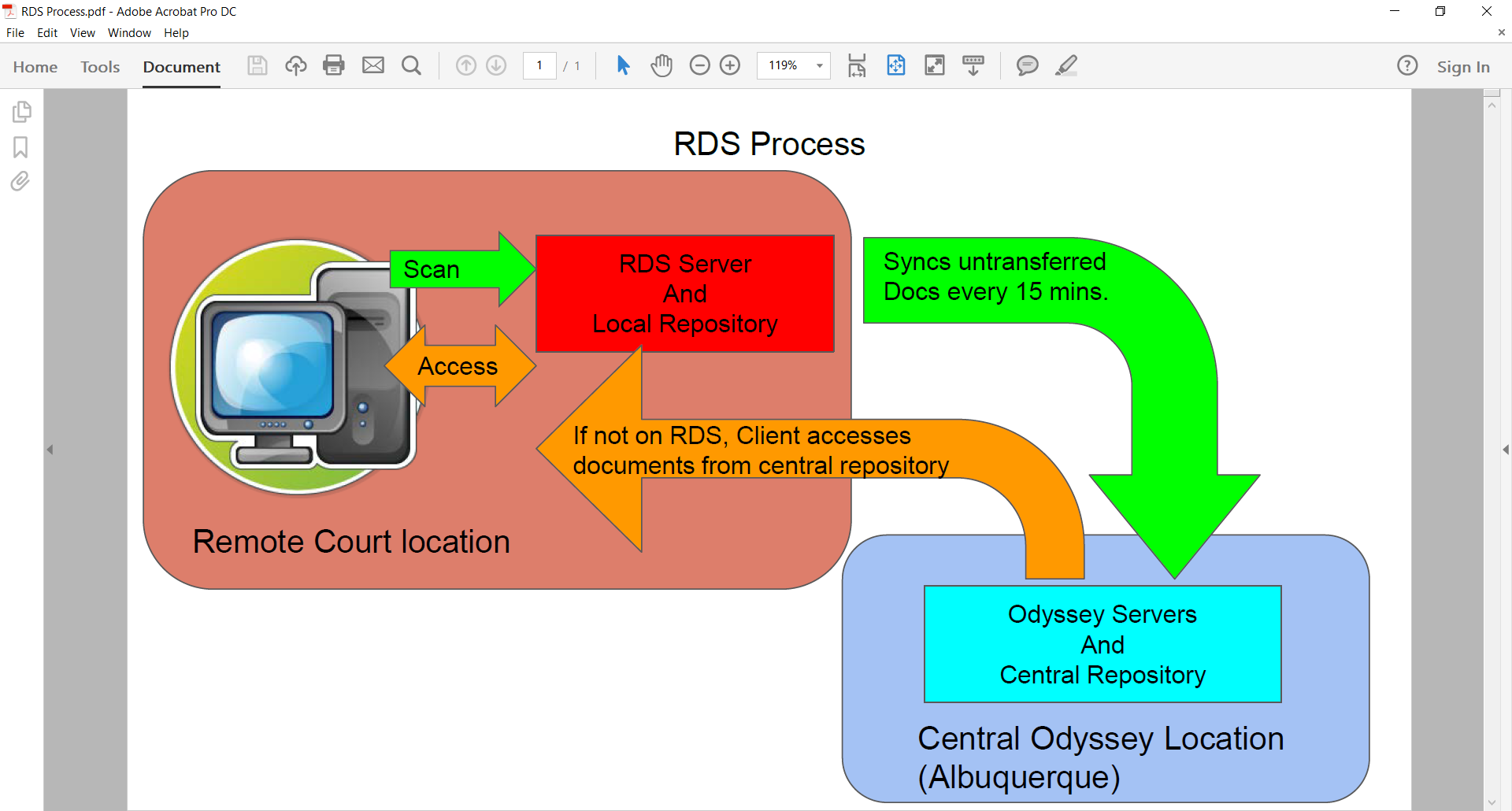
For 1st quarter year 2019 (year to date of 03/28/2019): = 8,799 Citation Abstracts; 11,402 Suspends; 10,764 Clearance

