

2010: Section 408 Application

Kansas Progress Report

Status of TRCC – Over the past year, the TRCC and its members have remained actively engaged in ensuring the successful implementation of the Traffic Records Strategic Plan and its associated projects. The KANSAS TRCC meets frequently throughout the year to discuss plan and implementation progress and is made aware to approve of all decisions associated with the plan. In this past year, a new traffic records assessment was completed and subsequently the KANSAS Strategic Plan was updated in order to incorporate and address items identified by this assessment. All changes in the plan have been reviewed, discussed and approved during TRCC meetings throughout the year.

Major Project Status Report

MMUCC / KARS Kansas Accident Reporting System – In this past year, KDOT fully implemented an updated accident reporting format which included additional MMUCC-compliant elements and attributes. In FY 2009, the new format was distributed in paper format, and in FY 2010 the paper was implemented in an electronic fashion within the Kansas Law Enforcement Reporting (KLER) system developed by the Kansas Highway Patrol (KHP). This new format is now mandatory for all agency submitting crash reports in either format. The accident reporting data repository, the Kansas Accident Reporting System (KARS), has also been updated to include these new MMUCC conformant elements, thereby allowing for MMUCC-based analysis and reporting to be completed.

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 KANSAS 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. Implementation of the statewide EMS system (KEMIS) is underway which includes national NEMSIS reporting. A total of 43 services or 25% of all EMS services are now using this system or otherwise reporting required data to KEMIS. This number continues to grow and is anticipated to reach 75 services, or 85% during the next fiscal year.

Driver Licensing System –The KANSAS Dept of Revenue (KDOR) is in the process of completely updating their drivers licensing and vehicle registration systems. Project 2010 feasibility study was completed in November 2007. The KDOR is committed to meeting the standards set forth in the Real ID act and the integration and standards developed by the TRCC. The 2008 state Legislature approved a raise in vehicle registration fees to fund the upgrade identified in the feasibility study. This project is a major

initiative of the TRCC and continues to be a top KDOR priority. A system integrator has been selected and began work during this past year to plan and implement the new driver licensing system.

KLER / Kansas Law Enforcement Reporting System – This project is a common input application for accident and incident information which is being developed by the KHP. It collects all required accident 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 unique identification to each accident/incident and provides validation of common constraints such as code lists and other related business rules. During this past year, KLER was implemented statewide by the KHP and was made freely available to other law state enforcement agencies wishing to utilize its capabilities. As a part of the deployment, the KHP held numerous training sessions to increase the adoption rate of the system and worked closely with KDOT to begin receiving accident reporting information electronically from implementing agencies. The KHP is now beginning a project to test and prototype similar transmission functionality surrounding Criminal Incident and Arrest reports with the Kansas Bureau of Investigation (KBI).

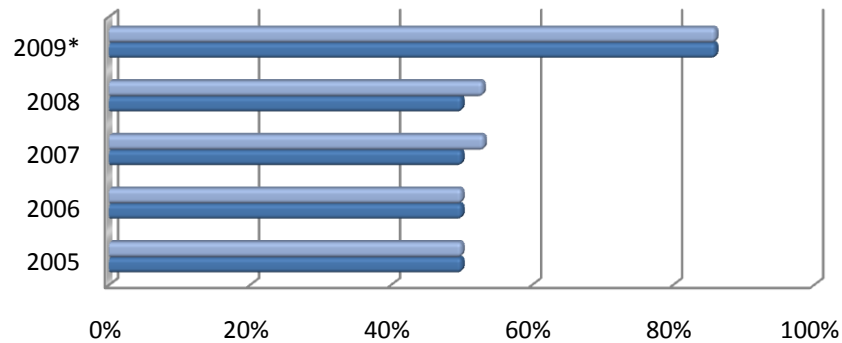
TRS Development – A central traffic-safety information routing hub and associated website has been a main focus for the TRCC over the past several years. The goal of this hub is to capture, validate, convert and route traffic safety information between information sharing partners whereby the flow and quality of information is improved. The first release of the TRS hub was deployed into production and is actively routing accident report information between the KHP, KDOT and KBI. A subsequent series of lessons-learned meetings were held and features for the next version of the TRS hub outlined and budgeted. During this next year, it is anticipated that these new features will be implemented into the TRS through the implementation of the eCitation project discussed in the next section.

