

2011: 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. In response to new traffic-records reviews performed this past year and the publication of the NHTSA Model Performance Measures; many of the performance measures for this reporting period have been reworked or modified. 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. Additionally, the material presented herein has been reviewed, discussed and approved by the TRCC and its members over the course of the year.

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						
Vehicle¹						
Driver						
Roadway²						
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.

² The TRCC recognizes the efforts being undertaken by the Federal Highway Administration (FHWA) targeted at improving the collection, analysis and expansion of roadway data. KDOT is actively pursuing meetings and discussions with the agency this upcoming year which is expected to result in additional roadway measures in the next reporting period.

Major Project Status Report

MMUCC / KCARS Kansas Accident Reporting System – In this past year, KDOT has continued to deploy and educate law enforcement on an updated crash reporting format. 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 has been made mandatory for all agency submitting crash reports in either format for the past two years. Much of the focus of this year has been around monitoring and improving the data captured in addition to responding to new State policies regulating privacy surrounding personal citizen information contained on the crash report. The agency has also been actively involved in extracting the data from the operational data store and performing additional analysis and reporting through data warehousing technology.

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. During this past year, BEMS has been working closely with the administrators of the State’s Trauma Registry to improve the automation by which EMS data is provided to Trauma Centers (Hospitals) upon arrival. The agency is also now working with their vendor, ImageTrend, to employ integration with additional EMS vendors though which they hope to incorporate data from some of the State’s largest regions and jurisdictions.

Driver Licensing System –The KS Dept of Revenue (KDOR) is in the process of completely 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. The 2008 state Legislature approved a raise in vehicle registration fees to fund the upgrades identified in the feasibility study. This project is a major initiative of the TRCC and continues to be a top KDOR priority. During this past year, the system integrator has continued to deploy the new vehicle and licensing system and have been working closely with the Kansas Bureau of Investigation to ensure law enforcement will continue to have automated access to this information in the upgrade system on day one. This integration was funded by the TRCC and is also anticipated to improve the means and level of access officers in the field have to crucial information they do not current receive; such as vehicle title information and cross-referencing between vehicle owners and additional criminal justice data.

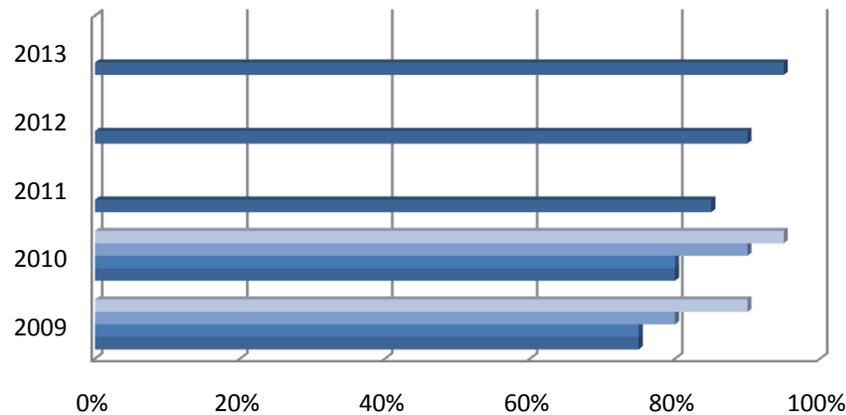
KLER / Kansas Law Enforcement Reporting System – This project is a common input application for accident and incident information which was developed by and continues to be maintained by the KHP. It collects all required accident or incident information by officers in the field responding to traffic-safety 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, the KHP has continued to share the system and its technology with more local and municipal jurisdictions which has begun to make significant headway in addressing the paper-based crash report backlog within the State

Kansas eCitation System – The eCitation effort began in 2009 continued to make significant progress this year. The next project phase began and is currently in progress which is intended to deploy the infrastructure and outline the detailed technical designs by which the remainder of the initiative will be defined. 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. .