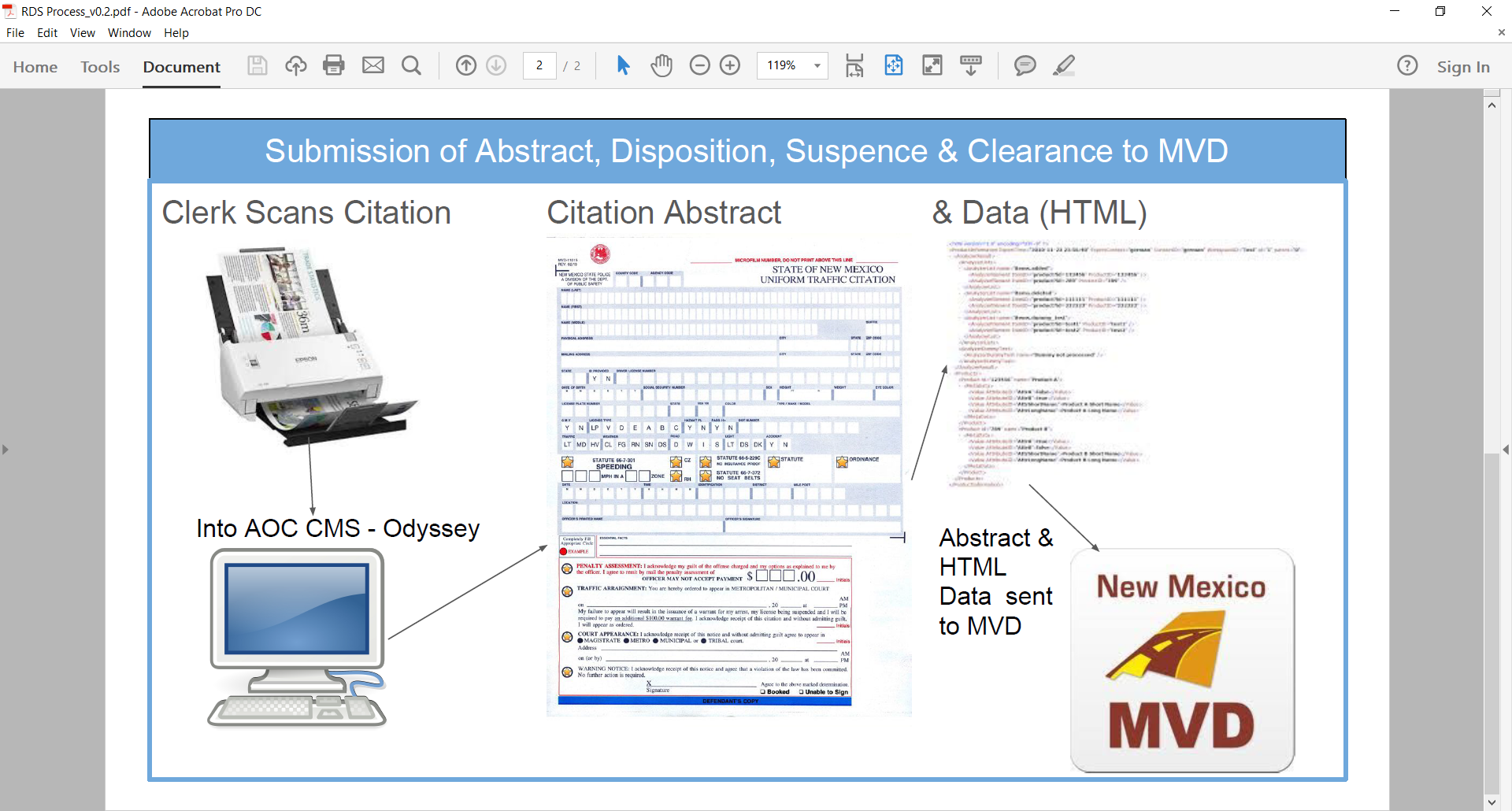
For calendar year 2019 (yearly estimate based on 1st qtr.): = 35,196 Citation Abstracts; 45,608 Suspends; 43,056 Clearance

Grand Total 2017 = Citation Abstracts (16640/84071) 19%; Suspends (26956/115684) = 23%; Clearance (22554/102845) = 21%

Grand Total 2018 = Citation Abstracts (33263/84071) 39%; Suspends (44312/115684) = 38%; Clearance (38703/102845) = 37%

Grand Total 2019 = Citation Abstracts (35169/84071) 42%; Suspends (45608 /115684 = 39%; Clearance (43056 /102845) = 42%





**AOC TraCS Citation & Adjudication Data Transfer**

**Project ID: STRS-20-10**

**TBD by NMDOT**

**Lead Agency:** Administrative Office of the Courts/Judicial Information Division

**Project Director/Primary Contact:**

Name: Steve Harrington  
Title: AOC Software Development Manager  
Agency: Administrative Office of the Courts / Judicial Information Division

Office: Room #234  
Address: 2905 Rodeo Park Dr. East; Santa Fe, NM 87505  
Phone: 505-515-5187  
Email: sharrington@nmcourts.gov

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

|  |  |
| --- | --- |
| NM Department of Public Safety | Dona Ana Sheriff's Office |
| NM Department of Transportation | NM Motor Vehicle Dept (indirectly) |
| NM Law Enforcement Agencies |  |

**Project Description:**

*This section provides a brief overview of what the project will entail. Please identify if this is a Traffic Records Assessment Recommendation by System and Item Number.*

The electronic traffic citation project's goal is to automate the flow of traffic citations from law enforcement agencies (LEA's) to the NM Magistrate courts. The project is limited to law enforcement agencies, which use the TRACS software system for writing citations, LEA's which use other software and/or manual paper copies are not targeted in this project. In automating the flow, we achieve multiple goals to include improved timeliness, accuracy, completeness, uniformity, integration, and accessibility.

Initially, we focused on Dona Ana Sheriff's Office (completed and in production), and then NM State Police (partially rolled out in production at the time of this report). We will also be sending citations to Bernalillo County Metropolitan Court in Albuquerque; however, they are scheduled towards the end of our NM State Police project. After we complete the NM State Police statewide, we will then pursue one or more additional LEA's, with the specific LEA to be up next still under discussion. Eventually, in the long term, our goal is to get all LEA's which use TRACS software to flow traffic citation data electronically to the NM courts.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by federal fiscal year, October - September)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| STRECO/STRCC | 120,000 |  |  | 120,000 |

**FY 2020: $120,000 (total requested, not yet approved) to be spent as follows:**

**$60,000** for Technology Enterprise Group (TEG), Inc. -- this is the vendor that maintains the TRACS software nationwide, but also can make customizations specific for the state of New Mexico, to include changes to the Uniform Traffic Citation (when needed), vehicle codes, offense codes, etc.

