

2012: Section 408 Application

Kansas Progress Report

Status of TRCC – The state of Kansas TRCC has continued their progress towards improving traffic safety for the motoring public this year. This document is a reflection of the changes made in support of ongoing activity and progress being made by the TRCC. The committee continues to meet quarterly throughout the year to ensure collaboration among its members and to discuss the direction and decisions that ultimately shape the future of the TRCC and its objectives & goals. The remainder of this application encapsulates the progress being made on the part of the TRCC and its members.

The goal of the TRCC this past year was to focus on measures that help gauge where the state is focusing their efforts after the latest NHTSA traffic records review. Those areas which appeared to have the greatest need are being targeted by the updated Traffic Records System (TRS) strategic plan, which in turn makes them monitoring priorities. The following table depicts the areas which the TRCC is currently measuring in this report and those areas that are being explored in upcoming periods.

	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash						New
Vehicle¹						
Driver						
Roadway						
Citation						
EMS/Injury						

Current Focus	Future Focus	Not Yet Applicable
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¹ The state is making a significant investment in a new Vehicle and Driver Licensing solution and as this project completes, the TRCC anticipates adding measures to gauge the success and adoption of that new system.

Major Project Status Report

KCARS/Kansas Accident Reporting System – Prior to 2012, the state of Kansas only had geometric information for crashes that occurred on the state highway system. Beginning in 2012, the Geometric & Accident Data (GAD) Unit has begun geo-locating all crash sites occurring on non-state highway system roads, pinpointing their exact location and assigning a Latitude and Longitude location to each crash site. This geometric information is stored in the Kansas Crash and Analysis Records System (KCARS) database. Previously, crash locations were recorded by stating a descriptive location, which referenced a relative distance from visual sign markers. Now, geospatially enabled data allows users to collect, store, integrate, serve, and share data processes with exact location attributes, allowing for more accurate display and analysis in a more timely manner.

NEMSIS / EMS System – Several years ago, in FY 2007, legislation was passed by the State to help fund improved capture and reporting of EMS data. The KS Board of Emergency Medical Services (KBEMS) purchased a statewide EMS electronic data collection system from ImageTrend for use by EMS service providers throughout the State. ImageTrend is a Gold certified NEMSIS compliant vendor and therefore is conformant with the vast majority of the NEMSIS-recommended data elements. Over the past year, BEMS has continued their work with the various service providers across the State to bring them online with the EMS solution. They have also been working closely with the vendor to improve their reporting from the solution while continuing to maintain compliance with privacy regulations outlined in HIPAA.

Driver Licensing System – The KS Dept of Revenue (KDOR) has nearly completed the process of updating their drivers licensing and vehicle registration systems. The KDOR is committed to meeting the standards set forth in the Real ID act and the integration and standards developed by the TRCC. This project was a major initiative of the TRCC and continues to be a top KDOR priority. During this past year, KDOR has been working closely with the Kansas Bureau of Investigation to ensure law enforcement continues to have automated access to this information in the updated system. This integration was funded by the TRCC and has also improved the means and level of access officers in the field have to crucial information they did not receive before, such as vehicle title information and cross-referencing between vehicle owners and additional criminal justice data. In addition, further development of the new DUI Tracking System (RAPID) will require updates to existing systems for effective integration with upcoming modifications resulting from other Kansas Criminal Justice Information System (KCJIS) projects including KCJIS-KDOR Data Integration. The DMV System Integration Service was developed as part of the KCJIS-KDOR Data Integration project and the DUI Portal component will utilize this service.

KLER / Kansas Law Enforcement Reporting System – This project is a common input application for crash and incident information which was developed by and continues to be maintained by the KHP. It collects all required crash or incident information by officers in the field responding to traffic-safety incidents and produces output in both electronic and paper formats for use in information sharing between agencies. It assigns a unique identification to each crash/incident and provides validation of common constraints such as code lists and other related business rules. During the past year, the KHP has been working closely with several

Records Management System (RMS) providers to ensure their solution works for agencies using the KLER system in conjunction with their own internal systems. For those agencies who do not yet have a dedicated solution, this past year, the agency has also secured contract pricing with an RMS provider whereby local agencies can procure the solution for a discounted price.

Kansas eCitation System – The eCitation effort began in 2009 and continued to make significant progress this year. A second phase of the project was completed last year and strategic implementation is expected by fall of 2012. The TRCC management sees the technical infrastructure being deployed on the eCitation project as the next generation architecture for all subsequent TRS efforts and as such, its overall infrastructure is being termed TRS 2.0. For example, the open-source technology being employed to perform data and form validation is anticipated to be leveraged in other aspects of traffic safety including incident reports and arrest reports.

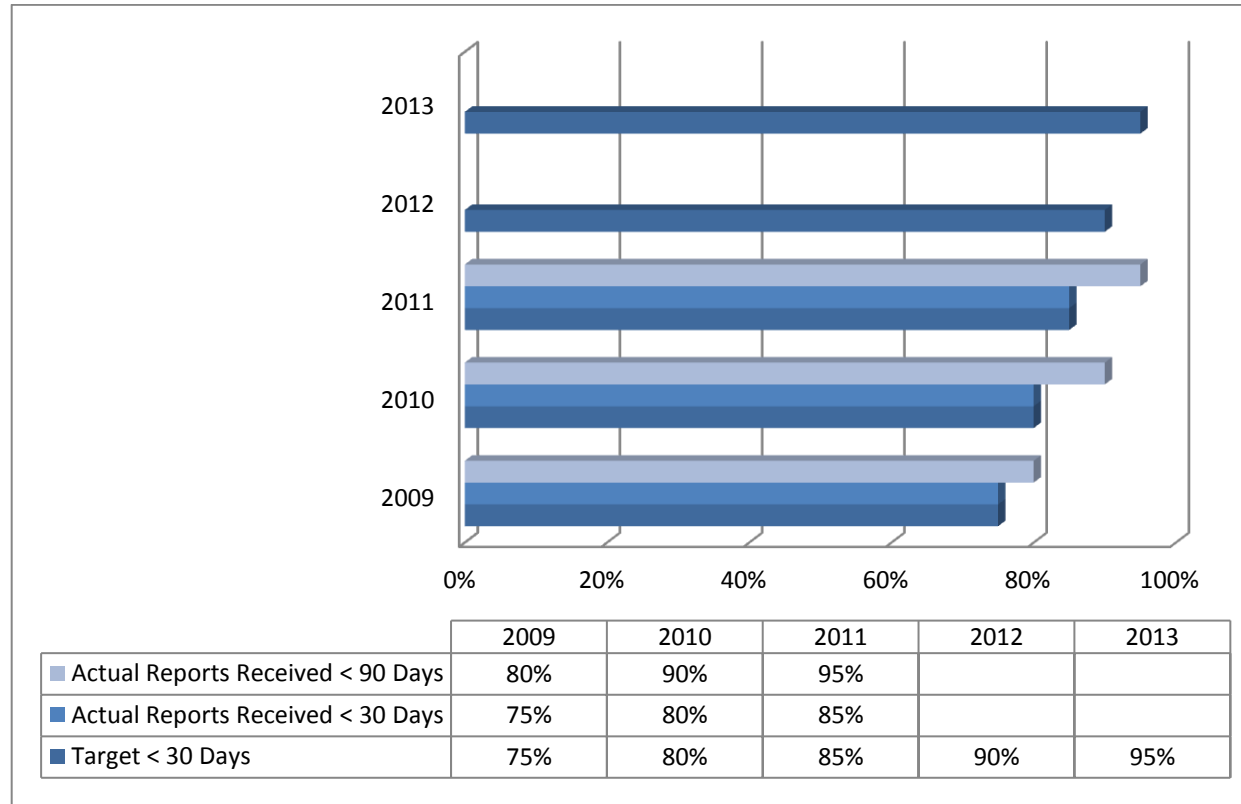
KIBRS/Kansas Incident Based Reporting System – During the past year, the statewide repository of incidents and arrest reports which feeds the National Incident Based Reporting System (NIBRS) and the National Data Exchange Program (N-DEx) began an evaluation of ways in which to improve the system. A requirements gathering and pre-procurement project was completed and resulted in the issuance of a publically issued Request for Information (RFI). The RFI results were then evaluated and used to help begin planning and budgeting for future projects. This next year, the Kansas Bureau of Investigation (KBI) anticipates using the information gathered on this project to help plan for future system changes.