2011 PERFORMANCE MEASURES

Performance Measure #1

Injury Surveillance – Trauma Reports Received



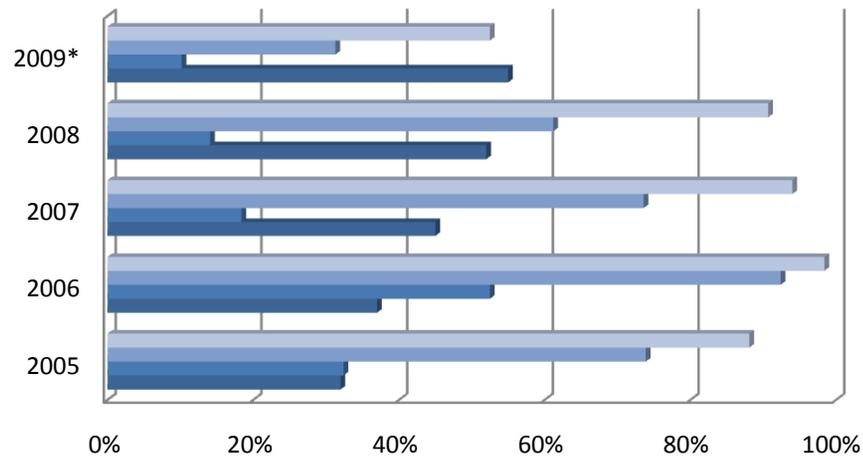
	2009	2010	2011	2012	2013
Actual Reports Received > 90 Days	90%	95%			
Actual Reports Received < 90 Days	80%	90%			
Actual Reports Received < 30 Days	75%	80%			
Target < 30 Days	75%	80%	85%	90%	95%

Explanation:

- This measure is new for this year 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.

Performance Measure #2

Crash - Report Processing



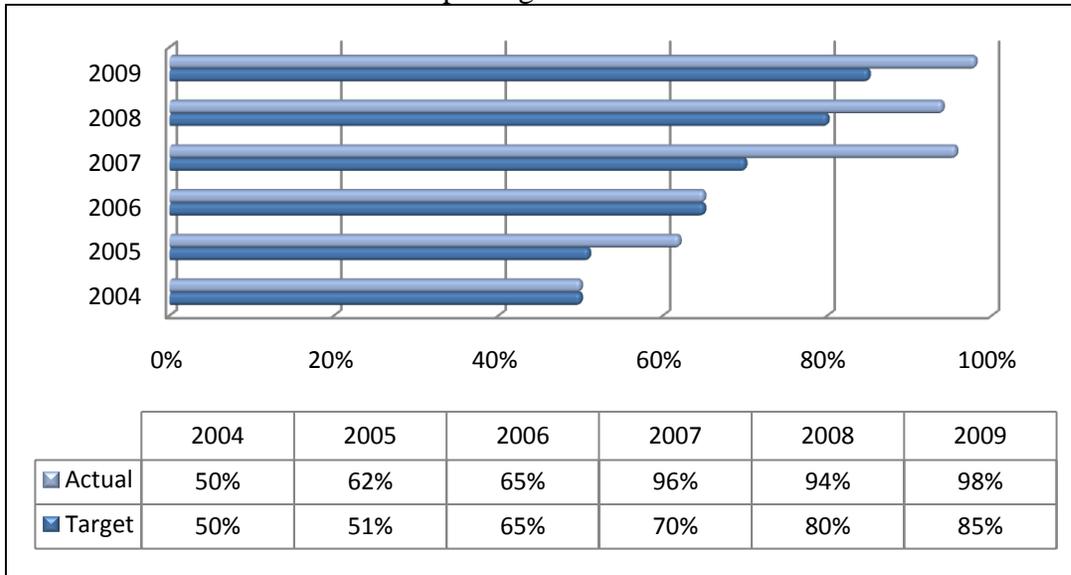
	2005	2006	2007	2008	2009*
Actual Reports Received > 90 Days	88%	98%	94%	91%	53%
Actual Reports Received < 90 Days	74%	92%	74%	61%	31%
Actual Reports Received < 30 Days	32%	53%	18%	14%	10%
Target < 30 Days	32%	37%	45%	52%	55%

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 users for reporting and analysis.
- During the past year 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. The Kansas Department of Transportation (KDOT) is working on ways in which to address and reduce the backlog of crash reports including efforts to encourage officers to file crash reports electronically.

