

2008: 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 membership was expanded to include the KS Corporation Commission. The KS TRCC meets frequently throughout the year to discuss strategic plan progress and implementation and is fully aware and approves of all decisions associated with the plan. Please be advised that no significant changes for FY 2008 have been made in the KS Strategic Plan per the KS TRCC. All minor 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 –Although no additional MMUCC elements and attributes have been implemented at this point, much preliminary work has been done to increase the number of MMUCC elements and attributes that KS will begin to collect in the near future. In FY-2006 KDOT deployed a team which met on several occasions to revise the Kansas accident form to incorporate additional MMUCC elements as well as support new XML exchange definitions. The form has been developed and was pilot tested in Wichita in FY-2008 with favorable response. This project is scheduled for statewide implementation January of 2009.

NEMSIS / EMS System – In 2007, legislation passed in Kansas to help fund the EMS data system update. The KS Board of Emergency Medical Services (KBEMS) is currently in the process of purchasing a statewide EMS electronic data collection system. KBEMS has agreed to purchase ImageTrend software to be the data collection software for the state. ImageTrend is a Gold certified NEMSIS compliant vendor. Implementation of the statewide EMS system which includes NEMSIS reporting is scheduled for July 2008.

Driver Licensing System –The KS 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. KDOR is also taking the lead in eCitation connectivity between Judicial and Revenue departments. 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 has utilized \$250,000 of KDOR funding.

KLER / Kansas Law Enforcement Reporting System – This project is a common input application for accident and incident information which is being developed by the Kansas Highway Patrol. It collects all required accident or incident information. Produces XML output based on the data model. It assigns unique identification to each accident/incident. It provides validation of common constraints and embedded code lists, and retrieves and updates accident PDF and accident data. It is scheduled for implementation in January of 2009.

DVR/ Data Validation Routine – This project has been a major topic of conversation and work among the TRCC members. This project is being developed by two vendors; Image Trend and Genesis10. It will feature XML and NIEM Schema validation and business logic routines. This will be a software package that will validate data input of the KLER and KARS projects and in the future validation of all data elements transmitted via the TRS system. Information being submitted via the TRS may be rejected, corrected or held for review depending on the situation. This project is almost finalized and is also scheduled for implementation January of 2009.

2008 PERFORMANCE MEASURES

Performance Measure #1

Improve Crash Report Processing:

- 2007 – 74% were processed within 60 days
- 2008 Target – 86% processed within 60 days
- 2009 Target – 92% processed within 60 days

Explanation:

- For each crash report in the reporting period, the analyst calculated the difference between the date the report was loaded into the crash database and the actual accident date. The number of crash reports loaded into the crash database within 60 days of the accident date was then divided by the total number of crash reports in the reporting period to determine a percentage.

Performance Measure #2

Improve Commercial Motor Vehicle Reporting

- 2007 - 84.2% of CMV crash reports were complete:
- 2008 Target – 85.7% of CMV crash reports are complete
- 2009 Target – 95% of CMV crash reports are complete

Explanation:

- For each crash report in the reporting period involving a commercial vehicle (records with a vehicle type of 10 through 15), the analyst determines if the “truck table” in the crash database has a corresponding entry, which indicates that the requisite reporting information has been included with the record. The number of CMV crash reports with an entry in the truck table is then divided by the total number of CMV crash reports to determine a percentage.

Performance Measure #3

Model Minimum Uniform Crash Criteria (MMUCC)

- 2008 – 59% of the data elements / 44% of the data attributes
- 2009 – Target 86% of the data elements / 83% of the data attributes

Explanation:

- The State of Kansas certifies that it will adopt and use the MMUCC data elements and data attributes. The State of Kansas plans on implementing MMUCC data elements and attributes in a new KS Electronic Accident Reporting system in early 2009.

Performance Measure #4

National Emergency Medical Services Information System (NEMSIS)

- 2007 – 0% of the data elements
- 2008 – Target 30% of the data elements
- 2009 – Target 50% of the data elements

Explanation:

- The State of Kansas certifies that it will adopt and use the NEMSIS data elements. The NEMSIS data elements will be implemented in the new EMS application. Implementation of the EMS system will be in late 2008.