DUI Tracking System/Report and Police Impaired Drivers (RAPID) – In 2009, the Kansas Legislature enacted legislation to create the Kansas DUI Commission (Commission), a multi-disciplinary state commission tasked with studying driving under the influence (DUI) in Kansas. The Commission recommended improvements that will enable a better and more efficient mechanism for prosecutors, courts and law enforcement to keep track of DUI offenders. Per the recommendation provided by the DUI commission, Kansas will enhance the existing Kansas Criminal Justice Information System (KCJIS) portal to integrate the additional data related to the DUI events and also provide a secure portal for the prosecutors and other stakeholders to keep track of the DUI offenders. Additional enhancements require law enforcement and criminal justice users to submit DUI information electronically. During this past year, KDOT has established a MOU with KBI, and the two agencies have collaboratively completed the primary project milestones, and are currently soliciting a project vendor through the established state procurement system.

Roadway Data Elements – Multiple agencies capture and store roadway data in several non-integrated databases. Currently, the Control Section Analysis System (CANSYS) database is able to support the geo-location of crashes on the 10,000 miles of state highways. Another effort is being developed to geo-locate crashes located on the 130,000 miles of non-state highways and locally administered roads. Beginning in 2012, the Geometric & Accident (GAD) Unit has begun geo-locating all crash sites occurring on non-state highway system roads, pinpointing their exact location and assigning a Latitude and Longitude location to each crash site. This geometric information is stored in the Kansas Crash and Analysis Records System (KCARS) database. Previously, crash locations were recorded by stating a descriptive location, which referenced a relative distance from visual sign markers. Now, geospatially enabled data allows users to collect, store, integrate, serve, and share data processes with exact location attributes, allowing for more accurate display and analysis in a more timely manner.

2012 PERFORMANCE MEASURES

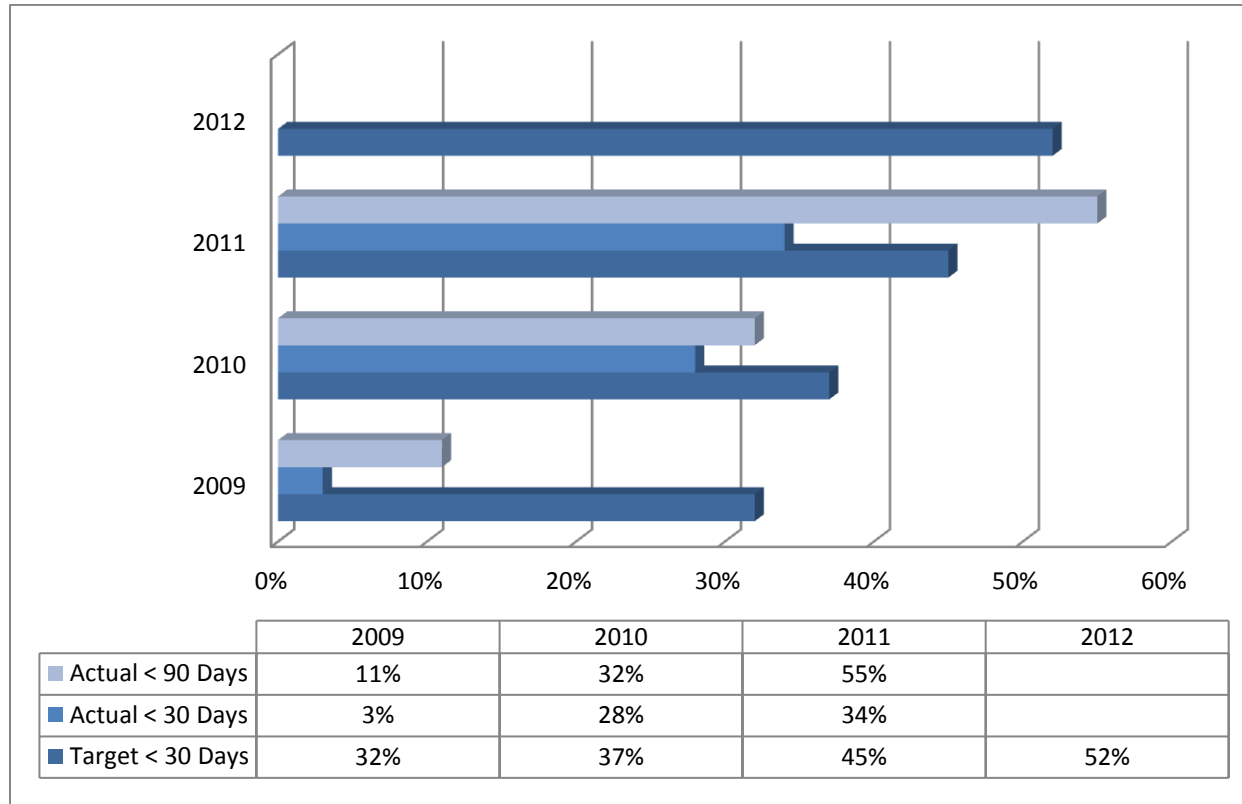
Performance Measure #1 Injury Surveillance – Trauma Reports Received



Explanation:

- This measure was first established in FY 2010 and is based upon what the State believes is realistic given the efforts being made to improve the capture and automation of Trauma-related information.
- The actual figures from CY 2009 and 2010 have been used to set the initial baseline with a goal of achieving upwards of 95% of all record submissions within 30 days of the mandated quarterly deadline.
- The agency met their goal of 85% of all trauma reports received within the first 30 days and showed improvement for those reports captured in other timeframes.