Performance Measure #3

Crash - Blood Alcohol Content Reporting

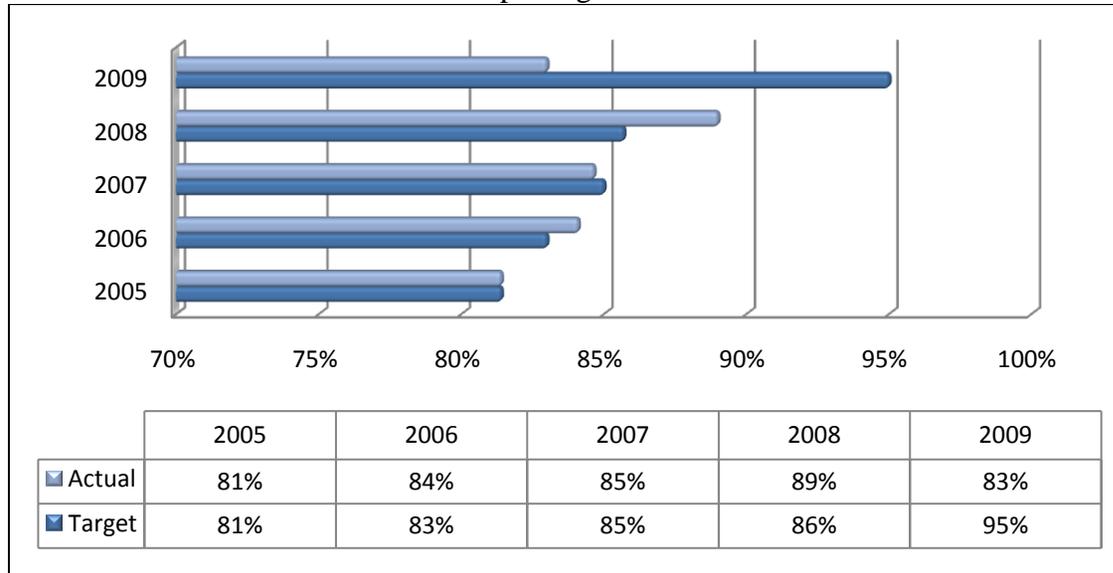


Explanation:

- 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 the coming years, the State funded a number of initiatives including additional training, improved crash report forms and automated collection tools which has brought the figure up to approximately 98% in 2009. Only 2 of the 114 alcohol-related fatality accidents were filed incorrectly.