Kansas eCitation System – The eCitation effort began in 2009 continued this year and made significant progress. Legislation permitting the electronic capture of citation information was passed as a result of the prior year planning effort and data rules were captured and encapsulated into a National Information Exchange Model (NIEM) conformant Information Exchange Package Document (IEPD). Initial and ongoing funding concerns were discussed at length and have been defined enough to be brought before the TRCC for approval. A prototype of the anticipated effort was also completed and proved to be successful on currently available technology. Once approved by both the TRCC and the State's project management office, the effort is expected to begin work towards detailed design and implementation.

2010 PERFORMANCE MEASURES

Performance Measure #1

Model Minimum Uniform Crash Criteria (MMUCC) Conformance



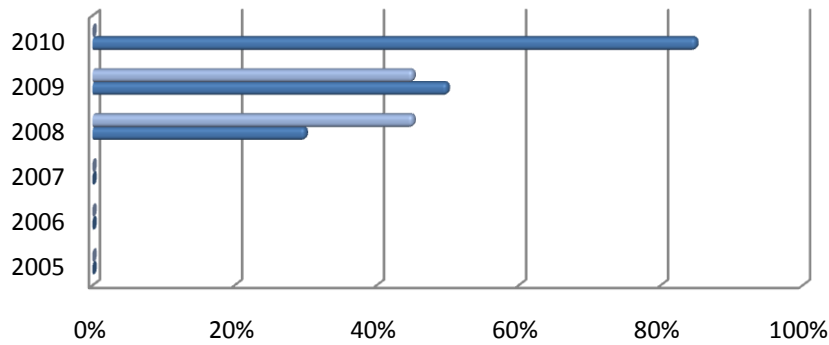
	2005	2006	2007	2008	2009*
Actual	50%	50%	53%	53%	86%
Target	50%	50%	50%	50%	86%

Explanation:

- Over the past year, KDOT began enforcing the usage of a MMUCC conformant crash report form which in turn has spurred an increase in the 2009 reporting figures. In 2009, the conformance on MMUCC increased to 86%, meeting its targeted performance measure for the year. This number exceeds the calculated 73% previously assessed in a study performed by the National Highway Transportation Safety Administration (NHTSA) dated May 26, 2009.

Performance Measure #2

National Emergency Medical Services Information System (NEMSIS) Compliance



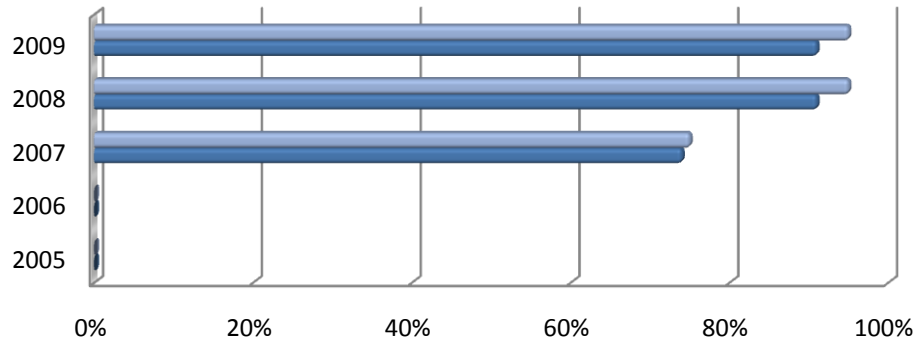
	2005	2006	2007	2008	2009	2010
Actual	0%	0%	0%	45%	45%	0%
Target	0%	0%	0%	30%	50%	85%

Explanation:

- Currently NEMSIS has defined 83 recommended national elements. Through the recent statewide EMS implementation, the state now captures 192 data elements, of which all of the 83 of recommended national elements are addressed. Furthermore, the KBEMS, KDHE and the respective vendors have begun working on integrating KEMIS and the Kansas Trauma Registry. This work is expected to be completed by December 31, 2010.

