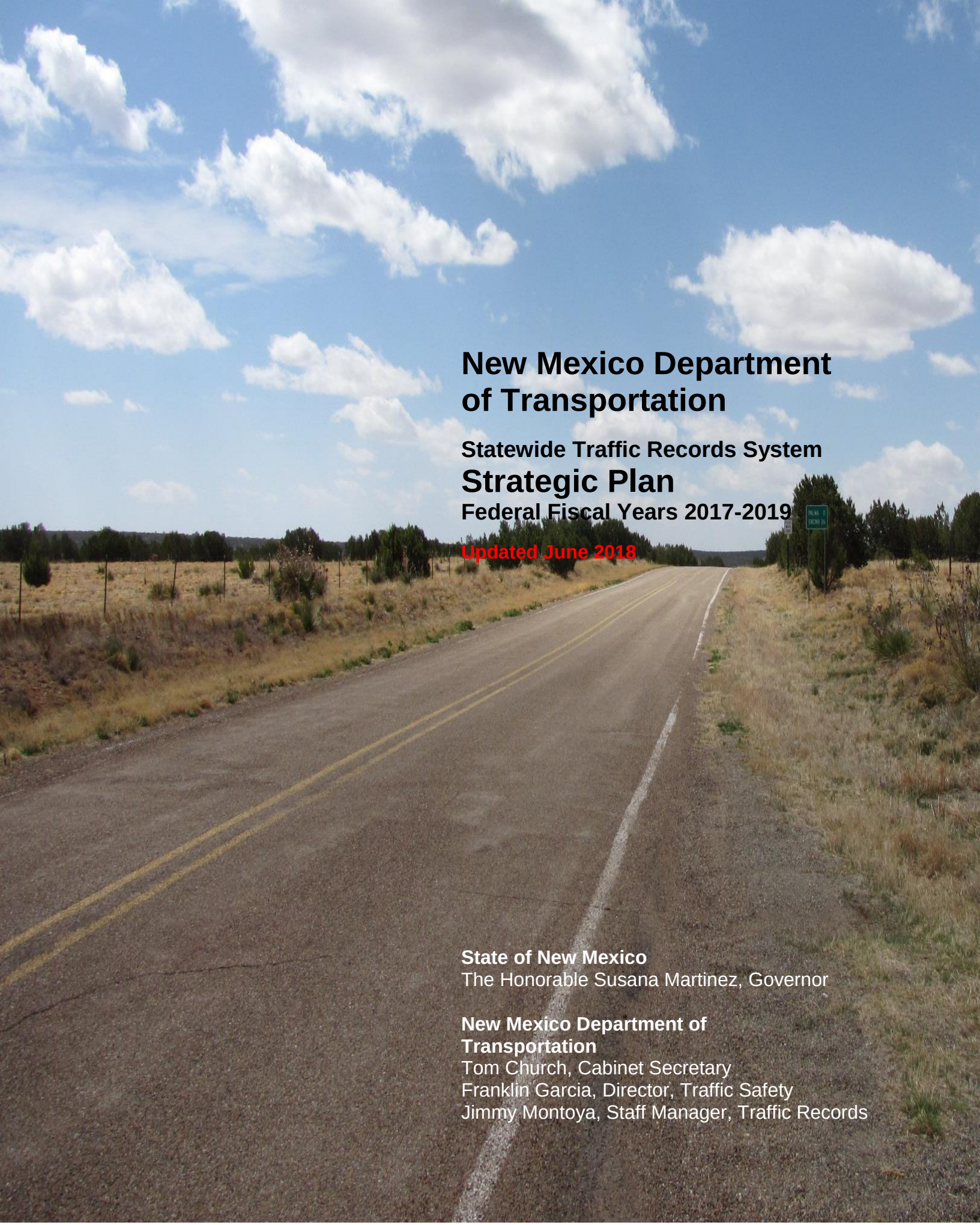

New Mexico Department of Transportation

Statewide Traffic Records System

Strategic Plan

Federal Fiscal Years 2017-2019

Updated June 2018

State of New Mexico
The Honorable Susana Martinez, Governor

New Mexico Department of Transportation
Tom Church, Cabinet Secretary
Franklin Garcia, Director, Traffic Safety
Jimmy Montoya, Staff Manager, Traffic Records

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I. Introduction

1.1 What is a Traffic Records Strategic Plan?

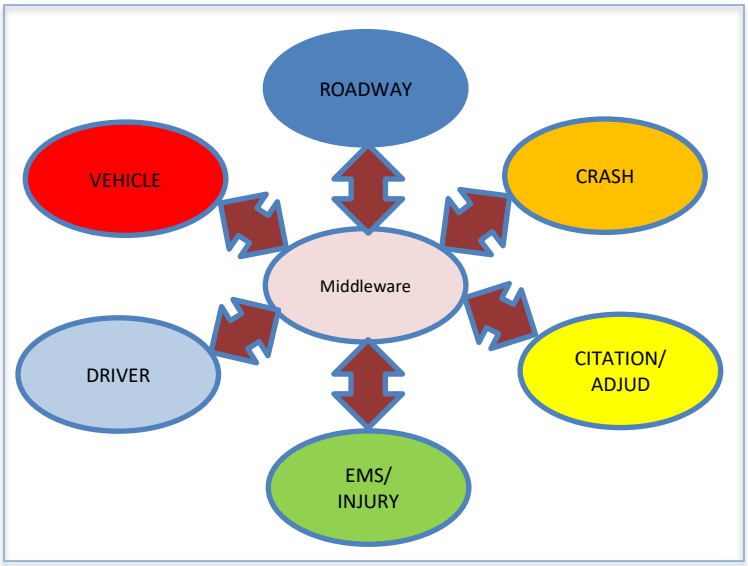
A Traffic Records Strategic Plan (Plan) is a multiyear planning document, updated annually, with the purpose of setting the framework for improving all aspects of a comprehensive statewide traffic records system.

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. 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 highway safety and infrastructure.

1.2 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).

Long-term, the STRCC envisions a hub and spoke model for its traffic records system.



This would allow each traffic records system to send and receive data to and from all other systems via middleware. This level of integration would dramatically improve data quality and utility and create efficiencies.

1.3 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 2017-2019 Strategic Plan Approach

In 2012 the STRCC developed a five-year strategic plan which has been reviewed and updated annually since that time. The last update to the plan was June 2015.

In 2015 NHTSA conducted two 'GO Team' assessments: one for the Traffic Records Coordinating Committee and one for the STRCC's strategic planning process. In 2016 NHTSA conducted the required NHTSA five-year traffic records assessment of the New Mexico traffic records program.

The 2016 revised strategic plan reflects on progress made relative to performance measures identified in the updated 2015 STRCC Strategic Plan and identifies projects and strategies for improving New Mexico's traffic records systems for fiscal years 2017 – 2019.

The projects that have been selected for inclusion in this strategic plan will address many of the deficiencies and recommendations identified in the 2016 NHTSA Assessment. Incorporated into this strategic planning process are the best practices

recommended in NHTSA's 'GO Team' reports. The STRCC will also incorporate many best practices in the upcoming fiscal year, as identified by NHTSA, regarding its operations and structure.

II. Planning Process

The STRCC followed the NHTSA recommended planning cycle below.

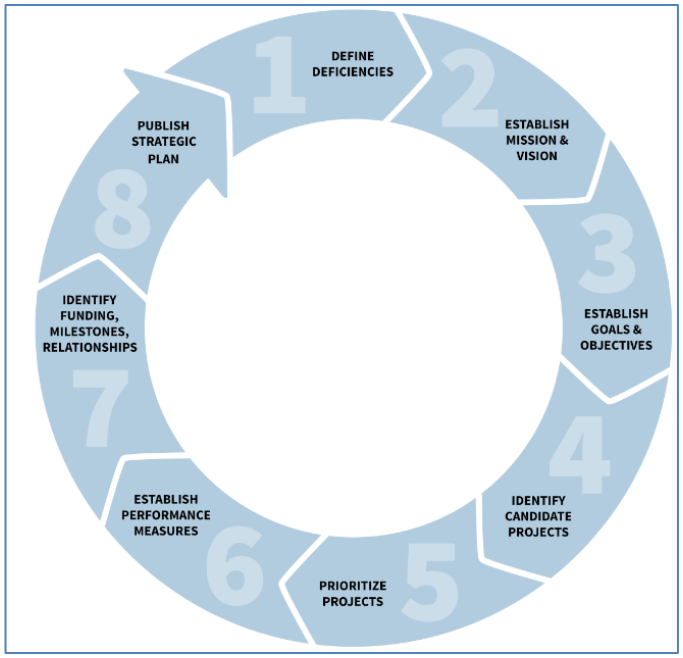


Figure 1. The Strategic Planning Cycle

STRCC members provided input into all phases of planning, particularly project identification and prioritization.

Meetings were conducted with principals of each of the core component systems, including IT staff and STRCC members, to identify candidate projects and priorities. Other stakeholders, including database users, and consultants, also provided suggestions for creating an improved traffic records system.

A complete list of candidate projects identified during these meetings was presented to the STRCC at its May 18, 2016 meeting. During the meeting STRCC members agreed that the project list represented its top priorities. They also identified and discussed the objective of standardizing the usage of data fields to allow for improved data integration in the future.

III. 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. The assessment considered six core and three management components of a traffic records system:

- Crash Records System
- Citation and Adjudication Records
- Driver Records
- Vehicle Records
- Injury Surveillance System
- Roadway Information
- Traffic Records Coordinating Committee
- Strategic Planning
- Data Integration

New Mexico's overall weighted assessment rating was 56%. This compared to a national state average of 61%.