Performance Measure #2 Crash - Report Processing

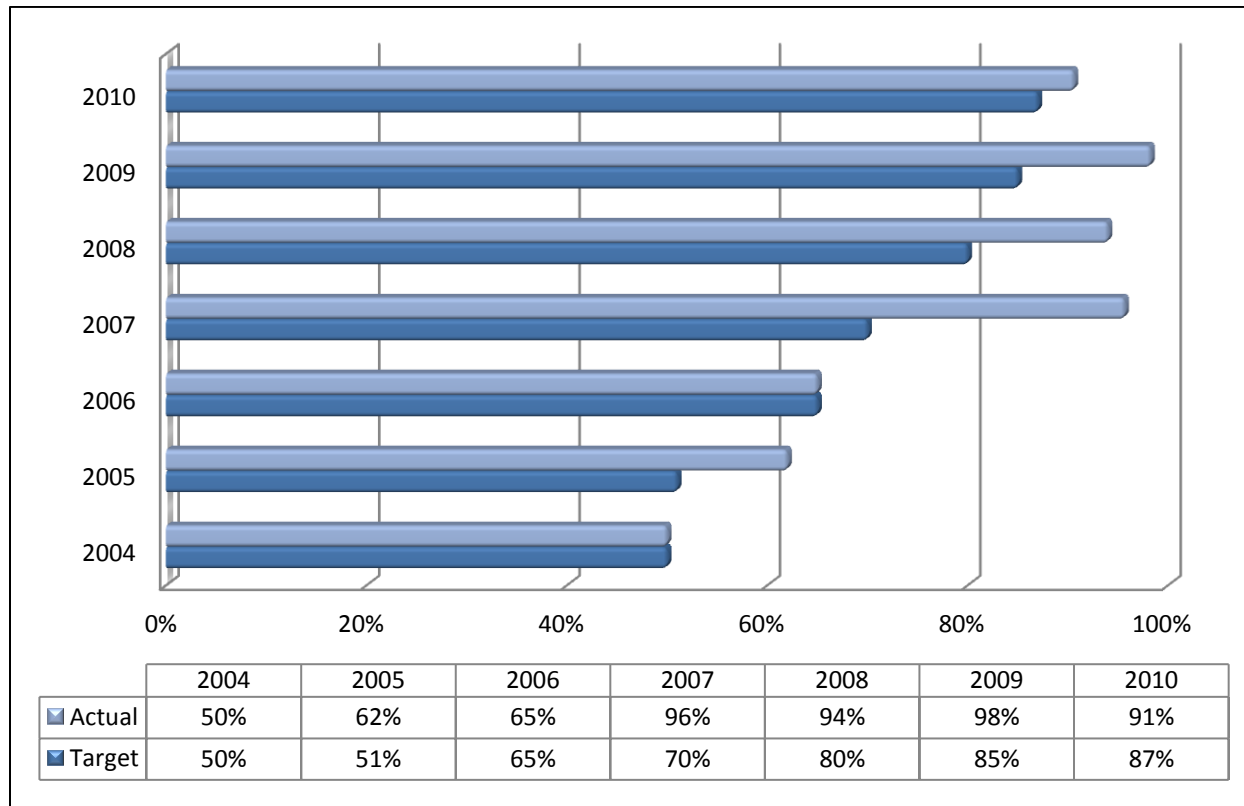


Explanation:

- For this performance measure, processing of the crash reports refers to the submission of the crash report, initial validation and coding of the data, and the data input into the Kansas Crash/Accident Records System (KCARS) within 30 days of the crash incident. When processing is complete, the crash report data is available to KCARS (traffic safety) users for reporting and analysis.
- During 2010 a new State policy was implemented that required redaction of crash reports prior to being processed and entered into the state repository. This policy has unfortunately had a significant impact on the time involved in processing the substantial number of paper-based reports.
- This metric has been re-base-lined starting in 2011 so as to better reflect the time involved in enforcing the new State policies. The actual figures for 2008 and 2009 were used to establish this baseline.
- In order to consistently represent this metric, prior year history for this metric has been archived. Please refer to prior year documents for those archived figures.

