Montana Traffic Records Coordinating Committee

Strategic Plan-2024

Crash   Driver   Vehicle   Roadway   Citation/Adjudication   EMS

Timeliness   Accuracy   Completeness   Uniformity   Integration   Accessibility

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Glossary of Terms

Acronym	Definition
BIA	Bureau of Indian Affairs
CDIP	Crash Data Improvement Program
CDR	Crash Data Repository
CHSP	Comprehensive Highway Safety Plan
CJIS	Criminal Justice Information System
CMS	Case Management System
CSKT	Confederated Salish and Kootenai Tribes
DMV	Department of Motor Vehicles
DOJ	Department of Justice
DOT	Department of Transportation
DPHHS	Department of Health and Human Services
DUI	Driving Under the Influence
EMS	Emergency Medical Services
ESRI	Environmental Systems Research Institute
FARS	Fatality Analysis Reporting System
FAST Act	Fixing America's Surface Transportation Act
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FY	Fiscal Year
GIS	Geographic Information System
GPS	Global Positioning System
HSIP	Highway Safety Improvement Program
ISS	Injury Surveillance System
LEA	Law Enforcement Agency
MARS	Montana Accident Reporting System
MBCC	Montana Board of Crime Control
MCS	Motor Carrier Services
MDT	Montana Department of Transportation
MERLIN	Montana Enhanced Registration and Licensing Information Network
MHP	Montana Highway Patrol
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
NCJIS	National Criminal Justice Information System
NDX	National Data Exchange
NEMSIS	National Emergency Management System Information System
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
RMS	Records Management System
SHTSS	State Highway Traffic Safety Section
SOAR	Safe on All Roads
STEP	Supplemental Traffic Enforcement Program
TDMS	Traffic Data Management System
TRA	Traffic Records Assessment
TRCC	Traffic Records Coordinating Committee
TRSP	Traffic Records Strategic Plan
TRSPU	Traffic Records Strategic Plan Update
WBCR	Web Based Crash Reporting System
WISQARS	Web-based Injury Statistics Query and Reporting Systems

Introduction

Purpose: The purpose of this document is to outline the goals, strategies, and performance measures for the Montana Traffic Records Coordinating Committee (TRCC).

Background: The Montana Traffic Records Coordinating Committee (TRCC) was established to enhance the collection, management, and utilization of traffic safety data within the state. Initially driven by the requirements of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the TRCC has played a crucial role in improving traffic records systems. The committee continues to align with federal guidelines, including those outlined in the Bipartisan Infrastructure Law (BIL), to support the development of a coordinated and integrated data system. The TRCC's efforts are aimed at ensuring accurate, timely, and comprehensive traffic data to inform safety initiatives, policymaking, and resource allocation. By fostering collaboration among various stakeholders, including state and local agencies, law enforcement, and public health organizations, the TRCC strives to enhance transportation safety and efficiency across Montana.

Traffic records systems are the information about the State's roadway network and the vehicles and people that use it. Traffic safety records (also referred to as crash records) typically revolve around safety data or data components of crashes. Primarily traffic safety records are data on: crashes, drivers, vehicles, roadways, citation/adjudication, and injury surveillance. The state of Montana with individual departments and agencies are collecting all this data. The quality of the data is based on six attributes: Accuracy, Completeness, Integration, Timeliness, Uniformity and Accessibility. Improving the data in these areas can help lead to better decisions.

Vision: Montana is committed to Vision Zero- a vision of zero fatalities and zero serious injuries on Montana's roadways. In support of this vision, the TRCC will work to reduce the number and severity of traffic crashes, injuries, and fatalities on Montana highways.

Mission: In support of the CHSP overarching strategy, the TRCC mission is to provide coordinated leadership to improve timeliness, accuracy, completeness, uniformity, integration, and accessibility of crash data and systems to address safety issues in Montana.

Goals

- Improve traffic records data for use in decision making to reduce transportation system fatalities and serious injuries.
- Provide quality data and tools to customers and stakeholders.
- Freely shared information is vitally important; both from a data perspective and as a trust building function for the team.
- Team decisions will consider the integrity and value of a long-lasting relationship between team members as a significant factor.
- Stakeholders are regularly informed about TRCC activities.
- The strategic plan is the blueprint for activities, timelines, and performance measures to guide the committee.

