

State of Kansas

Traffic Records Coordinating Committee

Traffic Records Strategic Plan

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Document Purpose

This document is the first draft of a Strategic Plan that will serve as a map for integrating traffic records-related data in the state of Kansas. The plan is meant to address the National Highway Traffic Safety Administration's (NHTSA's) requirement for a Strategic Plan and the key needs expressed by NHTSA in its 408 Register, along with the recommendations from the Traffic Records Assessment conducted by the Kansas Department of Transportation (KDOT) and NHTSA in March 2005.

Version	Date	Description/Changes
1.0	3/24/06	Initial draft.
1.1	5/3/06	Second draft.
2.0	5/26/06	Final version.

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I. Introduction

I. Introduction

In March 2005, the Kansas Department of Transportation (KDOT), in conjunction with the National Highway Traffic Safety Administration (NHTSA), conducted an assessment of the state's ability to integrate traffic records-related data. This assessment was performed for the purposes of aiding various traffic safety-related efforts through the identification and assessment of the capacity to exchange related, but currently unintegrated, information sets. This model, developed by NHTSA and used in this effort, is comprised of the following elements:

- Crash data.
- Vehicle data.
- Driver data.
- Roadway data.
- Citation/adjudication data.
- Injury surveillance data.

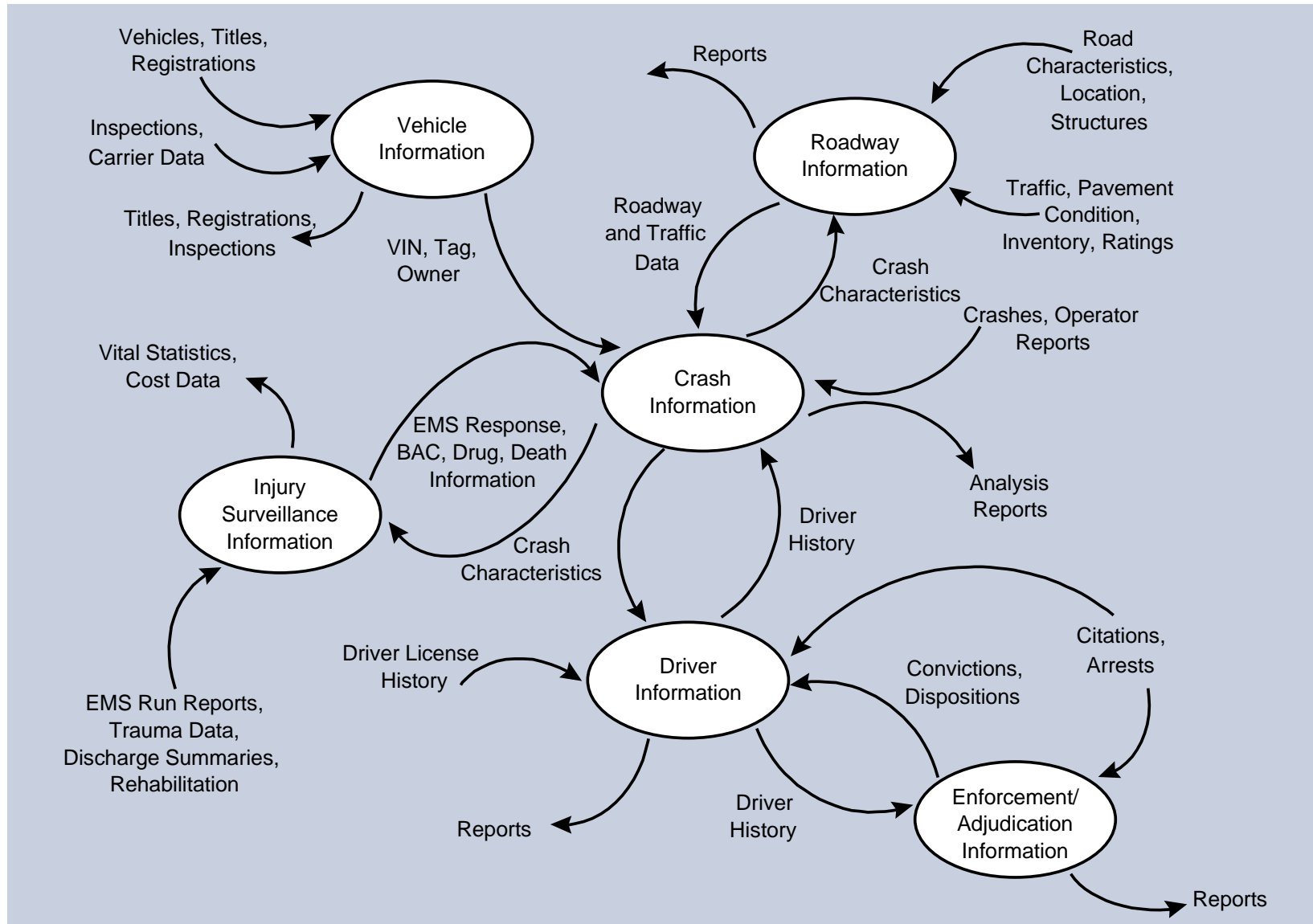
The NHTSA model for information flow is provided as EXHIBIT I-1. The goal of NHTSA and KDOT for integrating this data is to collect and distribute accurate and timely data that will:

- Assist law enforcement agencies (LEAs) in deployment and enforcement emphasis planning.
- Identify target areas for traffic safety education.
- Support traffic safety legislation.
- Support traffic safety engineering efforts.
- Support Emergency Medical Services (EMS) response policy and establish a pre-hospital standard of care.
- Provide an accurate model for determining the cost of a crash to the state.

One of the major recommendations to come out of the assessment was that the state should establish a Traffic Records Coordinating Committee (TRCC), tasked with developing a 5-year Strategic Plan for integrating traffic records data. This document is the result of a 6-month planning process meant to fulfill the requirements of that recommendation and the requirements set forth by NHTSA in its 408 Registry for strategic plans. It is meant to provide a vision for the future of traffic records data in Kansas and identify the steps that the state must take in order to achieve that vision.

STATE OF KANSAS
 TRAFFIC RECORDS COORDINATING COMMITTEE
 TRAFFIC RECORDS STRATEGIC PLAN

MODEL OF DISTRIBUTED DATA PROCESSING IN A TRAFFIC RECORDS SYSTEM



A. Scope

This document will follow the guidelines set forth by NHTSA that define Traffic Records Systems (TRSs). The document's recommendations will be limited to those agencies directly responsible for generating, maintaining, and transmitting traffic records data. In Kansas, the primary agencies involved in this effort are:

- KDOT.
- Kansas Department of Health and Environment (KDHE).
- Kansas Highway Patrol (KHP) and local LEAs.
- Kansas Department of Revenue (KDOR).
- Kansas courts and Office of Judicial Administration (OJA).
- Kansas Board of EMS.

The scope of this project includes interactions between these agencies that:

- Provide information about the places, property, and people involved in crashes and about the factors that may have contributed to the events described in the TRS.
- Contain information that may be used in judging the relative magnitude of problems identified by analyzing data in the TRS.
- Include cost data for cost-benefit and cost-effectiveness determinations.
- Maintain performance level data to support the effectiveness and management of countermeasures.

The plan examines state and federal data exchange initiatives, as they may provide insight into this effort and will likely impact state-level integration throughout the listed agencies.

B. Objectives

The overall goal of the strategic planning process is to develop a comprehensive multiyear plan covering the State's Traffic Safety Information Systems that is approved by the state's TRCC. This plan should:

- Address existing deficiencies, explain how they were identified, and identify priorities for corrective action.
- Identify performance-based measures and matrices for measuring progress, including benchmarks.

- Indicate what funds will be used and how they will be used to address the goals and deficiencies of the plan.
- Establish timelines and accountability for components of the plan.
- Integrate state data needs and goals with the state's Highway Safety Plan.
- Plan initiatives that will improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state roadway safety data.

This plan will build on the assessment performed in 2005, as well as previous strategic planning deliverables and other planning activities, in order to achieve these objectives. The resulting plan will include a series of initiatives and projects that are scheduled and budgeted for the purpose of developing a road map to the development of a comprehensive TRS in Kansas.

The strengths and deficiencies discussed in this report were identified by MTG Management Consultants, LLC, using a strategic planning methodology that primarily utilized the following research and plan development techniques:

- Interviews with the management and operational personnel from all contributing agencies.
- Reviews of existing agency documentation, including the Traffic Records Assessment.
- Meetings with the Kansas TRCC.
- Iterative cycles of documentation development, review, and update.

This Strategic Plan document has been developed as a result of several months of highly collaborative work between the agencies of Kansas and MTG, and addresses the current traffic records situation in the state, as well as plans for the future of integrated traffic records throughout Kansas.

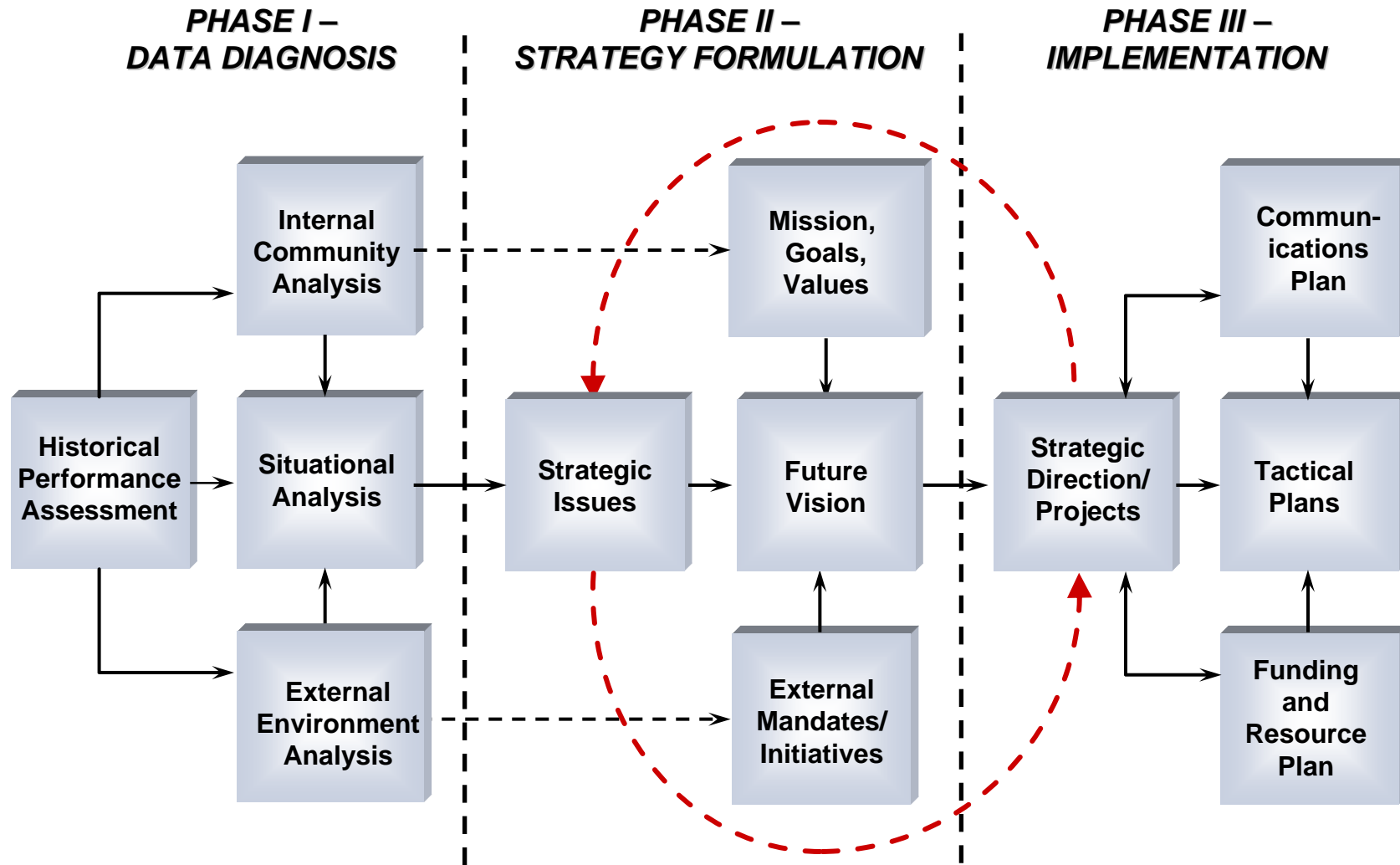
C. Approach

The approach used to complete this project is based on MTG's strategic planning methodology, which has been tailored to meet KDOT's stated goals and objectives. In each of the four initial tasks, MTG identified specific deliverables and work products to be produced based on those defined in the work order. The work products will build toward the development of the overall Kansas TRCC Strategic Plan.

1. MTG Strategic Planning Methodology

This plan has been developed using a strategic and tactical planning process that is presented as EXHIBIT I-2. This methodology has three distinct components or phases:

STRATEGIC PLANNING APPROACH



current situation assessment (data diagnosis), strategy formulation, and implementation or tactical planning. In the current situation assessment phase, the present environment is confirmed in terms of past performance, current capabilities (strengths and weaknesses), and external influences (opportunities and threats). This analysis yields the strategic issues that must be addressed in the plan.

The strategic planning process involved defining the mission and values for traffic records in the state. Based on these goals and strategies, and given the available technical environment, a future vision was crafted. This vision identifies the organization, policies, information technology (IT), and data resources that will make up the TRS.

The strategies and initiatives needed to realize this vision were subsequently developed and served as the basis for organizing tactical plans for traffic records improvement. The tactical plans present the project, resources, budgets, and milestones for this improvement effort.

2. Project Task Plan

This subsection details the tasks completed in this effort to develop the Strategic Plan. As noted above, these tasks are based upon both MTG's strategic planning methodology and the stated needs of Kansas. Tasks completed in this effort are as follows:

Task 1 – Project Initiation

In this initial task, meetings were held with the key persons involved in the project to develop a final work plan and schedule. In addition, throughout the project, MTG provided active project management and communications with the state project manager and the TRCC. As part of this task, MTG was responsible for ensuring that a viable project plan is in place and that project participants are aware of the status of the overall effort. Progress and status reporting was both formal and informal. Formal written reports were produced as required by the state project manager, and weekly e-mail reports were distributed to the TRCC members.