Performance Measure #3

Crash - Blood Alcohol Content Reporting

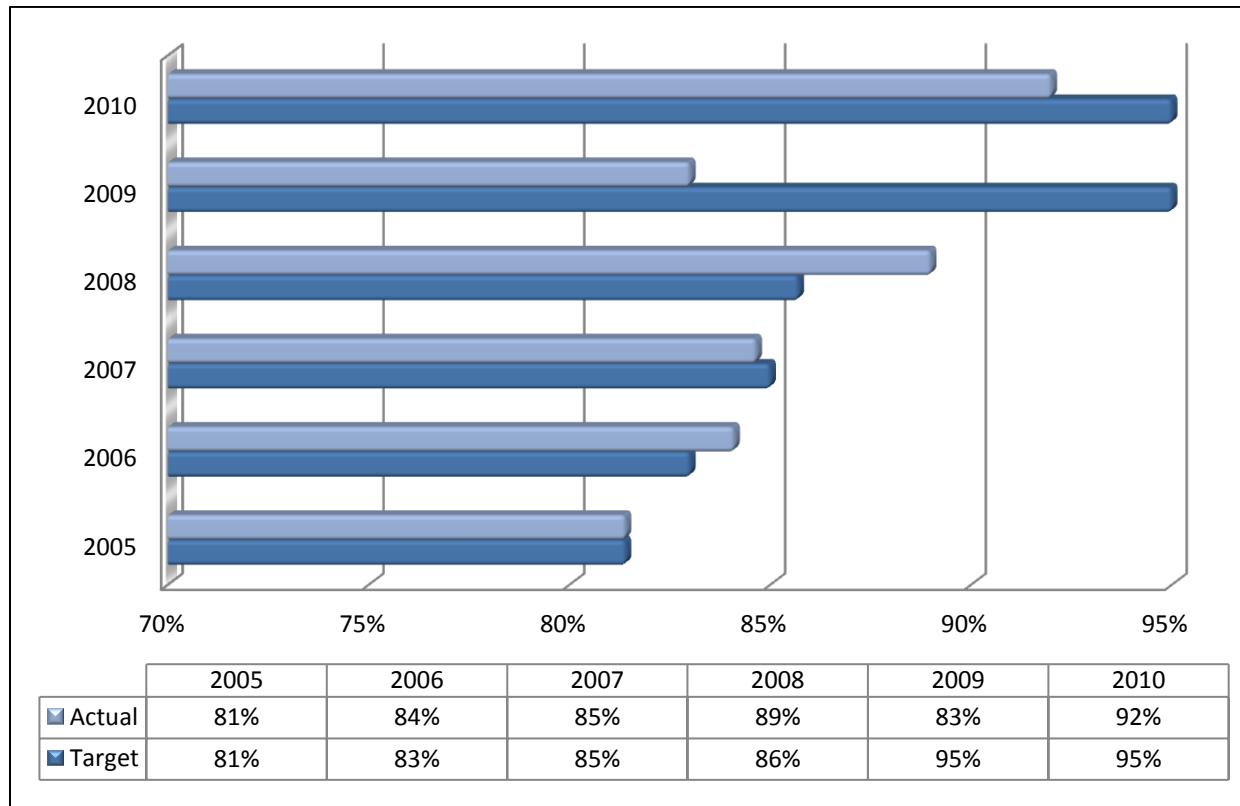


Explanation:

- The goal of this measure is to decrease the number of blank or unknown BAC fields on the state crash form which is in turn submitted to the FARS database. In 2004, when the initial NHTSA Traffic Records Assessment was performed, inclusion of all the appropriate blood alcohol information on reports filed by officers to the state crash repository was very low. It was determined that half of all reports were filed with incomplete information.
- In 2010, only 11 of 117 crash reports associated with alcohol-related fatalities omitted or contained invalid BAC data which exceeds the established target.
- As the goal has been achieved, this will be the last year the metric will be tracked and reported.

Performance Measure #4

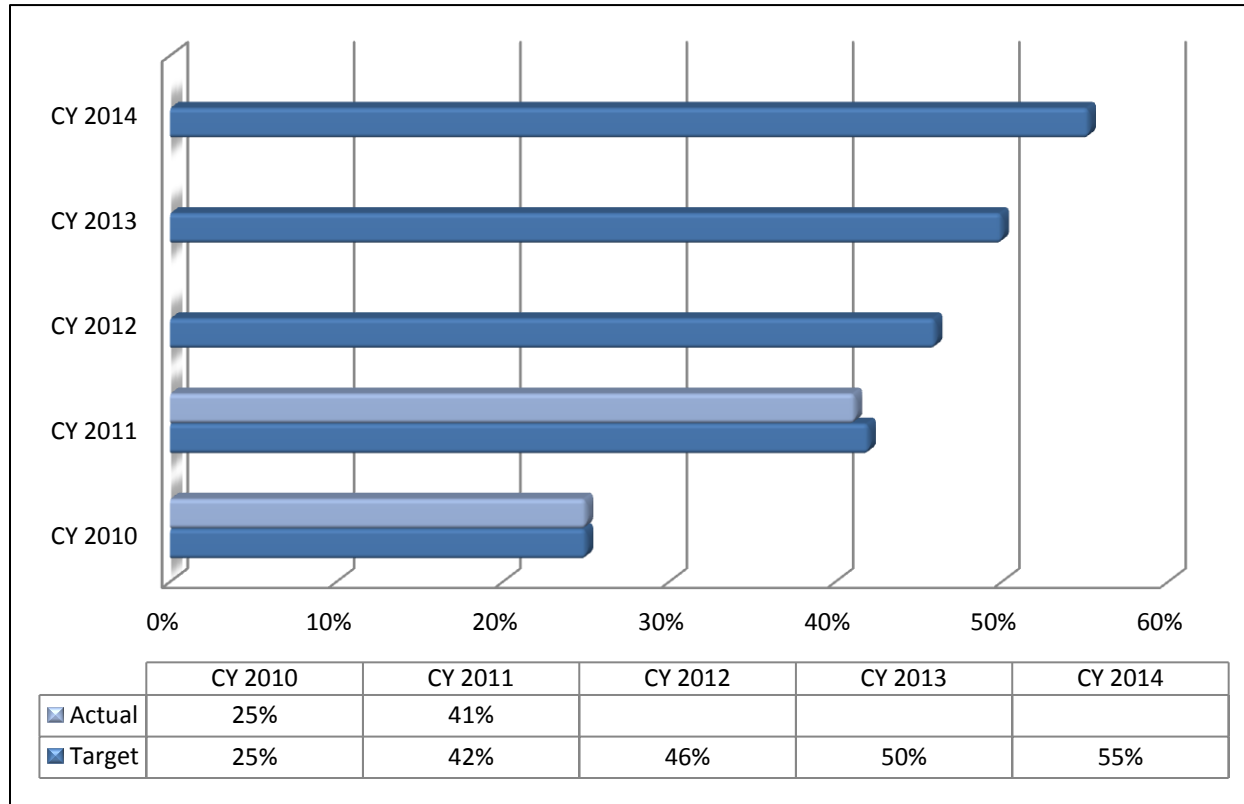
Crash - Commercial Motor Vehicle Reporting



Explanation:

- The purpose of this measure is to determine how many crash reports involving a commercial vehicle included a properly completed commercial motor vehicle (CMV) form.
- Between the years of 2005 and 2008, the CMV completion and submission performance measure has met or exceeded the target for the relevant year.
- In 2010 the agency successfully increased the accuracy rate to 92% or 1,425 out of 1,542 crashes.
- As the goal has substantially been achieved, this is the last year this measure will be tracked and reported.