Traffic Records Systems Overview:

This section provides a brief overview of each of the Montana State traffic records systems.

Crash Database:

Crash Database is the State repository that stores law enforcement officer crash reports.

Montana Highway Patrol has custodial responsibility for the statewide law enforcement crash repository.

EMS/ Injury Surveillance:

The Montana Department of Public Health and Human Services (DPHHS) implements several statewide injury surveillance and prevention and control programs. These programs track injury-related emergency department visits, hospitalizations, and deaths through a variety of data sources and use this information to help reduce the rates of injury through public education, intervention and prevention programs, and policy development.

The component repositories, managed by DPHHS which store data on motor vehicle-related injuries and deaths. Typical components of an EMS/injury surveillance system are pre-hospital EMS data, hospital emergency department data systems, hospital discharge data systems, trauma registries, and long-term care/rehabilitation patient data systems.

Driver:

The Motor Vehicle Division (MVD) of Montana Department of Justice has custodial responsibility for the Montana driver data system. The State repository that stores information on licensed drivers within the State and their driver histories. This is also known as the driver license and driver history system. The driver file also contains a substantial number of records for drivers not licensed within the State—e.g., an unlicensed driver involved in a crash.

Vehicle:

The Motor Vehicle Division (MVD) of Montana Department of Justice has custodial responsibility for the Montana vehicle data system.

The State repository that stores information on registered vehicles within the State (also known as the vehicle registration system). This database can also include records for vehicles not registered in the State—e.g., a vehicle that crashed in the State but was registered in another State.

Citation/Adjudication:

The component repositories, managed by Montana Highway Patrol and Montana Courts, store traffic citation, arrest, and final disposition of charge data.

Roadway:

The State repository that stores information about the roadways within the State. It includes information on all roadways within the State and is typically composed of discrete sub-files that include: roadway centerline and geometric data, location reference data, geographical information system data, travel and exposure data, etc.

The Montana Department of Transportation (MDT) has a geospatial roadway data management system. The system supports the ability to map roadway data on all Montana public roads. In addition to the geospatial system, all public roads have a Linear Referencing System (LRS).

Performance Attributes

Each of the six data systems has six performance attributes, though they are applied differently in each system. These attributes were designed to capture the following core characteristics:

1. Timeliness: This measures how quickly information is entered into the database after an event is occurred. It also considers the time from when data is received by the agency to when it's entered into the database.
2. Accuracy: Accuracy shows how error free the data is. It checks if data is consistent and ensures that data has no duplicate values. Erroneous information in a database cannot always be detected. In some cases, it is possible to determine that the values entered for a variable or data element are not legitimate codes. In other cases, errors can be detected by matching with external sources of information.
3. Completeness: Completeness measures how much data is missing. This includes data that is completely missing from the database and empty data fields within existing database.
4. Uniformity: Uniformity in a database means consistency among files or records measured against a standard. Within a state all jurisdictions should use the same data with consistent definitions and procedures. Data elements should align with national standards, such as the Model Minimum Uniform Crash Criteria (MMUCC).
5. Integration: Integration assesses how well records in one database link with those in another using common identifiers. Unlike other data quality attributes, integration involves multiple data systems.
6. Accessibility: Unlike the first five attributes which are measured internally, accessibility gauges how effectively legitimate users can obtain desired data. This is assessed through customer satisfaction, where users perception of how well the system meets their requests is key.

MT TRCC Members

Following is the list of Montana TRCC membership as of June 1, 2024.