**$60,000** for University of Alabama Center for Advanced Public Safety (UA-CAPS) -- this is the vendor that has written a portion of the software (specifically, the *TRACS Uploader* which packages citations from TRACS in preparation for electronic delivery to JID’s external message broker; and the *DC Service* which packages citations from a single traffic stop into “batches” so that we get only 1 court case per traffic stop); this software needs to be maintained and updated, especially as we look to add the automated flow of PDF citation image, and also we will need support and possibly changes for future LEA’s as we move forward

**Project Area(s) and System(s)**

**Check all that apply**

**Timeliness Accuracy Completeness Uniformity Integration Accessibility**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Crash** | **•** | **•** | **•** | **•** | **•** | **•** |
| **Vehicle** | **•** | **•** | **•** | **•** | **•** | **•** |
| **Driver** | **X** | **X** | **X** | **X** | **X** | **X** |
| **Roadway** | **•** | **•** | **•** | **•** | **•** | **•** |
| **Citation/Adjudication** | **X** | **X** | **X** | **X** | **X** | **X** |
| **EMS/Injury Surveillance** | **•** | **•** | **•** | **•** | **•** | **•** |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| Dona Ana County Sheriff's Office electronic traffic citation flow to Las Cruces, Hatch, and Anthony Magistrate Courts | TBD | TBD | In production |
| NM State Police electronic traffic citation to Magistrate Courts - **phase I** (all data except PDF) | 04/01/2019 |  | On target |
| NM State Police electronic traffic citation to Magistrate Courts - **phase II** (all data including PDF) | 08/01/2019 |  | In development |
| NM State Police electronic traffic citation to Bernalillo County Metropolitan Court | 10/31/2019 |  | On hold pending completion of Phase II for Mag Courts and NM State Police |
| Future LEA(s) | TBD | TBD | TBD |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHTSA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

Performance Area: Integration

System: Traffic citations flowing from NM State Police TRACS system to NM Courts Odyssey system (electronically)

Increase/Decrease: Increase

Measurement:

Percentage of New Mexico State Police traffic citations filed electronically into Odyssey from TRACS

Measurement Method:

To calculate the percentage of traffic citations which flowed electronically (for a given time window), we will simply count the number that flowed electronically and then divide by the grand total of citations that flowed either electronically OR manually, for example:

**% Electronically filed =** (total # electronic citations NMSP within time period) / (grand total citations NMSP within time period)

**Results:**

For calendar year 2017: **0.0 percent**

For calendar year 2018: (1592/107,956 = 1.5% **e-filed for NMSP**

For calendar year 2019 (year to date of 04/26/2019): 11,447/33,994 =33.7%

Thus, as we can see the data integration rate (percent of NM State Police traffic citations flowing electronically) is trending significantly upwards. We expect further gains as we roll out the remaining courts on 04/01/2019 and 10/31/2019

**3.8 EMS/Injury Surveillance Data**

The New Mexico EMS Bureau is upgrading its NEMSIS database to V.3. The new version incorporates all national and state recommended data elements and is expected to increase EMS data completeness and accuracy.

The Bureau is also looking at the possibility of integrating hospital and pre-hospital data, and trauma and injury data. Geocoding incident locations would increase the ability to map EMS responses.

**3.8.1 Achievements for FFY 17 – FFY19**

**Goal 1:**  Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

**Objective 1:** Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

* **Strategy 1.1:** The STRCC has requested a complete and good example of a data dictionary from its consultant which can serve as a model for the EMS/Injury Surveillance data dictionary
* **Status – COMPLETE**
* **Strategy 1.2:** Develop and document a process to receive regular formal user feedback regarding usage of data fields.
* **Status - COMPLETE**
* **Strategy 1.3:** Develop and document a process for regularly updating data dictionaries, training manuals etc.
* **Status** - **COMPLETE**
* **Strategy 1.4:** Improve field validations through the implementation of NEMSIS v.3.
* **Status –** **COMPLETE**

**Goal 2:** Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Objective 2:** Determine the viability, cost, impact, and effort of improving data integration between the injury surveillance system and other traffic records systems.