Performance Measure #3

National Trauma Data Bank Compliance



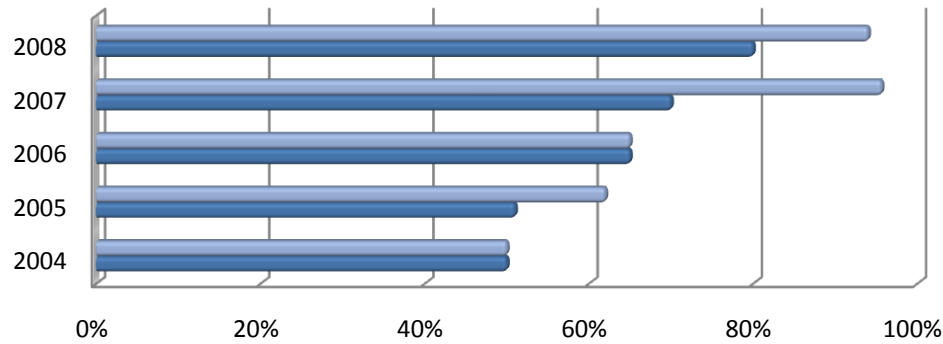
	2005	2006	2007	2008	2009
Actual	0%	0%	75%	95%	95%
Target	0%	0%	74%	91%	91%

Explanation:

- In an internal study conducted by KDHE they have determined that the current Kansas Trauma Registry is 95% conformant to the NTDB elements and they are currently transmitting this conformant information to the national repository. The primary difference is in how postal codes are captured and stored. In 2009, these figures did not change yet it continues to surpass the measure target by 4%.

Performance Measure #4

Crash Information Quality – Completeness FARS BAC Unknown Results



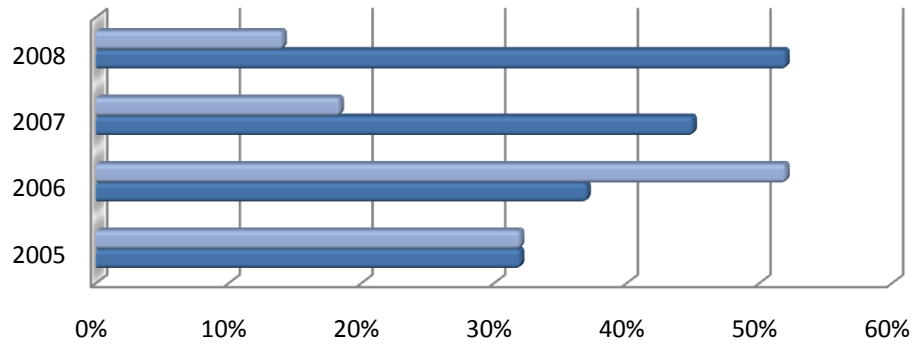
	2004	2005	2006	2007	2008
Actual	50%	62%	65%	96%	94%
Target	50%	51%	65%	70%	80%

Explanation:

- During 2007 the number of alcohol-related fatal collisions with blank or unknown BAC information went down dramatically. Only 5 out of the 115 collisions matched this criteria meaning almost 96% of all submissions contained complete BAC information. The 2008 state crash database has reported an impressive 94% submission rate for BAC reporting. This number exceeds expectations and surpasses a targeted measure of 80% for 2008 although it is down by a modest 2% when compared with the prior year. Improvements in information gathering allows for enhanced statistical analysis and results in the prevention of future alcohol-related crash fatalities.