Montana TRCC Members - 2024				
First Name	Last Name	Organization	Title	Membership Type
Lisa	Mader	Office of Court Administration	IT Director	Voting Member
Felisha	Koch	DOJ MVD	Supervisor	Voting Member
Janice	Fries	Statistical Analysis Center - BOCC	SAC Director	Voting Member
Becky	Giono	DOJ IT	Project Manager	Voting Member
Mike	Poole	MDT MCS Operations	Manager	Voting Member
Patricia	Burke	MDT Safety Engineering	Section Supervisor	Voting Member
Ed	Ereth	MDT Planning Data and Statistics	Bureau Chief	Voting Member
Terry	Mullins	DPHHS EMS and Trauma Systems	Section Supervisor	Voting Member
Chan	Barry	DOJ MHP	Operations Commander	Voting Member
Kevin	Dusko	MDT SHTSS	Section Supervisor and TRCC Chair	Voting Member
Tammy	Ross	MDT Rail, Transit & Planning	Bureau Chief	Non- Voting Member
Rob	Stapley	MDT Planning Division	Administrator	Non- Voting Member
Michelle	Hauer	MDT Information Systems Division	CIO, MDT	Non- Voting Member
Sai Rami Reddy	Patapati	MDT SHTSS	TRCC Coordinator	Non- Voting Member

NHTSA Performance Measures

The National Highway Traffic Safety Administration has identified 61 model performance measures for the six core State traffic records data systems -- crash, vehicle, driver, roadway, citation/adjudication, and EMS/injury surveillance. These model performance measures address the six performance attributes -- timeliness, accuracy, completeness, uniformity, integration, and accessibility.

Crash Database Model Performance Measures:

CRASH DATABASE					
TIMELINESS	**ACCURACY**	**COMPLETENESS**	**UNIFORMITY**	**INTEGRATION**	**ACCESSIBILITY**
C-T-1: The *median or mean* number of days from (a) the crash date to (b) the date the crash report is entered into the database. C-T-2: The *percentage of* crash reports entered into the database within XX* days after the crash. *e.g., 30, 60, or 90 days	C-A-1: The percentage of crash records with no errors in *critical* data elements. Example: Crash severity C-A-2: The percentage of in-State registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file.	C-C-1: The percentage of crash records with no missing *critical* data elements. C-C-2: The *percentage of* crash records with no missing data elements. C-C-3: The *percentage of* unknowns or blanks in *critical* data elements for which unknown is not an acceptable value.	C-U-1: The *number of* MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.	C-I-1: The *percentage of* appropriate records in the crash database that are linked to another system or file. Examples: Crash w/in-State driver *linked to* Driver file Crash w/EMS response *linked to* EMS file	C-X-1: To measure accessibility: • Identify the principal users of the crash database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

Vehicle Database Model Performance Measures:

VEHICLE DATABASE					
TIMELINESS	**ACCURACY**	**COMPLETENESS**	**UNIFORMITY**	**INTEGRATION**	**ACCESSIBILITY**
V-T-1: The *median or mean* number of days from (a) the date of a critical status change in the vehicle record to (b) the date the status change is entered into the database. V-T-2: The *percentage of* vehicle record updates entered into the database within XX* days after the critical status change. *e.g., 1, 5, or 10 days	V-A-1: The percentage of vehicle records with no errors in *critical* data elements. Example: Vehicle Identification Number (VIN)	V-C-1: The *percentage of* vehicle records with no missing *critical* data elements. V-C-2: The *percentage of* vehicle records with no missing data elements. V-C-3: The *percentage of* unknowns or blanks in *critical* data elements for which unknown is not an acceptable value. V-C-4: The *percentage of* vehicle records from large trucks and buses that have all of the following data elements: Motor Carrier ID, Gross Vehicle Weight Rating/Gross Combination Weight Rating, Vehicle Configuration, Cargo Body Type, and Hazardous Materials (Cargo Only).	V-U-1: The *number of* standards-compliant* data elements entered into a database or obtained via linkage to other databases.	V-I-1: The *percentage of* appropriate records in the vehicle file that are linked to another system or file. Example: Vehicle registration *linked to* Driver file	V-X-1: To measure accessibility: • Identify the principal users of the vehicle database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

NHTSA, Model Performance Measures for State Traffic Records Systems, DOT-HS-811-441, NHTSA, 2011. https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/811441

Driver Database Model Performance Measures:

DRIVER DATABASE					
TIMELINESS	**ACCURACY**	**COMPLETENESS**	**UNIFORMITY**	**INTEGRATION**	**ACCESSIBILITY**
D-T-1: The median or mean or number of days from (a) the date of a driver's adverse action to (b) the date the adverse action is entered into the database. D-T-2: The median or mean number of days from (a) the date of receipt of citation disposition notification by the driver repository to (b) the date the disposition report is entered into the database.	D-A-1: The percentage of driver records that have no errors in critical data elements. Example: Date of Birth D-A-2: The percentage of records on the State driver file with Social Security Numbers (SSN) successfully verified using Social Security Online Verification (SSOLV) or other means.	D-C-1: The percentage of driver records with no missing critical data elements. D-C-2: The percentage of driver records with no missing data elements. D-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	D-U-1: The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases.	D-I-1: The percentage of appropriate records in the driver file that are linked to another system or file. Example: Driver in crash linked to adjudication file	D-X-1: To measure accessibility: • Identify the principal users of the driver database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

Roadway Database Model Performance Measures:

ROADWAY DATABASE					
TIMELINESS	**ACCURACY**	**COMPLETENESS**	**UNIFORMITY**	**INTEGRATION**	**ACCESSIBILITY**
R-T-1: The median or mean number of days from (a) the date a periodic collection of a critical roadway data element is complete (e.g., Annual Average Daily Traffic) to (b) the date the updated critical roadway data element is entered into the database. R-T-2: The median or mean number of days from (a) the date a roadway project is completed to (b) the date the updated critical data elements are entered into the database.	R-A-1: The percentage of all road segment records with no errors in critical data elements. Example: Surface/Pavement	R-C-1: The percentage of road segment records with no missing critical data elements. R-C-2: The percentage of public road miles or jurisdictions identified on the State's basemap or roadway inventory file. R-C-3: The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. R-C-4: The percentage of total roadway segments that include location coordinates, using measurement frames such as a GIS basemap.	R-U-1: The number of Model Inventory of Roadway Elements (MIRE)-compliant data elements entered into a database or obtained via linkage to other databases.	R-I-1: The percentage of appropriate records in a specific file in the roadway database that are linked to another system or file. Example: Bridge inventory linked to roadway basemap	R-X-1: To measure accessibility of a specific file within the roadway database: • Identify the principal users of the roadway file • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

Citation/Adjudication Model Performance Measures:

CITATION/ADJUDICATION DATABASE					
TIMELINESS	**ACCURACY**	**COMPLETENESS***	**UNIFORMITY***	**INTEGRATION***	**ACCESSIBILITY***
C/A-T-1: The median or mean number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository. C/A-T-2: The median or mean number of days from (a) the date of charge disposition to (b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository. Note: Many States do not have statewide databases for citation or adjudication records. Therefore, in some citation and adjudication data systems, timeliness and other attributes of data quality should be measured at individual first available repositories.	C/A-A-1: The percentage of citation records with no errors in critical data elements. Example: Time Citation Issued C/A-A-2: The percentage of charge disposition records with no errors in critical data elements. Example: Citation reference number	C/A-C-1: The percentage of citation records with no missing critical data elements.* C/A-C-2: The percentage of citation records with no missing data elements.* C/A-C-3: The percentage of unknowns or blanks in critical citation data elements for which unknown is not an acceptable value.*	C/A-U-1: The number of Model Impaired Driving Record Information System (MIDRIS)-compliant data elements entered into the citation database or obtained via linkage to other databases. C/A-U-2: The percentage of citation records entered into the database with common uniform statewide violation codes.	C-I-1: The percentage of appropriate records in the citation file that are linked to another system or file. Example: DWI citation linked to Adjudication file	C/A-X-1: To measure accessibility of the citation database: • Identify the principal users of the citation database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

These measures of completeness, uniformity, integration, and accessibility are also applicable to the adjudication file.

EMS Database Model Performance Measures:

EMS/INJURY SURVEILLANCE					
TIMELINESS*	**ACCURACY***	**COMPLETENESS***	**UNIFORMITY**	**INTEGRATION***	**ACCESSIBILITY***
I-T-1: The *median or mean* number of days from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database. I-T-2: The *percentage* of EMS patient care reports entered into the State EMS discharge file within XX* days after the EMS run. *e.g., 5, 30, or 90 days	I-A-1: The *percentage* of EMS patient care reports with no errors in *critical data elements*. Example: Response Time	I-C-1: The *percentage* of EMS patient care reports with no missing critical data elements. I-C-2: The *percentage* of EMS patient care reports with no missing data elements. I-C-3: The *percentage* of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	I-U-1: The *percentage* of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.* I-U-2: The *number of records* on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.* *Where applicable, analogous national standards for uniformity may be used as follows: State Emergency Dept. File & Universal Billing 04 (UB04) State Hospital Discharge File & Universal Billing 04 (UB04) State Trauma Registry File & National Trauma Data Standards (NTDS) State Vital Records & National Association for Public Health Statistics and Information Systems (NAPHSIS)	I-I-1: The *percentage* of appropriate records in the EMS file that are linked to another system or file. Example: EMS response *linked to* Trauma file	I-X-1: To measure accessibility of the EMS file: • Identify the principal users of the file • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses
*These measures of timeliness, accuracy, completeness, integration, and accessibility are also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, State Vital Records.					

Montana 2019 TRCC Self-Assessment

The Montana State Highway Traffic Safety Section (SHTSS) requested a Traffic Records Program Assessment from the NHTSA Region 10 Administrator in 2018. The assessment began in December 2018 and was completed in May 2019.

To begin the assessment SHTSS staff and the TRCC participated in entering responses to the uniform set of questions contained in the *Traffic Records Program Assessment Advisory* (Report No. DOT HS 811 644). The questions were answered by subject matter experts through the NHTSA State Traffic Records Assessment Program (STRAP).

The following are the 2019 TRCC assessment recommendations:

Strategic Planning Recommendations
- Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory**.**

Crash Recommendations
- Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

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

- Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Driver Recommendations
- Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Roadway Recommendations
- Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Citation/Adjudication Recommendations
- Improve the data dictionary for the Citation and Adjudication data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

EMS/ Injury Surveillance Recommendations
- Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Data Use and Integration Recommendations
- Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory

Montana 2019 Responses to the Self-Assessment Module Recommendations

SHTSS will continue to work through the Traffic Records Coordinating Committee to integrate the recommendations where practicable.

Strategic Planning Recommendations

- **Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.**

Response: The Montana Traffic Records Strategic Plan (TRSP) was completed in 2015 and accounts for the broad view of the activities going on in all parts of the traffic records system, the TRSP Annual Element provides needed updates annually by the TRCC to provide documentation and updates for Montana's existing traffic safety programs and to report the status of the TRSP implementation, including an updated timeline. Montana will continue this annual element update.

TRCC Goal: An actively engaged TRCC Committee, freely shared information/data, TRCC team decisions, Informed stakeholders, strategic plan is a blueprint.

TRSP Strategy: TRCC #5 Maintain multi-jurisdictional Traffic Records Coordinating Committee and #10 Enhance awareness among agency leadership by developing an annual report card, i.e. the Annual Element.

Montana Responses to Assessment Module Recommendations: As recommendations are similar between section modules*, MDT will be submitting responses grouped by data dictionary, interfaces, data quality control and integration.*

- **Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.**
- **Recommendations for modules**: **Crash, Vehicle, Roadway, Citation/Adjudication, and EMS/Injury Surveillance**

Response:

Crash: 2019/2020 TRCC Funded Project: the DOJ MHP Crash Data Repository will start in late 2019 or early 2020. This will enable Montana to have in place a system capable of electronically collecting and archiving over 90% of all roadway crashes. The new repository will allow all law enforcement agencies currently using computer input crash reporting to submit crash reports electronically to MHP, eliminating the printing and shipping of crash reports, and manual data entry of these crash reports in MHP's current crash database. This project is a natural extension of the on-going MHP Web Based Crash Reporting (WBCR) project funded by TRCC.

TRSP Strategy: #11 Continue to fund and support increasing the use of electronic data reporting among local enforcement.

Performance Measure: Timeliness, Uniformity

EMS/Injury Surveillance: 2019 TRCC Funded Project: EMS Data Collection Project, Montana DPHHs EMS & Trauma Systems provides a data collection system to all EMS agencies in the state. This project will allow rural volunteer ambulance services the ability to enter data through the Montana EMS data collection system. This project will increase the number of rural ambulance services (95% is goal) using the ePCR system to report to the state EMS data collection system.

TRSP Strategy: #9 Identify issues related to crash records in current injury surveillance systems including EMS data and #7 Continue to fund and support existing systems.