* + - **Strategy 2.1:** Identify integration points with other traffic records systems which would have the greatest impact on improving traffic safety.
    - **Status COMPLETE (FARS)**
    - **Strategy 1.2:** Perform analysis of targeted databases to determine preliminary steps for data integration.
    - **Status – COMPLETE**

**3.8.2 FFY20 – FFY22 Goals, Objectives & Strategies**

|  |  |  |  |
| --- | --- | --- | --- |
| **6.5 Goals, Objectives and Strategies for EMS/Injury Surveillance - Owner NMDOH/EMS/Charles Becvarik** | | | |
| **GOAL** | **OBJECTIVE** | **STRATEGY** | **ACTION** |
| **Goal 2:** Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. | **Objective 1:** Determine the viability, cost, impact, and effort of improving data integration between the injury surveillance system and other traffic records systems. | **Strategy 1.1**: Identify partners and develop a project plan, schedule, and budget to perform the integration. |  |

**3.8.3 EMS/Injury Surveillance Projects & Performance Measures**

**NMEMSTARS EMS DATABASE Maintenance**

**Project ID: STRS-20-11**

**NMEMSB NMEMSTARS v.3.4 Elite**

**Lead Agency:** NM EMS Bureau

**Project Director/Primary Contact:**

Name: Charles Becvarik  
Title: State EMS Data Coordinator   
Agency: NM Dept. of Health  
Office: NM EMS Bureau  
Address: 1301 Siler Road, Bldg. F, Santa Fe NM 87501  
Phone: 505-476-8247  
Email: Charles.becvarik@state.nm.us

**Partner Agencies:**

*Include the Agencies partnering with the Lead Agency in implementing this project. Partner agencies may not be relevant to most projects, but if included, this helps document that more than one agency is responsible for the implementation and ultimate success of the project.*

Partner agencies include all EMS Service providers in the state of New Mexico. All NM EMS Service providers are required to submit patient care reporting to the EMS Bureau. This is done either through direct entry utilizing the NMEMSTARS System, or through direct data linkage and integration of reporting from other ePCR (electronic Patient Care Report) systems to NMEMSTARS.

**Project Description and Strategy:**

*This section provides a brief overview of what the project will entail and how it will be achieved*

The NM EMS Bureau has upgraded NMEMSTARS (New Mexico Emergency Medical Service Tracking and Reporting System) to the ImageTrend Elite version 3.4 to meet the NHTSA Version 3 dataset standard (also known as NEMSIS). The National Emergency Medical Services Information System (NEMSIS) is the national database that is used to store EMS data from the U.S. States and Territories. NEMSIS is a universal standard for how patient care information resulting from an emergency 911 call for assistance is collected. NEMSIS is HL7 XML compliant standard accepted nationally. To achieve this standard, the NM EMS Bureau has implemented a fully redesigned and redeveloped state EMS ePCR (electronic Patient Care Report) to facilitate patient care reporting, workflow documentation using dynamic documentation power tools and intuitive reporting functions. The NMEMSTARS ePCR has active data compliance rules to increase data validation and collect cleaner and clearer patient care and system data.

The NMEMSTARS ePCR is utilized by licensed EMS personnel and EMS service providers to document prehospital patient care, treatment/intervention, and transport of the sick and injured. The prehospital ePCR documentation follows patient care from point of dispatch to the arrival at a healthcare facility, including all points between.

The current NEMSIS standard consists of 165 required data elements, while the New Mexico State Data set consists of 265 defined data elements. The NEMSIS uniform dataset and database help local, State, and national EMS stakeholders more accurately assess EMS needs and performance, as well as support better strategic planning for the EMS systems of tomorrow. The NEMSIS standard provides the framework for collecting, storing, and sharing standardized EMS data from States nationwide. Data from NEMSIS is also used to help benchmark performance, determine the effectiveness of clinical interventions, drive changes to Scope of Practice for EMS providers, and facilitate cost-benefit analyses.

**Project Objective:**

*What is the purpose of the project and what deficiency will it address?*

The NMEMSTARS upgrade will ensure compliance with the version 3.4 NEMSIS dataset standard, while working to revise state and national data elements and improve data capture. With the implementation of a more user friendly ePCR (electronic Patient Care Report) reporting system, NMEMSTARS will have increased reporting capabilities, allowing the state to collect and provide data tracking performance and benchmarking metrics to drive training and education, evidence-based patient care and protocols. By increasing the validation scores with reporting and data capture for the NMEMSTARS repository, outcomes can be applied to queries ranging from an individual to a national spectrum. The further integration of the New Mexico and NEMSIS data requirements with continual refinement and updates will increase data validation and streamline reporting.

**Expected Benefits/Impact of the Project:**

*How will completion of the project improve traffic safety systems?*

New Mexico is adopting the NEMSIS v.3.4 NHTSA national dataset to facilitate the collection, sharing and analysis of standardized elements on a local, state, and national level. Integrating the database nationally will be useful in

* Developing Nationwide EMS Training Curricula
* Evaluating Patient and EMS System Outcomes
* Facilitating Research Efforts, Syndromic Surveillance, and targeted reporting
* Determining National Fee Schedules and Reimbursement Rates
* Addressing Resources for Disaster and Domestic Preparedness
* Providing Valuable Information on Other Issues or Areas of Need Related to EMS Care

**Project Risks:**

*What are the risks which might prevent this project from being completed as planned?*

EMS information systems and databases have been well established in much of medicine for collecting prehospital patient and system data. Examples include patient tracking, care reporting, treatment documentation and patient outcomes. The struggle to secure funding for more than a single fiscal year is an ongoing challenge that hampers and limits the implementation and utilization of EMS information systems and databases.