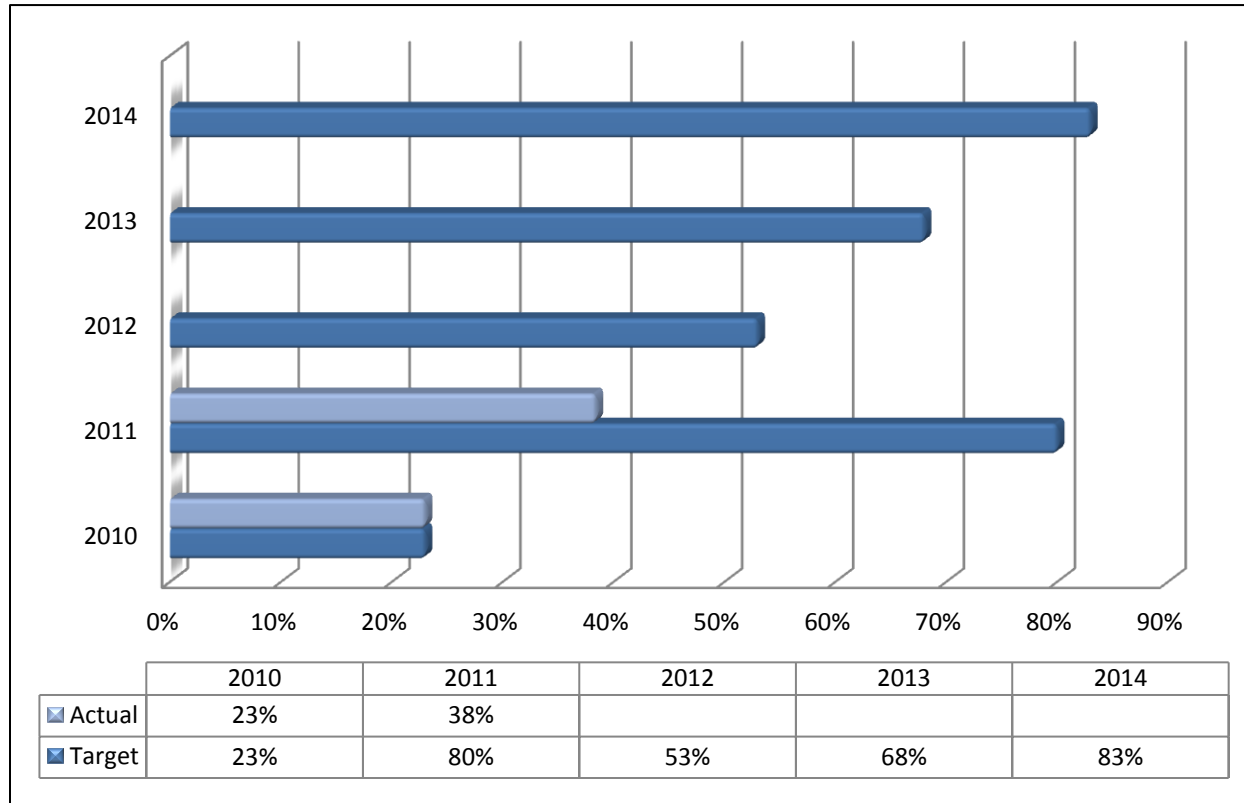
Performance Measure #5
EMS - Service Participation



Explanation:

- In 2011 the Kansas Board of EMS added 27 services bringing the total to 70 out of the now 170, or 41% of state-wide EMS providers.
- The agency effectively met their goal of 42% as they were within 1% of their target.

Performance Measure #6 EMS - Reports Submitted

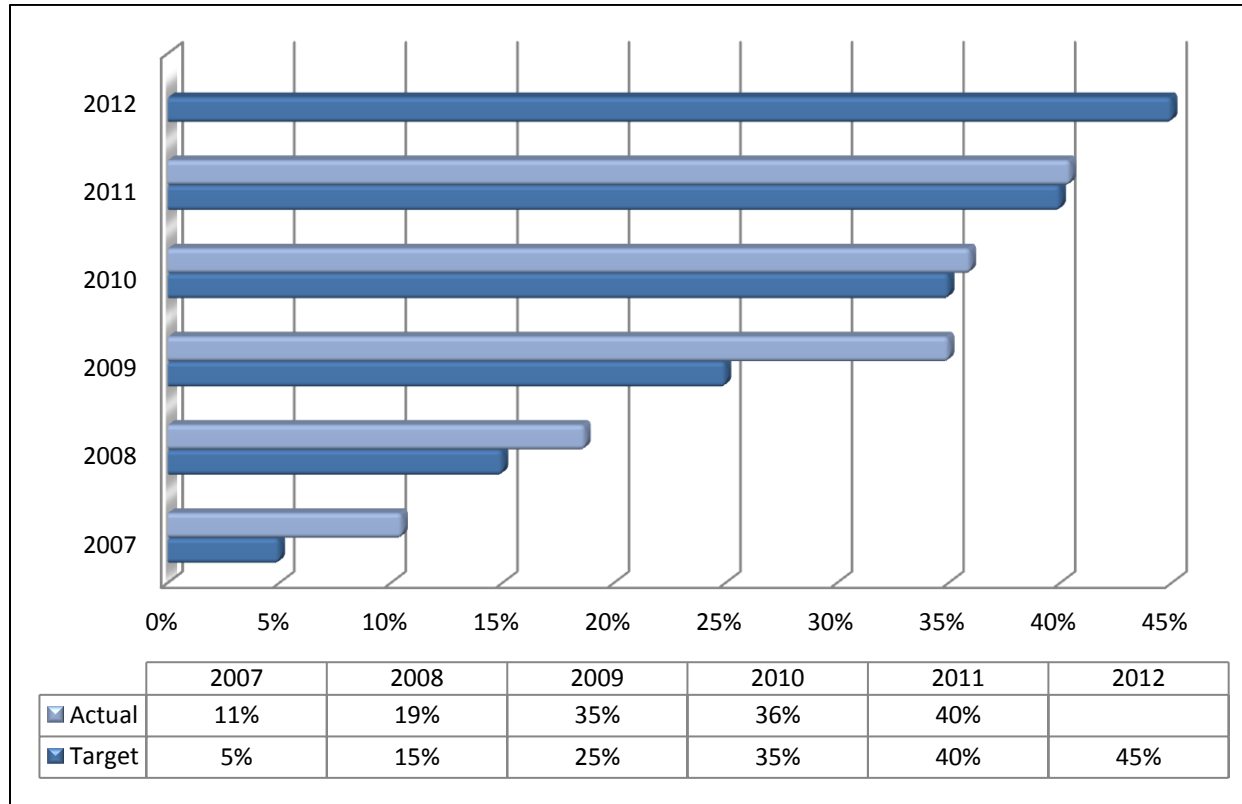


Explanation:

- This measure has been established to better gauge the volume of reports received for the estimated number of EMS incidents (transport/response activities) in any given year. With a higher number of incidents reported, the results of traffic-related incidents can be better compared and analyzed.
- In prior years, the agency had hoped to dramatically increase the percentage of reports filed electronically by “on-boarding” more EMS service providers through system integration efforts funded by the TRCC. The Kansas Board of EMS had optimistically estimated that 80% of services will be submitting reports to KEMSIS by December 31, 2011.
- A serious medical issue impacting one of the project’s primary deployment resources prevented the agency from “on-boarding” as many service providers as they had hoped in 2011.
- In 2011, approximately 96,000 out of the estimated 250,000 or 38% of EMS provider reports were filed electronically.
- Target figures for future years have been re-calculated given the trend depicted by the CY 2010 and 2011 actual numbers showing 15% improvement year over year through CY 2014.