3.1 General Recommendations

NHTSA's recommendations for improvement across all six component systems generally fell into four categories:

1. Data Integration and Automation
2. Performance Measures
3. Data Dictionary
4. Data Quality

3.2 Data Integration and Automation

The TRA recommends improving electronic data transfer and automation across all systems, particularly where:

a) Data in systems is closely linked and, together, provide more complete information (e.g. vehicle and driver records)
b) Integration or automation creates efficiencies and reduces errors (e.g. TraCS citation abstract data transferred directly to MVD, rather than abstracts being scanned by the

courts and manually entered into MVD systems)

c) Doing so has a direct, or high impact on traffic safety or the ability to identify and respond to safety concerns

3.3 Performance Measures

The TRA recommends developing specific, measureable, and relevant goals relative to each system's data accuracy, completeness, timeliness, integration, uniformity, and accessibility. These goals should be independent of state or federally required metrics and reporting.

3.4 Data Dictionaries

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.

3.5 Data Quality

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.

3.6 System Deficiencies

The STRCC used the 2016 NHTSA Traffic Records Assessment as the foundation for a current list of traffic records deficiencies. System database users and managers also identified opportunities for improvement, including addressing system inconsistencies and limitations, and opportunities for increased data integration or collaboration.

3.7 GO Team Reports

The New Mexico STRCC requested and received two 'GO TEAM' analyses in December 2015 and January 2016 with recommendations on the STRCC's Strategic Planning Process and the STRCC's Performance. The strategic plan recommendations have been followed during this strategic planning cycle. The STRCC performance recommendations are under consideration and will inform the STRCC's performance for FY 2017-2018 to the extent to which resources (funding and personnel) allow.

IV. 2016 New Mexico Traffic Records Performance Measure and Results and 2017 New Mexico Traffic Records Performance Goal

4.1 2016 New Mexico Traffic Records Performance Measure - Crash Timeliness:

Timeliness reflects the span of time between the occurrence of an event and entry of information into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.

2016 performance measure: Increase the percentage of electronic crash reports and supplemental forms transferred directly from TraCS to the State crash database from 0 percent from April 1, 2014 to March 31, 2015 to 20 percent from April 1, 2015 to March 31, 2016.

Target Outcome: Achieved

The percentage of electronic crash reports and supplemental forms transferred directly from TraCS to the State crash database increased from 0 percent from April 1, 2014 to March 31, 2015 to 24.3 percent (10,483 of 43,152) from April 1, 2015 to March 31, 2016.

As a result of the electronic transfer of crash reports and supplemental forms in 2015/2016, more crash records are being received and entered into the crash database than by paper submission and entry alone. New Mexico has an average of 41,000 reportable crashes per year, and in 2014/2015 just under 30,000 crash records were received, entered into the crash database and made available for analysis. In 2015/2016, over 43,000 crash records, including 10,483 of electronic data transfers, were received, entered into the crash database and made available for analysis.

This is being accomplished by building a connection between agency TraCS databases to stream xml data to the crash database at the University of New Mexico. Data was received from Dona Ana County Sheriff's Office, Albuquerque Police Department,

Santa Fe Police Department, and Rio Rancho Police Department.

Reports/ Forms	Total Received from LEA to Crash Database
UCR and Supplemental Forms Received - 04/01/2014-03/31/2015	29,663
UCR and Supplemental Forms Received - 04/01/2015-03/31/2016	43,152

Direct XML Transfer 4/1/2015-3/31/2016	Count
Uniform Crash Reports (UCRs)	10,328
Supplemental Narratives	138
Supplemental Diagrams	17
Total	**10,483**

4.2 2017 Performance Goals

Crash Data Accuracy:

Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62 percent in 4/1/2015 to 3/31/2016 to 75 percent from 4/1/2016 to 3/31/2017 for crash reports that are manually data entered.

Crash Data Timeliness:

Decrease the average number of days from the date of the crash to the date when the data are added to the crash database from 94 days in 4/1/2015 to 3/31/2016 to 75 days in 4/1/2016 to 3/31/2017.

V. Traffic Records Information Systems Achievements and Current Status

This section describes system upgrades, expansions, and implementations in the six New Mexico information systems over the past year.

5.1 Traffic Crash Records

Achievements from July 1, 2015 – June 30, 2016

1. TraCS software was upgraded to version 10. The upgrade was deployed in the following agencies:

   Albuquerque PD, Rio Rancho DPS, Santa Fe PD, State Department of Public Safety (State Police), Dona Ana County Sheriff's Office.

2. In August 2015, UNM began receiving electronically transmitted TraCS data from Dona Ana County, Albuquerque PD, Rio Rancho DPS, and Santa Fe PD. As of May 2016, a total of 15,213 reports have been transmitted.
3. The mean number of days from (a) the crash date to (b) the date the crash report is entered into the database decreased from less than 90 days to 30 days for non-TraCS submitted crash data. Crash reports submitted via TraCS are typically entered into the database within 10 days.
4. The FARS program has continued to meet the monthly reporting benchmarks for both case quantity and quality.

Current Status

The maintenance, support, and expansion of TraCS continue to be a priority for the New Mexico traffic records system. Additional LEAs are being assessed for expansion, with a focus on volume of reports produced by an agency.

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 are underway to include additional recommended MMUCC elements. Upon approval, necessary revisions to the data collection applications and redesign of the crash database will begin.

5.2 Roadway Inventory Data

Achievements from July 1, 2015 – June 30, 2016

1. 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 located crashes that are not on the state maintained highway system.

2. ARNOLD will replace the Transportation Information Management System (TIMS).

Current Status

The implementation of ARNOLD will be the number one priority for the Roadway system over the next year.

5.3 Driver Licensing Data

Achievements from July 1, 2015 – June 30, 2016

1. Full Tapestry implementation. The agency's driver licensing system was aged and increasingly challenged to meet current business needs. Tapestry fully integrates the driver and vehicle systems, which were previously separate. The driver services module went live May 25, 2015. The vehicle services will go live September 5, 2016. The system has built-in compliance gates to eliminate fraud, auto fill fields, auto verification of customer data, and other features which contribute to data quality.

Current Status

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 work to develop performance measures for the Tapestry system.

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.

5.4 Vehicle Registration Data

Achievements from July 1, 2015 – June 30, 2016

1. The Tapestry system, which integrates the driver and vehicle systems, adds real time title processing which validates against NMVTIS reducing title processing time.
2. Data sharing between the MVD and AOC systems went from periodic batching to real time.
3. The mobile unit project is underway and expected to be completely operational by the end of 2016.
4. The lead time for a citation to be entered into the vehicle database went from 3-5 weeks to within 24 hours for TraCS enabled law enforcement agencies using electronic citation data transfer.

Current Status

MVD is developing vehicle registration scanning capabilities in January 2017, providing field law enforcement officers with fast complete driver and vehicle data.

The implementation of Tapestry 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.

5.5 EMS/Injury Surveillance Data

Current Status

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.

5.6 Citation/Adjudication Data

Achievements from July 1, 2015 – June 30, 2016

1. Over 17,462 obsolete or non-standard Uniform Traffic Citation books were updated and standardized.
2. From 10/1/15 to 12/1/15 30,633 citations (excluding DWI) were issued. 14,259 or 46.5% were scanned by four LEAs.

Current Status

With the introduction of citation scanning to an additional 11 LEAs, it is projected that 79.7% of all citations (excluding DWI) will be scanned.

VI. Goals, Objectives and Strategies for Improving New Mexico Traffic Records Systems

NHTSA TRA recommendations are highlighted.

6.1 Goals, Objectives and Strategies for Traffic Crash Records

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.

Strategy 1.2: Develop and document a process to receive regular formal user feedback regarding usage of data fields.

Strategy 1.3: Develop and document a process for regularly updating data dictionaries, training manuals, etc.

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

Strategy 2.1: The crash data team is in the process of determining baselines for data timeliness, accuracy, completeness, consistency, integration, and accessibility.

Strategy 2.2: Create reports to easily track progress on performance measures for a given time period.

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.

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.

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.

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.

6.2 Goals, Objectives and Strategies for Roadway Inventory Data

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.

Strategy 1.2: Develop and document a process to receive regular formal user feedback regarding usage of data fields.

Strategy 1.3: Develop and document a process for regularly updating data dictionaries, training manuals, etc.

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.

Strategy 2.2: Create reports to easily track progress on performance measures for a given time period.

6.3 Goals, Objectives and Strategies for Driver Licensing Data

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: 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.

Strategy 1.2: Develop and document a process to receive regular formal user feedback regarding usage of data fields.

Strategy 1.3: Develop and document a process for regularly updating data dictionaries, training manuals, etc.

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.

Strategy 2.2: With complete integration of the vehicle and driver systems, data fields and usage have been standardized.

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.

Objective 3: Identify a complete set of data quality performance measures for the driver system.

Strategy 3.1: Work with Tapestry vendor to identify meaningful quality performance measures and request a report suite to easily monitor progress towards these goals.

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.

6.4 Goals, Objectives and Strategies for Vehicle Registration Data

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: Data validation rules have already been implemented.

Strategy 1.2: With complete integration of the vehicle and driver systems, data fields and usage have been standardized.

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.

Objective 2: Identify a complete set of data quality performance measures for the vehicle 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.

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

Objective 1: Integrate Vehicle and Driver systems.

Strategy 1.1: With the implementation of Tapestry vehicle and driver systems are fully integrated.

Strategy 1.2: Integrate Tapestry with the Odyssey courts system. Several components of these two systems are in the process of being integrated.

Goal 3: Improve the procedures/ process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Objective 1: Maintain current and complete process flow diagrams, procedures, training manuals, and data dictionaries for the Tapestry System.

Strategy 1.1: Perform a gaps analysis on Tapestry documentation.

Strategy 1.2: Develop or work with vendor to obtain a detailed data dictionary, process flow diagrams, and other documentation for Tapestry.

Strategy 1.3: Research and employ best practices as it relates to this documentation.

6.5 Goals, Objectives and Strategies for EMS/Injury Surveillance

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.

Strategy 1.2: Develop and document a process to receive regular formal user feedback regarding usage of data fields.

Strategy 1.3: Develop and document a process for regularly updating data dictionaries, training manuals, etc.

Strategy 1.4: Improve field validations through the implementation of NEMSIS v.3.

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 integration points with other traffic records systems which would have the greatest impact on improving traffic safety.