Task 2 – Submittal Requirements

The second task in building the Strategic Plan was to develop an overall conceptual model of the desired TRS and the requirements for submitting information from all stakeholder agencies. At the completion of this task, the TRCC was provided with a conceptual design of the new overall system and the requirements for agency submittal.

Task 3 – Draft Strategic Plan

The goal of this task involved drafting a plan to implement the vision and achieve the desired outcomes. Using the information generated in the previous tasks, MTG created a series of strategic initiatives and a portfolio of tactical projects required to move the organizations from their current environments to the desired vision. These initiatives

represented focus areas for change and were prioritized, organized, sequenced, and costed to establish a tactical plan for review and approval. Upon completion of this task, the TRCC was given a complete Strategic Plan ready for review by the Traffic Records Executive Committee and other agency executives.

Task 4 – Final Strategic Plan

The final task of this project was to create a viable final plan for KDOT. MTG presented a draft of the entire Strategic Plan to the TRCC for review. Based on feedback received from the TRCC, MTG amended the plan to incorporate any major discrepancies, then finalized the plan. At the completion of this project, MTG provided all project work products and source files on a CD-ROM for the state project manager.

D. Document Organization

The remainder of this document is organized as follows:

- *Section II – Situational Analysis:* Presents and analyzes the current state of the traffic records community in Kansas.
- *Section III – System Requirements:* Provides a summary of required system inputs, outputs, and functions.
- *Section IV – Goals and Objectives:* Describes the overall goals, and related objectives, that will drive this project.
- *Section V – Future Vision:* Describes the model for the TRS in terms of technology and organization.
- *Section VI – Strategic Initiatives:* Defines the framework from which project activities will take place.
- *Section VII – Strategic Decisions:* Provides a list and analysis of the decisions that must be made to make the TRS project successful.
- *Section VIII – Tactical Project Portfolio:* Provides brief descriptions of each project to be undertaken as part of the TRS effort.
- *Section IX – Implementation Schedule:* Provides the time frame for TRS-related project activities, along with any assumptions or constraints placed on the schedule.
- *Section X – Budget and Funding:* Provides an estimate of overall program costs, along with potential funding sources for unfunded projects.
- *Section XI – Performance Measures:* Defines the framework from which assessment of the program's performance will be made.

II. Situational Analysis

II. Situational Analysis

In order to understand the needs of the state, the planning process must first identify those entities that will be impacted by the Strategic Plan, where positive aspects of the current environment may be leveraged to support the state's goals, and where the current environment must be improved. This section presents an analysis of the current situation of the state's traffic records-related IT systems and their associated support structures. It is composed of the following elements:

- *Customers* – Those agencies and organizations that will be served or impacted by the plan as it is implemented.
- *Internal Community Analysis* – Analysis of the strengths, weaknesses, opportunities, and threats (SWOT) that currently exist in the organizations that are participating in the TRS planning process.
- *External Community Analysis* – Analysis of the opportunities and threats facing the Kansas traffic records community from outside the state.

Data used to develop the internal and external community analyses was gathered primarily through interviews, TRCC meetings, and examination of national initiatives.

A. Customers

The IT groups within each customer agency will be significantly affected by implementation of the plan, since they are a key technology service provider to the transportation and criminal justice community.

This subsection details the other customers that will be served by the TRCC Strategic Plan. Customers have been divided into three categories to best describe the level of impact that the new capabilities will have on their ability to accomplish their mission. The three categories are described below.

1. Primary Customers

Entities that will be most affected by implementation of the integration plan are the primary customers. These entities are characterized by the significant reliance they will place on the new technology as a primary information source in their daily routines. The primary customers are:

- KDOT.
- KDOR.
- KHP.
- Courts.

- Police departments.
- Sheriff's offices.
- District attorneys (DAs) and county prosecutors.
- Kansas Bureau of Investigation (KBI).
- KDHE.
- Board of EMS.
- Emergency services providers.
- Metropolitan planning organizations (MPOs).
- Local public works and traffic engineers.

It is imperative that the plan implement solutions that provide primary customers with the information necessary to accomplish their missions.

2. Secondary Customers

Entities identified as being only partly affected by the implementation of an improved TRS are categorized as secondary customers. These entities are characterized by less operational reliance on information managed by the system, rather than the significant reliance characterized by primary customers. The secondary customers are:

- NHTSA.
- Federal Highway Administration (FHWA).
- Federal Motor Carrier Safety Administration (FMCSA).
- American Association of Motor Vehicle Administrators (AAMVA).
- OJA.
- Hospital trauma units.
- Office of the Governor.
- Legislature.
- Other state agencies.
- Academic and research institutions.

All funding and research entities are considered secondary customers in that they will use the information from the new system for analysis.

3. Tertiary Customers

Entities identified as having only a general interest in the implementation of an improved TRS in the state are categorized as tertiary customers. This category includes entities that will have little direct reliance on the TRS but will desire general informational access. The tertiary customers are:

- General public (as an information customer).
- Media.
- Other states.

Identification of all customers provides the TRCC Strategic Plan with a scope of desired impact and criteria for prioritizing specific components of the system in the implementation plan. For example, primary customers may reap the benefits and tangible results of the new TRS more quickly than secondary customers.

The ultimate customer and beneficiary of this, or any other statewide change initiative, is the general public. While the general public, as a system user, is interested primarily in access to traffic record information, state and local agencies deliver direct public benefit in working together to effectively and efficiently collect, manage, share, and report traffic safety information.

B. Internal Community Analysis

The second step in understanding the current situation is analyzing how well the traffic records community serves the customers listed in the previous subsection. The internal community analysis is presented in terms of a SWOT analysis. The information used to develop this analysis was gathered through the interview and data collection process.

1. Strengths

Strengths are the attributes of the current environment that contribute to the success of traffic records operations. The primary strengths identified in the planning process are:

- *Existing Repositories* – The existing crash, driver, vehicle, roadway, and court information repositories are mature and robust applications. While the data-sharing capability of each repository varies, significant progress has been made in improving the quality and accessibility of the data contained in these repositories.
- *KHP IT Leadership* – KHP has expressed a willingness to maintain its stature as an IT leader in the law enforcement community throughout Kansas. KHP will be a valuable resource in leading and lending credibility to the law enforcement-related efforts associated with this plan, along with providing outreach to local LEAs.

- *Expertise in Electronic Forms Submission* – Through the Automated Field Reporting System (AFRS) and Electronic Accident Data Collection and Reporting (EADCR) applications, respectively, KHP and KDOT have developed a significant amount of internal expertise in electronic forms development and submission to a central repository.
- *Expertise in Data Integration* – The success of the Kansas Criminal Justice Information System (KCJIS) integration effort will provide a significant benefit to the TRS project in that the existing infrastructure and expertise can be leveraged to assist TRS-related integration efforts. Additionally, there are several integration efforts under way within agencies, such as the Kansas Incident-Based Reporting System (KIBRS) -KCJIS integration effort at KBI and the Kansas Accident Records System (KARS) -Control Section Analysis System (CANSYS II) integration effort at KDOT.
- *TRCC Participation* – The agencies asked to participate in this project have shown a high degree of involvement and willingness to contribute to the TRS effort. This has been evidenced in attendance at TRCC meetings, participation in interviews, and willingness to provide access to key documents for developing the plan.

These strengths provide a strong foundation upon which to develop the TRS. The traffic records community must make efforts to maintain these strengths and utilize them in order to build the TRS.

2. Weaknesses

Weaknesses are the attributes internal to the Kansas traffic records community that may negatively impact the TRS effort. The primary weaknesses identified in the planning process are:

- *Citations* – The state does not currently use a Universal Traffic Citation (UTC) and does not have a mechanism for tracking and reporting on all citations issued throughout Kansas, from issuance to resolution. The lack of common data caused by the use of multiple citation forms, and the lack of a central citation clearinghouse, makes efforts (such as law enforcement deployment planning) associated with citation analysis very difficult to plan and justify using statistical data.
- *EMS Data* – At the present time, data collected from EMS providers is limited only to response volumes, which are reported yearly. As a result, there is no capability for analysis of the pre-hospital standard of care provided in Kansas.
- *Court Reporting* – Reporting from the courts to the state criminal history and driver history systems is inconsistent. Law enforcement and judicial officers are often faced with conflicting or incomplete driver and criminal histories, forcing them to make decisions with incomplete or inconsistent data.

- *Trauma Cost Reporting* – The Trauma Registry requests care and cost data on injuries throughout Kansas. While care data is reported regularly and in nearly full compliance, reporting compliance for cost data has been characterized as very poor, making it virtually impossible to perform accurate and meaningful injury cost analysis.
- *Communication* – Prior to the establishment of the TRCC, there were virtually no formal communication channels between the agencies involved in the traffic records community. The lack of communication over time has resulted in an environment of isolationism and distrust between many of the state agencies responsible for traffic records data.

The weaknesses stated above must be addressed before full traffic records integration can be achieved. By failing to address and correct these weaknesses, it will be extremely difficult for the state to achieve a useful level of integration.

3. Internal Opportunities

Internal opportunities are those factors outside of the traffic records community, but within the state, that could positively impact the TRS project. The primary internal opportunities identified in the planning process are:

- *Infrastructure* – As a result of previous integration efforts and continuing infrastructure improvements, the statewide data network provides high-speed, wired access to every county in the state. Additionally, the expansion of the state's 800 MHz network provides the opportunity for wireless data communication in much of Kansas, as do various local high-speed wireless network initiatives under way in larger jurisdictions.
- *Spirit of Cooperation* – The current governor's administration has emphasized the need for state agencies to work together and has shown willingness to support cooperative initiatives.

These opportunities, with the proper agreements in place, could significantly benefit the TRS effort. It is important that the TRCC and the partner agencies take steps to utilize these opportunities as much as possible in order to provide maximum benefit to the traffic records community.

4. Internal Threats

Internal threats are those factors outside of the traffic records community, but within the state, that could negatively impact the TRS project. The primary internal threats identified in the planning process are:

- *Funding* – Many of the projects associated with the TRS effort are not currently funded and are based on a “wish list” developed as part of the Traffic Records Assessment process. Failure to find funding for certain critical path items will have a serious negative impact on the TRS development process.
- *Competition for KDOT IT Resources* – KDOT’s IT organization is based on a pool concept, where resources are shared and paid for collectively, rather than on a charge-back basis to the individual bureaus. The TRS effort may have to compete for IT resources with other KDOT programs.
- *Competing Priorities* – For some agencies, contribution to the TRS provides little real business value. TRS-related initiatives may be difficult to justify when compared against projects that are considered business-essential or add value to the individual agency.

It is important that the TRCC and its partner agencies take steps to mitigate the negative impact of these steps. This includes initiating inquiries for project funding, gathering resource commitment, and ensuring commitment to TRS-related activities from agency executives. Lack of action on these items could severely impact the project’s outcome.

C. External Community Analysis

The external community analysis provides an assessment of the opportunities and threats facing the traffic records community from outside the state. The external community in this project is largely composed of federal agencies whose oversight of – and need for – information drives a significant amount of the desire for reportable, integrated traffic records data.

1. External Opportunities

External opportunities are those factors existing outside of Kansas that may positively impact the TRS project. The key external opportunities identified in the planning process are:

- *National Integration Initiatives* – Existing initiatives, such as Traffic and Criminal Software (TraCS) and the Crash Outcomes Data Evaluation System (CODES), may provide some guidance and best practices in information exchange between traffic safety-related agencies. The tools developed out of these efforts may be utilized to gain efficiencies in the development of the Kansas TRS.
- *Concurrent State Planning Efforts* – Many other states are currently going through the same NHTSA-driven traffic records strategic planning process; by opening lines of communication and sharing experiences with other states currently involved in this process, Kansas may be able to utilize lessons learned and best practices from the TRS efforts of other states.

- *Funding Opportunities* – The broad scope of this effort provides the ability to tap many different sources for potential project funding sources. Many federal agencies provide grant funding that may be applicable to TRS-related efforts, particularly in data improvement and integration areas.

It is important that the TRCC take steps to further research these opportunities and determine if or how they may be leveraged to benefit this project. Establishing points of contact within similar efforts and identifying possible funding sources as early as possible in the project will help the TRS program get an early start and provide the TRCC with the data needed to make key decisions.

2. External Threats

External threats are defined as those factors existing outside the state that may have a negative impact on this project. The primary external threats identified in the planning process are:

- *Funding* – While the broad scope of this effort may be considered an opportunity for funding, it must also be considered a potential threat. The wide range of agencies contributing to the TRS effort means that the project relies heavily on funding from multiple sources; this type of funding – especially grant funding – may vary significantly from year to year, resulting in a potential for significant negative impact on the project.
- *Evolving Standards* – As data standards are developed to serve communities of interest, they may diverge, creating gaps in data structures if the TRS agencies choose to adhere to their community standards.

These threats must be considered as the plan is implemented; failure to maintain awareness of these factors may result in significant delay or failure of elements of the TRS project.

* * * * *

The customers and factors described in this section will play a key role in determining the course of the TRS project. Efforts must be focused on meeting the needs of the system's customers; strengths and opportunities must be taken advantage of, and weaknesses and threats must be corrected and mitigated. It is important that these analyses be repeated periodically throughout the TRS development process so that the TRS program may adapt to changes to its environment.

III. System Requirements

III. System Requirements

This section provides a brief overview of the Data Submittal Requirements deliverable developed earlier in the planning process. It identifies the data sets that will be collected and distributed by the TRS, as well as the data that will be exchanged between agencies within the TRS. It also identifies the data (mostly reporting) that will be transmitted to external customers from the TRS. EXHIBITS III-1 and III-2 provide the information flow and data exchanges that are included in the TRS model.

