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# CDL Data Exchange Work Group

NCSC

March 2014

Kathy Conti

Louisiana Supreme Court, CMIS Division

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## **The Mission ~**

**Improve Completeness,  
Accuracy and Timeliness of  
CDL conviction data to OMV  
and CDLIS National Database.**

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# Background & Goals

- Compliance with Federal Law & Regulations governing CDL drivers
- NCSC identified obstacles for compliance
- Problem: Reporting of complete conviction data to state drivers licensing agencies, (SDLAs)
- Data Exchange Standards could provide a solution
- 7 states were selected as a workgroup with a goal of creating a standard data exchange for conviction data

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# CDL Workgroup States

**Seven states participated:**

- ✓ Louisiana
- ✓ Iowa
- ✓ Ohio
- ✓ Missouri
- ✓ Nevada
- ✓ Nebraska
- ✓ Virginia

# CDL Workgroup States

- ❖ States with mixed government structure :
  - ❖ Unified
  - ❖ Non-unified
- ❖ States in various stages of compliance\*
  - ❖ MO, NE have over 90 % CDL convictions sent within 10 days
  - ❖ VA improved to over 80% from 2010
  - ❖ NV, OH were under 30 % with a declining trend
  - ❖ IA, LA were under 20 % with an improving trend

**Also attending:**

**NDAA**

**National Criminal Justice Association**

**AAMVA**

**FMCSA**

*\*AAMVA 2013 12 December CDLIS Timeliness and Accuracy- Summary Workbook*



# Louisiana Team

- Judge Kirk A. Williams, Baker City Court
- Ashley Spiers, Office of Motor Vehicles
- Kathy Conti, LASC Traffic Analyst
- Norman Gobert, LASC Criminal Analyst
- Dianne Doughty, Chief Criminal Deputy, Caddo Parish

# The “Work” in Workgroup

- The focus was to Capture the Business Requirements
- Three days of Sessions to document : Business drivers,  
Review Scenarios, Define Capabilities, Identify issues,  
Pinpoint and Prioritize gaps.
- Formulate the seeds of a plan for improving the timeliness  
of conviction data in Louisiana



# Methods & Process

The framework for engineering a solution employed the concepts:

- Global Reference Architecture (GRA)
- Enterprise Architecture (EA)
- Service-Oriented Architecture (SOA)
- Court Technology Framework (CTF)
- High Performance Court Framework (HPCF)

- GRA focuses on building a “reference library” of documents, diagrams, models and templates that will lead to a blueprint of business requirements
- Enterprise Architecture (EA) approach indentified and assessed gaps for solutions that are aligned business objectives
- With Service-Oriented Architecture (SOA) principles, the data sharing solution will be implemented in the service layer, non-proprietary, open industry standards will be used.
- Court Technology Framework (CTF) and High Performance Court Framework (HPCF) provides a roadmap of the key components and a structure for showing interrelationships





# Accomplishments

- Defined a High level view of the process and facets of CDL violations
- Clarified business drivers and capabilities
- Identified Pain-points, Gaps and Scope
- Outlined preliminary strategies to close the gaps in CDL information sharing
- Three (3) action items were distilled as a guide to move forward

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# List of 3 Action Items

Each state formulated three action items as a commitment to improving the timeliness of CDL conviction reporting.

**1.Raise Awareness**

**2.Expand Outreach**

**3. Refine Specifications, Optimize Tools & Efforts**

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# Action Items

## 1. Raise Awareness

Work to raise awareness about data capture elements with all justice partners: Law Enforcement, Prosecution, Courts and Judges

- ☐ Driver License details are mandatory, including DL #, State and Driver Class
- ☐ CDL and CMV notations should be completed
- ☐ Commercial vehicle type can include buses, especially tours and casino transportation
- ☐ A felony, even non-moving, is to be reported
- ☐ Explain “Masking”

# Action Items

## 2. Expand Outreach

**Communicate CDL importance to all justice agencies (LE/Prosecutors/Courts)**

- ☐ Provide education on CDL conviction data requirements to all justice agencies (LE/Prosecutors/Courts)
- ☐ Develop feedback for the CDL convictions posted to OMV/CDLIS to all justice agencies (LE/prosecutors/Courts)
- ☐ Engage resources that may be available from all justice agencies and associations (LE/Prosecutors/Courts)

# Action Items

## 3. Refine Specifications, Optimize Tools & Efforts

Identify and refine data requirements specific to CDLIS Requirements

Target courts in CDL hubs such as I-10 corridor, I-55/ I-12/I-10 interchanges

Reach out to TRCC for assistance with creation of a working group

☐ What are the critical data elements required for CDL/CMV ?

☐ Are these elements currently on citation forms ?

☐ "Hub" courts will experience higher volume of commercial issues



## TRCC Role

- ☐ Creation of a formal working group within TRCC
- ☐ Representing each justice agency
- ☐ To accomplish the action items :
  1. Raise Awareness
  2. Expand Outreach
  3. Refine Specifications, Optimize Tools & Efforts
- ☐ For improved completeness, accuracy and timeliness of CDL conviction data to OMV and CDLIS National Database.



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# **Working Group Membership**

**Law Enforcement**

**Prosecution**

**Judges**

**Courts**

**OMV** (SDLA)

**Others ???**

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# Thank you

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## AAMVA 2013 12 December CDLIS Timeliness and Accuracy- Summary Workbook

### CDLIS Timeliness of Convictions Sent Successfully December 2013

SOC <sup>1</sup>	Overall 2010 (Baseline)			Overall December 2013			% Change from Baseline <sup>4</sup>	December 2013	
	# Sent Successfully <sup>2</sup>	# Sent within 10 days	% Sent within 10 days <sup>3</sup>	# Sent Successfully <sup>2</sup>	# Sent within 10 days	% Sent within 10 days <sup>3</sup>		Average # of Days to Send <sup>5</sup>	Median # of Days to Send <sup>6</sup>
IA	1,610	0	0.00%	297	219	73.74%	737%	13	6
LA	3,248	129	3.97%	108	19	17.59%	343%	40	30
MO	4,151	3,771	90.85%	301	279	92.69%		8	4
NE	1,766	1,735	98.24%	213	205	96.24%		4	1
NV	473	63	13.32%	81	5	6.17%	-54%	30	23
OH	4,834	2,740	56.68%	141	37	26.24%	-54%	58	21
VA	4,083	0	0.00%	349	292	83.67%	837%	16	15
<b>Total</b>	<b>118,610</b>	<b>68,001</b>	<b>57.33%</b>	<b>10,586</b>	<b>7,623</b>	<b>72.01%</b>	<b>26%</b>	<b>17</b>	<b>6</b>