Strategy 1.2: Perform analysis of targeted databases to determine preliminary steps for data integration.

Strategy 1.3: Identify partners and develop a project plan, schedule and budget to perform the integration.

6.6 Goals, Objectives and Strategies for Citation/Adjudication

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.

Strategy 1.2: Develop and document a process to receive regular formal user feedback regarding usage of data fields.

Strategy 1.3: Perform regular, periodic audits of citation data to determine error rates and address training or system issues.

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.

6.7 Goals, Objectives and Strategies for New Mexico STRCC

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

Objective 1: Increased communication with STRCC members.

Strategy 1.1: Approve hiring of a dedicated traffic records coordinator.

Strategy 1.2: Increase the frequency of STRCC meetings from three to six over the next fiscal year.

Strategy 1.3: Publish the complete STRCC meeting schedule at the beginning of the year to increase the likelihood of member participation.

Strategy 1.4: Develop a suite of orientation materials for new STRCC members.

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.

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. (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.

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.

6.8 Other Goals, Objectives and Strategies

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.

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

Strategy 2.1: TraCS training is currently being provided around the state by an ex-police officer (through a Federal Grant that was issued in May 2016.)

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 under development.

The State of New Mexico created a 'TRA Gap Analysis' matrix to address and track priority deficiencies (indicated by a "Partially Meets" or "Does Not Meet" assessment in the April, 2016 TRA).

VII. Funding Sources

Annually, STRCC members identify and discuss federal funds that can be used for its traffic records improvement projects, including incentive funds. Funding is allocated to projects that will have the most impact statewide and which have been prioritized based on the STRCC and with input from system stakeholders.

The project costs below are estimates and requests only. Final project budgets are pending approval.

FFY 2017 Project Summary

Lead Agency	Project Number/Title	Funding Source	FFY 2017 Funding
DOT	TR Data Entry	DOT	$300,000
DOT	Crash Data Statistical and Analytical Reporting	NHTSA (405c)	$465,000
DOT	TraCS Maintenance, Support and Expansion	DOT	$500,000
DOT	Uniform Crash Report Modifications	DOT	$75,000
DOT	Uniform Crash Report Training	DOT	$50,000
DOT	FARS/Crash Gap Analysis	DOT	$100,000
MVD	UTC Update	N/A	N/A
AOC	Magistrate Scanning Phase II	DOT	$200,000
AOC	E Citation	DOT	$100,000
EMS/Injury	NMEMSTARS EMS DATABASE UPGRADE v.3	DOT	$75,000
MVD	Vehicle Registration Bar Code Scan	DOT	NA
Asset Management	Traffic Monitoring Program Software Replacement	DOT	$250,000
TOTAL			$2,115,000

VIII. Project Descriptions

TR Data Entry Project

Project ID: 17-TR-RF-P04

Lead Agency: Department of Transportation

Project Director/Primary Contact:

Name: Sophia Roybal-Cruz

Title: Management Analyst Supervisor

Agency: Department of Transportation
Office: Traffic Safety Division
Address: 1120 Cerrillos Road, SB-1
Phone: 505-629-7637
Email: Sophia.roybal-cruz@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,	

Project Description:

Traffic Records
Funds for processing data entry and front-end quality control of uniform crash reports (UCRs) sent via hard copy or via TraCS data transfer or via 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 entry clerks. Travel, supplies and training are included to support data maintenance and quality improvement 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 State 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**	**2017**	**2018**	**2019**
State Fund 20100	$ 300,000.00	TBD	TBD
*Provide funding source and projected budgets by year for the project. This will help establish future year funding estimates for the state 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**	**2017**	**2018**	**2019**
17-TR-RF-P04	$ 300,000	TBD	TBD

Strategy: ***Crash Data Entry and Database Quality Control***

In FFY17, New Mexico will facilitate the collection of crash report data for analyses and report development by:

a) funding data entry and quality control of a crash report database for uniform crash reports generated by law enforcement agencies statewide; and
b) Ensuring ongoing database maintenance and use of quality improvement measures.

Performance Measure(s): Crash Data Accuracy

Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62 percent in 4/1/2015 to 3/31/2016 to 75 percent in 4/1/2016 to 3/31/2017 for crash reports that are manually data entered. (State) (Annual data).

Performance Area: Accuracy
System: Crash
Increase/Decrease: Increase

Measurement:
The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database.

Crash Data Statistical and Analytical Reporting

Project ID: 17-TR-05c-P01

Lead Agency: Department of Transportation

Project Director/Primary Contact:

Name: Jimmy Montoya

Title: Traffic Records, Staff Manager

Agency: Department of Transportation
Office: Traffic Safety Division
Address: 1120 Cerrillos Road, SB-1
Phone: 505-660-0511
Email: Santiago.montoya@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,	

Project Description:

Funds a contract with the University of NM (UNM) to provide advanced data analyses using data merging techniques to identify problem locations and conditions. This information is disseminated through a series of reports aimed at informing 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 assists the department in updating its traffic crash database capabilities. UNM provides geographic-based safety information to State and community traffic safety program managers to improve their targeting of scarce resources.

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**	**2017**	**2018**	**2019**
405(C)NHTSA	$ 465000.00	$ 465000	TBD
*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**	**2017**	**2018**	**2019**
405(C)NHTSA	$ 465000.00	$ 465000	TBD

Strategy:

In FFY17, New Mexico will increase the availability and utility of crash, fatality and injury data for highway safety planning and resource allocation by:

a) providing advanced data analyses using data merging techniques to identify problem locations and conditions; and
b) Providing 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.

In addition to these strategies, New Mexico is managing a number of other projects aimed at facilitating electronic collection of crash data through the use of Traffic and Citation Software (TraCS) by the State's law enforcement agencies. In 2015/2016, New Mexico TraCS agencies generated and transferred over 10,000 crash reports directly to the State crash database. Based on the availability of funds, additional agencies are evaluated for their readiness to use TraCS, and once trained on and using the software, are provided with maintenance and technical support.

The State is also facilitating the electronic transfer of TraCS generated citations to a number of court records management systems. New Mexico expects to increase the number of agencies electronically transferring citation data to the relevant courts in FFY17.

Performance Measure(s):

Crash Data Timeliness:
Decrease the average number of days from the date of the crash to the date when the data are added to the crash database from 94 days in 4/1/2015 to 3/31/2016 to 75 days in 4/1/2016 to 3/31/2017. (State) (Annual data)

Performance Area: Timeliness
System: Crash
Increase/Decrease: Decrease

Measurement:
The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database.

Traffic and Criminal Software

Project ID: 17-HE-64-P01

Lead Agency: Department of Transportation

Project Director/Primary Contact:

Name: Dave Martinez
Title: Management Analyst
Agency: Department of Transportation
Office: Data Management Division
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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.

Dona Ana County Sheriff's Department	Administrative Office of the Courts/JID
NMDPS State Police	Albuquerque Police Department
NMDPS Motor Transportation Police	Rio Rancho Police Department
Santa Fe Police Department	Bernalillo County Sheriff's Office
Farmington Police Department	Aztec Police Department
San Juan County Sheriff's Office	Bloomfield Police Department
Espanola Police Department	Tesuque Tribal Police
Artesia Police Department	Carlsbad Police Department

Project Description:

This section provides a brief overview of what the project will entail.

TraCS Application Support – to include ongoing development of TraCS Forms to include all necessary updates to fields, including validation rules. Licensing for Traffic and Criminal Software, Incident Locator Tool, and Easy Street Draw.

TraCS Maintenance and Support – to include user help desk type support to the above agencies, up to and including Project Management services.

TraCS Equipment – purchase and deployment of hardware and peripherals which allow and facilitate the use of Traffic and Criminal Software by supported agencies.

TraCS Expansion – bring on new agencies: Bernalillo County Sheriff's Office, San Juan County Sheriff's Office, Aztec Police Department, Bloomfield Police Department, Artesia Police Department, Carlsbad Police Department.

TraCS Data Integration and Exchange – New Mexico TraCS configuration is 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.

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	2017	2018	2019	Total
TBD	TBD	TBD	TBD	TBD

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
Provide guidance to Statewide LEAs on TraCS baseline changes. Assign lead person for TraCS support, and develop procedure for TraCS agencies in need of assistance.	December 31, 2017		In Progress
Obtain training on TraCS forms development. Document and establish procedures for internal forms development.	February 31, 2017		In Progress
Complete documentation on NM TraCS installation procedures.	May, 2017		Under development with TEG
Distribute NM TraCS installation material to Statewide NM Agencies.	June 30, 2017		In Progress
Develop tracking/reporting mechanism to document problematic TraCS installation/incompatibility issues found in Statewide LEAs.	June 30, 2017		In Progress
Complete NM specific "Train the Trainer" TraCS documentation based on successful practices.	August 30, 2017		Initial class scheduled for July 2014
Document NM Specific Forms Development/Maintenance manual	December 31, 2017		Under development with TEG

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.

Performance Area: Timeliness
System: Crash
Increase/Decrease: Increase

Measurement:
The Goal is to assist officers in decreasing the time taken to complete Uniform Crash Report by 50%

Measurement Method:
Comparison of average time taken to complete UCR by hand vs using TraCS

Performance Area: Timeliness
System: Crash
Increase/Decrease: Decrease

Measurement:
Goal is to decrease time taken from creation of Uniform Crash Report up to submission of data to the crash database at UNM by 50%

Performance Area: Accuracy
System: Crash
Increase/Decrease: Decrease

Measurement:
Decrease amount of transposed VIN #'s by 50%.

Measurement Method:
Comparison of number of incorrect VIN # from handwritten crash reports vs. TraCS completed UCRs

Performance Area: Completeness
System: Crash
Increase/Decrease: Increase

Measurement:
Increase capture of required fields in TraCS to 100%.

