

# Montana Traffic Records Coordinating Committee

## Traffic Records Strategic Plan Annual Element - 2024



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Montana Traffic Records Coordinating Committee

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# Introduction

## Overview: What is TRSP Annual Element

The *Traffic Records Strategic Plan* is the blueprint for TRCC activities over the next five years. While the TRSP 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 in a shorter time frame. The TRSP Annual Element will be maintained and updated 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. This task is especially important as technological advances are made and critical systems are developed.

## Active Projects

### EMS NEMSIS Upgrade

**Budget:** \$230,308

**Project Status:** Expected to complete by end of FY2024

**Duration:** FY23- FY24

**Background:** Montana law requires ambulance services to submit EMS response data, including motor vehicle crash incident data to the State's EMS Registry. The EMS and Trauma System Section (EMSTS) contracts with ImageTrend, Inc. to provide the State EMS Registry. EMSTS submits data to the USDOT's National EMS Information System (NEMSIS). Over the next 12 months, NEMSIS will be transitioning from software version 3.4 to version 3.5.

For EMSTS to continue to meet USDOT data standards, Montana must upgrade the EMS Registry to version 3.5. This requires that the following be implemented:

- (1) upgrade the software in the Montana EMS Registry,
- (2) assist all 125 ambulance services with upgrading their local computer systems,
- (3) train EMS agency staff on how to use the version 3.5 updates, and
- (4) update the EMSTS data analysis and data reporting software to the 3.5 software standards.

The USDOT has requested that all State EMS offices complete the NEMSIS V4 to V5 transition by June 30, 2023, and that all states require that ambulance records are entered into the state EMS registry within 24 hours of the crash event. This request addresses the first USDOT request, the second request is being addressed in an on-going EMS rule revision. This agreement is being extended through FFY25.

### Motor Vehicle Database Cleanup

**Budget:** \$505,229

**Project Status:** Ongoing into FFY25

**Duration:** FY23- FY25

**Background:** MVD's MERLIN database currently has numerous duplicate records for individual driver and vehicle registrations. Currently, more than 20 percent of individual customer records are duplicates, and nearly half of all organization customer records are duplicates. Some records have up to 20 different iterations within the system. The duplicate records are often incomplete or have outdated information. MVD is implementing system corrections to stop new

duplicate records from being generated, however the problem of addressing the existing duplicates remains. Currently, MVD's database administrators must examine each record to determine which one to keep, make sure it has all the information listed in the duplicate record(s), and then purge the duplicate record out of the system. This task is complex and time consuming.

The issue is that when records are pulled from the system by emergency dispatchers, law enforcement and first responders, they may not be able to discern the most current and complete record. This creates a situation of inaccurate Montana records that are used for local and nationwide response.

### ***Problem Identification***

The following are the 2019 TRCC assessment recommendations: Driver Records Data base

#### **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.

#### **CHSP Overarching Strategy:**

- Improve the accuracy, completeness, integration, timeliness, uniformity, collection, and accessibility of data used in traffic safety analysis; and
- Collaborate across agencies, organization, and with the public to improve traffic safety, driver behavior, and promote the Vision Zero

#### **July 2024 Update**

To date, 535,586 issues in Driver/Vehicle database have been resolved with this project.

## **DPHHS Trauma Registry**

**Budget:** \$161,506

**Project Status:** Expected to complete by end of FY2024

**Duration:** FY22- FY25

**Background:** The agreement is a previously approved project. This project will assist DPHHS in purchasing a four-year subscription to the ESO Trauma Registry for all 55+ Montana hospitals submitting data to the state registry program. The request includes software licenses, direct reporting with American College of Surgeons, hosting fees, the potential for EMS and motor vehicle crash data integration development, AIS 2015.

This newest revision improves traumatic injury classification and scaling including brain injury coding, spinal cord impairment coding and enhances many code definitions by incorporating current and appropriate medical terminology, database migration and conversion, user training sessions, and product support. The software also has significantly more robust reporting, analytics, and mapping capabilities to pinpoint geographical and temporal patterns and trends. Customization will include building a Montana-specific registry data dictionary incorporating required state data elements and designing automated data quality checks tailored to our needs.

## DPHHS – Trauma Registry Upgrade

**Budget:** \$519,455

**Project Status:** Pending Execution

**Duration:** FY24- FY29

**Background:** 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 be 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.

## Potential Future Projects

### Laboratory Information Management System (LIMS)

Organization: DOJ – Montana Forensic Science Division

Funding Amount: \$216,668

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.

### MDT Highway Performance Monitoring System Upgrade

Organization: MDT

Funding Amount: \$500,000

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).

## **TDCA (Traffic Data Collection and Analysis) data collection equipment purchase**

Organization: MDT Traffic Data Collection & Analysis

Funding Amount: \$234,800

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.

## List of Acronyms

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
NEMESIS	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