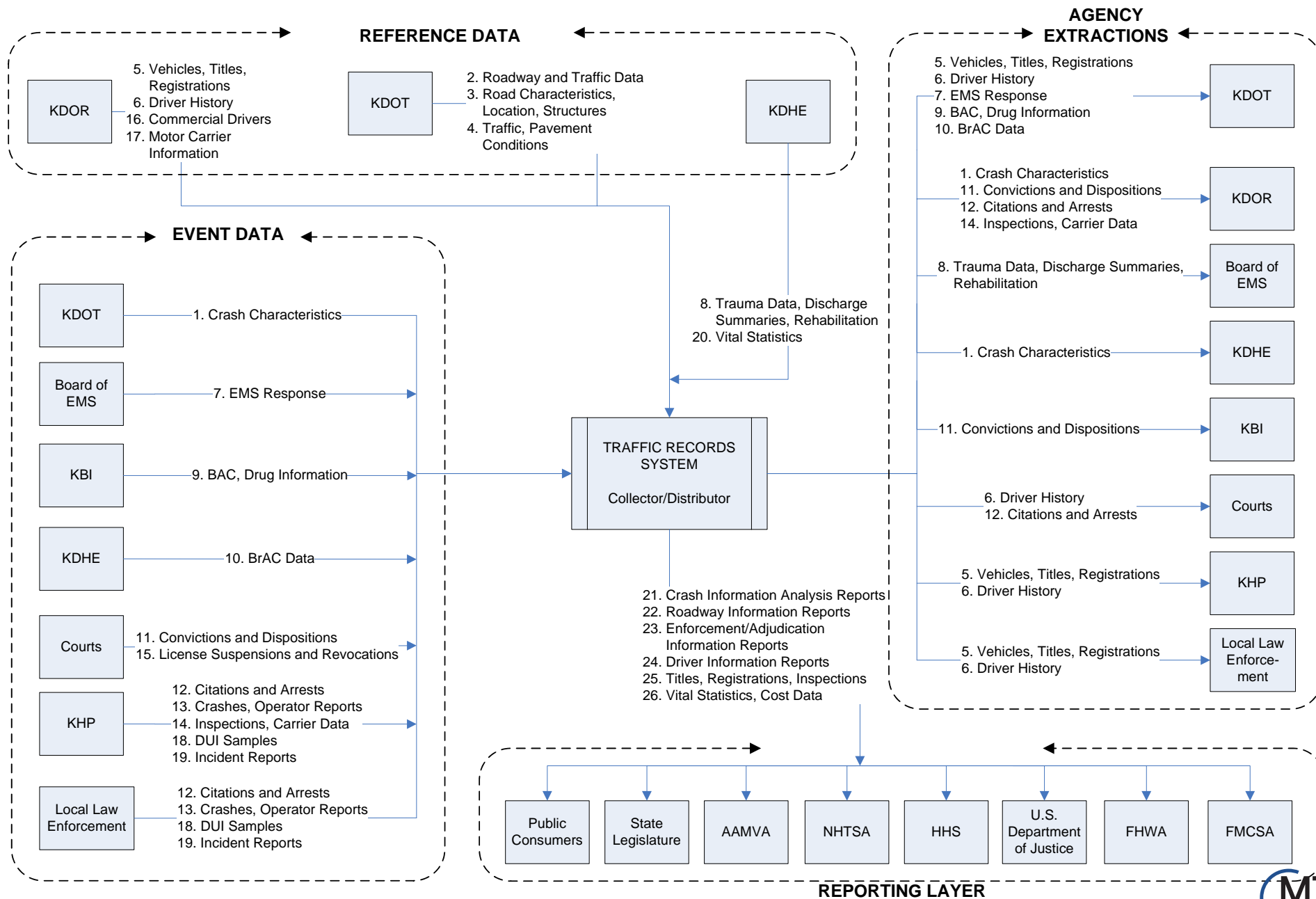
The following subsections give a description of the data inputs and outputs for the TRS. This information is described in more detail in the Data Submittal Requirements deliverable.

A. Inputs

The inputs to the TRS are made up of data generated from outside sources and currently housed within one of the six conceptual repositories in the NHTSA model. This includes data that may also be moved between repositories. These exchanges are as follows:

- Crash Characteristics.
- Roadway and Traffic Data.
- Road Characteristics, Location, Structures.
- Traffic, Pavement Conditions.
- Vehicles, Titles, Registrations.
- Driver History.
- EMS Response.
- Trauma Data, Discharge Summaries, Rehabilitation.
- Blood Alcohol Concentration (BAC), Drug Information.
- Breath Alcohol Concentration (BrAC) Data.
- Convictions and Dispositions.
- Citations and Arrests.
- Crashes, Operator Reports.
- Inspections, Carrier Data.
- License Suspensions and Revocations.
- Commercial Drivers.
- Motor Carrier Information.

TRAFFIC RECORDS SYSTEM DATA SUBMISSION AND DISTRIBUTION MODEL



STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS STRATEGIC PLAN

DATA EXCHANGE LIST

Exchange ID	Description	Sender	Sender System	Receiver	Receiver System
1	Crash Characteristics	KDOT	KARS	KDOR	KDLIS
		KDOT	KARS	KDHE	Trauma Registry
2	Roadway and Traffic Data	KDOT	TRADAS	KDOT	KARS
		KDOT	CANSYS II	KDOT	KARS
		Local Jurisdictions	Various	KDOT	KARS
3	Road Characteristics, Location, Structures	KDOT	CANSYS II	KDOT	KARS
		Local Jurisdictions	Various	KDOT	KARS
4	Traffic, Pavement Conditions	KDOT	TRADAS	KDOT	KARS
		Local Jurisdictions	Various	KDOT	KARS
5	Vehicles, Titles, Registrations	KDOR	VIPS	KDOT	KARS
		KDOR	VIPS	KHP	Mobile Application
		KDOR	VIPS	LLE	Mobile Application
6	Driver History	KDOR	KDLIS	KDOT	KARS
		KDOR	KDLIS	KHP	Mobile Application
		KDOR	KDLIS	LLE	Mobile Application
		KDOR	KDLIS	Courts	FullCourt/Local CMS
7	EMS Response	Board of EMS	EMS Registry	KDHE	Trauma Registry
8	Trauma Data, Discharge Summaries, Rehabilitation	KDHE	Trauma Registry (no Rehabilitation DB)	Board of EMS	EMS Registry
9	BAC, Drug Information	KBI	Testing Database	KDOT	KARS
10	BrAC Data	KDHE	Field Test Database	KDOT	KARS
11	Convictions and Dispositions	Courts	FullCourt/Local CMS	KDOR	KDLIS
12	Citations and Arrests	KHP	AFRS	Courts	FullCourt/Local CMS
		Local LEAs	Various	Courts	FullCourt/Local CMS
		Courts	FullCourt/Local CMS	KDOR	KDLIS

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DATA EXCHANGE LIST

Exchange ID	Description	Sender	Sender System	Receiver	Receiver System
13	Crashes, Operator Reports	KHP	AFRS	KDOT	KARS
		Local LEAs	EADCR, Various	KDOT	KARS
14	Inspections, Carrier Data	KHP	AFRS	KDOR	VIPS
15	License Suspensions and Revocations	Courts	FullCourt/Local CMS	KDOR	KDLIS
16	Commercial Drivers	KDOR	KDLIS	KDOT	KARS
17	Motor Carrier Information	KDOR	VIPS	KDOT	KARS
18	DUI Samples	KHP	KHP RMS	KBI	KBI Testing Database
		Local LEAs	Various	KBI	KBI Testing Database
19	Incident Reports	KHP	AFRS	KHP	KHP RMS
		Local LEAs	Various	Local LEAs	Local RMS
20	Vital Statistics	KDHE	Vital Statistics	KDOT	KARS
21	Crash Information Analysis Reports	KDOT	KARS	Various Reporting Customers	
22	Roadway Information Reports	KDOT	CANSYS II	Various Reporting Customers	
23	Enforcement/Adjudication Information Reports	Courts	FullCourt/Local CMS	Various Reporting Customers	
24	Driver Information Reports	KDOR	KDLIS	Various Reporting Customers	
25	Titles, Registrations, Inspections	KDOR	VIPS	Various Reporting Customers	
26	Vital Statistics, Cost Data	KDHE	Trauma Registry	Various Reporting Customers	

- Driving Under the Influence (DUI) Samples.
- Incident Reports.
- Vital Statistics.

Presumably, many of these inputs may be small subsets of the complete data sets housed by each agency. However, as a data set more closely relates to the NHTSA model's central focus of crash data, it may be assumed that a more comprehensive subset will be used. Full definition of these data sets, while eventually necessary, is not in the scope of this effort, as exchanges may not be implemented for years. Given the evolving nature of technology and data exchange standards, it is practical to wait until the time for implementation to fully define each exchange.

B. Outputs

The six outputs of the system involve data that is generated within the repositories of the TRS and transmitted to external customers, including federal agencies, state and local government, and the general public. The exchanges in this category are listed below.

- Crash Information Analysis Reports.
- Roadway Information Reports.
- Enforcement/Adjudication Information Reports.
- Driver Information Reports.
- Titles, Registrations, Inspections.
- Vital Statistics.
- Cost Data.

The majority of these exchanges are already being performed by agencies in line with state and federal requirements. The data for each exchange is housed almost exclusively within the primary repository, as reporting to state and federal agencies is a high-priority function for most agencies since it drives federal funding.

C. System-Wide Requirements

The vision for the future system is based upon needs identified throughout the planning process. From this vision, a series of requirements have been developed that will guide the development of the future TRS. These requirements are listed below in the following categories:

- Architecture

- Data
- User Interface
- Functional Requirements

This set of requirements is not meant to serve as a substitute for a formal requirements-gathering process; it is merely meant to provide a set of guidelines for system operations and functionality. Requirements should be identified and documented as system component development efforts begin.

1. Architecture

- The system's technological architecture should be consistent with the state's technological direction.
- The system should, where possible, leverage existing architecture and infrastructure developed as part of the KCJIS and other data-sharing projects.
- The system should maintain a security model that is made up of two layers:
 - » An enterprise-level security architecture that all users of the system must pass through in order to gain access to the system.
 - » The security architectures of participating agencies and systems.
- The system should utilize a central index and collector/distributor for accessing individual repositories, aggregating data, and returning query responses to users.
- The system should provide the ability to function in wireless environments.

2. Data

- Where applicable, the system should incorporate the National Emergency Management Systems Information System (NEMSIS) data standard for EMS reporting
- Where applicable, the system should incorporate the Model Minimum Uniform Crash Criteria (MMUCC) data standard for crash reporting.
- The system should incorporate other data standards (American National Standards Institute [ANSI] D16 and D20, etc.) as much as possible.

3. User Interface

- The system's primary means for user access should be through a Web-based portal application.
- The user interface should be customizable for the needs of individual agencies.

4. Functional Requirements

- The system should provide and limit access to sensitive data based upon the user's security profile.
- The system should return index data when queried, with the ability to access full records with a simple process (i.e., mouse click). Query returns may be configurable by agency.
- The system should provide the ability to aggregate data from various repositories and present it in a usable format.
- The system should maintain an internal list of pre-built reports and provide the ability to run ad hoc reports.
- Certain components of the system, particularly the Field Reporting System (FRS) and other data capture functions, should maintain functionality in wired, wireless, and disconnected states.

As stated above, this list of requirements is not intended to be comprehensive. These requirements are meant to provide the reader with further understanding of the vision for the TRS and is not a formal list of requirements meant for development.

* * * * *

The requirements described in this section provide a basic operational framework from which the TRS development effort may begin. While much work is yet to be done to fully define the data sets and exchanges that must take place in order to implement a fully operational TRS, the data presented in this section will serve as a starting point from which to work.

IV. Goals and Objectives

IV. Goals and Objectives

This section is a result of the internal community analysis that identified the SWOT in Section II. For this section, the analysis was extended to identify the organizational values that will drive this project, along with the goals and objectives that will lead first to the identification of strategic initiatives, followed by tactical projects.

The remainder of this section is organized under the following headings:

- *TRS Mission* – An overall statement of the desired result of the Kansas TRS planning effort.
- *Planning Principles* – Principles that reflect the organization’s values, serving as a foundation for developing goals and objectives.
- *Goals* – The purpose of the project, or “targets” toward which initiatives and resources are directed.
- *Objectives* – A series of targeted outcomes, each related to a goal, that provide measurable results and drive tactical planning.

The subcategories below describe the TRS mission, planning principles, goals, and objectives of this project in further detail. They articulate the desired future vision of the project, based on organizational values, goals, and direction.

A. TRS Mission

Based upon sessions with the TRCC, NHTSA’s advisory documents, and various other inputs – along with consideration of the values and long-term goals of the agencies involved in the planning process – the overall mission of the Kansas TRS can be summarized as follows:

The mission of the Traffic Records System effort is to improve the quality of life for the traveling public and increase the level of safety on the roads of the state of Kansas by:

- *Supporting law enforcement deployment and enforcement emphasis planning;*
- *Identifying and managing high-risk drivers;*
- *Planning traffic safety initiatives and geometric roadway improvements; and*
- *Improving medical response delivery*

through the improved collection and management of traffic records information.

B. Planning Principles

Principles act as a policy-based framework that represents the organization's values and shapes strategic goals and objectives. Based upon the needs and values identified in the planning process, the following principles have been established for the traffic records community:

- *The state will maintain agency and systems autonomy while building on an integrated information-capture and -sharing approach.* Given the highly disparate business functions, models, and processes of the participating agencies, it would be virtually impossible to gather support for the TRS initiative without maintaining the autonomy of each agency. It is not the goal of this project to dictate priorities and operations to the partner agencies; rather, this project should provide the participating agencies with opportunities for systems improvement that benefits both the agency and the traffic records community through opportunities for data sharing and potential funding sources for such mutually beneficial systems improvement projects.
- *The state will seek out short-term benefits or improvements to the existing systems while building a long-term integrated system.* In order to build momentum for buy-in for this project, it should be a priority to achieve short-term benefits through small, achievable projects that improve the ability to share data and bring the traffic records community closer to uniformity in data structures and infrastructure. Such projects will lay the foundation for larger projects by preparing the individual agencies and systems for participation in the integration-related efforts that will ultimately provide the state with the desired TRS functionality.
- *The state will focus equally on high-volume and low-volume agencies in order to meet objectives.* While it is generally accepted that a few high-volume localities deliver a preponderance of business to state agencies, this effort must focus on facilitating data capture and delivery from both low-volume local agencies and high-volume agencies. Most large localities in Kansas have the capability to provide the data that is needed for this effort with a minimum of modification to their current systems. In the case of smaller local agencies, the state must focus on delivering a standardized data capture application that provides the ability to electronically transmit traffic records data.
- *The state will strive to keep technical complexity to a minimum.* Based upon the large number of systems that will be integrated by the TRS and each system's different point in its life cycle, it is important to minimize the complexity of the TRS so that legacy systems may be supported and updated and new systems will be able to be brought into the TRS with a minimum of modification. Additionally, by minimizing the complexity of the TRS, the resources required to support the system will be kept to a corresponding minimum.