Performance Measure: Completeness, Uniformity

Vehicle/Driver/Roadway/Citation/Adjudication/EMS/Injury Surveillance: Agency projects: Several database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's Safety Information Management System (SIMS) application (completed in 2014) will be investigated as these projects reach completion and implementation.

TRSP Strategy: #7 Continue to fund and support existing systems.

Performance Measures: The various agency database upgrades will address the six core traffic records performance attributes.

- **Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.**
- **Recommendations for modules: Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and EMS/Injury Surveillance)**

Response:

Driver: Montana Motor Vehicle Division, in the Department of Justice, has implemented several projects in the last year to enhance the quality of driver data being collected and used to verify credentials for procuring a Montana driver license, whether personal or commercial. These projects are in various stages of implementation and will be reporting performance progress to the TRCC. (DOJ MVD Digital Image Exchange, DOJ MVD Passport Verification, DOJ MVD CDL Audit)

TRSP Strategy: #7 Continue to fund and support existing systems.

Performance Measures: Uniformity, Accuracy

Driver & Citation/Adjudication: 2019 TRCC funded Project: DOJ/MHP Upgrades to the JRCS System: the Montana Highway Patrol (MHP) is updating it database transfer system with the MDOJ updated centralized statewide courts database system. MHP requires this data transfer protocol to procure traffic citation adjudication data from the courts. This data is used and published by MHP and other MDOJ departments like the Montana Motor Vehicles Division (drivers licenses). The JRCS will establish a direct data link between the driver's information from MVD and the individual's citation adjudication data.

TRSP Strategy: #7 Continue to fund and support existing systems. #8 Work with DOJ Systems to determine if completeness, timeliness, accessibility can be improved. #17 Improve the timeliness of citation and adjudication integration into crash records.

Performance Measures: Integration, accessibility, Timeliness

Crash/Vehicle/Roadway/EMS/Injury Surveillance: The State of Montana's participating traffic records systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, EMS/Injury Surveillance) will continue to monitor and improve their data quality control programs and identify upgrades as feasible. Agency Projects: database upgrades are currently underway throughout Montana's state agencies; further additions to MDT's Safety Information Management System (SIMS) application (completed in 2014) will be investigated as these projects reach completion and implementation.

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

Response: Montana's TRCC does not have the mandate to oversee the database practices of any state agency. The recommendations generated by the self-assessment tool have been provided to all TRCC participating agencies. Establishing a publishable collection of database elements associated with traffic records is a goal of the TRSP, however not a priority at this point.

- **Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory**

Response: Montana's TRCC will continue to work with and support any traffic records integration efforts. The TRCC does not have the mandate to create, manage, or direct data integration projects. The recommendations generated by the self-assessment tool have been provided to all TRCC participating agencies.

MT TRCC Projects (Recent, Current and future)

Ongoing Projects

Project Title: EMS Database Completeness
Organization: Department of Public Health and Human Services
Funding Amount: $161,506
Project Status: Expected to complete by end of FY2024
Duration: FY22- FY25
Project Description:
The Montana Department of Public Health and Human Services' EMS and Trauma System Section (EMSTS) is contracting services to conduct activities to assist smaller EMS agencies with limited resources with performance improvement skills that will result in:
- More complete data collection,
- Information to help develop targeted training,
- Improved care for individuals suffering traumatic injury from motor vehicle collisions, and
- Improved state and national reporting.

Project Title: EMS NEMSIS Upgradation
Organization: Department of Public Health and Human Services
Funding Amount: $230,308
Project Status: Expected to complete by end of FY2024
Duration: FY23- FY24
Project Description:
The contract was executed with the Montana Department of Health and Human Services – EMS and Trauma System Section (EMSTS). The EMSTS is conducting various activities to upgrade the MT EMS Registry software and train users to transition from NEMSIS 3.4 to 3.5

Project Title: Driver & Vehicle Database Cleanup
Organization: Department of Motor Vehicles
Funding Amount: $505,229
Project Status: Ongoing into FFY25
Duration: FY23- FY25
Project Description:
MVD is conducting various cleanup activities to eliminate duplicate records in its Vehicle and Drivers Database. This improvement will result in an increase in the accuracy of the database by:
- Removing duplicate records
- Ensure the completeness of individual records
- Eliminate incomplete entries associated with existing records
- Meliorate the integrity of records accessed by the Montana Highway Patrol and other Public Safety Professionals.