Measurement Method:
Comparison of missing crucial fields on hand written UCRs vs TraCS generated

Performance Area: Uniformity
System: Crash
Increase/Decrease: Increase

Measurement:
Increase the number of UCR's completed on the correct instance of the UCR to correlate directly with the percentage of reports done in TraCS

Measurement Method:
Comparison of percentages of antiquated crash forms received in calendar year 2015 vs 2016

Performance Area: Integration
System: Crash
Increase/Decrease: Increase

Measurement:
Increase the percentage of crash data submitted to UNM Crash database electronically by 25%

Measurement Method:
Comparison of number of electronic crash data submittals from calendar year 2015 vs 2016

Performance Area: Accessibility
System: Crash
Increase/Decrease: Increase

Measurement:
Reduce time for law enforcement to run data queries in general by using TraCS query tools vs current process for data request by 50%

Measurement Method:
Compare average time taken searching for a specific crash report record in agency TraCS Database vs through Crash.records@state.nm.us

Uniform Crash Report Modifications

Project ID: TBD

Lead Agency: Department of Transportation

Project Director/Primary Contact:

Name: Sophia Roybal-Cruz
Title: Management Analyst Supervisor
Agency: Department of Transportation
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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, Traffic Research Unit
- State of New Mexico Law Enforcement Agencies
- Crash Data Collection Software Vendors

Project Description and Strategy:

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

The UCR has been revised to include additional recommended MMUCC elements. In order to implement these revisions, systems that use the crash report need to be modified to capture and report the additional elements. In addition, updates will need to be made to the State crash database supported and maintained by University of New Mexico.

Project Objective:

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

Inclusion of MMUCC elements on the crash report assists with the collaborative effort to generate uniform data for data-driven highway safety decisions within the State and at the national level.

Expected Benefits/Impact of the Project:

How will completion of the project improve traffic safety systems?

Lack of uniform reporting makes the sharing and comparison of data difficult. Increase in the MMUCC criteria will assist with uniformity in crash data reported and promote standardization and comparability within the State crash data system.

Project Risks:

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

Inability to secure the funding, unexpected obstacles/delays in changes to data collection and storage 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 state fiscal year.)

Funding Source	2017	2018	2019	Total
TBD	$ 75,000.00	$ 25,000.00	TBD	$ 100,000.00

Project Area(s) and System(s)

Check all that apply

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

Project Milestones:

Milestone	Projected Completion Date	Actual Completion Date	Status
Assessment of changes needed to various systems	December 2016		
Modifications to various systems	June 2017		
Testing of changes made to systems	December 2017		
Implementation of UCR changes	January 2018		

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.

Performance Area: Completeness
System: Crash
Increase/Decrease: Increase

Measurement: The number of newly added MMUCC-compliant data fields to the UCR and related systems.

Measurement Method: Compare the number of existing data fields prior to the UCR modifications to the number of data fields post-UCR modification.

Performance Area: Uniformity
System: Crash
Increase/Decrease: Increase

Measurement: Percentage of data fields consistent between the UCR and any feeder systems or databases.

Measurement Method: Identify any data field which does not map directly between the UCR and any feeder systems.

Performance Area: Integration
System: Crash
Increase/Decrease: Increase

Measurement: By standardizing data fields, the crash system improves its ability to integrate with other systems. Percentage of data fields which are not included in both the UCR and its feeder systems.

Measurement Method: Map data fields between UCR and feeder systems to ensure consistency.

Uniform Crash Report Training

Project ID: TBD

Lead Agency: Department of Transportation

Project Director/Primary Contact:

Name: Sophia Roybal-Cruz
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Agency: Department of Transportation
Office: Traffic Safety Division
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Partner Agencies:

- State of New Mexico Law Enforcement Agencies

Project Description and Strategy:

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

Development and implementation of a train-the-trainer curriculum to improve completion of UCR by law enforcement officers. This project will also address revision needed to training curriculums at the State's law enforcement academies in order to incorporate the MMUCC changes made to the crash report.

Project Objective:

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

The objective of the project is to provide curriculum to local law enforcement agencies so that they are self-sufficient in training new hires on the usage of UCR/TraCS. At the same time, law enforcement agencies will be trained to incorporate recent MMUCC changes to the UCR.

Expected Benefits/Impact of the Project:

How will completion of the project improve traffic safety systems?

The ability to collect and analyze crash data begins with the accurate and standard completion by law officers of the Uniform Crash Report. It's critical that law enforcement agencies use the same UCR (rather than a customized or obsolete form), understand the purpose of each data point collected, and use the crash report in a standardized way. Training reduced inconsistent usage of the UCR.

Project Risks:

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

Projected Budget by Funding Source:

Funding Source	2017	2018	2019	Total
TBD	TBD	TBD	TBD	TBD

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
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.

Performance Area: Accuracy
System: Crash
Increase/Decrease: Increase

Measurement:
The percentage of crash records with no errors in critical data elements.

Measurement Method:
Perform crash data audits and analysis to identify Law Enforcement Agencies that need to improve the accuracy of the Uniform Crash report. Provide training to these agencies.

Performance Area: Completeness
System: Crash
Increase/Decrease: Increase

Measurement:
The percentage of crash records with no missing critical data elements.

Measurement Method:
Query crash reports by Law Enforcement Agency to determine the number of incomplete crash reports by agency.

Performance Area: Uniformity
System: Crash
Increase/Decrease: Increase

Measurement:
Perform data quality audits to identify Law Enforcement Agencies that are using data fields inconsistently or in a non-standard way.

Measurement Method:
Randomly select UCRs from across the state to audit for this purpose.

FARS/Crash Gap Analysis

Project ID: TBD

Lead Agency: Department of Transportation

Project Director/Primary Contact:

Name: Sophia Roybal-Cruz
Title: Management Analyst Supervisor
Agency: Department of Transportation
Office: Traffic Safety Division
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Email: sophia.roybal-cruz@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.

- New Mexico Department of Transportation
- University of New Mexico, Division of Government Research
- Federal Accident Reporting System Support Division/Staff

Project Description and Strategy:

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

Conduct a Data Collection/Integration Gap Analysis of the State Crash System (SCS) and the Federal Accident Reporting System (FARS) to ascertain the completeness, consistency, timeliness and accuracy of Crash data information being entered into the data systems.

Project Objective:

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

The project objective is to identify dissimilarities and/or areas of improvement within the State Crash System relative to the Federal Accident Reporting System (FARS).

Expected Benefits/Impact of the Project:

How will completion of the project improve traffic safety systems?

Once inconsistencies between the two systems have been identified, the crash team can develop a project or multiple projects to improve integration and standardization between SCS and FARS. Improved integration, and thus data exchange, can improve data accuracy, timeliness, and uniformity. It will likely make reporting to FARS faster and easier.

Project Risks:

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

Change of Administration/Leadership - program/project education of new administration/leadership is time consuming and may set back project schedules and milestones.

Loss of Funding – Federal and State grant support may not be available or re-directed.

State, Contractual and Team Support – unfilled State positions and unfunded contractual support may cause the programs/projects to be delayed, rescheduled, or cancelled. Changes to personnel can impact the implementation of TRCC supported programs and projects.

Introduction of new Technology - Using new technologies that are new to the NMDOT platforms create gaps in adoption and maintenance of a solution being proposed.

Availability of existing program and IT support – Program and IT staff shortfalls can impact project schedules, development, and implementation.

Delay in Contract approvals – The process for formulating and approving program and IT services contracts is complex and may take longer than expected.

Projected Budget by Funding Source:

Funding Source	2017	2018	2019	Total
TBD	TBD	TBD	TBD	TBD

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
Data Element and Definition Analysis – FARS	1st Quarter		
Data Element and Definition Analysis – NMCRS	1st Quarter		
FARS/NMCRS Mapping	2nd Quarter		
FARS/NMCRS Gap Analysis Report	2nd Quarter		
FARS/NMCRS Gap Analysis/Data Element Integration	3rd Quarter		

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.

Performance Area: Timeliness
System: Crash
Increase/Decrease: Decrease

Measurement:
The amount of time it takes to share crash data with FARS and vice versa before and after the implementation of projects addressing the identified 'gaps'.

Measurement Method:
Crash data is now transferred to FARS (how frequently)

Performance Area: Accuracy
System: Crash

Increase/Decrease: Increase

Measurement:
Percentage of crash records submitted to FARS with no errors in critical data elements.

Measurement Method:
Track data errors occurring as a result of data exchange between FARS and SCS.

Performance Area: Completeness
System: Crash
Increase/Decrease: Increase

Measurement:
The percentage of crash records submitted to FARS with no missing critical data elements.

Measurement Method:
Create a report to track exceptions generated as a result of data exchange with FARS.

Performance Area: Uniformity
System: Crash
Increase/Decrease: Increase

Measurement:
The percentage of data fields which do not directly map (in name and function) between SCS and FARS.

Measurement Method:
Audit the SCS and FARS data dictionaries.

Performance Area: Integration
System: Crash
Increase/Decrease: Increase

Measurement:
The percentage of SCS data fields which are a one-to-one map with FARS.

Measurement Method:

Audit the SCS and FARS data dictionaries.

Activity Reports:

Report Completed By: Monthly
Report Date: By the 10th of each month
Report Time-frame: Monthly Progress

Activity	###########
Problems	###########
Plans	###########
Comments	###########

UTC Update

Project ID: NA

Lead Agency: MVD-Tax and Revenue

Project Director/Primary Contact:

Name: Adam Diamond
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Agency: MVD
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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.

- DOT
- DPS

Project Description and Strategy:

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

Adding fields to the Uniform Traffic Citation-specifically email address and phone number.

Project Objective:

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

More options available to contact customer, possibly increase remittance accuracy and timely payment by proactively offering customer's eservice payment options.

Cross referencing phone numbers and emails will be possible with customer centric system.

Expected Benefits/Impact of the Project:

How will completion of the project improve traffic safety systems?

Allow drivers to clear citations and actions. More options available to locate individuals when researching.

Project Risks:

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

Delays due to procurement/resources available. Reformatting could negatively impact downstream processes that involve image capture.

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	2017	2018	2019	Total
NA	NA	NA	NA	NA

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
DESIGN DEFINITION REQS	5/31		
Approve Mock Up	6/7		

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.