These principles will serve as a set of guidelines for evaluating efforts related to this project. Adhering to these principles will help the state to ensure that the focus of the project does not diverge from the path established in the planning process, as well as assure that any additional TRS-related efforts not anticipated by this plan will serve the needs of the state.

C. Goals

Goals are the purpose of the project, or targets toward which initiatives and resources are directed. Based upon input gathered in the interview process and in meetings, along with the NHTSA guidelines for project development, the primary goals for the TRS identified in the planning process are as follows:

- *Data Quality* – Develop and maintain the systems necessary to ensure an accurate, timely, and comprehensive collection of traffic safety information.
- *Efficiency* – Increase cost-effectiveness of the system by reducing the labor requirements associated with the inputs and outputs of the system at both the state and local levels.
- *Utilization* – Increase utilization of the system by providing online access to the appropriate information for the system’s primary and secondary customers.
- *Architecture* – Ensure the systems’ ability to migrate over time with technology advancements and compatibility with national standards and other state initiatives.

The objectives associated with these goals are described in the following subsection.

D. Objectives

Objectives are statements of activities required to achieve the stated goals of the project. These activities provide the basis from which to quantify project progress and are used in the preliminary development of performance measures. For each of the goals listed in the previous subsection, several objectives have been developed. These objectives are described below.

1. Data Quality

The purpose of achieving a higher level of data quality is to ensure that repositories are populated with data that is up to date, accurate, and uniform so that public officials can rely upon the data for decision-making assistance. Data meant for the development of statistical reports should be consistent so that it may be relied upon for meaningful comparison and measurement.

The objectives for data quality are as follows:

- **Objective 1.1** – Reduce time from the capture of data to the availability of the information.
- **Objective 1.2** – Increase the uniformity and linking of data across all participating systems.
- **Objective 1.3** – Increase location accuracy for crash reports and other traffic events.
- **Objective 1.4** – Increase the completeness of traffic data by capturing any missing information.

By ensuring that data is of high quality according to the objectives listed above, the data housed in the state's various traffic records-related repositories will enable a more accurate comparison between data that is up to date and reliable.

2. Efficiency

By achieving a higher level of efficiency, data can be made to move from its source to a useful location in much less time, allowing decisions to be made with data that may be days or weeks, rather than months, old. Additionally, creating more efficient data capture and entry processes may free staff to perform other functions.

The objectives for efficiency are as follows:

- **Objective 2.1** – Reduce the time associated with capturing information at the source.
- **Objective 2.2** – Reduce the staff time associated with the entry of information into the central repositories.
- **Objective 2.3** – Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives.

Measures meant to improve efficiency may also improve data through decreasing data entry errors, errors caused by multiple individuals or entities handling the data, or enabling access to data that is more up to date than is currently available.

3. Utilization

One of the key success measures of any integration effort is the level of utilization achieved by the resulting system. By providing value to a broad spectrum of users from different agencies, the system can ensure that it will continue to be supported as a key contributor to the operations of multiple agencies and that it will be maintained and expanded as functionality and resources allow.

The objectives for utilization are as follows:

- **Objective 3.1** – Provide better access to traffic record statistical information to state and local agency personnel.
- **Objective 3.2** – Improve access to comprehensive traffic record information about an individual to state and local agency personnel.
- **Objective 3.3** – Increase the number of statistical analyses available to state and local agency personnel.

Achieving these objectives will help to ensure that the system, once operational, will be utilized to its fullest extent.

4. Architecture

In order for an integrated data system to have a long useful life, consideration must be given to an architecture that is both standards-based and flexible. Applying state infrastructure and emerging national data standards allows for ease of sharing similarly structured data across disparate systems using existing infrastructure; flexibility allows for inevitable changes in contributing systems.

Objectives for architecture are as follows:

- **Objective 4.1** – Ensure the system is compatible with the emerging national traffic records information standards.
- **Objective 4.2** – Leverage available state or agency infrastructure tools to minimize long-term costs.
- **Objective 4.3** – Utilize an architecture that is both flexible for current needs and adaptable for future needs.

Building a vision for the future system that will work toward the goals and objectives set forth in the planning process is the primary objective of this plan.

* * * * *

The goals and objectives stated in this section provide another piece of the TRS framework, from which technological and operational direction can begin to be established. The TRS mission, planning principles, goals, and objectives help to define project priorities and will serve as a primary reference for assessing progress toward the plan, as well as changes to it.

V. Future Vision

V. Future Vision

The first step in the development of the TRS Strategic Plan is to define the long-term technology direction of the TRS community based upon the mission, planning principles, goals, and objectives discussed in the previous section. The purpose of this section is to use the concepts described in Section IV as a foundation for building a technological framework from which the TRS can begin to take shape. EXHIBIT V-1 provides an illustration of the movement of data from the repositories and event-based data capture applications through a central collection/distribution system, from where it is provided to the user through a Web-based interface.

The remainder of this section is organized as follows:

- *Key Concepts* – Provides a list of the technological principles that will drive the development of an integrated TRS.
- *Central Repositories* – Describes the existing and proposed repositories that will exchange data with the TRS.
- *Field Reporting* – Describes the application(s) that will be used by law enforcement to collect traffic records data, via electronic forms, in the field.
- *Web Portal* – Describes the Web-based user interface that will be utilized by authorized personnel to access and search the TRS.
- *Central Index* – Describes the subsystem at the core of the TRS that will house a small subset of repository data and will be used as a “pointer” to all critical traffic records data.
- *Systems Integration* – Provides an overview of how the TRS-connected systems will interact.
- *Organization* – Provides an organizational model for the management and governance of the TRS.

The TRS vision is made up of these elements, which are described further in the subsections below.

A. Key Concepts

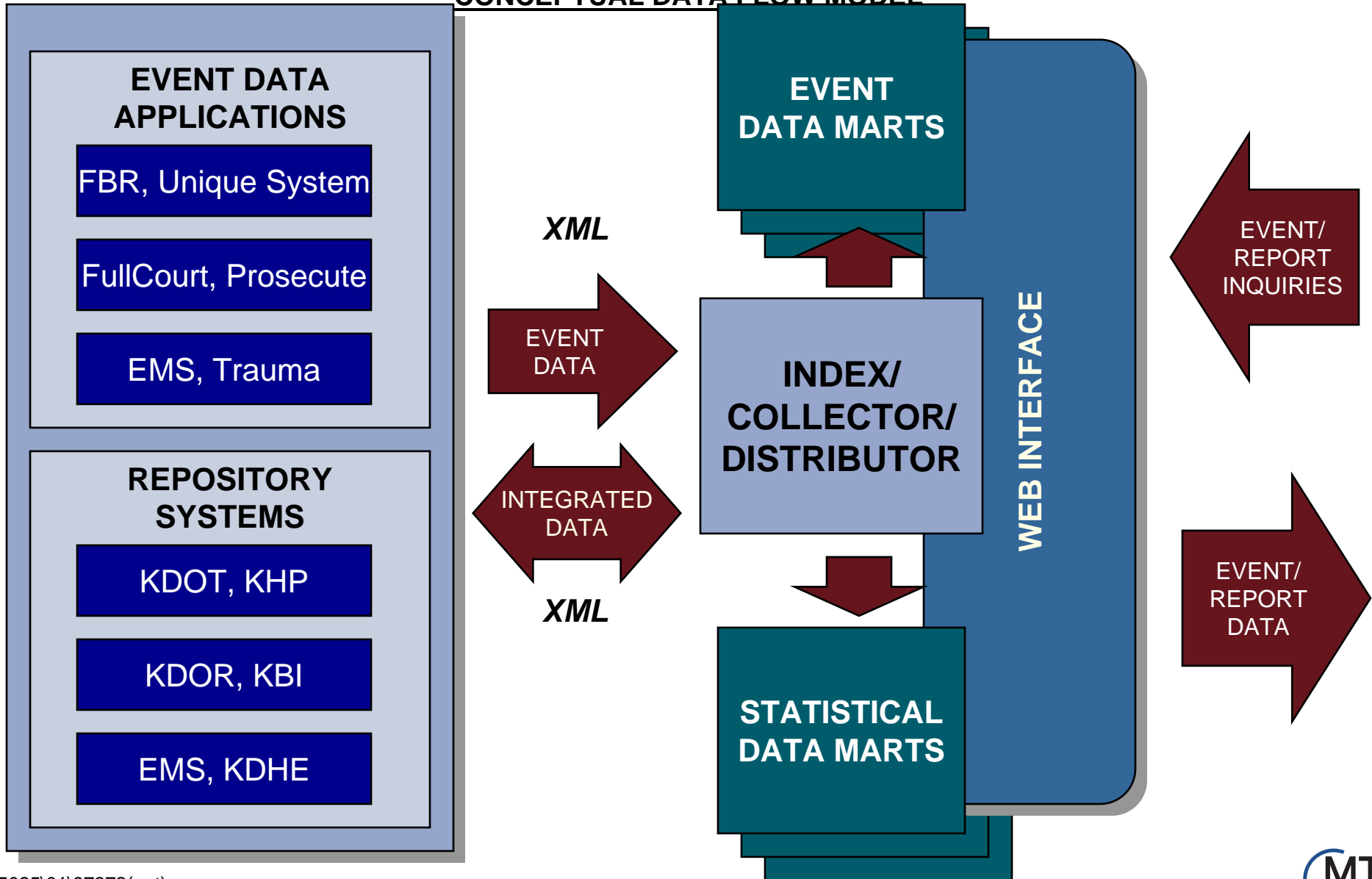
The concepts presented in this subsection have been developed as the planning process has progressed. They take into account the requirements set forth by NHTSA in its planning documents, as well as the desires for and concerns about the TRS as expressed by TRCC members and potentially impacted stakeholders.

The key concepts identified in the planning process are as follows:

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EXHIBIT V-1

CONCEPTUAL DATA FLOW MODEL



- Create a virtual pool of information that follows a standard information exchange dictionary and is compatible with national initiatives.
- Define standardized data content for both forms and electronic documents.
- Develop or acquire robust common law enforcement field reporting software that captures critical information.
- Define specifications for unique agency reporting to central repositories.
- Create a central index that provides linkages across repositories and allows for standard data extractions.
- Implement an integrated portal that provides information access and operational application capabilities.
- Integrate with the KCJIS Web site for local law enforcement applications and master searching of criminal and traffic information.
- Utilize the existing KCJIS governance structure for guidance and direction.

These concepts are meant to embrace the goals of standardizing data, leveraging existing projects and infrastructure, and minimizing additional resource requirements for supporting a newly developed system.

B. Central Repositories

In order to apply the concepts described above, the TRS must pull data from several different repositories housed in several different agencies. EXHIBIT V-2 shows the repositories that will make up the TRS and the organization in which each repository is housed. These repositories are briefly described below.

1. KARS

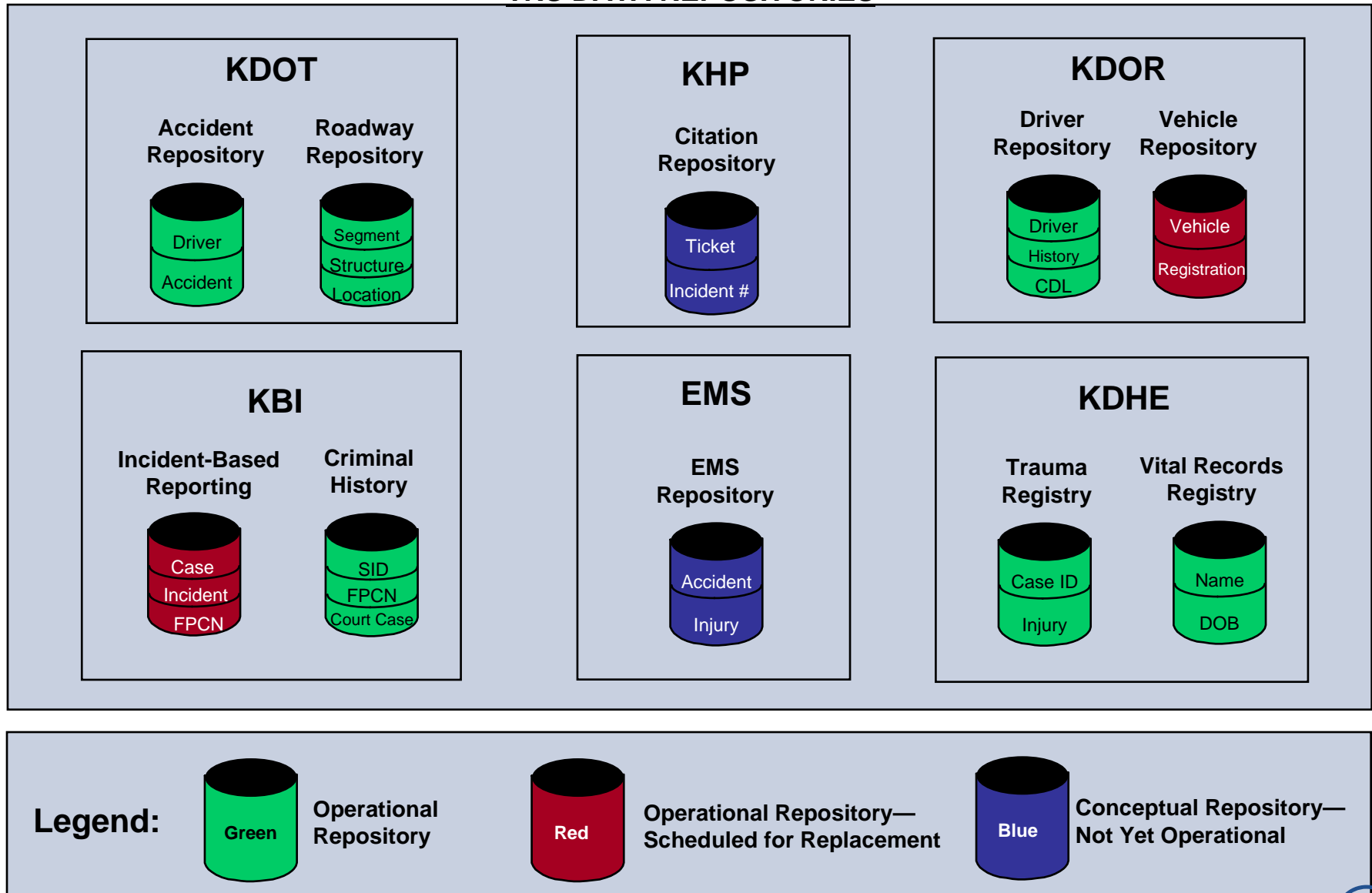
KARS is the state repository for motor vehicle crash data. It provides a method for reporting crash information reported by LEAs. Data received from the EADCR application (electronically), as well as data that is entered by the Kansas Correctional Industries (KCI), is placed in the KARS Oracle database and validated using KDOT-generated validation routines prior to upload. The data from the Oracle database is exported to federal, state, and local governments, private entities, and LEAs that request information. Traffic crash analyses are derived from this system for site-specific locations, general statistics, and problem identification for the Highway Safety Plan.