Performance Measure #7

Crash –Report Electronic Submittal

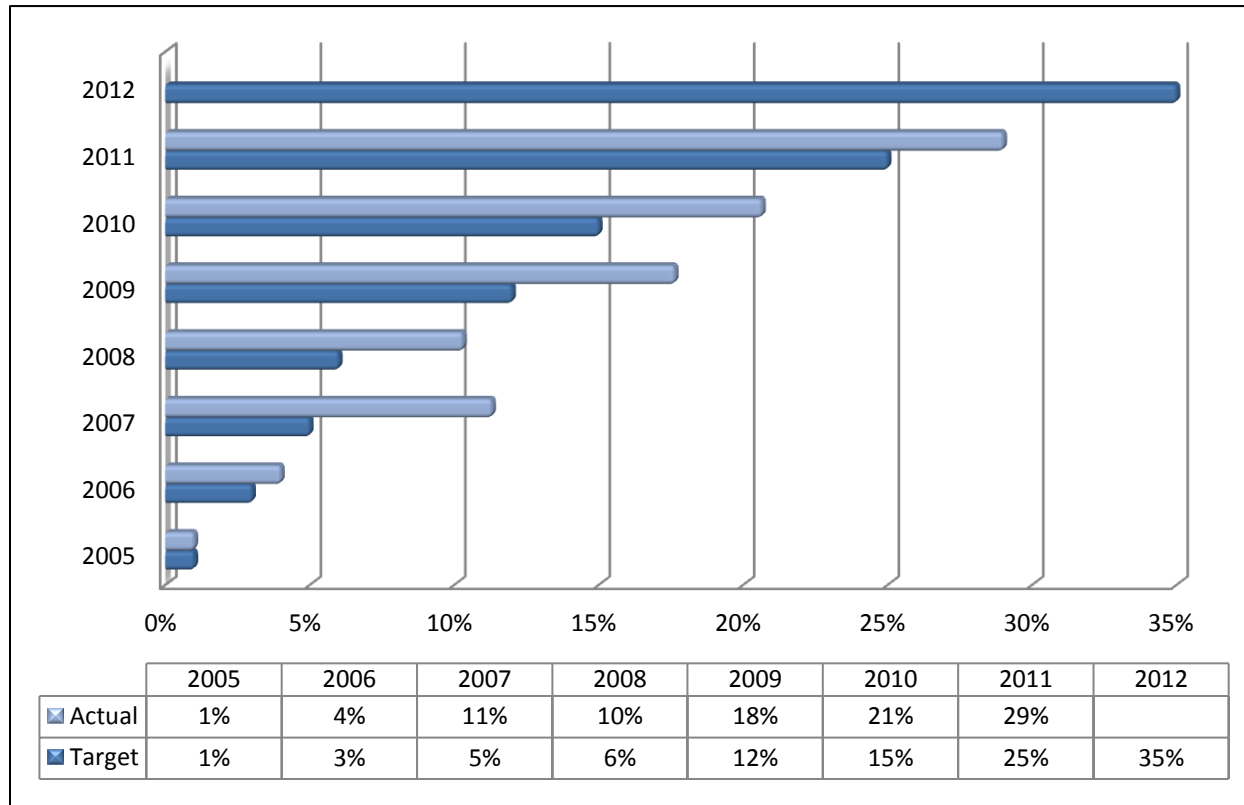


Explanation:

- The goal measured here is increasing the number of reports submitted in an electronic format rather than the historical paper-based forms. Much of this measure is based on the TRS deployment initiative where improved data collection mechanisms will be deployed to law enforcement and a centralized record index established to facilitate collection and distribution of this electronic information.
- In 2011 approximately 24,000 out of the 60,000 or 40% of the crash reports submitted to KDOT were filed electronically resulting in a 4% increase and meeting the target.

Performance Measure #8

Crash – Agency Electronic Submittal

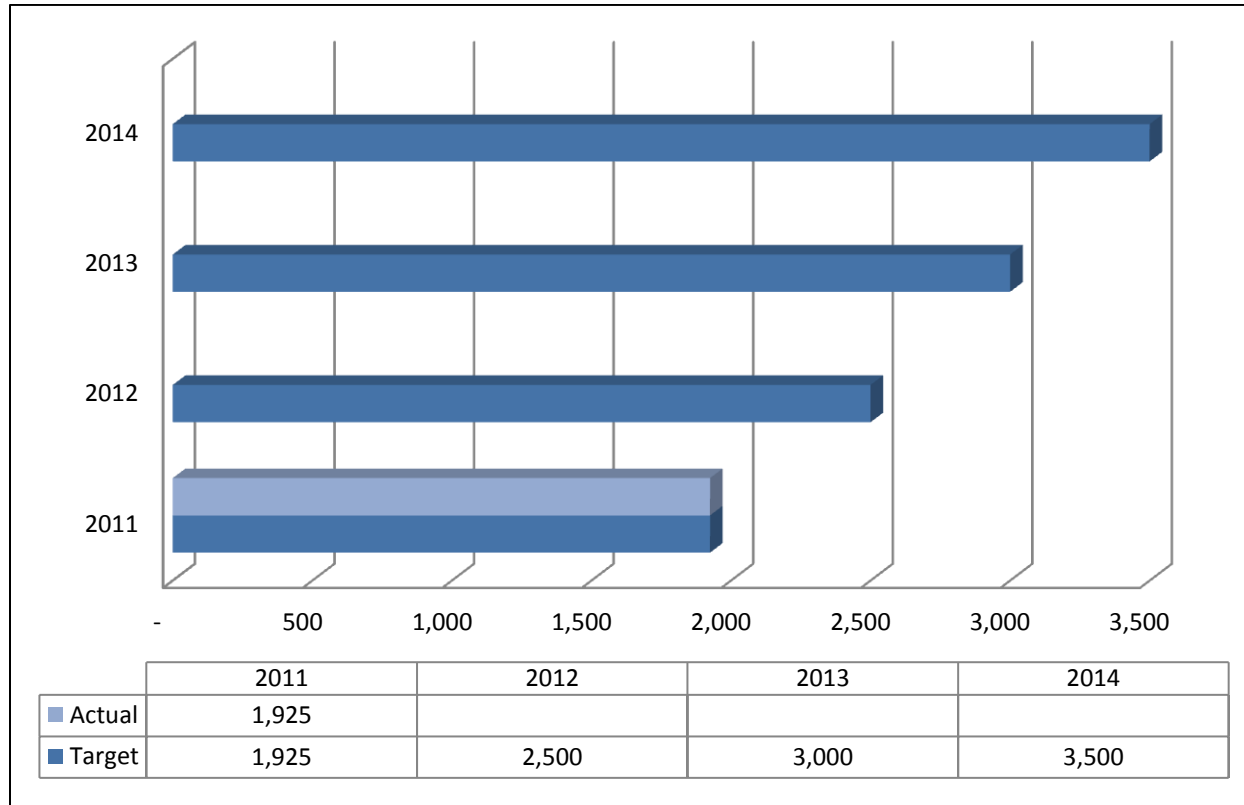


Explanation:

- The goal measured here is increasing the number of agencies reporting crash information in an electronic format rather than the historical paper-based forms. Much of this measure is based on the TRS deployment initiative where improved data collection mechanisms have been deployed to law enforcement and a centralized record index established to facilitate collection and distribution of this electronic information.
- In CY 2011, 116 of the approximately 400 or 29% of agencies who actively file crash reports are integrated to the crash reports database electronically.

Performance Measure #9

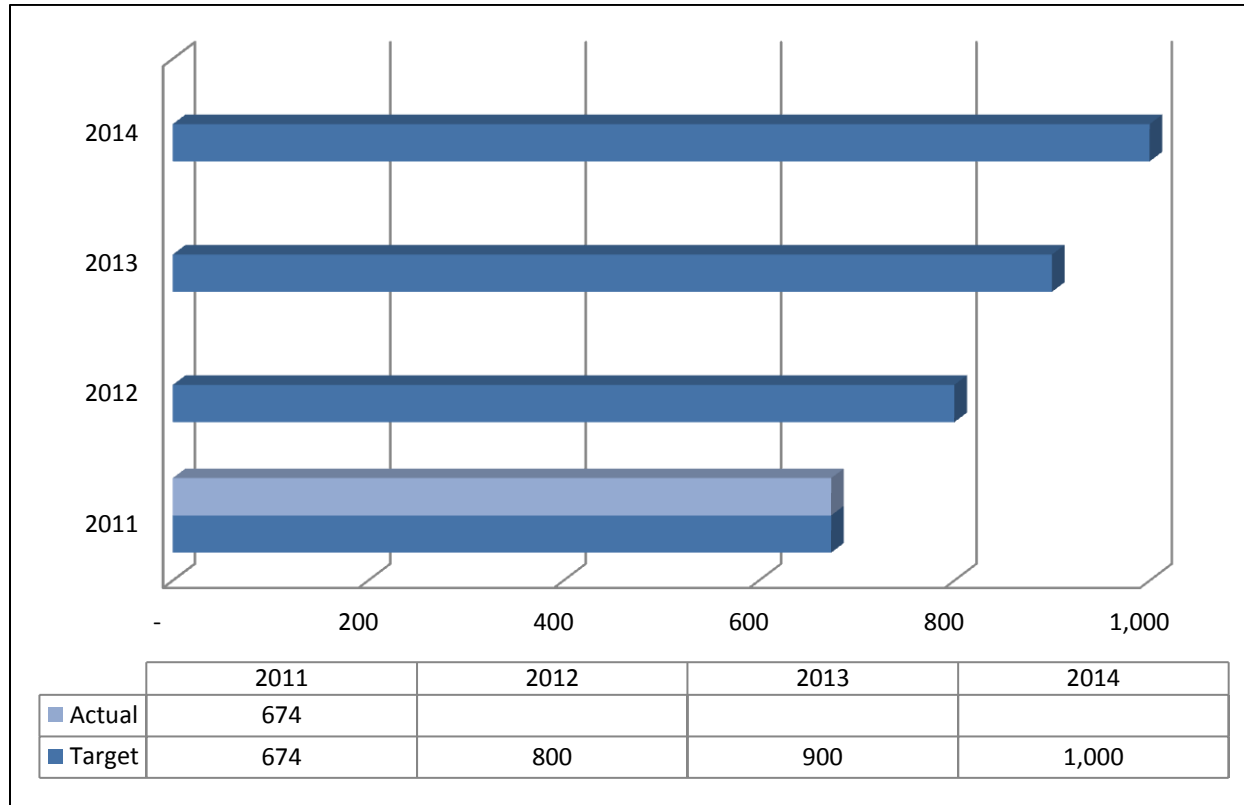
Crash – Report Searches Performed



Explanation:

- This new metric was added this year and is meant to help track progress the state is making towards sharing crash report data electronically with traffic safety users across jurisdictional boundaries.
- This metric is based on the number of searches performed against the crash repository by users of the KCJIS Web-Based Information System.
- A large number of the historical and current crash reports have been made available to the traffic safety community through this tool.
- Search capabilities began in August 2010.
- In 2011, 1,925 searches were performed electronically by the traffic safety community.

Performance Measure #10
Crash – Report Records Accessed



Explanation:

- This new metric was added this year and is meant to help track the progress the state is making towards sharing crash report data electronically with traffic safety users electronically across jurisdictional boundaries.
- This metric is based on the number of searches performed against the crash repository by users of the KCJIS Web-Based Information System.
- A large number of the historical and current crash reports have been made available to the traffic safety community through this tool.
- The first search was performed in August of 2010.
- In 2011, 674 actual crash reports were retrieved electronically by the traffic safety community.

Current TRCC Projects and funding status

FY 2012 status report

Since the original inception of the TRCC and the development of the 2005 TRS Strategic Plan, the committee has made significant strides towards achieving its goals. The following table lists some of the major accomplishments the TRCC has made over the past seven years.

Agency	Accomplishment	Status
Collectively	Defined and Adopted a Common TRS System Architecture	Complete
	Drafted and Passed eCitation Legislation	Complete
KDOT	Published Updated Crash Report Form	Complete
	Automated Crash Reporting	Complete
	Upgraded Crash Reporting Repository	Complete
	Deployed TRS Portal with Crash Data	Complete
	Crash Reports Accessible through KCJIS	Complete
	Improved Roadway Geometric Data Recording	In Progress
KHP	Deployed Statewide Field-Based Reporting System (KLER)	Complete
	Automated SafetyNet Reporting	Complete
EMS	Deployed Statewide EMS Reporting System	Complete
	Adopted NEMIS Compliance and Reporting	Complete
	Analytics Integration with Trauma Tag System	Complete
KDHE	Prototyped and Deployed Trauma Tag System	Complete
	Analytics Integration with EMS System	Complete
KCJIS	Designed eCitation System	Complete
	Developed Plan of Action Surrounding Incident Based Reporting	Complete
	Improve Automation of Incident Based Reporting	In Progress
	Statewide DUI Tracking System (RAPID)	In Progress
	Deploy eCitation System	In Progress
KDOR	Vehicle and Driver Licensing Update	In Progress

While an enormous amount of progress has been made over the past seven years, further progress can still be made. The initiatives and projects are more tactical ways in which an organization can achieve its goals and objectives. The initiatives are ways in which the TRCC has agreed to group together logical projects to ensure that adequate resources are dedicated appropriately to larger work efforts and not spent on one-off projects with limited value.