Performance Area: ##########
System: ##########
Increase/Decrease: ##########

Measurement:
##########

Measurement Method:
##########

Performance Area: ##########
System: ##########
Increase/Decrease: ##########

Measurement:
##########

Measurement Method:
##########

Magistrate Scanning Phase II

Project ID: TBD

Lead Agency: Judicial Information Division

Project Director/Primary Contact:

Name: Julie C. Wheeler
Title: IT Specialist Sr.
Agency: JID
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Address: 2905 Rodeo Park Drive Building #5, Santa Fe NM 87505
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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.

- MVD
- NMDOT

Project Description and Strategy:

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

1. Order and deliver Scanning Equipment
2. Install and Prepare Court for training
3. Train each Court on what is required to ensure consistency

The Magistrate Scanning Project is being rolled out on a Court to Court basis, and the implementation is based on number of criminal case filings. This project will impact the rest of the Magistrate 33 Courts. This will encompass the total of the Magistrate courts' overall criminal case load.

Project Objective:

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

Deploying imaging capabilities to phase II Magistrate Courts allows courts to electronically report citation dispositions as each court is implemented. This also improves our ability to add E-Citations as Law Enforcement Agencies implement TRACS because courts will already have the automation required to store citation image.

Expected Benefits/Impact of the Project:

How will completion of the project improve traffic safety systems?

The electronic transfer of citation/disposition data is more cost effective and efficient.

Project Risks:

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

Cost of equipment may increase

Implementation Schedule is impacted by delays

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	2017	2018	2019	Total
NM DOT	$ 200,000.00	N/A	N/A	$200,000

Project Area(s) and System(s)

Check all that apply

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

Project Milestones:

Milestone	Projected Completion Date	Actual Completion Date	Status
Phase I Magistrate Scanning	5/2016	5/17/16	Completed
Phase II Magistrate Scanning	5/2017		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 NHSTA as a guide to help states monitor and improve the quality of the data in their traffic records systems.

Performance Area: NHTSA Model Performance Measure C-I-1: Integration
System: Odyssey
Increase/Decrease: Increase

Measurement: This is an opportunity for Magistrate courts to deploy imaging capabilities which will allow courts to electronically report citation dispositions as well as suspensions and clearances to the MVD. This also improves our ability to add E-Citations as LEAs implement TRACS because courts will already have the automation required to store citation images.

Measurement Method: The percentage of appropriate records in the citation file that are linked to another system or file.

E-citation

Project ID: TBD

Lead Agency: Judicial Information Division

Project Director/Primary Contact:

Name: Steve Harrington
Title: AOC Software Development Manager
Agency: JID
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Phone: 505-946-8492
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.

- Dona Ana Sheriff's Office, Albuquerque Police Department, DPS
- Note: there is the potential for other LEAs later
- NMDOT

Project Description and Strategy:

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

Using previous years' funds, JID implemented an electronic data exchange to move TRACS citation data from a single law enforcement agency (Dona Ana Sheriff's Office) to the courts. This data flow has been in production since 10/10/2012. Work is currently underway, utilizing current year funding, to expand the e-citation data flow to an additional law enforcement agency (Albuquerque Police Department, i.e. APD), which includes the implementation of some additional features required by APD, such as the inclusion of an electronic image of the citation, a traffic arraignment date, and a well-defined set of offense codes to align with judiciary offense codes. We project current year funds should be sufficient to bring the APD project to completion.

The efforts, to date, to automate citation data flows from Dona Ana Sheriff's Office (and soon APD) have proven both the feasibility and the value of the electronic citation exchange, but they have also brought to light several areas for possible improvement and refinement. The current software and hardware architecture, while both robust and fully functional, have proven to be somewhat tedious to deploy, configure, and maintain, and the current architecture requires additional software (a component called the *TracsUploader*) and a server to reside at each and every law enforcement agency that adopts the e-citation flow. While this architecture solves the technical problem successfully, it requires too many moving parts which must be deployed, configured, and ultimately overseen.

For the coming year's project, we propose to utilize built-in TRACS features in order to consolidate the data flow into a single-source, whereby any law enforcement agency that wants to adopt the e-citation data flow can simply use the built-in TRACS-to-TRACS capability; the TRACS-to-TRACS feature provides the capability to move citations from one TRACS server to another TRACS server. We propose to utilize the TRACS server at DPS as a "primary" server, and then after LEAs consolidate their data to the primary TRACS server at DPS, we can simply flow all citation data from DPS to JID as a single-source flow.

This new approach will require some refinements to the current TracsUploader, as well as further refinements to software components that reside at JID, but in the end it will greatly reduce the complexity of the overall system. It will also facilitate much more rapid adoption of e-citation data exchanges for future law enforcement agencies, as they roll out TRACS and wish to move citation data to the courts electronically, as it will not require additional software, servers, maintenance, etc. beyond the TRACS server which they already have.

Project Objective:

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

The goal of the project is to re-factor or re-architect the current electronic citation data exchange (e-citation) software to use a single-source flow from DPS to JID, by consolidating all citation data to DPS first via LEAs moving citation data to DPS via built-in TRACS capabilities. This will facilitate the rapid adoption of e-citation data exchanges by additional law enforcement agencies.

Expected Benefits/Impact of the Project:

How will completion of the project improve traffic safety systems?

The electronic transfer of citation data is more cost effective and efficient than using a manual, paper-based approach. It is also less error prone. Furthermore, by re-architecting the overall solution such that (additional, new) LEAs can more easily adopt e-citation, it will facilitate widespread usage of the e-citation data exchange.

Project Risks:

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

The current architecture includes software components from several entities and/or agencies: TEG (TRACS), University of Alabama Center for Advanced Public Safety, and JID. Due to the multiple agencies involved, schedules are impacted if any one of the agencies or entities cannot meet deadlines or finalize deliverables. This can impact the schedule.

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	2017	2018	2019	Total
NM DOT	$ 100,000.00	N/A	N/A	$100,000

Project Area(s) and System(s)

Check all that apply

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

Project Milestones:

Milestone	Projected Completion Date	Actual Completion Date	Status
E-citation for Dona Ana Sheriff's Office	unknown (previous mgmt)	10/10/2012	Completed
E-citation for Albuquerque Police Department	8/2016	TBD	In Progress
E-citation single-source flow via DPS	9/2017	TBD	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 NHSTA as a guide to help states monitor and improve the quality of the data in their traffic records systems.

Performance Area: NHTSA Model Performance Measure C-I-1: Integration
System: Odyssey
Increase/Decrease: Increase

Our proposed performance measure is to calculate the percentage of citation data that is flowing to the courts, from a given law enforcement agency, via an electronic data interchange (as opposed to via a manual paper-based process). This percentage will measure the integration between the LEA's software systems and the judiciary's Odyssey case management system. In other words, it will be a tangible measurement of the NHTSA Model Performance Measure C-I-1; Integration: the percentage of appropriate records in the citation file that are linked to another system or file.

Date and Baseline Value for the Measure

Date range (previous year): 10/01/2014 to 09/30/2015

Note: for the baseline measure for APD (Albuquerque Police Department) the percentage that was flowing electronically last year will be zero, since APD currently employs a paper-based process. To project our anticipated improvement, we will show the percentage for Dona Ana County Sheriff's Office, which is flowing citations electronically, to give an approximation of the expected improvement after APD goes live with e-citation.

APD percentage for baseline period

1. APD raw data:

a. Total citations from APD in date range: 47585

Note: this includes all citations traffic or non-traffic and also includes DWI citations, even though these are not planned to flow electronically, it will still be used to show the percentage of data that does ultimately go electronically

b. Total citations (traffic, non-DWI) flowed electronically in date range: 0

c. Baseline percentage: 0 (zero) percent

DASO percentage for baseline period

1. DASO (Dona Ana County Sheriff's Office) raw data:

Note: the anticipated improvement after completion of APD E-Citation Project is expected to (approximately) mirror the percentages for Dona Ana County Sheriff's Office (which has already gone live with E-Citation).

a. Total citations from DASO in date range: 12696

Note: again, we include all citations whether traffic or non-traffic, to include DWI.

b. Total citations (traffic, non-DWI) flowed electronically in date range: 10884

c. DASO percentage: 85.73 percent (i.e. 10884/12696 = 0.8573)

Projected improvements for baseline period

1. Projection for current year (10/1/15 – 9/30/16)

a. We expect approximately 85% of APD citations to be flowing electronically after the APD project goes live in production. However, the projected go-live date for APD E-Citation is approximately September 1st, 2016. So, from that date forward we would expect 85% (give or take) of APD citations to flow electronically, but for the period of 10/1/2015 to 09/1/2016 (10

months) we do not expect any improvement prior to go-live.

b. Thus, actual improvement is anticipated from 09/01/2016 to 09/30/2016 = 1 month.

c. Extrapolating, we would expect ~85 percent of APD citations to flow for 1 month (post go-live), and 0 percent to flow for the preceding 11 months (pre go-live)

Projected actual improvement, after factoring in anticipated go-live date:
((1 month * 85) + (11 months * 0)) / 12 months = 7.083 percent

Queries (technical detail)

1. Overall citation count for APD (in Odyssey)
a. Database: Odyssey (Justice)
b. Query:

```
select count(*)
  from citation
where
   fileddate between '2014-10-01' and '2015-09-30'
and
  agencyid = '7803' – APD has agencyId of 7803
```

2. Overall citation count in electronic tracking system (which tracks what was received electronically)
a. Database: ecitationmaint
b. Query:

```
select
  sum( len (((cast(messagebody as xml)).query('//CountNumber/text()')).value('.', 'varchar(20)')) ) as countNumTotal
from
  queuemaint.dbo.message m
where
  m.messagedate between '2014-10-01' and '2015-09-30'
and
  m.queue = 'AOC.EFileBatch.E.Request.Submitted'
```

NMEMSTARS EMS DATABASE UPGRADE v.3

Project ID: NMEMSB NMEMSTARS v.3 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
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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.