KARS has one external interface with the CANSYS II highway inventory system. This interface pulls geometric highway data from CANSYS II for roadway information at the location of a crash.

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EXHIBIT V-2

TRS DATA REPOSITORIES



2. CANSYS II

CANSYS II is KDOT's central repository of geometric road and bridge data for the Kansas state road system. The main purpose of CANSYS II is to serve as a central repository of geometric road, bridge, and railroad inventory information and to produce required federal reports. CANSYS II provides answers to questions posed by the Legislature, KDOT management, FHWA, other users within KDOT, other state agencies, and requests from outside agencies. CANSYS II also serves as the primary database for the KDOT Bureau of Traffic Engineering's access permit data and provides supporting data for several other KDOT applications.

3. Citation Repository

At this point, the citation repository identified in EXHIBIT V-2 exists only in concept form. However, the Kansas Traffic Records Assessment stated a need for a single repository that tracks citations from issuance to resolution, a finding that has been confirmed in the strategic planning process. As the primary traffic safety enforcement entity in the state of Kansas, KHP is the logical choice for housing a central citation repository. The purpose of this repository is to provide statistics on all citations issued in Kansas for deployment planning and citation disposition analysis. Additionally, another objective of a central citation repository is to augment and support the driver history provided to law enforcement by KDOR's Kansas Driver's License Information System (KDLIS), as well as KARS and SAFETYNET.

KHP has shown willingness to be an IT leader for law enforcement in Kansas and as such has expressed preliminary interest in being the steward of a central citation repository.

4. Vehicle Information Processing System

The Vehicle Information Processing System (VIPS) is KDOR's repository for registration and title records. VIPS processes license registration and renewal information, titles, and tags pertaining to vehicle owners. VIPS is in the process of being replaced. The replacement effort is currently in the planning stages, which is expected to lead to a full procurement process; implementation of the replacement solution is expected to last over several fiscal years.

5. KDLIS

KDOR's KDLIS application contains commercial and regular driver's licensing images and identification card data information. The data managed within this system includes citations, convictions, suspensions, permits, and applications/tests for licenses.

6. KIBRS

KIBRS is the system by which the KBI collects relevant information on the occurrence and composition of crime in the state. KIBRS consists of files containing information on

incidents, victims, suspects, property, and clearances. KBI is in the planning stages of either updating or replacing KIBRS with a Web-based user interface that exchanges data with KCJIS.

7. KCJIS

KCJIS is a secured, high-speed telecommunications network that serves the Kansas criminal justice community. It is dedicated to serving the officers, courts, and citizens of Kansas by providing the automated delivery of criminal history information. KCJIS provides car-stop data to law enforcement, as well as criminal history information to the courts.

KCJIS is of particular importance to this effort, as lessons learned in the KCJIS program may provide guidance for traffic records integration efforts; KCJIS also possesses infrastructure and organizational resources that may assist in the development of the TRS.

8. EMS Registry

The Kansas EMS Registry is currently in the early stages of development. Once implemented, it will provide a repository for pre-hospital data collected by the state's EMS providers whereby injuries can be better tracked from their occurrence and cost data can be analyzed for the entire injury life cycle, from initiation through hospital discharge.

9. Trauma Registry

A trauma care system is a systematic approach to providing care to the injury patient. It is a network of relationships between EMS providers, emergency departments (EDs), and tertiary referral facilities designed to direct trauma patients to the resources most appropriate to their care based on the nature of the injury.

KDHE began collecting trauma data in 2002 and now collects a core data set of 90 data elements from hospitals for reporting to the state. The Center for Health and Environmental Statistics operates the Trauma Registry in collaboration with the KDHE Office of Local and Rural Health Services Trauma Program.

10. Vital Statistics

KDHE's Office of Vital Statistics system receives and preserves vital records for events (births, deaths, marriages, and divorces) that occur in Kansas. More than 10 million vital records are maintained, adding approximately 100,000 new records annually. Over 360,000 certified copies of these records are issued to eligible requestors annually. The records maintained by this system are necessary for individuals to carry out day-to-day business such as obtaining passports, enrolling in schools, participating in sports, starting new jobs, qualifying for subsidized housing, collecting life insurance benefits, and transferring property.

C. Field Reporting

One of the primary issues facing the development of an integrated TRS is the system used by law enforcement to capture data in the field. Currently, there are two FRSs maintained by state agencies and provided to local law enforcement: KDOT's EADCR system and KHP's AFRS. While these systems provide somewhat different functionality and one may appeal to a particular agency over the other, it is important to note that both applications serve the same market and, in many cases, are in direct competition with one another for users. As these systems progress through their respective life cycles, both KHP and KDOT are discussing the conflict that exists between the two systems and how best to address the differences in the two systems.

The state has recognized the need to bring the AFRS/EADCR discussion to a resolution. Considering that crash reports are only one of many reports filled out by law enforcement in the field, and that all reports should be contained in a single system in order to facilitate ease of use, it is logical that the LEA should be the steward of the FRS. In the case of a Kansas standard FRS, KHP has expressed a desire to lead the development and deployment of such a system to local LEAs in Kansas.

The TRS must support data submission from two types of FRSs:

- Kansas standard FRS, used by KHP and small, local LEAs.
- Unique FRSs used by larger jurisdictions.

These two system types are described further below.

1. State-Maintained FRS

As mentioned above, there needs to be a resolution to the conflict between EADCR and AFRS in order to provide a uniform direction for law enforcement and eliminate the costs to the state associated with marketing the competing systems to locals. The logical resolution to this conflict is to replace both existing systems with a new, uniform system that is maintained by KHP, with input from the agencies to whom electronic forms are submitted. This application may follow the TraCS model in use by several other states, may be procured from a vendor, or may be developed in-house. This decision will not be made at this point in the planning process.

A statewide, standard FRS should have the following characteristics:

- *Multiple Automated Forms With Limited or Modular Integration* – In order for the FRS package to be successful, state agencies must maintain control over the forms that they receive from law enforcement. This necessitates a modular approach to forms storage and development, where form templates are not managed by a single

agency, but are able to be modified by the individual agency and “plugged in” to the FRS.

- *Configurable to Agency* – The FRS must provide a degree of flexibility in order to be configurable to individual agency needs.
- *In-Car and Desktop Usability* – The technological capability of various LEAs in Kansas varies greatly; as a result, the system should provide the ability to be used in patrol cars for agencies with that capability, as well as on desktop computers for those agencies with limited technology resources.
- *Online and Off-Line Functionality* – The system’s client must have the capability to capture and temporarily store forms data independent of any central resource.
- *Data Validation and Editing Routines* – In order to minimize lag times in form submission and processing loads on central repositories, the FRS should provide data validation and editing routines through its client application. Once a form has cleared these initial validation routines and before acceptance to the repository, it should pass through the repository’s validation checks as well.
- *XML Data Extractions for State Repositories and Local Records Management System (RMS)* – As many local LEAs possess their own RMS, it is important that forms data has the ability to be extracted from the FRS and populated into the local RMS, as well as state data repositories. This may be accomplished through the development of XML data extractions that will allow for standardized exchange of forms data between these systems.

In order to be successful, a statewide FRS should provide uniformity in data capture and submission processes, while allowing enough flexibility to be tailored to the unique needs of various LEAs in the state of Kansas.

2. Unique FRS

In order to accept data from unique FRSs in use by some (typically larger) local jurisdictions, the TRS must provide an interface mechanism for these systems.

The interface mechanism should provide the following:

- *Defined Specifications* – The TRS should develop a single data and exchange specification through which local RMSs and FRSs can submit electronic forms.
- *Edits Prior to Loading Into Systems* – As part of the interface, the TRS should provide validation of the data submitted to the state repositories. These validations should provide an initial data quality check, to be augmented by the regular repository validation routines.

The requirements for interfacing with unique systems will allow those systems to remain functioning as autonomous entities, while allowing them to submit data to the state's TRS.

D. Web Portal

In order to provide access to the TRS, a Web portal must be developed that will serve as the front end of the TRS application. This portal should provide search capability and access to various traffic records-related data based upon a user's security profile. EXHIBIT V-3 provides an illustration of the proposed portal structure. The following subsections provide further description of the architecture's elements:

1. Enterprise Security Architecture

In an integrated system such as what will be developed out of this effort, several layers of security must be in existence, and any security framework implemented must incorporate an enterprise architecture with the various agency security architectures.

2. Intranet

The state intranet should be utilized for document-sharing and user-support purposes. In addition, the state's security architecture may be utilized to a degree for access to materials that do not require a higher level of authorization.

3. Reporting

The reporting functions of the TRS should provide the ability to aggregate data from user inquiries and package it in a usable format. Query capability should be provided in predefined queries available to users, as well as ad hoc query capability for user-defined inquiries.

4. Applications

The system must be capable of adding new or updated applications to the TRS system. Such applications may include KBI's updated law application, the EMS Registry system, or a new FRS.

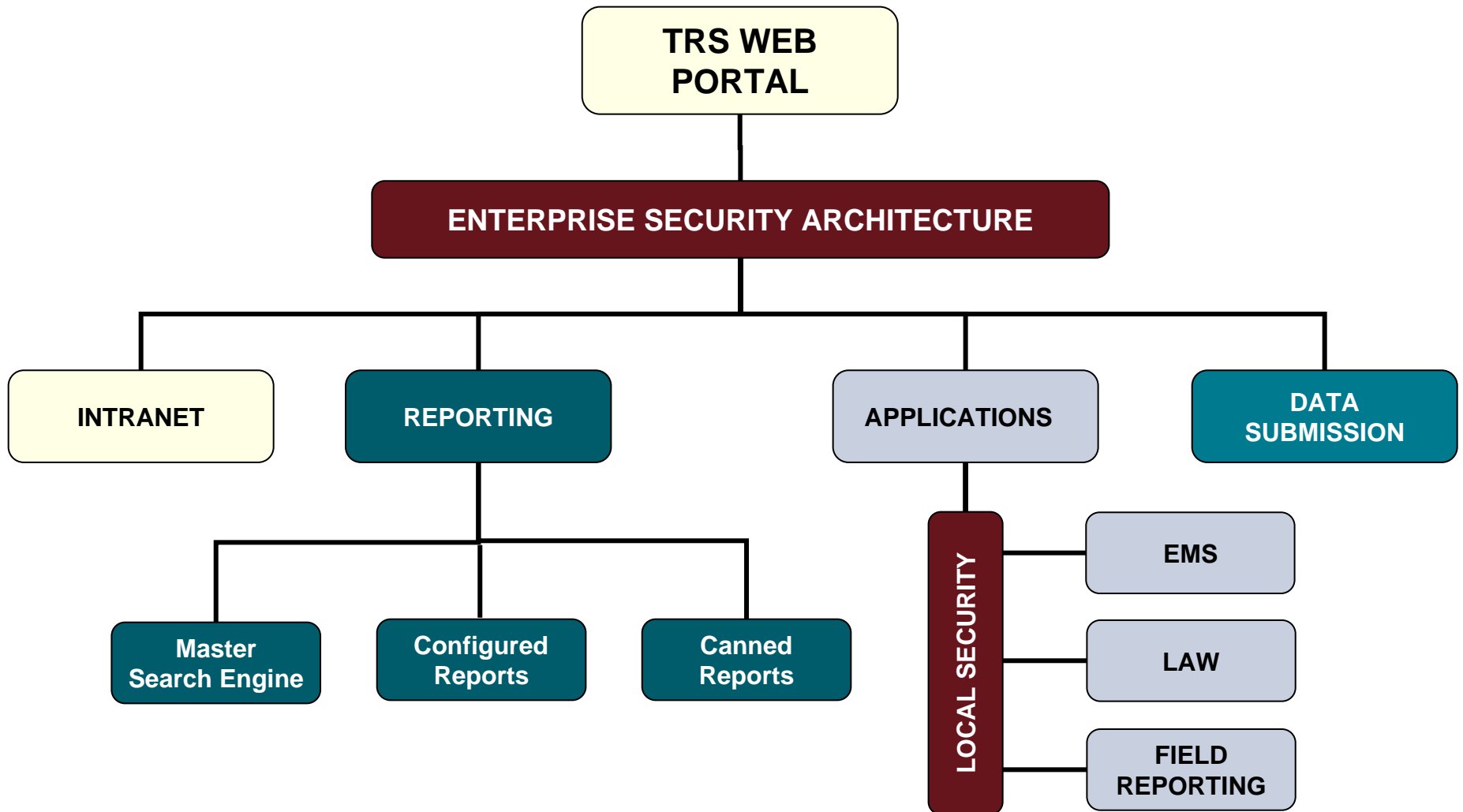
5. Data Submission

The portal must interface with other state repositories for submission of traffic records-related data. The scope of this submission is not yet defined, and it is assumed that all records-related data will not be allowed to be submitted through the TRS; however, there is a need for some data submission function, especially for local agencies for whom the TRS will serve as the primary means of data submission to the state.