Project Title: Trauma Registry
Organization: DPHHS
Funding Amount: $519,455

Project Status: TRCC and NHTSA Approved. Pending Contract Execution

Duration: FY24- FY29

Project Description: Montana is in critical need to upgrade and modernize our statewide trauma registry software to improve roadway safety through enhanced post-crash care data collection and analysis. Our current registry software is an outdated legacy product that will no longer supported by our vendor ESO and limits our ability to effectively analyze trauma care and outcomes across our large, rural state. Montana state administrative rule 37.104.3014 mandates all Montana health care facilities, as defined in 50-6-401, MCA, participate in the state trauma register by collecting and reporting specific injury data electronically to the department. Upgrading to the industry standard ESO Trauma Registry software will allow for major advances in understanding delays and gaps in trauma system care, targeting interventions, and monitoring impacts – ultimately saving lives.

Future Projects

Project Title: Laboratory Information Management System (LIMS)

Organization: DOJ – Montana Forensic Science Division

Funding Amount: $216,668 (Yet to be approved by TRCC)

Project Status: Conceptual Phase

Duration: TBD

Project Description: The Montana FSD Breath Alcohol program is a nationally accredited calibration unit under ANSI National Accreditation Board, the same accrediting body for the entire Montana Laboratory system. Two scientists manage over 100 breath testing instruments (Intoxilyzer 9000 from CMI, Inc.) that are placed across the state of Montana. The current database used for Breath Alcohol data and reporting is Microsoft Access. The DOJ IT division informed that there are security concerns with this platform, and it has been suggested that we find alternative ways to manage Breath Alcohol data and the interface with the instruments. Access is not as widely supported as other database platforms such as SQL Server, MySQL or Oracle and the risk of corruption is greater as time goes on. Our users are already seeing disruptions in the functionality using the Access database. A specific LIMS for Breath Alcohol would provide confidence in the gathering and storage of historical data and continue to grow the Breath Alcohol program. The data includes, but is not limited to, certified users (officers in the field) of the breath alcohol instruments and annual calibration certification documentation for each validated breath instrument. A LIMS would also interface with the breath instrument database program called COBRA.

Project Title: MDT Highway Performance Monitoring System Upgrade

Organization: MDT

Funding Amount: $500,000 (Yet to be approved by TRCC)

Project Status: Conceptual Phase

Duration: TBD

Project Description: The purpose of this project is to hire a new contractor to aid in the process upgrade efforts of Federal Highway Administration (FHWA) required data reports; the Highway Performance Monitoring System (HPMS) and the Model Inventory of Roadway Elements (MIRE) for the Federal Highway Administration (FHWA) Safety Program. An upgrade is required to tie into newly updated MDT systems to get access to necessary data. The systems include Roadway Events, Bridge, Pavement, and Traffic. FHWA uses the data to assess highway system performance, which helps

support highway safety. The MIRE data is used to develop a comprehensive safety data system (crash, roadway, and traffic data).

Project Title: TDCA (Traffic Data Collection and Analysis) data collection equipment purchase.
Organization: MDT Traffic Data Collection & Analysis
Funding Amount: $234,800 (Yet to be approved by TRCC)
Project Status: Conceptual Phase
Duration: TBD
Project Description: Traffic Data Collection and Analysis (TDCA) is applying for TRCC funds to purchase the non-intrusive camera units and cellular modems for uploading data to MDT's TDMS. The cost of poles and other installation costs will be contracted out and paid for with TDCA's existing budget. The CCSs will provide MDT's Traffic database with year-round traffic volumes and FHWA's 13 vehicle classification data, seasonal and axle adjustment factors, and the ability to visually monitor and verify the operation of the equipment and the accuracy of the data from the office, keeping field staff off the roadway. Installation of the non-intrusive equipment does not require TDCA staff to be on the roadway to cut into the pavement therefore no lane closures are necessary to ensure the safety of TDCA field staff or the traveling public.
Apart from Trauma Registry project, the rest three are in conceptual phase and contracts will be finalized upon the approval of the TRCC and NHTSA.