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 is upgrading the State's NMEMSTARS (NM EMS Tracking and Reporting System) Database to have a NEMSIS v.3.x compliant data system. The upgrade of the NMEMSTARS Database will include development and implementation of a new EMS ePCR (electronic Patient Care Report) that is fully redesigned and redeveloped to facilitate patient care reporting and workflow documentation using dynamic documentation power tools and intuitive reporting functions to increase data validation and collect cleaner and clearer patient and system data.

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.x 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.

Expected Benefits/Impact of the Project:

How will completion of the project improve traffic safety systems?

New Mexico is adopting the NEMSIS v.3 / 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
- 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 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	2017	2018	2019	Total
EMS Fund Act (Annual Application)	$75,000	TBD	TBD	TBD

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

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.3x Data elements and recommended national validation rules.
   - Utilization of NEMSIS v.3 Data Dictionary

2. **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

3. **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

   Measurement Method:

   - Increase accessibility of NMEMSTARS EMS ePCR reporting to hospital emergency departments
   - Provide hospitals with analysis of EMS patients transported to emergency department.

4. **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.

Activity Reports:

Report Completed By: ##########
Report Date: ##########
Report Time-frame: ##########

Activity	##########
Problems	##########
Plans	##########
Comments	##########

IX. APPENDICES

9.1 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

DC – Data Center (STRS)

DGR – Division of Government Research (UNM)

DMV – Department of Motor Vehicles (see MVD)

DOT – Department of Transportation (see NMDOT)

DWI – Driving while intoxicated

EMS – Emergency Medical Services

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

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

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 – University of New Mexico

VIN – Vehicle Identification Number

XML – Extensible Markup Language

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9.3 STREOC Charter

New Mexico DEPARTMENT OF TRANSPORTATION

Statewide Traffic Records Executive Oversight Committee (STREOC)

CHARTER DOCUMENT

June, 2016

Statement of Purpose

To provide policy direction to the Statewide Traffic Records Coordinating Committee (STRCC) to develop and implement New Mexico's Statewide Traffic Records System Strategic Plan, adopted December 14, 2012.

The UNDERSIGNED, as representatives, by and for their respective entities do hereby agr

To create a New Mexico Statewide Traffic Records System (STRS) for the electronic collection and transmission of data between entities from the initiation of the traffic related citation through offender sentence completion;

To establish access avenues to traffic records data, analyses and reports via the STRS;

That the agencies involved with the STRS coordinate the limited traffic records related resources and cooperate in the goal of developing and sustaining common infrastructures and leveraged technologies;

To establish an ideal two-tier TRCC 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 TRCC are responsible for developing strategies, coordinating implementation, and tracking progress of programs and projects detailed in the TRCC's strategic.

That the 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;

That represented agencies should include: New Mexico's Department of Transportation Highway Safety and Highway Infrastructure, Department of Public Safety, State Police, Motor Transportation Police, Department of Health EMS Bureau, Taxation and Revenue Motor Vehicle Division, Indian Highway Safety Program, Administrative Office of the Courts, Sentencing Commission, Bernalillo County Metropolitan Court, county and local law enforcement agencies, organizations from the National Highway Traffic Safety Administration, Federal Highway Administration and Federal Motor Carrier Safety Administration;

Those individuals from New Mexico's Senate and House of Representatives may serve as ex-officio members;

That New Mexico's Department of Transportation, Judiciary, Taxation and Revenue Department, Department of Health, State, county and local law enforcement agencies and the U.S. Department of Transportation manage the information and communications systems that are primarily responsible for the initiation, storage and delivery of traffic safety information;

That professional, dedicated, and experienced program manager can execute the coordination and direction of a multi-agency committee in accordance with the state of New Mexico IT Plan and participant agency Information Technology Strategic Plans.

That the STREOC:

Has authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the charges are implemented;

Considers and coordinates the views of the organizations in the State that are involved in the collection, administration, and use of the highway safety data and traffic records systems, and represent those view to outside organizations;

Reviews and evaluates new technologies to keep the highway safety data and traffic records systems current; and

Approves annually the membership of the TRCC, the TRCC coordinator, any change of the State's multi-year Strategic Plan and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of a core highway safety database.

NOW THEREFORE, the undersigned representatives do hereby join in agreement to form the Statewide Traffic Records Executive Oversight Committee (STREOC), which is empowered to pursue the mandates of the New Mexico government and individual entities through a joint and cooperative effort.

The STREOC pledges the continued emphasis on a collaborative effort directed at efficiently providing accurate, timely, uniform and complete traffic safety record information to meet the needs of New Mexico and its citizens.

CRASH DATABASE – FFY17 Quantitative Improvements

9. NHTSA 2016 Traffic Records Assessment

FY17 Performance Measures (ref. HSP FY17 page 66)

HSP ***S3: Crash Data Accuracy***

The complete NHTSA Traffic Records Assessment can be found at:
http://nmtrafficrecords.com/wp-content/uploads/NM-TRA-Final_Report_041416.pdf

Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62% from 4/1/2015-3/31/2016 to 75% from 4/1/2016-3/31/2017 for crash reports that are manually data entered (state) (annual data).

Performance Measure Outcome: Achieved

Due to manual corrections made during data entry and NMDOT statewide crash report training with LEAs across the state, the number of UCRs with pedestrians identified correctly increased to 74.7 percent in the target time period. (see page 58 for supporting documentation)

HSP ***S4: Crash Data Timeliness***

Reduce 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).

Performance Measure Outcome: Achieved

As a result of refined data merging techniques, the 2015 Annual Crash Report was published March 24, 2017, or 15 months from the close of the 2015 crash file, compared to the 2014 Annual Crash Report that was published in August 2016, or 20 months from the close of the 2014 crash file. (see page 59-60 for supporting documents)

Additional FFY17 Achievements

- *A total of 11 UCR trainings were conducted that included county, local and tribal LEAs between Sept. 2016 and Dec. 2016.*

- *Revisions to the crash report are underway to include additional recommended MMUCC elements. Upon approval, necessary revisions to the data collection applications and redesign of the crash database will begin.*

XI. New Mexico Traffic Records Strategic Plan Update FFY 18 June, 2017

CRASH DATABASE – FFY17 Quantitative Improvements

FY17 Performance Measures (ref: HSP FY17 page 66)

HSP S3: Crash Data Accuracy

Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62% from 4/1/2015-3/31/2016 to 75% from 4/1/2016-3/31/2017 for crash reports that are manually data entered (state) (annual data).

Performance Measure Outcome: Achieved

Due to manual corrections made during data entry and NMDOT statewide crash report training with LEAs across the state, the number of UCRs with pedestrians identified correctly increased to 74.7 percent in the target time period. (see page 58 for supporting documentation)

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Performance Measure Outcome: Achieved

As a result of refined data merging techniques, the 2015 Annual Crash Report was published March 24, 2017, or 15 months from the close of the 2015 crash file, compared to the 2014 Annual Crash Report that was published in August 2016, or 20 months from the close of the 2014 crash file. (See page 59-60 for supporting documents)

Additional FFY17 Achievements

- *A total of 11 UCR trainings were conducted that included county, local and tribal LEAs between Sept. 2016 and Dec. 2016.*

- *Revisions to the crash report are underway to include additional recommended MMUCC elements. Upon approval, necessary revisions to the data collection applications and redesign of the crash database will begin.*

Traffic Crash System

FFY18 Crash System Performance Measure: Timeliness

Increase the percentage of crash data transferred directly from TraCS 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.

Justification: The addition of five law enforcement agencies expected to rollout with TraCS in FFY18 will increase the timely and direct transfer of crash data from TraCS to the State crash database.

Crash System Recommendations and Planned Activities

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

- Crash-level Data Dictionary and Users guide was updated December 2016
- Vehicle-level and users guide was updated February 2017
- Occupant-level data dictionary and users guide was updated February 2017

FY18-Traffic Records will address and document business systems edits and validation rules. The TraCS validation rules are currently being addressed and this will be on-going as new updates and data integration expands.

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

Electronic reporting utilizing TraCS has expanded from one small law enforcement agency to the bigger reporting agencies in the state. Forty percent (40%) of all crash data is generated through TraCS and is electronically delivered to the state database.

FY18-A schedule of new agency roll-outs to TraCS is being defined and is expected to increase our crash data electronic exchange to sixty percent.

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

The increase in TraCS crash electronic exchange has improved the quality of the data systematically. Approximately 260 validation rules have been implemented to the TraCS crash software.

FY-19 Continue to develop quality control mechanisms for electronic and manual entry of crash data.

Crash data system FFY18 planned projects are detailed in the NMDOT's FFY18 Highway Safety Plan, Traffic Records Program section.

Roadway

Roadway Recommendations and Planned Activities

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

- NMDOT is currently developing the Roadway Inventory System to meet best practices and will include the data dictionary schema. Completion date is June 30, 2018.

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

- The NMDOT Data Management Bureau is currently developing a new roadway inventory system that will apply validation rules and conflict avoidance. The system will include an HPMS tool box that will ensure data compliance per FHWA standards regarding consistency and cross validations. The data reviewer which is a COT QA/QC tool will be used to identify geometry and database errors. The new system's straight line diagram tool will identify gaps and overlap and help with consistency of roadway inventory items. ESRI Roads and Highways also has built in QA/QC checks for validating the network. Completion date is June 30, 2018.

Driver System

FY18-20 Performance Measure Target: Uniformity

On March 14, 2016 MVD implemented REAL ID credential processing and MVD is processing almost 41K REAL ID's monthly. MVD will reach the 1.5 million mark by 2020. New Mexico customers are choosing the federally compliant credentials 94% of the time versus the non-complaint credentials.

Driver System Recommendations and Planned Activities

Improve the applicable guidelines for the Driver Data System to reflect best practices identified in the Traffic Records Program Assessment Advisory.

Tapestry meets most state and national guidelines and continues to adopt additional information as the new system requires. In 2016 the New Mexico State Legislature passed house Bill 99 implementing the federal mandates on REAL ID.

MVD will continue to rely on user feedback from field office personnel and from the error correction unit to detect problems and make system updates to increase driver system accuracy.