Performance Measure #5

Crash Information Timeliness - Crash Report Processing



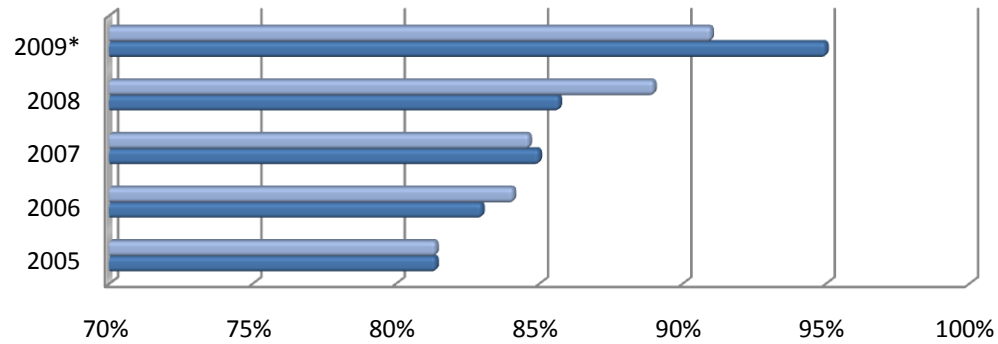
	2005	2006	2007	2008
Actual	32%	52%	18%	14%
Target	32%	37%	45%	52%

Explanation:

- During 2007 the timeliness of accident reporting saw a rather dramatic decrease from 52% processed within 60 days down to 18%. In 2008, this downward trend continued. This decrease continues to be attributed to the fact that the same KDOT staff responsible for tracking and monitoring this set of information, were instead justifiably focused on the development and deployment of the new 2009 accident report forms, upcoming KLER field-based reporting system and electronic data transfer to the new Traffic Records System. Now that this system is in production, KDOT anticipates a sizable increase in these figures once the 2009 reporting period is closed out.

Performance Measure #6

Vehicle Information - Commercial Motor Vehicle Reporting



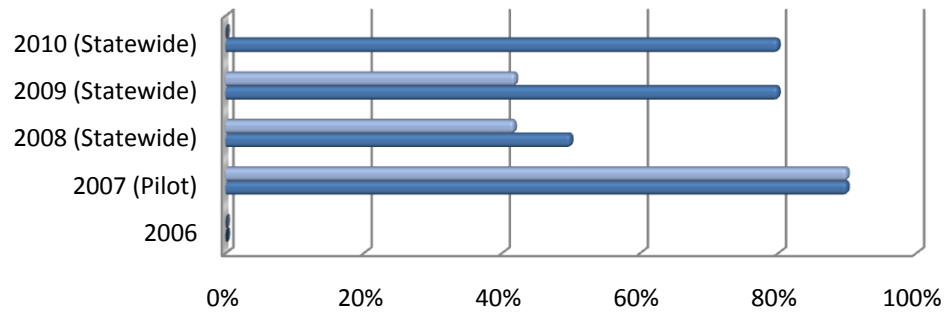
	2005	2006	2007	2008	2009*
Actual	81%	84%	85%	89%	91%
Target	81%	83%	85%	86%	95%

Explanation:

- The target was met for this metric during 2007 where 3,563 reports out of the 4,209 commercial accidents included a Truck/Bus Supplement which represents a nominal change from 2006. The final figures for 2008 show continued progress. Between the years of 2005 and 2008, the CMV completion and submission performance measure has met or exceeded the target for the relevant year. However, for 2009, with a target measure of 95% the CMV reporting has fallen short with an actual 91% reported although, a performance of 91% form completion and submission rate is still an impressive figure and continues to represent an increase over 2008. Please note that the 2009 year has not yet been finalized, but a preliminary figure has been provided.