**Projected Budget by Funding Source:**

*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the Section 408 funded programs and will demonstrate other funds being leveraged to improve the state traffic records system. (Show estimated thousands of dollars by state fiscal year.)*

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Funding Source** | **2020** | **2021** | **2022** | **Total** |
| TBD | 135,000 | 135,000 | 135,000 | 405,000 |

**Project Area(s) and System(s)**

*Check all that apply*

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
|  | Timeliness | Accuracy | Completeness | Uniformity | Integration | Accessibility |
| Crash | • | • | • | • | • | • |
| Vehicle | • | • | • | • | • | • |
| Driver | • | • | • | • | • | • |
| Roadway | • | • | • | • | • | • |
| Citation/Adjudication | • | • | • | • | • | • |
| EMS/Injury Surveillance | **⋅** | **⋅** | **⋅** | **⋅** | **⋅** | **⋅** |

**Project Milestones:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Milestone** | **Projected Completion Date** | **Actual Completion Date** | **Status** |
| TBD | TBD |  |  |

**Performance Measure(s):**

*Determine at least one performance measure for each project. The performance measure(s) must conform to one of the model performance measures published by NHSTA as a guide to help states monitor and improve the quality of the data in their traffic records systems.*

1. **Performance Area:** Data Quality Improvement

**System:** EMS

**Increase/Decrease:** Increase data quality

**Measurement:**  
Increased validation scores with data submission

**Measurement Method:**

* Integration and implementation of NEMSIS v.3.4 Data elements and recommended state and national validation rules.
* Utilization of NEMSIS v.3.4 Data Dictionary

1. **Performance Area:** Data export / analysis

**System:** EMS

**Increase/Decrease:** decreased data export times

**Measurement:**  
Collect more “formal” standardized data elements (NEMSIS defined)

**Measurement Method:**

* Streamlined data export to NEMSIS utilizing standardized data elements.
* Decreased ‘error’ message during data export
* Set-up integration accounts for third-party vendors to submit data to NMEMSTARS

1. **Performance Area:** Data Integration

**System:** EMS

**Increase/Decrease:** Increase EMS / prehospital data interface with hospital emergency departments

**Measurement:**  
NMEMSTARS data integration with hospital emergency department systems and outcome data.

**Measurement Method:**

* Increase accessibility of NMEMSTARS EMS ePCR reporting to hospital emergency departments
* Provide hospitals with analysis of EMS patients transported to the emergency department.
* Work with designated hospitals and healthcare facilities to streamline the availability of patient care information to the receiving facility.

1. **Performance Area:** Data Quality

**System:** EMS

**Increase/Decrease:** Decrease data export errors, increase data quality

**Measurement:**  
Reduce errors and poor data quality submissions to NMEMSTARS / NEMSIS

**Measurement Method:**

* Develop training and quality assurance procedures to reduce errors.
* Increase available reporting templates and data analysis of provider and service level performance for EMS service administrators.
* Conduct quality control reviews at random to ensure completeness, accuracy, and uniformity of injury data.

**IV. APPENDICES**

**4.1 Acronyms**

AOC – Administrative Office of the Courts

ARCS – Accident Records Capture System

ARNOLD - All Road Network of Linear Referenced Data

CDIP – Crash Data Improvement Program

CTS – Citation Tracking System

CYFD – Children, Youth, and Families Department

DASO – Dona Ana Sheriff’s Office

DC – Data Center (STRS)

DMV – Department of Motor Vehicles (see MVD)

DOT – Department of Transportation (see NMDOT)

DWI – Driving While Intoxicated

EMS – Emergency Medical Services

ePCR - Electronic Patient Care Report

FARS – Fatality Analysis Reporting System

FFY – Federal Fiscal year

FHWA – Federal Highway Administration

FMCSA – Federal Motor Carrier Safety Association

FTE – Full-time equivalent

GHSA – Governors Highway Safety Association GIS – Geographic information system

HIPAA – Health Insurance Portability and Accountability Act

HPMS – Highway Performance Monitoring System

HSPP – Highway Safety & Performance Plan

IT – Information technology

JEC – Judicial Education Center

LEA – Law Enforcement Agency LRS – Linear Referencing System

MAP-21 – Moving Ahead for Progress in the 21st Century

MCMIS – Motor Carrier Management Information System

MCSAP – Motor Carrier Safety Assistance Program

MIDRIS – Model Impaired Driving Records Information System

MIRE – Model Inventory of Roadway Elements

MMUCC – Model Minimum Uniform Crash Criteria

MVD – Motor Vehicle Division

MVMT – Million vehicle miles of travel

MTP – New Mexico Motor Transportation Police

NEMSIS – National Emergency Medical Services Information System

NHTSA – National Highway Traffic Safety Administration NM – New Mexico

NMDOH – New Mexico Department of Health

NMDPS – Department of Public Safety

NMDOT – New Mexico Department of Transportation

NMEMSTARS – New Mexico Emergency Medical Services Tracking and Reporting System

NMVTIS – New Mexico Motor Vehicle Title Information System

OCR – Optical Character Reader

PCR – Patient Care Report

SHSP – Strategic Highway Strategic Plan

STEP – Selective Traffic Enforcement Program

RMS – Records Management System

SAFETEA-LU – Safe. Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users

SAFETYNET – FMCSA’s computerized commercial motor carrier safety performance information management system