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EXHIBIT V-3

PROPOSED PORTAL STRUCTURE



E. Central Index

At the core of the TRS will be the central index. This indexing function will house a limited data set that provides pointers to the full data sets housed in the participating repositories. The index will allow the TRS and member repositories to access a single point for data inquiry and exchange.

EXHIBIT V-4 provides an illustration of such an index.

F. Systems Integration

EXHIBIT V-5 provides an illustration of how the participating systems will exchange data through the TRS index. The systems will receive data through their normal operations and interactions with local systems. The member systems will submit index data (a minimal data set focused on identifiers) on a regular basis determined by business need (e.g., real time, daily). Once an index query is returned and further data is required, the TRS will access the individual system for full database records as available based upon the user's security profile.

It is anticipated that the index will be linked to the KCJIS index in order to leverage work already done by KCJIS and reduce the necessity for law enforcement to access two different inquiry systems.

G. Organization

For the development of a fully integrated TRS impacting multiple agencies, an organizational structure must be developed that allows interaction between the partner agencies, as well as communication with the governing organizations of similar integration efforts.

EXHIBIT V-6 provides an illustration of the proposed program organizational structure. This organizational structure is meant to align the TRS effort with KCJIS, as the two programs are similar in nature and related in scope. By ensuring communication with the KCJIS Committee, the TRCC can ensure that the two programs are not duplicating each other's efforts and that each program is able to leverage and expand upon work performed by the other.

The components of the TRS organization are as follows:

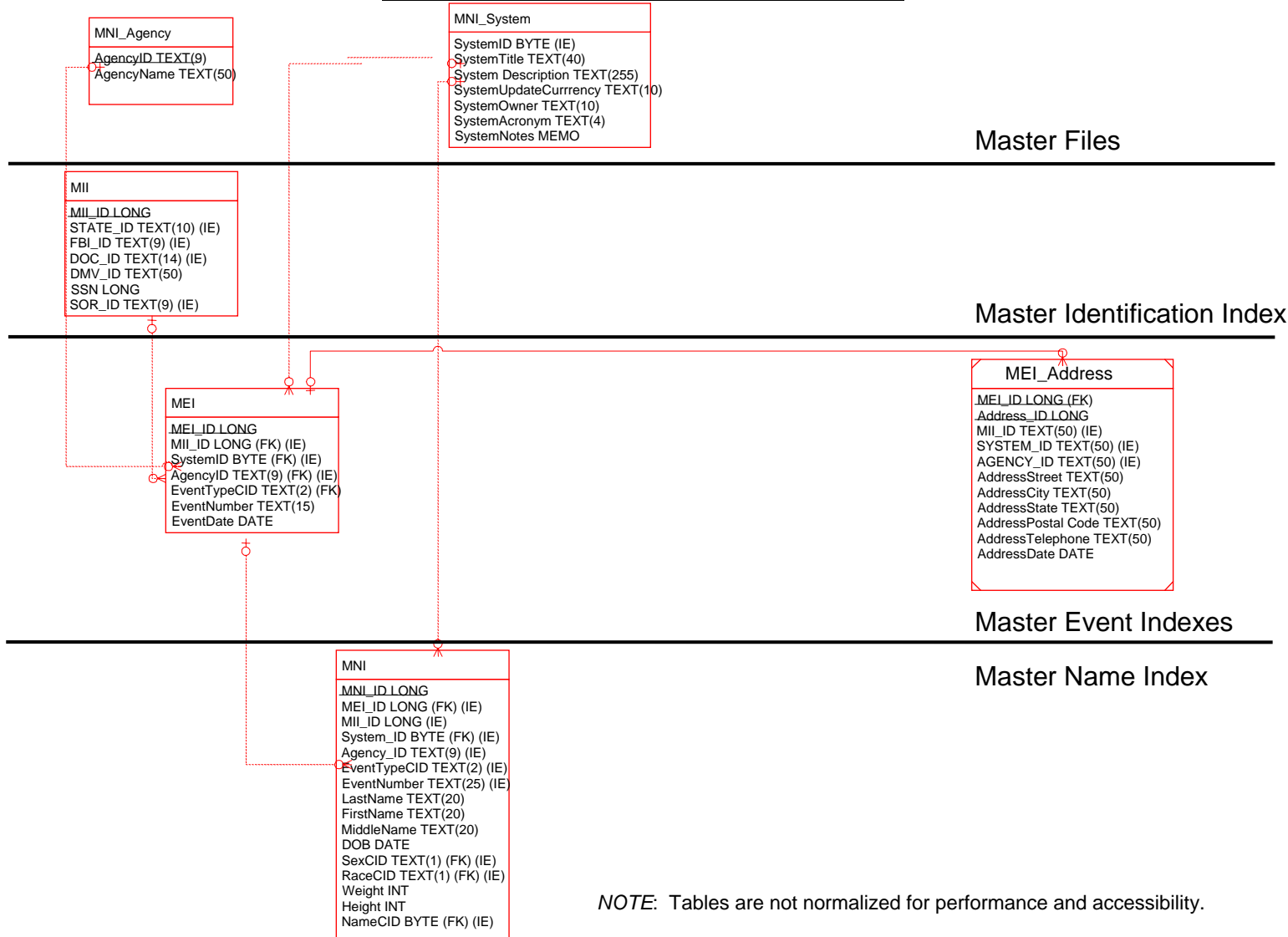
1. Traffic Records Executive Committee

The TRS program's Executive Committee is made up of executive management from the participating agencies in the TRS project. The Executive Committee's role will be to receive periodic status reports and approve decisions made by the TRCC. The Executive Committee will not meet as often as the TRCC; however, it will be important that this committee meet regularly so that upper management from the participating agencies will have the opportunity to communicate with and keep its peers aware of the needs and status

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EXHIBIT V-4

SAMPLE DATA INDEXING SYSTEM

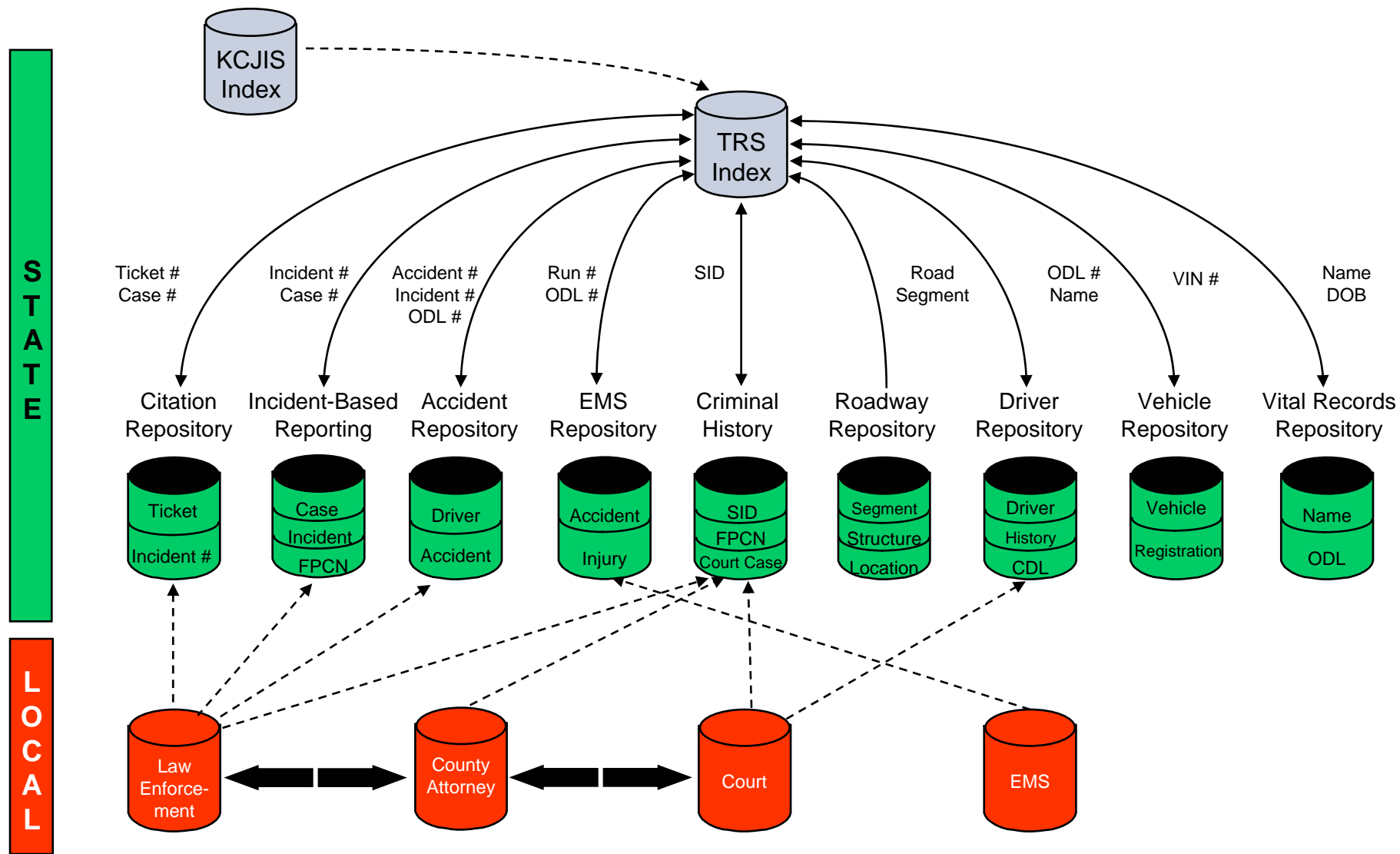


NOTE: Tables are not normalized for performance and accessibility.

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EXHIBIT V-5

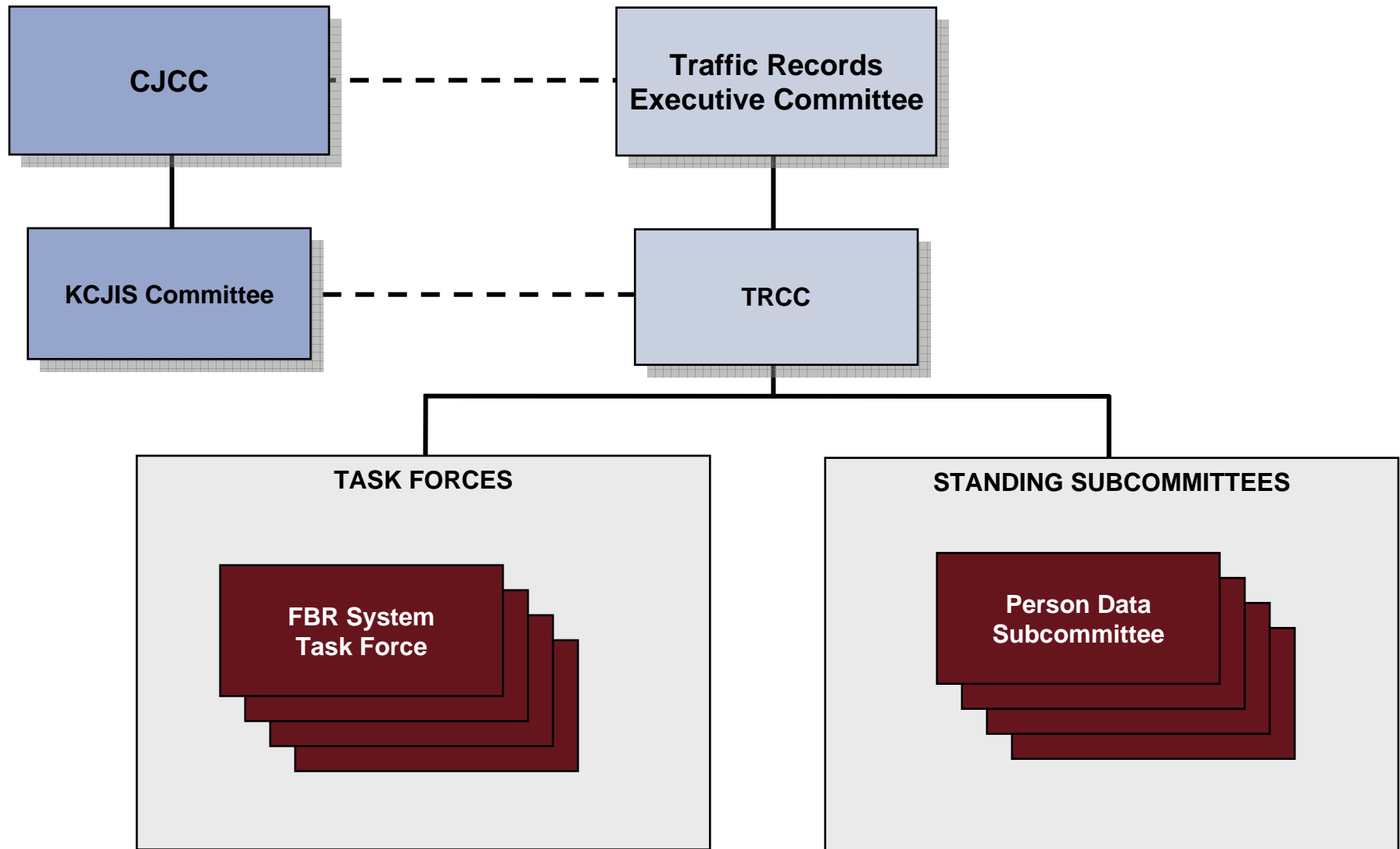
TRS INFORMATION EXCHANGE MODEL



STATE OF KANSAS
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EXHIBIT V-6

TRS GOVERNANCE MODEL



with regard to TRS-related efforts. The Executive Committee will serve as a peer agency to the Kansas Criminal Justice Coordinating Council (CJCC) and will exchange information and discuss integration issues with the CJCC.