Performance Measure #7

Injury Information - Linked Trauma Records



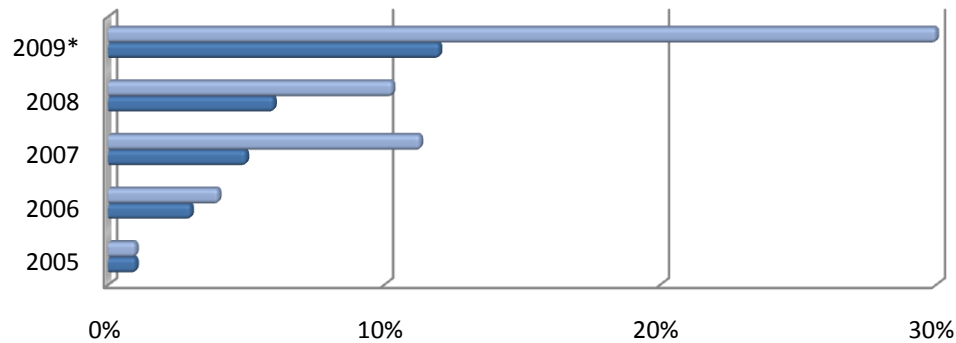
	2006	2007 (Pilot)	2008 (Statewide)	2009 (Statewide)	2010 (Statewide)
Actual	0%	90%	42%	42%	0%
Target	0%	90%	50%	80%	80%

Explanation:

- The small 2007 pilot was successful in that it proved out that in disaster scenarios (in this case a tornado), individual patient records could be successfully and easily linked throughout the patient's care. In 2008, this trauma tag system was rolled out to the three highest population counties within the state (Sedgwick, Johnson and Wyandotte) which according to the U.S. Census Bureau represents approximately 42% of the state's population. This means that 42% of the state's population is prepared to link trauma records in case of a large-scale disaster. During 2009, the department anticipated rolling this same system out to more counties thereby covering more of the state's total population. Although Linked Trauma Records has fallen short of their 2009 expectations, with a target of 80%, the department maintained a 30% participation rate (including Sedgwick, Johnson and Wyandotte counties) after expanding to other counties within the state.
- A project has recently been funded and approved which will take and further link trauma registry information with EMS information for reporting purposes through system-to-system integration and analysis. The update should help to increase this metric and bring it closer to meeting the 80% goal in the upcoming years.

Performance Measure #8

Crash Information Quality – Agency Crash Report Electronic Submittal Participation



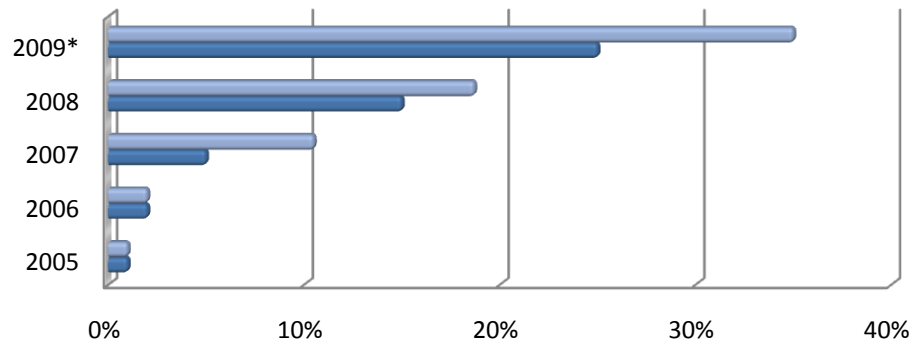
	2005	2006	2007	2008	2009*
Actual	1%	4%	11%	10%	30%
Target	1%	3%	5%	6%	12%

Explanation:

- During 2007, 45 out of the 398 reporting agencies, (11%) submitted reports electronically. For 2008, 41 out of the 398 reporting agencies (10%) reported electronically. While both numbers surpassed the measure target, the nominal 4 agency decrease in 2008 is attributed to these agencies postponing their electronic efforts in favor of waiting for the highly-anticipated field-based reporting system currently under development by the KHP. In 2009 there was a reported 30% agency participation in crash information reporting electronically. This equates to approximately 119 of 398, or 30%, electronic reporting agencies and more than doubles the targeted 2009 performance measure percentage of 12%. If this growth trend continues, as indicated for 2009 with an increase of 78 participating agencies reporting electronically, then 2010 can anticipate at least half of all 398 agencies will be filing electronically.