Performance Measure #4

Crash - Commercial Motor Vehicle Reporting

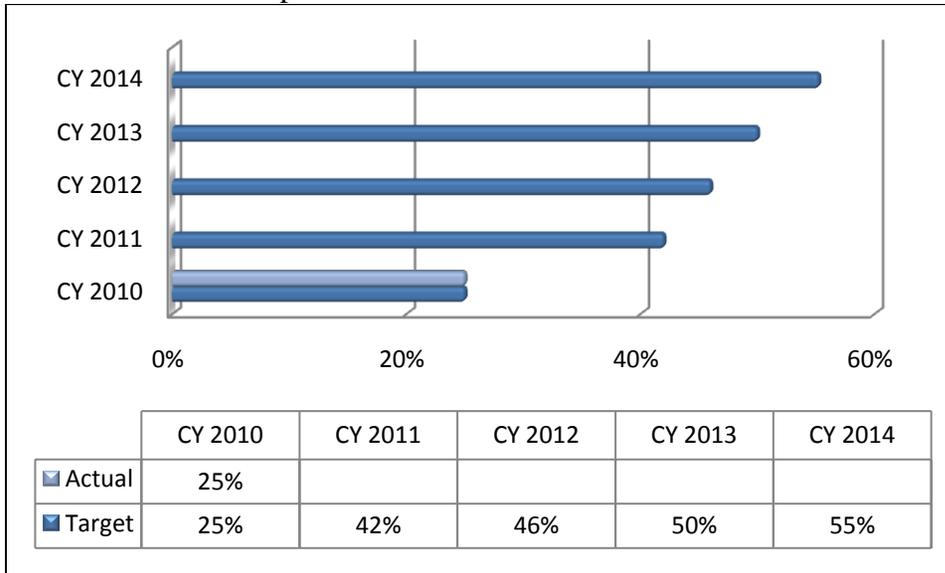


Explanation:

- 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%, CMV reporting has fallen short of its target with an 83% form completion and submission rate.
- Even though the substantial target of 95% was not achieved, actual performance remained relatively even at 83%, which given the small volume of transactions represents a statistically insignificant change (1,254 out of 1,512 accidents).

Performance Measure #5

EMS - Service Participation

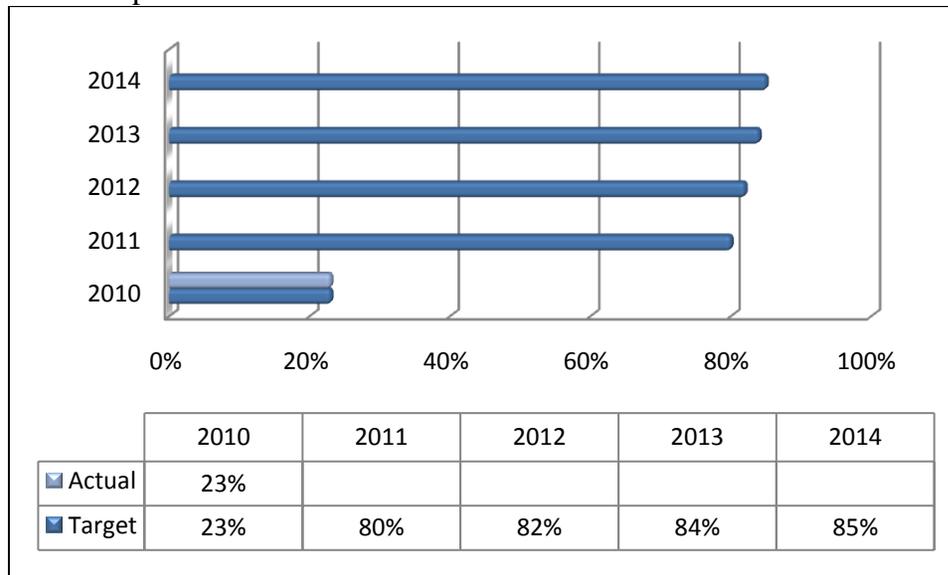


Explanation:

- New for this year, the State is targeting improved participation of EMS service providers in the Statewide EMS repository and measuring improvement in this area as initiatives begin surrounding this effort.
- For 2010 it was determined that 25% of EMS services, or 43 services out of 172 state-wide, are actively participating by submitting reports to KEMSIS. In 2011, the Kansas Board of EMS anticipates adding an additional 30 services thus bringing the total number of participating services to 73, or 42%.