2. TRCC

The TRCC must remain in place as the governing body and primary means of communication for the TRS project. It must be responsible for decisions and communication regarding the TRS effort and must serve as a facility for establishing priorities and consensus among the TRS stakeholder agencies.

3. Task Forces

Various task forces may be formed as projects demand and are largely meant to be composed of various stakeholders brought together for the purposes of researching or determining the requirements for a specific project. These are meant to provide input and direction to individual projects and may be dissolved once the project is complete.

4. Standing Subcommittees

In order to determine the ongoing progress of certain aspects of the program, the TRCC may charter standing subcommittees to provide input and direction for areas that require specific expertise. For instance, the TRCC may require a subcommittee be formed to maintain the exchange and responsibility for person information, as several agencies handle different person-related data sets. These subcommittees may also assist the TRCC in developing policy and plan direction in certain areas requiring a high level of expertise.

5. KCJIS Committee

For the purposes of providing LEAs with a new FRS, it is important for the system's governance organization to be involved with the KCJIS Committee, as the FRS will be used in conjunction with the KCJIS car-stop application. The committee must be composed of representation from the agencies that receive data generated from the FRS, as well as the LEAs using the system.

* * * * *

The systems and organizations discussed in this section will provide the building blocks with which the future TRS will be created. The future vision of the TRS is based upon the idea of allowing individual agencies to continue to perform business as usual, while allowing greater access to traffic records-related data through a minimally intrusive indexing system. The goal of this indexing system is to provide as much access as possible, while requiring less resources to maintain than a full repository.

VI. Strategic Initiatives

VI. Strategic Initiatives

This section describes the major initiatives, or focus areas, and activities that the traffic records community and technology organizations must undertake to move participating agencies toward the goals and vision for the future. It also provides analysis of the factors that will be critical to the project's success, from a technical and organizational standpoint.

A. Initiatives

The strategic framework for the TRS program is based upon six operational initiatives areas, held together by two management initiatives that will run iterative cycles for the length of the program. This framework provides a basis and a scope of work from which individual projects can be completed, assessed, and changed, added, or removed as necessary.

EXHIBIT VI-1 provides an illustration of the TRS program's strategic framework.

Strategic initiatives provide the framework for the scope of work to be accomplished with the plan. The activities and work components that will move participants toward the desired future system vision are grouped into eight strategic initiatives. This subsection defines each strategic initiative in more detail. The initiatives are presented below.

- Initiative 1 – Forms and Specifications
- Initiative 2 – Data Capture Applications
- Initiative 3 – Data Repositories
- Initiative 4 – Data Exchanges and Integration
- Initiative 5 – Data Index and Inquiry Subsystems
- Initiative 6 – Internal and External Reporting
- Initiative 7 – Management and Operations
- Initiative 8 – Planning and Assessment

The remainder of this subsection describes each initiative and lists the projects that make up each initiative.

Initiative 1 – Forms and Specifications

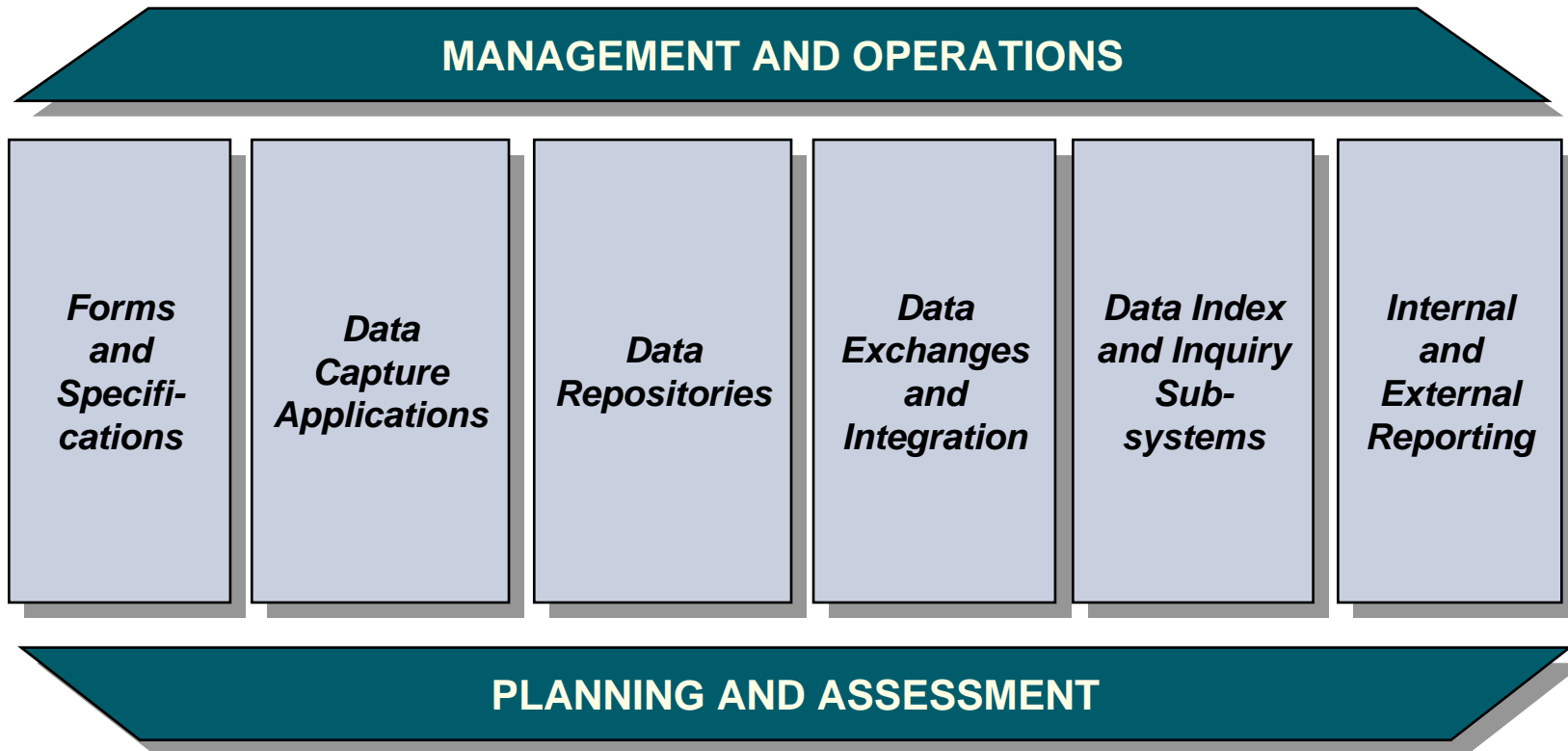
This first initiative is meant to develop standard forms and electronic data specifications for all of the submittal information exchanges. The purpose of these projects is to bring all of the contributing systems to a baseline starting point, where data content has a high degree of conformity to national standards and from which integration can begin to take place.

The projects associated with this initiative are as follows:

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS STRATEGIC PLAN

EXHIBIT VI-1

STRATEGIC FRAMEWORK



- Redesign 850, 851, and 852 Forms.
- Adopt NEMESIS Data Standards for EMS Reporting.
- Adopt MMUCC Data Standards for Crash Reporting.
- Adopt UTC.
- Adopt/Update Traffic Data Dictionary.
- Adopt/Develop Standard Information Schemas.

Initiative 2 – Data Capture Applications

The purpose of Initiative 2 is to acquire, develop, integrate, and implement new applications and tools that meet the operational needs of departmental agencies. These applications are the front-end systems through which data is collected; the purpose of upgrading these applications and tools is to provide a higher level of quality and efficiency in the data capture process.

The projects associated with this initiative are as follows:

- Complete FRS Feasibility Study.
- Develop and Implement FRS.
- Develop and Implement EMS Registry system.
- Implement KHP Patrol Car Bar-Code Scanners.
- Implement Performance and Registration Information Systems Management (PRISM).
- Deploy KHP Global Positioning System (GPS) Units.
- Develop GPS Data Capture for Crash Report Data Entry.
- Acquire and Implement Commercial Vehicle Information Exchange Window (CVIEW).

Initiative 3 – Data Repositories

The goal of this initiative is to improve and standardize data housed in current agency repositories in an effort to adhere to current and developing national data standards. Similar to Initiative 1, the projects planned to compose this initiative are meant to update or replace existing repositories with architectures and functionality that establish in each repository a baseline capacity for data exchange from which the TRS can access the repositories.

The projects associated with this initiative are as follows:

- Develop Statewide Citation Repository.
- Update KARS Data and Reports.
- Update/Replace VIPS.
- Update KDLIS.
- Update/Replace KIBRS.
- Install Imaging System for Motor Carrier Services.
- Implement Bar-Coded Vehicle Registrations.

Initiative 4 – Data Exchanges and Integration

The projects associated with Initiative 4 are meant to develop and enhance data-sharing interfaces between the existing and/or new state systems for the exchange of key information. Once each system has been brought up to a baseline standard from which data exchange may be implemented, the exchanges between data capture applications, agency repositories, and the TRS may begin to be developed.

The projects associated with this initiative are as follows:

- Integrate AFRS With KARS.
- Develop Justice System Inc.'s FullCourt Data Extraction.
- Link TRS to KARS.
- Link TRS to KDLIS and VIPS.
- Link TRS to KIBRS and Computerized Criminal History (CCH).
- Link TRS to EMS Registry.
- Link TRS to Trauma Registry.
- Link TRS to SAFETYNET.
- Link TRS to CANSYS.
- Develop KARS/KBI BAC Data Access.
- Receive Diversion Data From Prosecutor System.
- Develop Local Unique System Interfaces.

Initiative 5 – Data Index and Inquiry Subsystems

The goal of this initiative is to develop or acquire a central collector/distributor for traffic records data that will serve as a clearinghouse for data and ultimately provide two data retrieval subsystems: one entity-based data mart¹ for records related to people, places or things (e.g., vehicles) and a statistical data mart to be used for reporting purposes.

The projects associated with this initiative are as follows:

- Pilot/Model Virtual TRS.
- Design and Develop Master Indexing System.
- Develop Collection/Distribution Subsystem.
- Develop Web Portal and Content.
- Develop Individual Inquiry Subsystem.
- Develop Statistical Reporting Subsystem.

Initiative 6 – Internal and External Reporting

The goal of Initiative 6 is to provide the ability to report on data archived in multiple systems and quickly assemble data for required state and federal reports according to applicable standards.

The projects associated with this initiative are as follows:

- Develop MMUCC Reporting Capabilities.
- Develop/Update Standard Statistical Reports.

Initiative 7 – Management and Operations

Initiative 7 is meant to develop the organizational management, decision-making, and support structure that will oversee the strategic deployment and day-to-day operations of the future system. This involves the identification of a governance structure, including a project manager (or project management entity), that is responsible for the oversight and decision making necessary to make the TRS successful, along with processes for communications and program support.

The projects associated with this initiative are as follows:

¹ A data mart is a temporary store where a subset of repository data collected for specific purposes (e.g., events or reporting) is housed for rapid access.

- Manage Overall Program.
- Develop Overall Support Strategy.
- Develop/Implement Communications Plan.
- Create Centralized Help Desk/Information Center.
- Develop Standardized Local Technical Support.
- Update System Training Program.

Initiative 8 – Planning and Assessment

The goal of Initiative 8 is to utilize a structured approach for evaluating progress made against project goals and develop a mechanism for refining procedures, systems, and human resource skills to improve effectiveness and reduce costs.

The projects associated with this initiative are as follows:

- Develop Yearly TRS Program Status Reports.
- Define Performance Measurement Process.
- Measure Business Performance.
- Update Strategic Plan.
- Conduct Traffic Records Assessment, Post-Implementation.

B. Critical Success Factors

Critical success factors are tasks and plan elements that must be well maintained in order to realize the goals and complete the initiatives defined in the Strategic Plan. Critical success factors for the TRS Strategic Plan are listed below.

1. Executive Sponsorship

Effective system implementation requires the commitment of the organizations involved from the highest levels of leadership. This commitment must come from executive-level staff, who must believe in the importance and benefits of the projects identified and communicate throughout the organization that the initiatives and projects identified in the Strategic Plan are an organizational priority. It is not enough to get tacit endorsement of the planned activities through an organizational proxy; an agency's commitment to the plan must be explicitly expressed by agency leaders who possess full understanding of the goals, tasks, and commitment required to make the plan successful.

2. Agency Involvement (State and Local)

To be successful, the functionality and design of a new application must be driven by the people responsible for performing the business functions being addressed. These individuals are police officers, prosecutors, judges, clerks, and corrections officers at the state and local level. There must be clearly identified process owners who are responsible for the operational business processes being automated and who provide the perspective of all of the functions involved in the project. Process owners must be committed to making the system successful.

3. Community-of-Interest View

As integration and data-sharing efforts increase in state and local agencies, the organization's view of its operations must shift from an isolationist focus to one where the agency is a member of a community of interest—a community including other state and local agencies whose business impacts their partner agencies in a general field of effort. For this project, the traffic records community of interest is composed of many agencies, each with a hand in gathering, storing, or processing components of traffic records data. For this plan to be successful, these agencies must adopt a perspective that the proposed solutions are in the best interest of the community. In some cases, this may mean that sacrifice for the good of the community is necessary, but in most cases it implies the understanding that the organization's activities should be tailored to benefit the entire community and that such shared value will be returned by the efforts of other community-of-interest members.

4. Shared Vision

Stakeholders in the change process must all hold a shared view of the future. Failure to have a common sense of purpose will result in differing objectives, desired outcomes, and expectations. Each stakeholder organization within the scope of this plan should be able to embrace the plan's mission and goals as a part of a shared vision for the future. This will require commitment to plan goals and objectives by senior stakeholder management and agreement that those executives will foster this shared vision within their agencies.

