EDC-5 STATE IMPLEMENTATION PLAN

The State Implementation Plan will not be collected at this time - this document is to help in developing the Implementation Plan. The items <mark>highlighted below</mark> will be requested as part of the EDC-5 baseline report – due January 25, 2019

EDC Innovation: <u>**Unmanned Aerial Systems (UAS)**</u>

Program Need: (Why is the innovation is being selected?)

Implementation Goal: Indicate the current state of the practice of the tool or innovation in your State as of January 2019 and the implementation stage of where you want to be in two years (Goal). *Check one box in the Baseline Jan 2019 column and one box in the Goal Dec 2020 column.*

Innovation Implementation Stages *(see State of Practice Form for the innovation specific implementation stage definitions)*	Jan 2019 (Baseline)	Dec 2020 (Goal)
Not Implementing: The Unmanned Aerial Systems innovation has not been used anywhere in the state (for surface transportation projects) and the state* is not interested in pursuing UAS.	☐	☐
Development Stage: The state is developing an implementation process, collecting guidance and best practices, and building support.	■	☐
Demonstration Stage: The state is testing and piloting the innovation. UAS has been used on at least one project or operational situation.	☐	■
Assessment Stage: The state is assessing the performance of the innovation and adjusting any processes for full deployment.	☐	☐
Institutionalized: The state has adopted the innovation as a standard practice and uses it regularly on projects.	☐	☐

<mark>**Description of Current Status of this innovation in your State:**</mark> *(include state DOT and local agencies to the best of your knowledge)*

NMDOT, Survey & Lands Engineering (SLE) is currently in the process of developing and defining its UAS/Drone Program. Although we do have drones and have utilized them in compliance with FAA Summary of Small Unmanned Aircraft Rule (Part 107) to support coverage for drainage analysis on STIP Projects, we have realized the importance to having an established drone program, instead of simply adding drones to the list of tools utilized for surveying and mapping at the DOT. Proper compliance in regards to FAA and NTSB is critical to the operations of a successful program. This helps insure that the safety and welfare of the public and that state is put first in the consideration of use of UAS in support of NMDOT's missions. One first parts of establishing this program is safety. Safety will include three parts/stages; Training, Operations, and Assurance. As part of Training, SLE currently has Seven certified (Part 107) UAS operators. SEL is still in the state of developing training and the other Parts of Safety. Training stage is not complete once Part 107 certification has been attained. Moving forward, the additional parts to establishing a successful Drone/UAS program that we will work to define are; Mission and Mission Environment, Risk Tolerance, Governance Documentation: (Training and Operations), and Governance Documentation: (Assurance Program)

<u>**Description of State Innovation Goal (Benefit Goal):**</u> *In other words, after 2 years "What would success look like for your state?" (i.e. X innovation will save X time, money, or lives.) These benefits are what elected officials and the traveling public can relate to and help to support the level of resources invested in the deployment of innovations under EDC.*

Innovation Implementation Team Members:
- State DOT Team co-chair: Mark Marrujo & Anthony Romero (NMDOT)
- <mark>FHWA Team co-chair: Anthony Dominguez</mark>
- Jason Smith

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- Conrad Roybal
- Chris Pappas
- Michael Kirchmeier

- Chris McClenahan
- Hans Schmid III

Obstacles: (What is perceived as hindering the State in meeting the implementation goal?)

Performance Metrics: (What are the **measureable targets** to assess your progress?)

	Implementation Plan Activities	
Activity No.	Description of Activity	Target Completion Date
1	Preliminary meeting between Mark Marrujo and Anthony Romero to discuss preliminary implementation plan and to ask key staff to be a part of the committee.	11/19/2018
2	Meeting with Mark Marrujo and Anthony Romero to review and define initial implementation of plan	1/24/2019
3	Goal Development and Implementation Plan Meeting	Mid-February

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Action Items to follow up with after the EDC Summit:

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Unmanned Aerial Systems (UAS)
https://www.fhwa.dot.gov/innovation/everydaycounts/edc_5/uas.cfm

State of Practice Form – Implementation Stages Defined

Implementation Stage Definitions *State is all-inclusive (e.g., state agency, local municipalities, contractors, consultants)	Guidance Questions Prompt questions to help assess your current state of practice. *NOTE: Not all questions have to be affirmatively answered to meet any given stage; judgment is required; call the UAS Deployment Team w/ questions.*
Not Implementing: The Unmanned Aerial Systems innovation has not been used anywhere in the state* (for surface transportation projects) and the state* is not interested in pursuing UAS.	Is the State not implementing UAS to support their surface transportation program because: • It has evaluated the innovation and determined that it is not appropriate for the jurisdictional or technical restrictions within the State? • It does not have the resources (human, financial, or technological) to implement the innovation? • It chooses not to engage in any research or operational considerations for UAS at this time but may pursue innovation at a later date?
Development Stage: The state* is developing an implementation process, collecting guidance and best practices, and building support.	• Has the State researched UAS use and/or begun considering how it might support surface transportation programs? (eg pavement, bridge, Geotech, 3-D modeling, traffic operations) • Has the State attended a training or peer exchange about UAS to learn more?
Demonstration Stage: The state* is testing and piloting the innovation. UAS has been used on at least one project or operational situation.	• Has the State tested the applicability of UAS operations on a limited number of uses to evaluate its effectiveness? • Does the state own a drone and/or software to process the data obtained by the UAS?
Assessment Stage: The state* is assessing the performance of the innovation and adjusting any processes for full deployment.	• Has the State operationalized UAS use to support at least one agency mission? • Does the State have draft guidance, policies, and/or procedures that allow for the operations of UAS to support their agency mission? • Has there been cross coordination established between planning/design/construction/operations or a working group established to advance UAS as a whole?
Institutionalized: The state* has adopted the innovation as a standard practice and uses it regularly on projects.	• Does the State routinely utilize UAS to advance their surface transportation programs? Does the State have a documented UAS Program? • Has the State developed final guidance, policies, and/or procedures that allow for the operations of UAS for at least one program use? • Has the State added the Final guidance and specifications to the agencies standard operating procedures for consistent use of UAS statewide?