Performance Measure #9

Crash Information Quality – Crash Report Electronic Submittal



	2005	2006	2007	2008	2009*
Actual	1%	2%	11%	19%	35%
Target	1%	2%	5%	15%	25%

Explanation:

- In 2007, out of the 70,589 total accident reports collected, 7,415 (10.5%) were received through electronic transmissions. In 2008, 12,315 of the 65,859 accidents (18.7%) were reported to KDOT electronically. While it was targeted that 25% of all accident reports would be electronic by 2009, it was feared that this number would be significantly less as the state is transitioning to new MUUCC-conformant accident report forms and a new electronic means of data collection through the KLER field-based reporting product. To the surprise of all, this was not the case for 2009 as the actual number was reported that 35% of all forms were submitted electronically. If the current trend in growth of electronic submittal continues, then the state can expect to see the actual submittals to far exceed their original target.

Current TRCC Projects and funding status

FY 2010 status report

Since the original inception of the TRCC and the development of the 2005 TRS Strategic Plan, the organization has made significant strides towards achieving its goals. The following table lists some of the major accomplishments the TRCC has made over the past five 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
	Integrated Crash Reports into KCJIS	Complete
KHP	Deployed Statewide Field-Based Reporting System	Complete
	Automated SafetyNet Reporting	Complete
EMS	Deployed Statewide EMS Reporting System	Complete
	Adopted NEMESIS Compliance and Reporting	Complete
	Analytics Integration with Trauma Tag System	In Progress
KDHE	Prototyped and Deployed Trauma Tag System	Complete
	Analytics Integration with EMS System	In Progress
KCJIS	Designed eCitation System	Complete
	Developed Plan of Action Surrounding Incident Based Reporting	Complete
	Improved Automation of Incident Based Reporting	In Progress

While an enormous amount of progress has been made over the past five 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 five 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 2010 strategic plan. For further detailed information on the progress, projects, and initiatives, please see the 2010 Strategic Plan.

FY-2010 Projects currently funded with 408

Project contracts funded by 408 Funds:

Project	FY 2009	FY 2010
TRS 04 - TRS Development / COM Upgrade	\$29,000	\$14,400
TRS 06 - Develop and Implement TRS System	596,400	24,000
TRS 07 – Soos Creek	235,400	-
TRS 08 - KLER Development Support	150,000	150,000
TRS 09 - eCitation Strategic Plan	74,900	-
TRS 10 – 163 PI & E	127,500	122,000
TRS 11 – TRS Development KDOT Staff Augmentation Services	5,900	-
TRS 12 – PI & E	10,000	25,000
TRS 13 – TRS System Administration	5,000	130,000
TRS 14 – eCitation Data Modeling and Business Rules	-	180,000
TRS 17 – TRS Enhancements and Maintenance	-	85,400
TRS 18 – KCJIS/DMV System Integration	-	102,000
TRS 19 – eCitation Prototype Implementation	-	43,400
TRS 20 – Image Trend Hosting Software Maintenance	8,700	18,000
TRS 21 – Image Trend Support Application Support	29,000	3,300
TRS 23 – Analysts International Software Development	-	275,000
TRS 24 – Software Development	-	520,000
TRS 25 - KEMSIS Trauma Data Integration	-	29,000
TRS 26 – 2010/2011 Program Management	-	95,200
EMS-Trauma System Integration	-	10,000
KARS Upgrade	5,500	-
KARS Accident Report Repository Upgrade 2	63,000	40,200
Totals	\$1,340,300	\$1,866,900

FY-2010 Project obligations with 408

Projected funding assumes approval and in FY09 408 funds.

FY-2010

Potential projects include:

- Citation Automation Initiative
 - Project 1.1 – Data Standards Definition (\$25,000)
 - Project 1.2 – Data Repository and Infrastructure Deployment (\$500,000)
- Analytics Initiative
 - Project 2.1 – Design and Prototype Analytical Toolset (\$250,000)
- DMV Modernization Initiative
 - Project 3.1 – Data Standards Definition (\$25,000)
 - Project 3.2 – Data Repository and Infrastructure Modernization (\$250,000)