Performance Measure #5

Crash Information Quality – Crash Report Electronic Submittal

- 2007 – 11% of the crash reports are submitted electronically
- 2008 – Target 15% of the crash reports will be submitted electronically
- 2009 – Target 25% of the crash reports will be submitted electronically

Explanation:

- Kansas will improve the accessibility of the crash data within the KARS database through an increased number of crash reports submitted electronically. The number of crash reports submitted electronically will increase to 25% by 2009. KDOT is actively working with local agencies to establish the processes for submitting crash report data electronically.

Performance Measure #6

Crash Information Quality – Completeness FARS BAC Unknown Results

- 2005 – 38% of the data elements contain a blank or unknown entry
- 2006 – Target 35% (Final numbers June 2008) of the data elements contain a blank or unknown entry
- 2007 – Target 30% of the data elements contain a blank or unknown entry
- 2008 – Target 25% of the data elements contain a blank or unknown entry
- 2009 – Target 20% of the data elements contain a blank or unknown entry

Explanation:

- Kansas will accurately reflect the number of alcohol-related crashes by reducing the number of blank or unknown BAC fields on the crash form submitted to the FARS database. Complete reporting of BAC data will provide more accurate alcohol-related fatality statistical data for the State of Kansas and other interested parties.

Current TRCC Projects and funding status

FY 2008 status report

Current Traffic Records Strategic Plan projects underway. For further detailed information on projects, please see the Strategic Plan. No significant problems have been encountered in the implementation of these projects in FY07 or FY08. (Project Budget / Funding Source):

- 1-A Redesign 850, 851 & 852 (\$68,000 / Various State and Local Funds)
- 1-B NEMESIS Data Standards for EMS Reporting (\$500,000 / EMS Funds)
- 1-C MMUCC Data Standards for Crash Reporting (\$5,000 / KDOT Funds)
- 1-D Adopt and Implement Universal Traffic Citation (\$8,400 / Various State Funds)
- 1-E Adopt/Update Traffic Data Dictionary (\$108,000 / Various State Funds)
- 1-F Adopt/Develop Standard Information Schemas (\$119,000 / Various State Funds)
- 2-B Develop and Implement Field Reporting System (\$1,236,000 / Various State Funds)
- 2-C Develop and Implement EMS Registry System (\$97,000 / EMS Funds)
- 2-H Acquire and Implement Commercial Vehicle Information Exchange Window (\$164,000 / Various State Funds)
- 3-A Develop Statewide Citation Repository (\$8,400 / Various State Funds)
- 3-B Update KS Accident Records System (\$112,990 / 408 Funds)
- 3-C Update/Replace Vehicle Information Processing System (\$250,000 / KDOR Funds)
- 3-D Update KS Driver License Information System (\$250,000 / KDOR Funds)
- 3-E Implementation KS Incident Based Reporting System (\$300,000 / KBI Funds)
- 5-B Design and Develop Master Indexing System (\$361,750 / 408 Funds)
- 5-C Develop Collection/Distribution Subsystem (\$288,000 / KDOT Funds)
- 7-A Manage Overall Program (\$300,000 / KDOT Funds)
- 7-B Develop Overall Support Strategy (\$1,000 / KDOT Funds)
- 7-C Develop/Implement Communications Plan (\$100,000 / KDOT Funds)
- 8-B Define Performance Measurement Process (\$100,000 / KDOT Funds)
- 8-C Measure Business Performance (\$75,000 / KDOT Funds)
- 8-D Update Strategic Plan (\$125,000 / KDOT Funds)

*Various state agencies mean that multiple state agencies utilized personnel to work on the project as part of the regular pay, so pieces of the work were being funded by each of these agencies out of their basic budget.

FY-2008 Projects currently funded with 408

Projects funded by 408 Funds (fund amount):

- 5-B, 5-D TRS Detailed Architecture (\$157,800)
- 3-B KARS Software Upgrade (\$50,000)
- 5-B, 5-D TRS Development / COM Upgrade (\$203,950)
- 3-B KARS Hardware Upgrade (\$62,990)

FY-2008 Project obligations with 408

Projected funding assumes approval and in FY08 408 funds.

FY-2008

Potential projects include:

- 2-B Develop and Implement TRS System (\$300,000)
- 3-A Develop Statewide Citation Repository (\$372,000)
- 4-C Link TRS to KARS (\$40,000)
- 4-F Link TRS to EMS Registry (\$40,000)
- 4-G Link TRS to Trauma Registry (\$40,000)
- 4-I Link TRS to CANSYS (\$40,000)
- 6-A Develop Collection/Distribution Subsystem (\$300,000)