1. Citation Automation Initiative

Historically, electronic citation data has not been collected in a statewide repository within Kansas. Without a state-mandated uniform citation, counties and municipalities have developed their own data formats and rules surrounding this key traffic safety data set. The eCitation initiative is the program by which this information will begin to become standardized and automated to the point where justice and public safety officials will be armed with knowledge that was previously unavailable to them in order to make better decisions surrounding individuals and cases. Potential projects included in this initiative include the following:

- Project 1.1 – Data Standards Definition
- Project 1.2 – Data Repository and Infrastructure Deployment
- Project 1.3 – Citation Data Capture Development
- Project 1.4 – Cross-Agency System Integration

2. Analytics Initiative

The analytics initiative will focus on bringing data mart and advanced reporting capabilities to the user community to improve traffic safety decision making. This improvement will be accomplished through improved statistical information access and trend monitoring. Analytics information access differs from the operational information access associated with most information systems. Analytical access allows for summarizing and aggregating vast quantities of information across multiple data sources in order to provide an understanding of statewide progress and trends. Operational access is usually limited to individual record access, which serves a different community of users. The following is a list of the potential projects associated with the analytics initiative:

- Project 2.1 – Design and Prototype Analytical Toolset
- Project 2.2 – Deploy Analytical Tools to Key Stakeholders
- Project 2.3 – Increase Data Mart Data Sources

3. DMV Modernization Initiative

Within the State of Kansas, vehicle and person licensing is a function of the DOR's Division of Motor Vehicles (DMV) whom is currently undertaking a multiyear systems modernization initiative. This series of projects is intended to migrate the division from proprietary legacy systems over to a new highly flexible service oriented architecture (SOA) platform. This improved flexibility will provide the division with more capabilities to rapidly integrate with other state information systems. The following projects are included in this overall effort:

- Project 3.1 – Data Standards Definition
- Project 3.2 – Data Repository and Infrastructure Modernization
- Project 3.3 – Cross-Agency System Integration

4. Incident Reporting Initiative

The National Incident Based Reporting System (NIBRS) administered by a division of the federal Department of Justice has historically been the recipient of arrest and offense reports from all law enforcement agencies nationwide. In Kansas, the KBI has stepped in and assisted in the collection of this information at a state level and aggregates the data collected in the Kansas Incident Based Reporting System (KIBRS). This system is currently functioning, however when looking at it from a traffic safety standpoint, some data collection improvements could be made; which in turn could be provided back to the user community in both an operational and analytical means. This initiative is meant to take on the tasks related to these needs and further leverage this public safety data source within the traffic safety realm. Potential future projects associated with this initiative include the following:

- Project 4.1 – Data Standards Definition
- Project 4.2 – Data Repository and Infrastructure Modernization
- Project 4.3 – Incident Data Capture Improvement
- Project 4.4 – Cross-Agency system Integration

5. TRS Improvement Initiative

The first seven years of TRCC involvement saw the TRS initially implemented with the crash data and additionally a consolidated statewide EMS system implemented. These transaction types are currently functioning and in production, however further enhancements, especially over the next five years are expected. This initiative was designed with implementing system improvements in mind, where changes to the current data sets can be examined and further enhanced. It is also anticipated that this initiative will continue throughout the other initiatives and begin to take on enhancements of other data sets as they are implemented into production. Projects included in this initiative include the following:

- Project 5.1 – Improve Data Capture
- Project 5.2 – Improve Data Storage
- Project 5.3 – Improve System Integration

The above is a synopsis of information provided in the 2012 strategic plan. For further detailed information on the progress, projects, and initiatives, please see the 2012 Strategic Plan.

FY-2012 Projects Currently Funded

Fund	Project	FY 2010	FY 2011	FY 2012
NHTSA 408	TRS 04 - TRS Development / COM Upgrade	\$10,000		
NHTSA 408	TRS 06 - Develop and Implement TRS System	24,000		
TREF	TRS 08 - KLER Development Support	68,445		150,000
163	TRS 10 – TRS Support	76,534	30,175	43,975
TREF	TRS 12 – TRS Support	5,779	206,901	184,858
TREF	TRS 13 – TRS System Administration	59,076	59,000	60,000
TREF	TRS 14 – eCitation Data Modeling and Business Rules	180,000		
TREF	TRS 15 – EMS-Trauma System Integration	10,000		
TREF	TRS 17 – TRS Enhancements and Maintenance	99,992		
NHTSA 408	TRS 17 – TRS Enhancements and Maintenance			24,920
TREF	TRS 18 – KCJIS/DMV System Integration	102,000		
TREF	TRS 19 – eCitation Prototype Implementation	43,400		
TREF	TRS 20 – Software Maintenance	18,000	18,000	
TREF	TRS 21 – Application Support	3,300	8,800	20,100
TREF	TRS 23 – Software Development (eCitation)		302,500	
TREF	TRS 24 – Software Development / Project Management	90,600	0	
TREF	TRS 25 - KEMSIS Trauma Data Integration	0	0	36,500
TREF	TRS 26 – 2010/2011 Program Management	93,500	0	
NHTSA 408	TRS 27 – TRS 27 MEI			303,600
SHF	TRS 28 – TRS 28 DUI			248,148
NHTSA 408	TRS 29 – TRS 29 eCitation Prod Implementation			254,130
NHTSA 408	TRS 31 – TRS 31 eCite Program Management			57,400
TREF	EMS KEMSIS			40,000
	Totals	\$884,626	\$625,376	\$1,423,631

*TREF = State Traffic Records Enhancement Fund

SHF = State Highway Fund

FY- 2013 Project obligations

Projected funding assumes approval.

FY- 2013

Potential projects include:

- eCitation Automation Initiative
 - Project 1.5 – Deployment (\$500,000)
- Analytics Initiative
 - Project 2.1 – Design and Prototype Analytical Toolset (\$50,000)
- DMV Modernization Initiative
 - Project 3.2 – Data Repository and Infrastructure Modernization (\$250,000)
- KIBRS Incident Reporting Initiative
 - Project 4.2 – Infrastructure Modernization (\$100,000)
- DUI Tracking System (RAPID)
 - Project 6.1 – Infrastructure Development/Implementation (\$2,400,000)