SFST – Standard field sobriety testing

SHSP – Strategic Highway Strategic Plan

STEP – Selective Traffic Enforcement Program

STRCC – Statewide Traffic Records Coordinating Committee

STREOC – Statewide Traffic Records Executive Oversight Committee

STRS – Statewide Traffic Records System

TIGER – U.S. Census Bureau’s Topologically Integrated Geographic Encoding and Referencing mapping system

TIMS – NMDOT’s Transportation Inventory Management System

TR –Traffic Records

TRA – Traffic Records Assessment

TRADAS – NMDOT’s Traffic Data System

TraCS – Traffic and Criminal Software

TSD – Traffic Safety Division (NMDOT)

UCR – Uniform Crash Report

UNM-GPS – University of New Mexico

Geospatial and Population Studies

VIN – Vehicle Identification Number

XML – Extensible Markup Language

**4.2 Reference Documents with URL Address**

**NM Traffic Records Website**

http://nmtrafficrecords.com/

**2015 NHTSA NM TRCC Performance Assessment, Traffic Records GO Team Report.**

http://nmtrafficrecords.com/resources/nm-go-team-final-report/

**2016 NHTSA NM Traffic Records Assessment**

<http://nmtrafficrecords.com/wp-content/uploads/NM-TRA-Final_Report_041416.pdf>

**NHTSA Model Performance Measures for State Traffic Records Systems**

<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811441>

**NHTSA’s Traffic Records Strategic Planning Guide – TRCC Roundtable Presentation**

http://nmtrafficrecords.com/resources/nhtsas-traffic-records-strategic-planning-guide-trcc-roundtable-presentation-2/

**4.3 2022 Qualifying Criteria for NHTSA 405c Grant**

**State Data Systems Improvement**

**All Recommendations from New Mexico 2021 TR Assessment**

**Crash System**

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

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Vehicle System**

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

**Driver System**

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

Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Roadway System**

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

**Citation/ Adjudication System**

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Injury Surveillance System**

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

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**NM TR Assessment Recommendation to be Addressed in FFY2022 HSP**

**Core TR System: Crash**

***Recommendation & Consideration*:** Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Consider drafting and implementing a plan for achieving 100% electronic crash data collection among the remaining agencies still utilizing the paper form.

**Program Area Problem Identification**

Access to timely, accurate crash, fatality and injury data is critical for the State’s ability to identify current traffic safety problems and for determining what types of programs and projects should be developed and implemented to address them.

**2022 TR Performance Measures**

***Crash Database - Completeness***

Increase the number of crash reports received from agencies using TraCS that have crash coordinates filled in from 33.9% in 4/1/2020 to 3/31/2021 to 36% from 4/1/2021 to 3/31/2022.

**Justification:**The Traffic Records Program will identify agencies submitting crash reports with coordinates not filled in, and will provide training and adjust the software, as needed.

***Crash Database - Accessibility***

Increase the number of data elements provided for end-user crash data requests from 313 in 4/1/2020 to 3/31/2021 to 380 from 4/1/2021 to 3/31/2022.

**Justification**: The Traffic Records Program will modify templates used to fulfill data requests from end-users to include new data elements captured from the release of the E July 2018 UCR form.

**Rationale for Selected Countermeasure Strategy**

This countermeasure strategy aligns with Plan Implementation and Evaluation areas detailed in the NMDOT Strategic Highway Safety Plan (SHSP). The SHSP emphasizes the importance of access to timely, accurate and complete traffic safety data and data analyses to support development and implementation of effective strategies and projects designed to reduce fatalities and injuries.

**Countermeasure Strategy**

### 

### *Improve the Availability, Quality and Utility of Crash Data*

In FFY22, New Mexico planned projects will increase the availability, quality and utility of crash, fatality and injury data for highway safety planning and resource allocation by:

1. continuing to support use of advanced data analyses using data merging techniques to identify problem locations and conditions, and ensuring ongoing use of quality improvement measures
2. increasing electronic data collection and data transfer via the use of TraCS
3. providing timely statewide annual reports, city and county-specific reports, and special reports by request, to traffic safety planners, state leaders and the public via website access

*(NHTSA Model Performance Measures for State Traffic Records Systems, DOT HS 811 441, 2011)*