The driver module was updated to support REAL ID credentialing on March 14, 2016. Tapestry fully integrates the driver and vehicle systems, which were previously separate. The system has built-in compliance gates to eliminate fraud, auto fill fields, auto verifies customer data, and other features which contribute to data quality. USPS address verification has been integrated to ensure consistent and correct address data.

Driver credential issuance has multiple interfaces to enforce compliance and to combat fraud. These include:

- CDLIS-Commercial Driver's License
- PDPS-Problem Driver Pointer System
- SSOLV-Social Security Online Verification
- VLS-Verification of Lawful Status
- USPVS-U.S. Passport Verification Services

All related documents are scanned into a document management system and attached to the record with the appropriate meta data.

Customers are subject to a facial recognition check against the entire image library. Credentials are delayed until systemic clearance or investigation is completed by the MVD Compliance Unit. Customers applying to remove interlocks are queued through an internal gate where DWI clerks investigate and approve reinstatements and verify that all conditions have been satisfactorily met.

Tapestry also has 505 built-in reports. Many of these reports are focused on meeting key performance metrics pertaining to DUI.

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

In FY19 MVD will be working with the vendor to develop processes regularly and update data dictionaries and manuals

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

Tapestry fully integrates the driver and vehicle systems, which were previously separate. The system has built-in compliance gates to eliminate fraud, auto fill fields, auto verifies customer data, and other features which contribute to data quality. USPS address verification has been integrated to ensure consistent and correct address data.

Quality performance measures will be addressed and developed when the new TRCC Coordinator is hired in FY18.

Vehicle System

FY18-20 Performance Measure: Integration

Within 3 years to have 100% of all New Mexico titled vehicles have a bar code for scanning capabilities to provide law enforcement officers with quick access to the complete driver and vehicle data.

Vehicle System Recommendations and Planned Activities

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

MVD developed vehicle registration scanning capabilities as of January 2017, providing field law enforcement officers with quick access to complete driver and vehicle data.

The implementation of Tapestry 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.

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

FY18-19 MVD will work on the integration of vehicle data by utilizing the bar code scanning processes at the law enforcement level for crash and citation data to the courts.

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

The bar code process will increase quality systematically and will also have validations to increase quality and timeliness of crash data and court records.

Additional performance measures will be developed with the hiring of the new TRCC coordinator. The TRCC coordinator will work with the MVD vendor on data quality performance measures.

EMS/Injury Surveillance System

EMS Recommendations and Planned Activities

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

FY18-19- The new TRCC Coordinator will work closely with EMS consultants and update all data dictionaries. The coordinator will develop processes from consultant feedback and integrate this information into data dictionary documentation.

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

Expanded reporting tools built within the EMS Incident report to facilitate more comprehensive Patient Care Documentation; from time of call initiation/dispatch to turnover patient care reporting at the receiving destination.

Development of reporting functions to address expanded care and integration of reporting to include Community EMS providers, Interfacility and Critical Care Transport and Fixed/Rotor-winged EMS services.

The ability to collect and integrate signatures to the patient care report (ePCR) has been added for use as part of the mobile reporting platform, to aid with documenting Refusal of care, Medication use, witnesses.

EMS System Recommendations and Planned Activities

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

To better our data and reporting collection, EMS has implemented validation rules tied to the reporting. This will require services to complete certain areas for reporting, in order to meet the minimum validation, to allow the report to be submitted.

The New Mexico EMS Bureau NMEMSTARS (New Mexico Emergency Medical Service Tracking and Reporting System) Program is currently in the process of updating its system to meet the NEMSIS version 3.4 guidelines. All EMS Services reporting to the NMEMSTARS system (345+ services) will be on the updated version by end of year 2017.

NMEMSTARS is updating to the 3.4 NEMSIS national data platform. This will enhance, foster and promote real-time electronic Patient Care Reporting (ePCR) with better integration to existing systems and streamline the transfer of patient information to other health partners. Some of the updated NMEMSTARS system areas are listed below:

Built-in prompts and resources (reporting tools, worksheets and quick-link "Powertools" to commonly used assessment and patient care sections) available to the provider through their patient care documentation of the incident, both real-time and post incident.

Development of CQI/QA processes with integrated messaging to ensure quality first response emergency medicine that is patient centric and meets the high standard of care for New Mexico EMS Providers.

Analytical reporting tools to evaluate all aspects of an EMS incident, including dispatch and response, provider skill and procedure proficiency, evidence based standards of care and scope of practice and patient disposition and outcomes

Ability to structure and track individual EMS provider training and continuing education based on incident disposition/patient type, patient care contact and level of care provided, procedure and skill utilization on EMS incidents and patient outcomes.

NMEMSTARS reporting system allows fire-based EMS services to generate a National Fire Incident Reporting System (NFIRS) report (mandatory for fire service response) and will transfer information from the ems incident report to the National Fire Incident Reporting System (NFIRS) Report.

Citation/ Adjudication System

FY18 Performance Measure: Integration

The current baseline is zero and will increase in the range of 75% of all issued citations. Citation will include traffic or non-traffic and also includes DWI citations.

FFY17 Achievements

3. Over 17,462 obsolete or non-standard Uniform Traffic Citation books were updated and standardized.
4. From 10/1/15 to 12/1/15 30,633 citations (excluding DWI) were issued. 14,259 or 46.5% were scanned by four LEAs.
5. Citations sent increased from 3628 to 13,271 or 366%
6. Number of suspends sent to MVD increased from 9830 to 24,707or 251%
7. Number of clears sent to MVD increase from 15,909 to 23,426 or 147%

Projected FFY18 Improvement on e-citation with Albuquerque Police Department (APD)

Based on the data, we would expect approximately 71% of APD citations to be flowing electronically to the courts.

Performance measure is to calculate the percentage of citation data that is flowing to the courts, from a given law enforcement agency, via an electronic data interchange (as opposed to via a manual paper-based process). This percentage will measure the integration between the LEA's software systems and the judiciary's Odyssey case management system.

Citation/Adjudication Recommendations and Planned Activities

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

FY-18-The new TRCC Coordinator will work on developing guidelines with AOC staff.

Current data dictionaries, training manuals and etc. will be developed to reflect the new processes in data transfers for citations from AOC to the courts.

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

FY18- Continue internal audits on citation information. Making scanners available to the remainder of the courts will increase the quality and accuracy of the Uniform Citation database.

Model Inventory of Roadway Elements

23 CFR Part 924.11

FY18 Performance Measure: Integration

ARNOLD Phase 2 project includes the development of the NMDOT Roadway Inventory System. The system will house the Roadway Data Attributes that will be spatially represented. The Linear Referencing system will be able to locate and display the roadway data attributes on a map. The Phase 2 project will entail full integration and implementation of the ESRI Roads and Highways including the migration of data from NMDOT's existing Transportation Information Management System (TIMS) into the ESRI Roads and Highways Data Model. Expected completion date is June 2018.

Achievement: The ALL Roads Network of Linear Referenced Data (ARNOLD) Phase I project encompassed the development of the Geo Spatial representation of the NMDOT Linear Reference System to include the National Highway System, State Owned and Maintained Roads, Local Roads, and Federal Roads. NMDOT now has geo spatial representation on 53,599.12 miles of roadway that previously only had a tabular representation.

Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements

The New Mexico Department of Transportation Data Management Bureau is currently developing the NMDOT Roadway Inventory System and the Transportation Data Management System. These two databases will include the tables that will house the MIRE Fundamental data element attributes. The Roadway Inventory System completion date is June 30, 2018 and completion date for the Transportation Data Management System is December 30, 2017. A number of the MIRE elements are currently collected for the annual HPMS report. Once the databases are developed NMDOT will develop a second phase for the MIRE project. The third phase will include a plan for the data collection that is required.

FY17 Performance Measure (ref: HSP FY17 page 66)

S3: Crash Data Accuracy

Increase the percentage of pedestrian crash records that have pedestrians identified correctly by 13 percent from 62% from 4/1/2015-3/31/2016 to 75% from 4/1/2016-3/31/2017 for crash reports that are manually data entered (state) (annual data).

Performance Measure Outcome: Achieved

Due to manual corrections made during data entry and NMDOT statewide crash report training with LEAs across the state, the number of UCRs with pedestrians identified correctly increased to 74.7 percent in the target time period.

Pedestrians Correctly Identified (04/01/2015 to 03/31/2016)		
Number of Records Found	**Total Correct**	**Percentage Correct**
328	535	61.3084%

Pedestrians Correctly Identified (04/01/2016 to 03/31/2017)		
Number of Records Found	**Total Correct**	**Percentage Correct**
438	327	74.6575%

Source: NMDOT state file

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New Mexico Traffic Crash Annual Report 2014

New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

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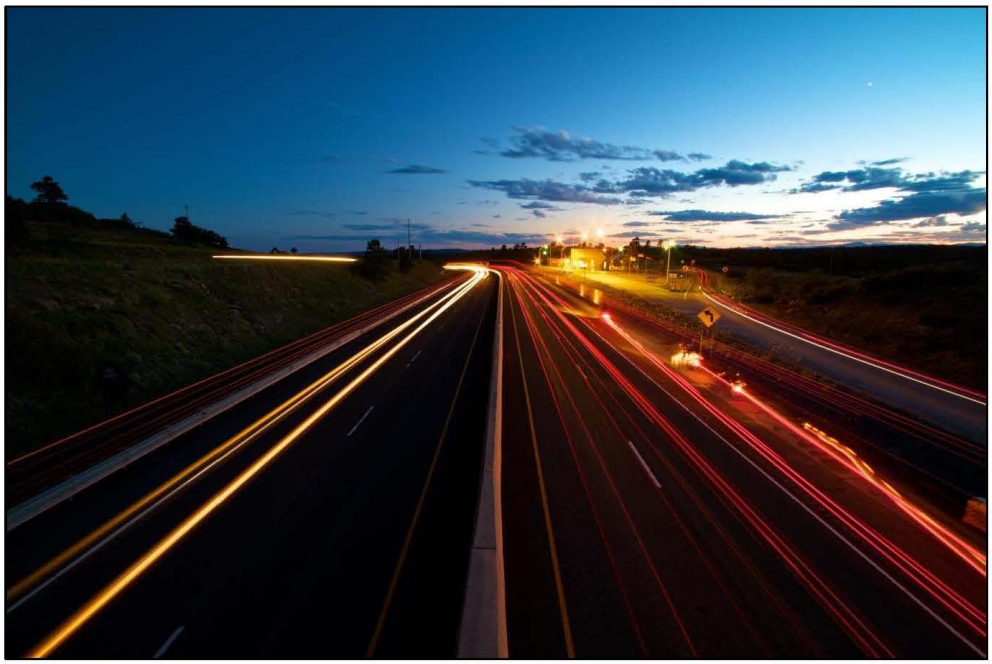
New Mexico Traffic Crash Annual Report 2015



New Mexico Department of Transportation
Traffic Safety Division
Traffic Records Bureau

2018 New Mexico Traffic Records Strategic Plan Update

This Traffic Records Strategic Plan update was reviewed by members of the Statewide Traffic Records Coordinating Committee and approved on May 23, 3018.

