National Center for State Courts

Commercial Driving Compliance Initiatives

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NCSC Mission and Goals

- **IMPROVE THE ADMINISTRATION OF JUSTICE** through LEADERSHIP and SERVICE to state courts, and courts around the world
  - Serve as a **NATIONAL THINK TANK** to anticipate new developments, identify best practices, promote experimentation, establish performance standards and measures, evaluate program performance, and foster adaptation to change,
  - Provide a **NATIONAL FORUM** for discussion of issues affecting the administration of justice,
  - Create a **NATIONAL LEADERSHIP AGENDA** for improving the administration of justice,
  - Serve as a **NATIONAL VOICE** for the needs and interests of the state courts,
  - Promote **COLLABORATION AMONG NATIONAL COURT ASSOCIATIONS** and related national organizations,
  - Strengthen the **RULE OF LAW** and administration of justice THROUGHOUT THE WORLD, and
  - Serve as a **MODEL ORGANIZATION**.

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NCSC Organizational Capabilities

• Direct support and collaboration with National Court Associations
  – Conference of Chief Justices, Conference of State Court Administrators, Council of Chief Judges of State Courts of Appeal, National Association for Court Management, American Judges Association, National Association of State Judicial Educators, Court Information Technology Officers Consortium, the Joint Technology Committee, and others

• National think tank utilizing associations and NCSC resources to address problems and advance solutions
NCSC Traffic Specific

The Traffic Resource Center for Judges is a cooperative effort between the Department of Transportation and the National Center for State Courts to promote traffic safety in the court community. This website is intended to be a resource for judges, court administrators, court clerks, and other court staff for training and assistance on traffic adjudication and case management. A secondary purpose is to be a source of information on the appropriate role of courts in traffic safety to partners in law enforcement and the legal communities as well as to the media and the public at large.

The two major elements of this website are the Commercial Driving Resource Center and the Traffic Resource Center. Your comments and suggestions are welcome.

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NCSC Collaboration

• NDAA National Traffic Law Center, NDAA
• National Judicial College
• AAMVA
• FMCSA
• DOT

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NCSC Commercial Driving Initiatives

• Discovery
  – State specific site visits
  – Research
• Community Awareness: Education and Outreach
  – NCSC Judicial Resource Center Web Site
  – Presentations, Panels, Workshops, etc.
• Achieving Compliance: Best Practices
  – Workshops – best practice states share with non-compliant states
  – Web casts involving state commercial driving experts
  – Action planning and technical assistance
• Improving Data Exchange
  – Documenting current methods
  – Advocating and developing standards
Web Casts 1 & 2

View an archived version of the webcast "Notification of Non-Compliance" broadcast on November 7, 2012 at 2:00 pm ET.

View an archived version of the webcast "Masking and Other State Court Challenges" broadcast on October 17, 2012 at 2:00 pm ET.
Web Casts 3 & 4

View an archived version of the webcast "Compliance in Progress" broadcast on December 5, 2012 at 2:00 pm ET.

WEBCAST SESSION IV:
Compliance: A Best Practice

WEBCAST SESSION III:
Compliance in Progress

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Web Casts 5 & 6

• Compliance: State DMV Perspectives
  – To be scheduled late June
• Compliance: State Court Perspectives
  – To be scheduled mid-late August
• All webcasts are or will be archived and available 24-7
Number of Courts

• There are over 18,000 courts in our states
• At year end, 2012, NCSC documented that 14,594 of them had traffic jurisdiction
• What state that had the most?
  – Texas - over 1,700 courts with traffic jurisdiction!
• Missouri over 576 and New Jersey had 529
• Hawaii and Vermont each had 14
"Unified and non-Unified" Courts

**Decentralized**
- Local autonomy
- Organization of courts is complex and local legal functions vary by court
- Local rules govern practice
- Disparity of resources among courts within a state or territory (local financing)
- Multiple CMS solutions (IT)

**Centralized**
- Centralized
- Organization of legal functions tends to be standardized and simplified
- Centralized rule making authority
- Pressure to lessen resource disparity in favor of equality (state financing)
- Single – common CMS (IT)

CMS – Case Management System

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Organizational Variations

• Local autonomy
  – Texas – 1700
  – Each is locally funded
  – Each can acquire a cms independently or no cms
  – Each communicates to SLA

• New Jersey
  – All courts in New Jersey use a single cms
  – The cms is funded through a state appropriation to the Administrative Office of the Courts (AOC)
  – The AOC communicates to the SLA

• Variable – Centralized but
  – Missouri AOC CMS for “state circuit courts” – state $
  – However, 500 municipal courts are locally funded
  – Each municipal courts can select their own vendor of AOC CMS
  – 13 separate vendors serve municipal courts
  – Each municipal court reports to SLA
Some Keys for Success

- Court Organization Matters
- Good governance - set policy, set priorities
- Communication, training and education
- Refined business processes
- Dedicated human capital
- Data exchange
  - IT Capital
  - Technology Standards
  - Court2DMV data exchanges
NCSC Next Steps

• Continue to identify best practice states
• Identify non-compliant states that want to improve
• Conduct High Performance Court Framework examination of business practices in participating courts
• Develop Court Technology Framework profiles for participating courts
• Conduct HPCF-CTF Workshops with states
• Develop, test and implement revised Court2DMV business practices
• Develop, test and implement Court2DMV GRA Specification that includes a NIEM data exchange
High Performance Court Framework

- The High Performance Court Framework suggests a series of flexible steps courts can take to integrate performance improvement into its ongoing operations.
  - focusing on key administrative principles that clarify high performance,
  - understanding how a court’s managerial culture can promote common goals and collegial cooperation,
  - developing the capacity to measure performance
  - learning to use the results for procedural refinements and communication with a variety of stakeholders.
- Taken together the steps form a functional system or quality cycle that courts can follow in enhancing the quality of the administration of justice.
Court Technology Framework

- **Business**
  - strategy
  - governance
  - capabilities
  - culture
  - performance

- **Applications**
  - component design
  - internal data sharing
  - external data sharing

- **Data Management**
  - logical data model
  - categorization
  - access / sharing
  - quality / integrity

- **Technology Infrastructure**
  - hardware
  - systems software
  - network
  - facilities
The GRA provides a complete information sharing solution based on open standards.

The GRA provides the Framework, Profiles, Guidelines, Specifications and Examples for designing and implementing an information sharing solution based on Services (SOA).

– No need to re-invent an information sharing architecture... Reuse the GRA as the basis for an enterprise Information Sharing Architecture

Source: Justice to Social Services SSP Development Global Reference Architecture (GRA) Overview, March 29, 2011
• The National Information Exchange Model (NIEM) provides a justice standard information model for message content.

• NIEM does not address messaging, addressing, reliability, security, etc. required for sharing information between systems.

Source: Justice to Social Services SSP Development Global Reference Architecture (GRA) Overview, March 29, 2011
Conclusion

- NCSC is committed to making state courts aware of the provisions of the CFR pertaining to commercial drivers
- NCSC is committed to providing technical assistance to state courts through business processes improvement and data exchange
- NCSC efforts are enabled through FMCSA grants
- We continue to seek 3 – 5 states to participate in the program outlined today – a state means courts and stakeholders, not just courts.
- Collaboration is required for success
Discussion

National Center for State Courts Contact for commercial driving initiatives

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