**Planned Projects – Federal Funds**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Project Title** | | | **Fund Source** | **Fund Estimates** |
| 02-TR-05c-P01 | Crash Data Statistical and Analytical Reporting | | | 405c | 360,000 |
| 02-TR-RF-P02 | 20100 | 193,050 |
| Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to more easily and accurately identify problem locations and conditions used for generating timely crash-related community and statewide reports to traffic safety partners, State and community leaders and the public. The contractor works collaboratively to improve electronic data generation of enforcement activity by law enforcement and increase its traffic crash database quality improvement capabilities. These efforts result in more timely access to and availability of high quality crash-related data. UNM provides geographic-based safety information to State and community traffic safety program managers to improve the targeting of scarce resources. ***Total Project Funds = $553,050*** | | | | | |
| **Intended Subrecipient:** University of New Mexico | | | **Staff Oversight:**  oberta Vasquez | | |
| **Estimated Match Amount:** 90,000 | | **Estimated Local Benefit:** None | | | |
| **Project part of TSEP**: No | | **Purchases Costing $5000 or more**: No | | | |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Project Title** | | | **Fund Source** | **Fund Estimate** |
| 02-TR-02-P01 | Traffic Records Statistician | | | 402 | 60,000 |
| Statisticians will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; apply appropriate statistical techniques in the analysis of data; and provide interpretation of analysis outcomes. Statistician works under the direction of the Traffic Records Bureau.  ***Total Project Funds = $60,000*** | | | | | |
| **Intended Subrecipient:** University of New Mexico | | | **Staff Oversight:**  Roberta Vasquez | | |
| **Estimated Match Amount:** 8,736 | | **Estimated Local Benefit:** None | | | |
| **Project part of TSEP**: No | | **Purchases Costing $5000 or more**: No | | | |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Project Title** | | | **Fund Source** | **Fund Estimate** |
| 02-TR-02-P02 | Traffic Records Committee and Strategic Plan Coordination | | | 402 | 197,307 |
| Funds a contract to provide support with Traffic Records Coordinating Committee activities, including: organize and facilitate TRCC meetings; develop and update the annual TR Strategic Plan, to include updates from State Traffic Records assessments; coordinate with traffic records entities to identify and document traffic records projects for inclusion in the Strategic Plan; track status of projects and document in the Strategic Plan annual updates; develop and monitor TR project performance measures; and provide status reports to the TR committees.  ***Total Project Funds = $197,307*** | | | | | |
| **Intended Subrecipient:** MA Strategies | | | **Staff Oversight:**  Sophia Roybal-Cruz | | |
| **Estimated Match Amount:** 28,727.90 | | **Estimated Local Benefit:** None | | | |
| **Project part of TSEP**: No | | **Purchases Costing $5000 or more**: No | | | |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| **Project Number** | **Project Title** | | | **Fund Source** | **Fund Estimate** |
| 02-TR-02-P03 | TraCS Rollout, Maintenance and Support | | | 402 | 750,000 |
| Provides funds needed for project management and technical services for statewide on-boarding and end-user support of the Traffic and Criminal Software (TraCS) software and hardware. Contracted services will provide software installation, configuration and training to law enforcement agencies using the TraCS application for the electronic collection and reporting of crash and citation data. This includes assistance with purchase of hardware and software; maintenance of the software licenses; and the technical and help desk support necessary to implement the electronic data collection and reporting in respective law enforcement agencies.  Project supports NHTSA Model Performance Measures to improve the quality, accuracy, integrity, timeliness, completeness, consistency and accessibility of crash and citation records. ***Total Project Funds = $750,000*** | | | | | |
| **Intended Subrecipient:** Multiple Recipients TBD | | | **Staff Oversight:** Kariann Blea | | |
| **Estimated Match Amount:** 109,200 | | **Estimated Local Benefit:** 300,000 | | | |
| **Project part of TSEP**: No | | **Purchases Costing $5000 or more**: No | | | |

**Planned State-Only Funding**

|  |  |  |  |
| --- | --- | --- | --- |
| **Project Number** | **Project Title** | **Fund Source** | **Fund Estimate** |
| 02-TR-RF-01 | Crash Records Data Entry/ QA | 20100 | 360,000 |
| Funds for data entry and front-end quality control of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or other electronic transfer methods. Crash database maintenance will be provided. Personnel services will cover salary and benefits for a full-time data entry supervisor and student data entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement efforts. | | | |
| **Staff Oversight:** Roberta Vasquez | | | |

**Assessment of Overall Projected TS Impacts**

Evidence-based countermeasure strategies and the projects to implement them improves timely access to and the utility of accurate and complete crash data and crash data analyses for traffic safety problem identification. Crash data analyses, and local and statewide reports produced assist traffic safety partners, planners and advocates to better assess needs and improve resource allocation. The State’s electronic collection of crash data facilitates more timely and accurate entry, analysis and access to the data. The Traffic Records Program continues to increase its ability to improve the quality and utility of the State crash database, including updating the uniform crash report to add new MMUCC elements and attributes, and adding new data fields.

**Program Component Linkages**

The Traffic Records Program countermeasure strategy, projects and budget amounts are designed to address the identified need for timely and accurate crash, fatality and injury data, and data analysis and reporting, and have been reviewed and approved by the Statewide Traffic Records Coordinating Committee. The Traffic Records Program performance measure and target will assess the planned improvements to the crash data system.

**NM TR Assessment Recommendations Not to be Addressed in FFY2022 HSP**

***Reasons for Not Addressing:***

The following recommendations are not planned for the FFY2022 HSP or are outside the scope of NHTSA 405c or 402 funding. Should plans to address any of these recommendations develop in FFY2022, the HSP will be amended.