Performance Measure #6

EMS - Reports Submitted

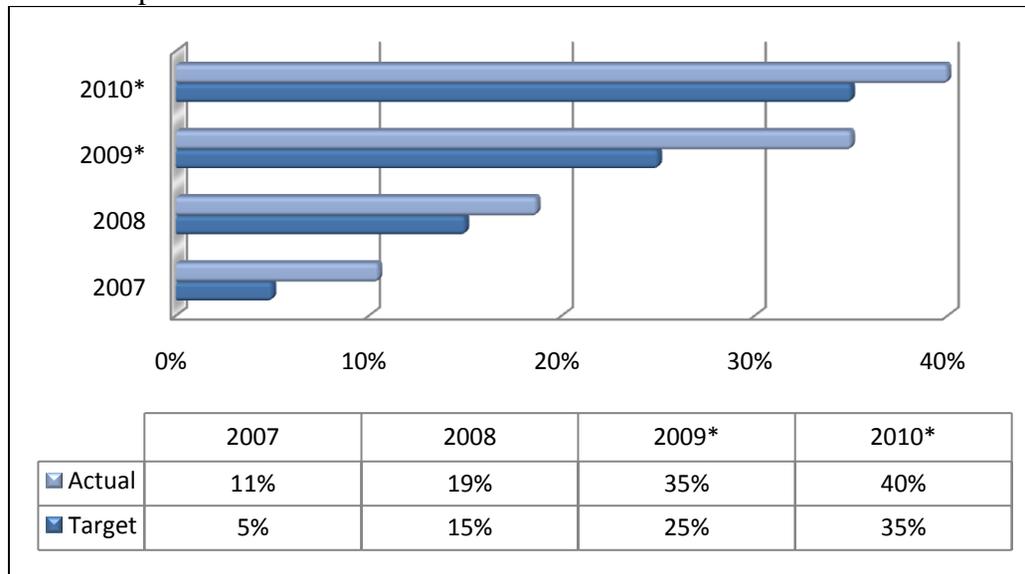


Explanation:

- This new 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 upon, the results of traffic-related incidents can be better compared and analyzed.
- For the year 2010 it was determined that 23%, or 57,082 reports were received for the approximately 250,000 annual EMS incidents. In upcoming years, BEMS hopes to grow this percentage by on-boarding more EMS service providers through system integration efforts funded by the TRCC. The Kansas Board of EMS anticipates that 80% of services will be submitting reports to KEMSIS by December 31, 2011.
- Additionally, BEMS hopes to achieve a target of 85% services submitting 212,000 reports to KEMSIS by December 31, 2014.

Performance Measure #7

Crash –Report Electronic Submittal

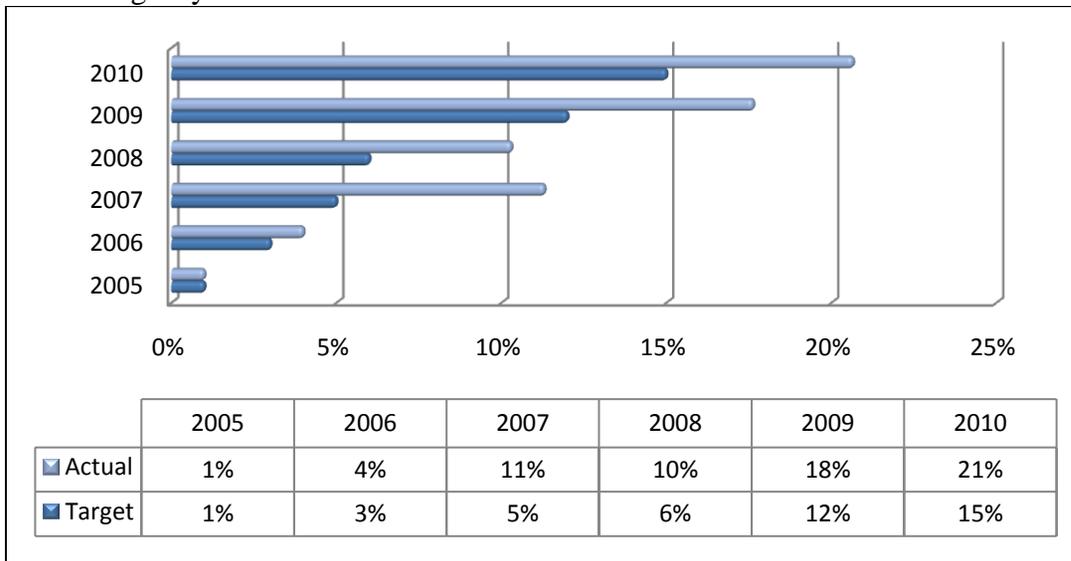


Explanation:

- The goal being 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.
- The new TRS and its associated tools continue to be adopted by agencies across the State, and a number of the larger jurisdictions are still in the process of working on ways to incorporate the new electronic filing format into their legacy systems. For this reason, the dramatic increase in electronic report filing has slowed some yet still increased this past reporting period.
- The TRCC agencies are working on ways in which to make adoption of the tools more lucrative to larger jurisdictions as well as working with several records management system vendors to incorporate the crash reporting tools into their off-the-shelf solution packages.

Performance Measure #8

Crash – Agency Electronic Submittal



Explanation:

- The goal being 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.
- The number of agencies reporting crash records electronically has steadily increased over the past five years and is now beginning to significantly surpass the initial targets.
- Much of the increase this year is due to the widespread adoption and popularity of the new distributed forms-entry tool developed by the KHP termed KLER or the Kansas Law Enforcement Reporting System. The KHP and KDOT have worked closely to roll out and train officers on the usage and customization of the new toolkit.

Current TRCC Projects and funding status

FY 2011 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 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-2011 Projects currently funded

Fund	Project	FY 2009	FY 2010	FY 2011
408	TRS 04 - TRS Development / COM Upgrade	\$14,600	\$10,000	
408	TRS 06 - Develop and Implement TRS System	572,400	24,000	
163	TRS 07 – 2008/09 Program Management	235,320	0	
TREF	TRS 08 - KLER Development Support	86,602	59,026	
TREF	TRS 09 - eCitation Strategic Plan	74,900	0	
163	TRS 10 – TRS Support	5,524	76,534	20,324
TREF	TRS 11 – TRS Development KDOT Staff Augmentation Services	5,562	0	
TREF	TRS 12 – TRS Support	8,911	5,779	
TREF	TRS 13 – TRS System Administration	0	58,332	
TREF	TRS 14 – eCitation Data Modeling and Business Rules	-	10,000	
TREF	TRS 15 – EMS-Trauma System Integration	-	180,000	
TREF	TRS 16 – KARS Software Update	22,789		
TREF	TRS 17 – TRS Enhancements and Maintenance	-	77,430	
TREF	TRS 18 – KCJIS/DMV System Integration	-	102,000	
TREF	TRS 19 – eCitation Prototype Implementation	-	43,400	
TREF	TRS 20 – Software Maintenance	8,700	18,000	13,500
TREF	TRS 21 – Application Support	2,200	3,300	6,600
TREF	TRS 23 – Software Development	-		302,500
TREF	TRS 24 – Software Development / Project Management	-	14,100	92,400
TREF	TRS 25 - KEMSIS Trauma Data Integration	-	0	29,000
TREF	TRS 26 – 2010/2011 Program Management	-	92,100	0
	Totals	\$962,608	\$774,001	\$464,324

*TREF = State Traffic Records Enhancement Fund

FY-2011 Project obligations

Projected funding assumes approval.

FY-2011

Potential projects include:

- eCitation Automation Initiative
 - Project 1.1 – Data Standards Definition (\$43,000)
 - Project 1.2 – Data Repository and Infrastructure Deployment (\$500,000)
- Analytics Initiative
 - Project 2.1 – Design and Prototype Analytical Toolset (\$50,000)
- DMV Modernization Initiative
 - Project 3.1 – Data Standards Definition (\$25,000)
 - Project 3.2 – Data Repository and Infrastructure Modernization (\$250,000)
- KIBRS Incident Reporting Initiative
 - Project 4.1 - \$100,000
- DUI Tracking System
 - Project 6.1 – Data Standards Definition / Infrastructure Development (\$550,000)