NEW MEXICO TRCC MEMBERSHIP-2018			
	Chair – Jimmy Montoya		
Member	**Title**	**Home Organization/ Agency**	**Core Safety Database or Focus Area**
Jessica Bloom	Research Scientist	UNM Traffic Research Unit	Crash Data Analyst
Jerry Valdez	Deputy Director	Motor Vehicle Division	Driver/ Vehicle Records
Sophia Roybal-Cruz	Crash Data Supervisor	Department of Transportation	Crash
Cynthia Romero	Licensing Coordinator	Department of Health	EMS
Sean Noonen	Traffic Monitoring Manager	Department of Transportation	Roadway
Genevieve Grant	IT Manager	Office of the Courts	Citation/Adjudication
Auxiliary Member			
Kariann Blea	Project Manager	NMDOT Traffic Safety	TraCS
Steve Harrington	Program Manager	Office of the Courts	Citation/ Adjudication
Kim Wildharber	Bureau Chief	NMDOT Traffic Safety	DWI
Teresa Murray	Program Specialist	FMCSA	CMV Reporting
Luis Melgoza	Safety Engineer	FHWA, NM Division	Roadway
Dason Allen	Sergeant	Dona Ana County Sheriff	LE/ TraCS
Robert Thornton	Major	New Mexico DPS	LE/ TraCS
David Abieta	Captain	New Mexico DPS	CMV/TraCS
Rose Manning	FARS Analyst	NMDOT Traffic Records	FARS

Quantitative Improvements in Crash Database

Crash Database Performance Measures **4/1/2016-3/31/2017 to 4/1/2017-3/31/2018**	**2018 HSP Target**	**2018 State Data**	**Difference from Target**	**Target Achieved**

Increase the percentage of Standardized Officer ID Numbers in the Crash Database from 0 to 40.	40%	52.87%	+12.87%	Yes
Increase the number of corrections to vehicles initially in the Crash Database with missing or invalid vehicle body style from 7,641 vehicle record corrections to 10,000 vehicle record corrections.	10,000 corrections	10,049 corrections	+49 records	Yes

All Recommendations from New Mexico 2016 TR Assessment

Crash System

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

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.

Vehicle System

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

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Driver System

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Roadway System

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Citation/ Adjudication System

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

EMS/ Injury Surveillance System

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

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

NM TR Assessment Recommendation to be Addressed in FFY19

Core TR System: Crash

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

Program Area Problem Identification

Lack of and access to timely, accurate crash, fatality and injury data limits 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.

2019 TR Performance Measure: Crash Database Accuracy

Increase the number of VIN-based, batch corrections to vehicle manufacturer initially in the crash database with missing or invalid vehicle manufacturer from 0 vehicle record corrections in 4/1/2017 to 3/31/2018 to 1,000 vehicle record corrections in 4/1/2018 to 3/31/2019.

Justification: Increasing use of NHTSA's vPIC batch VIN decoder tool during crash database cleaning to populate the missing and invalid vehicle manufacture will generate this proposed improvement.

Rationale for Selected Countermeasure Strategy

This countermeasure strategy aligns with Plan Implementation and Evaluation areas detailed in New Mexico's 2016 NMDOT Strategic Highway Safety Plan (SHSP). The SHSP emphasizes the importance of timely, accurate and complete safety data and data analyses to support identification and development of traffic and highway safety strategies and their use in assessing the effectiveness of safety countermeasures.

Countermeasure Strategy

Improve the Availability, Quality and Utility of Crash Data

In FFY19, 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:

a) continuing to support use of advanced data analyses using data merging techniques to identify problem locations and conditions
b) ensuring ongoing use of quality improvement measures
c) 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 Estimate
19-TR-05c-P01	Crash Data Statistical and Analytical Reporting	405c	465,000
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 their targeting of scarce resources. ***Total Project Funds = $465,000***			
Intended Subrecipient: University of New Mexico		**Staff Oversight:** Jimmy Montoya	
Estimated Match Amount: 20%		**Estimated Local Benefit:** 0%	
Project part of TSEP: No		**Purchases Costing $5000 or more**: No	

Project Number	Project Title	Fund Source	Fund Estimate
19-TR-02-P01	Traffic Records Statistician	402	60,000
Statistician will conduct analyses on injury and fatality data based on parameters determined by Traffic Safety Management and program managers; will apply appropriate statistical techniques in the analysis of data and provide interpretation of analysis outcomes. Statistician will work under the direction of the Traffic Records Bureau. ***Total Project Funds = $60,000***			
Intended Sub recipient: TBD		**Staff Oversight:** Jimmy Montoya	
Estimated Match Amount: 14.56%		**Estimated Local Benefit:** 100%	
Project part of TSEP: No		**Purchases Costing $5000 or more**: No	

Assessment of Projected Impacts of Strategy and Program Component Linkages

This Traffic Records countermeasure strategy and the planned project to implement it are focused on improving the 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 and address needs, and improve allocation of resources.

The Traffic Records Program countermeasure strategy, performance measure, planned projects and budget amounts are designed to address the identified need for more accurate crash, fatality and injury data, data analyses and reporting.

NM TR Assessment Recommendations Not to be Addressed in FFY19

Reasons for Not Addressing:

The following recommendations have either been addressed, or are not planned for the FFY19 HSP, or are outside the scope of NHTSA 402 or 405c funding. Should plans to address any of these recommendations develop in FFY19, the HSP will be amended.

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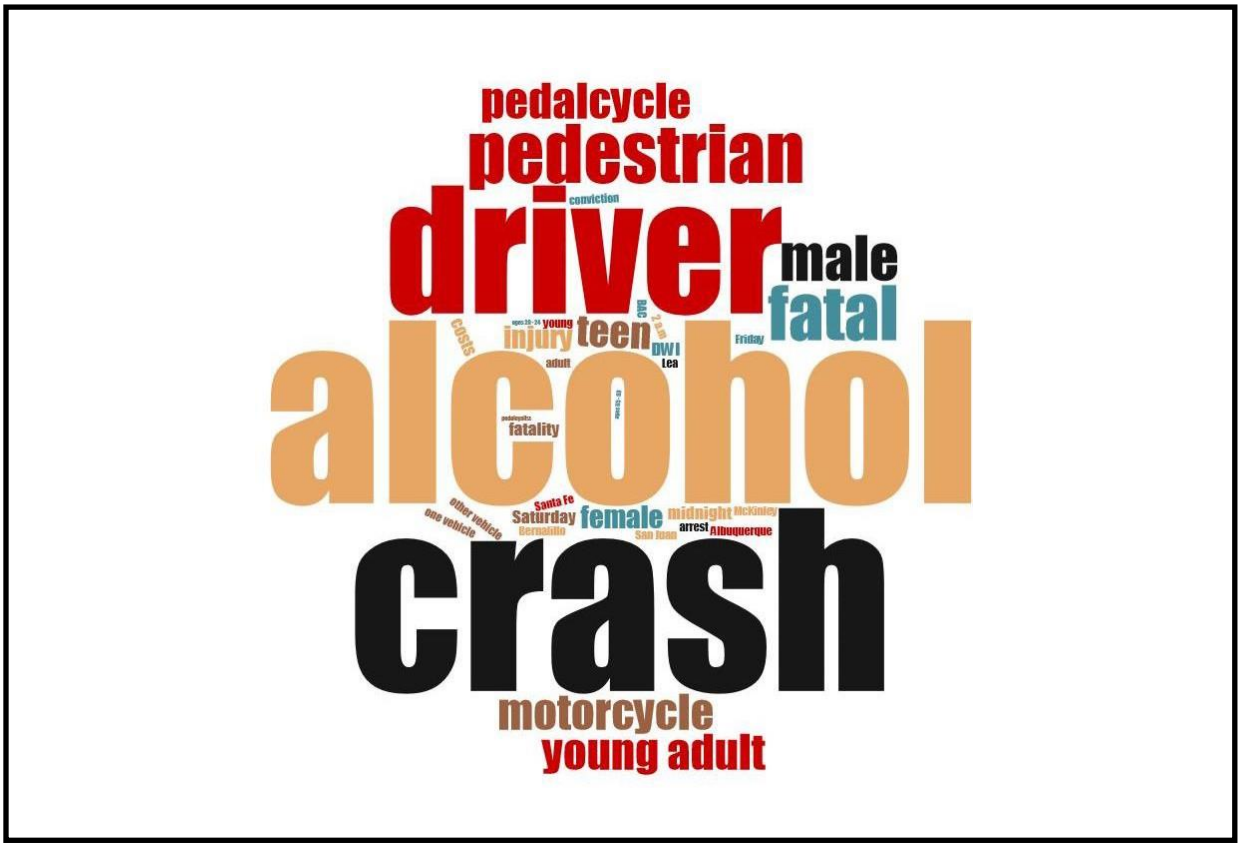
New Mexico DWI Report

2016



New Mexico Department of Transportation Traffic Safety Division, Traffic Records Bureau

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