**Crash System**

Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures/ process flows for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Vehicle System**

Improve the data dictionary for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

**Driver System**

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

Improve the interfaces with the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Roadway System**

Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

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

**Citation/ Adjudication System**

Improve the applicable guidelines for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**Injury Surveillance System**

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

Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

**2021 Quantitative Improvements in the Crash Database**

State Measure – Crash Database Accuracy and Completeness: Increase the accuracy and completeness of the crash database by increasing the number of database elements available to be verified by the data entry supervisor from 15 elements in the period 4/1/2019 to 3/31/2020 to 20 elements in the period 4/1/2020 to 3/31/2021. Verification is for the 2019 version of the uniform crash reports submitted and sent to NMDOT as hard copies. (State) (Annual)

Justification: Verification by the data entry supervisor is the checking that data entry was accurately completed. Increasing the number of database elements available to be verified increases crash database accuracy and completeness. Upgrading the Kofax data-capture system, upon implementation of the 2019 uniform crash report form, will allow verification of more elements.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Crash Database Performance Measure**  **4/1/2019-3/31/2020 to 4/1/2020-3/31/2021** | **2021 HSP Target** | **2021 State Data** | **State Data vs.2021**  **Target** | **Target Achieved** |
| Increase the accuracy and completeness of the crash database by increasing the number of database elements available to be verified after data entry. | 20  database elements | 32 database elements | 12 database elements above target | Achieved & Exceeded |

**Supporting Documentation**

|  |  |  |  |
| --- | --- | --- | --- |
| **# of Fields** | **AS OF MARCH 31, 2020** | **# of Fields** | **AS OF MARCH 31, 2021** |
| **Verified** |  | **Verified** |  |
|  |  | 1 | Report Date (Date/Time) |
| 1 | Total Number of Vehicles | 2 | Number of Vehicles |
| 2 | Agency Name | 3 | Agency |
| 3 | UCR Number | 4 | UCR Number |
| 4 | Crash Date | 5 | Case Number (Case Number) |
| 5 | Street Occurred On (A Street) | 6 | Crash Date |
| 6 | Intersecting Street (B Street) | 7 | County |
| 7 | Driver Contributing Factor – Under Infl. of Alcohol | 8 | City |
| 8 | Driver Sobriety – Consumed Alcohol | 9 | Street Occurred On (A Street) |
| 9 | Driver Seat Position | 10 | Intersecting Street (B Street) |
| 10 | Driver OP Code | 11 | Crash Classification |
| 11 | Driver OP Properly Used | 12 | Analysis Code |
| 12 | Driver Age | 13 | ACF Under the Influence of Alcohol |
| 13 | Driver Sex | 14 | Sobriety – Consumed Alcohol |
| 14 | Driver Injury | 15 | Sobriety – Consumed Controlled Substance |
| 15 | Data Entry Operator Name | 16 | Sobriety – Had Not Consumed Alcohol |
|  |  | 17 | Sobriety – Unknown |
|  |  | 18 | Sobriety – Consumed Medication |
|  |  | 19 | Sobriety – Breath Test |
|  |  | 20 | Sobriety – Standard Field Sobriety Test |
|  |  | 21 | Sobriety – Test Refused |
|  |  | 22 | Driver’s License Number (DL Number) |
|  |  | 23 | Driver’s License State (DL State) |
|  |  | 24 | Driver’s Date of Birth (DL DoB) |
|  |  | 25 | Seat Position (Including MC, pedestrian or bicyclist) |
|  |  | 26 | Age |
|  |  | 27 | Sex |
|  |  | 28 | Race |
|  |  | 29 | Injury Code |
|  |  | 30 | Vehicle body style (VeBodyStyle) |
|  |  | 31 | Vehicle License Plate Number (VeLicPlateNum) |
|  |  | 32 | Vehicle VIN (VeVIN) |

**State Measure – Citation/Adjudication Database Accuracy and Timeliness**: Increase the accuracy and timeliness of penalty assessment citations sent to the Motor Vehicle Division (MVD) by law enforcement by increasing electronic citation submissions from 0 in the period 4/1/2019 to 3/31/2020 to 10 percent of all citation submissions for the period 4/1/2020 to 3/31/2021. (State) (Annual)

**Justification:** During the post-measure period, law enforcement agencies will begin sending TraCS generated penalty assessment citations directly to the MVD citation data system. Electronic citations allow for accuracy checks, and citations will be transmitted to the MVD on a timelier basis.

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Citation/Adjudication Database Performance Measure**  **4/1/2019-3/31/2020 to 4/1/2020-3/31/2021** | **2021 HSP Target** | **2021 State Data** | **State Data vs.2021**  **Target** | **Target Achieved** |
| Increase the accuracy and timeliness of penalty assessment citations sent to the MVD by law enforcement by increasing electronic submission (via TraCS) | 6,417  (10% of total  submissions) | 26,898  (42% of total submissions) | Add'l 32% of 2021 target | Achieved & Exceeded |

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Month Posted | Paper | Paper % | TraCS | TraCS % | Total PA |
| April-20 | 616 | 100% | 0 | 0% | 616 |
| May-20 | 2143 | 100% | 0 | 0% | 2143 |
| June-20 | 4790 | 100% | 0 | 0% | 4790 |
| July-20 | 5501 | 100% | 0 | 0% | 5501 |
| August-20 | 6315 | 100% | 0 | 0% | 6315 |
| September-20 | 7422 | 100% | 0 | 0% | 7422 |
| October-20 | 5270 | 94% | 347 | 6% | 5617 |
| November-20 | 1253 | 22% | 4394 | 78% | 5647 |
| December-20 | 1221 | 18% | 5583 | 82% | 6804 |
| January-21 | 1400 | 19% | 6105 | 81% | 7505 |
| February-21 | 965 | 18% | 4434 | 82% | 5399 |
| March-21 | 374 | 6% | 6035 | 94% | 6409 |
| Totals | 37,270 | 58% | 26,898 | 42% | 64,168 |