5. Resource Commitment

Each organization must be willing to commit the resources necessary to achieve success. It is particularly important to devote human resources to implementing the plan whom senior executives and process owners are willing to empower with the detailed design and implementation of new business processes and systems. Investing adequate and appropriate resources will be critical to accurately represent all business perspectives and produce high-quality results.

6. Pace of Change

This plan impacts some of the largest agencies in the state of Kansas. In order for the plan to be successful, the pace of change must be one that starts with small, manageable

projects meant to build momentum and prepare the involved organizations for the larger changes ahead. Projects must be initiated, worked, and completed in a fashion that makes steady, measurable progress toward the plan's goals. Attempting to change organizational practices too quickly will likely result in an inability to fully cope with the change; changing too slowly will cause the project to lose momentum and resources. The pace of change must be kept such that it keeps the plan at the front of the organization's consciousness without burdening the organization to the point where the plan must be abandoned.

7. Communication

Deliberate and frequent communication with all stakeholders is required to ensure that personnel are kept informed of plan implementation progress and intentions. Stakeholder organizations and personnel should expect no surprises. Numerous communication methods, tailored to the needs of specific audiences, will be required to help ensure success. Management staff in the stakeholder organizations must also be knowledgeable about the plan and play an active role in reinforcing the importance of implementing the plan with their staff.

* * * * *

The initiatives and factors discussed in this section will serve to guide the plan as it is implemented. The initiative areas will serve as the framework from which projects will be completed and developed, if needed. The critical success factors are issues that must be continually addressed by the TRCC if this project is to be successful.

VII. Strategic Decisions

VII. Strategic Decisions

The goals, vision, and initiatives described in the preceding sections form the basis from which tactical project plans are developed to move the organizations and systems from their current state to the desired future vision. These project plans must and will provide a reasonable approach to moving forward and will be driven by strategic decisions and existing external parameters. The decisions documented in this section relate to the strategic initiatives identified in Section VI. These strategic decisions have been categorized as relating to scope, management, or technology.

A. Scope Decisions

The scope of the overall effort to upgrade the automation and information-sharing capabilities of the state's traffic records community is central to the definition of the plan's projects, schedule, and budget. Scope definition addresses the level of complexity, sophistication, application functionality, and infrastructure needed by the state to implement the envisioned environment. The scope directly affects project cost and the ultimate technical environment. Decisions influencing the definition of the plan's scope are discussed below.

1. Funding

Based upon the funding anticipated to be available from NHTSA over the life of the 408 Registry grant program as it exists today, all of the projects identified as part of this plan will not be funded through NHTSA. Many of the planned projects are already planned and funded through their agency owners. One of the goals of this plan is to leverage those already funded projects that may impact the TRS environment and to provide guidance where possible.

Funding through NHTSA may be available to the extent that the project is tied to the Strategic Plan; however, at this point the degree to which that funding can be provided to assist various agency TRS-related projects is unclear. This plan will include all planned and potential TRS-related projects identified in the planning process, regardless of their funding status.

2. Duration

Based upon previous integration efforts and the capability to anticipate the future of IT integration technologies in Kansas and at the national level, the duration of this plan will be 5 years. This will include a formal review and update cycle at the plan's midpoint, approximately in the first quarter of 2009.

B. Management Decisions

Strategic management decisions concern the management of direction and resources within the state for this project. These decisions affect future management decisions regarding technology and information by setting the direction and parameters within which to operate. Decisions affecting the definition of the plan's management are discussed below.

1. Agency Partnerships

In order to effectively implement an integrated solution, partnerships must be established between the contributing agencies in terms of shared responsibility for various portions of traffic records data.

2. Source of Applications

Several projects identified as a part of this effort are associated with the development of new, traffic records-related applications. Agency owners must be identified and commitment secured in order for these projects to be undertaken. As part of the planning process, agencies have been identified as the likely stewards of the operational and management components of the future TRS. Program responsibilities identified to date are as follows:

- KHP responsible for developing the FRS.
- KDOT responsible for the central indexing system and statistical reporting functions.
- KDOT and the Traffic Safety Bureau responsible for overall plan management, under the direction of the TRCC.
- FRS Task Force under KCJIS Committee/CJCC for consistency and communications.

3. Project Management

The TRCC must engage a project manager to oversee the implementation of the Strategic Plan. Given the delicate nature of several interagency relationships, it may be necessary for the project manager to come from an independent third party, either a noninvolved state agency or a private contractor. The project manager should independently report to the TRCC.

4. Quality Assurance

In order to ensure that the final outcomes of all project activities meet the TRCC's needs for high quality, there must be an independent quality assurance (QA) provider for the implementation process. This QA provider must ensure that all deliverables conform to the TRCC's requirements for quality and content and must work closely with the project manager to assure that deliverables are of high quality but adhere to the project schedule.

5. Communications

One of the most important aspects of the management of such a project is to ensure that communications between the contributing agencies are maintained. This is to assure that all TRS-related activities are performed with the full understanding of the committee. Communication-related activities should include:

- Monthly TRCC meetings.
- Periodic status reports from the project manager.
- Establishment of other formal and informal communication channels.

C. Technology Decisions

In order to develop a fully integrated system, there must be some consensus on the technological direction of the TRS. In order to provide a technological environment that meets the needs of all involved agencies, the participating agencies must make decisions on the following TRS development and integration tools:

- Portal software development tools.
- New middleware tools.

Additionally, there are several technology-related recommendations that have been developed through the planning process, based upon input received from stakeholders and the TRCC. These recommendations are as follows:

- *Adopt and Follow National Data and XML Standards* – In order to provide a standards-based environment, it is important that the TRS adopt national standards for data exchange wherever possible. This will facilitate the modularization of the system, allowing repositories to be added and modified with greater ease.
- *Replace AFRS and EADCR With a New Integrated Package That Follows Data Standards* – Given the adversarial nature of the relationship between AFRS and EADCR, and the life cycle of both systems, a new FRS should be purchased or developed that provides law enforcement with all of the necessary standard forms and exchanges data according to established standards.
- *Develop a Citation Repository as Part of KCJIS and Administered by the KHP* – One of the primary recommendations that came out of the Traffic Records Assessment was the development of a statewide citation repository for tracking all citations issued in Kansas from issuance through disposition. As the primary statewide LEA in Kansas, the KHP is uniquely suited to house this repository.

- *Integrate TRS Master Index Capabilities With the KCJIS Web Portal and Its Master Indices* – In order to provide a greater level of efficiency in the TRS development process, available KCJIS resources and functionality should be leveraged wherever possible. In addition, tying the TRS to KCJIS will maintain the ability for law enforcement to get data in a single location at a car stop.

By pursuing the outcomes described in these decisions, the TRCC can help facilitate the TRS development process by adopting standards and eliminating certain business process and political obstructions to traffic records data sharing in Kansas.

* * * * *

The decisions discussed in this section are key to ensuring that the TRS development effort adheres to the project's vision, goals, and objectives. It is important to get consensus and backing for these decisions from all stakeholder agencies in order to ensure that political or implementation-related hurdles will not slow the project. In a project such as this, the importance of maintaining a constant flow of communication between involved agencies cannot be overstated.

VIII. Tactical Project Portfolio

VIII. Tactical Project Portfolio

This section identifies the tactical projects necessary to meet the plan's overall goals and objectives. The tactical projects represent an integration of the strategic initiatives described in Section VI and the strategic decisions documented in Section VII.

There are 51 tactical projects defined to implement the integration plan. EXHIBIT VIII-1, at the end of this section, lists the tactical projects. They are grouped by focus areas, and each project has been assigned a specific plan project number to facilitate project identification and tracking. The fields included in the project description sheet are listed below:

- *Project Number* – A unique plan project identifier.
- *Project* – The name used to refer to the specific project.
- *Project Active, Funded, Authorized* – Check boxes that indicate whether the project has begun, whether the project has funding, and whether the project has been approved.
- *Priority* – The importance of the project to the overall TRS effort.
- *Description* – A general description of the project's purpose and objectives.
- *Benefits and Justification* – Types of benefits that may be enabled through completion of the project and justification or need for the project.
- *Agency Involvement* – The organizations involved in the project and their respective roles.
- *Resources* – The amount of staff time required to support the project, broken down by type of resource.
- *Deliverables* – The work products that will be developed in the course of completing the project.
- *Tasks* – The general tasks or activities that will be performed in order to complete the project.
- *Budget* – The estimated capital budget requirement for the project and the fiscal year(s) in which expenditures will occur. Operating budget estimates are not included in the project profile except for Project 1B, but are defined in the budget and funding chapter of the plan.
- *Traffic Records Assessment Major Recommendations Met* – Identification of any major recommendations from the Kansas Traffic Records Assessment addressed by the project.
- *Issues/Risks/Notes* – Any issues or risks associated with the projects, along with any other notable information.

A one-page project description sheet has been prepared for every tactical project. The description sheets are designed for quick reference to provide a general overview of each project, including its purpose, budget, duration, staff commitment, and expected outcomes.

The implementation plan tactical project sheets are provided in the remainder of this section.

1-A Redesign 850, 851, & 852 Forms Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to examine the Kansas crash report forms, and redesign them in order to increase efficiency by studying the contents of the form and examining the necessity for all the information included on the form; and also to apply national standards (formerly NGA guidelines) for crash reporting to the form's data elements. Currently, the state does not use a complete set of national standards for reporting and must recode some crash data submitted to the federal government for reporting purposes. KDOR has statutory authority to review all traffic-related forms revision projects.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOT	Lead
NHTSA	Participate
Local Law Enforcement	Participate
KHP	Participate
KDOR	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT BOTS Staff	240
KHP Staff	80
Local LEA Staff	80

Deliverables:**Deliverable**

Updated Kansas Crash Forms

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Gather Law Enforcement Input	7/23/2007	9/14/2007
Task 2	Gather Input from NHTSA, KDOT BOTS	9/17/2007	10/12/2007
Task 3	Design new crash form	10/15/2007	12/7/2007
Task 4	Approve new crash form	12/10/2007	1/4/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Permanent Employees	Local LEA Staff	\$0	\$800	\$0	\$0	\$0	\$800
Technical Support and Services	Contract Business Analyst	\$0	\$60,000	\$0	\$0	\$0	\$60,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

1-B Adopt NEMSIS Data Standards for EMS Reporting

Project Active

Project Funded

Project Authorized

Priority: **High**

Description:

The National Emergency Medical Services Information System (NEMSIS) data standard has been developed in order to create a national EMS database, through which EMS and prehospital care can be analyzed and standards of care can be defined. Adopting the NEMSIS data standard (version 2.2 or later) for EMS reporting is one of the key requirements of the traffic records project. NEMSIS data is not currently collected in Kansas; however, the implementation of a statewide EMS Registry should facilitate the collection of this data.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
Board of EMS	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
Board of EMS IT Staff	480
Board of EMS Management	80

Deliverables:

Deliverable

NEMSIS Implementation Plan
NEMSIS Compliance

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop NEMSIS Implementation Plan	9/11/2007	11/6/2007
Task 2	Roll Out NEMSIS Requirements to Operations	11/6/2007	2/26/2008

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
D-4	Share Data with Health Care
D-3	Collaboration Between Traffic Safety and Injury Prevention

Issues/Risks/Notes:

Funding for the EMS registry system will likely not support any modified functionality, if NEMSIS is not a part of the package selected for implementation.

1-C Adopt MMUCC Data Standards for Crash Reporting

Project Active

Project Funded

Project Authorized

Priority: **High**

Description:

The Model Minimum Uniform Crash Criteria (MMUCC) are guidelines that were originally developed in response to requests by states interested in improving and standardizing their state crash data. MMUCC consists of 111 data elements, broken into four categories (Crash, Vehicle, Person, and Roadway), that are collected at the crash scene, derived from computerized crash data, or linked to other traffic records-related systems. MMUCC adoption is one of the key requirements of the traffic records project; Kansas currently collects 83 of the 111 data elements.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOT	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT ADS	240
KDOT BOTS Staff	140

Deliverables:

Deliverable

MMUCC Implementation Plan
MMUCC Compliance

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop MMUCC Implementation Plan	10/2/2006	10/27/2006
Task 2	Develop Derived Data	10/30/2006	12/22/2006
Task 3	Develop Linked Data	12/25/2006	3/16/2007

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

Full MMUCC compliance is dependent on the cooperation of several agencies, and their compliance with the standard.

1-D Adopt and Implement Universal Traffic Citation Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose adopting a Statewide Uniform Traffic Citation (UTC) is to create a standard data set to be collected by law enforcement for all citations issued in the state of Kansas. The goal of this effort is to develop a UTC that will presumably be deployed as a paper form. The development of a UTC will facilitate the development of a statewide traffic citations repository (as well as unify efforts towards e-citations), allowing for statistical analysis of all citations issued across Kansas, enabling law enforcement to better focus deployment and enforcement efforts, and providing legislators with a clearer picture of statewide driving issues. KDOR has statutory authority to review all traffic-related forms revision projects.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KDOT	Fund
KHP	Lead
Local Law Enforcement	Participate
KDOR	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KHP Staff	1,180
Local LEA Staff	1,176
OJA Staff	422
KDOR IT Staff	160

Deliverables:**Deliverable**

Draft Universal Traffic Citation
 Final Universal Traffic Citation
 Universal Traffic Citation

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Gather Requirements for Universal Traffic Citation from Law Enforcement Agencies	10/2/2006	12/22/2006
Task 2	Develop Draft Universal Traffic Citation	12/25/2006	2/16/2007
Task 3	Implement Draft Citation in Test Environment	2/19/2007	5/11/2007
Task 4	Update Citation Based on Test Results	5/14/2007	8/3/2007
Task 5	Implement Universal Traffic Citation	8/6/2007	1/18/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Permanent Employees	Local LEA Staff	\$3,360	\$8,400	\$0	\$0	\$0	\$11,760
Technical Support and Services	Contract Business Analyst	\$18,000	\$0	\$0	\$0	\$0	\$18,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
E-1	Statewide Citation Repository
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

1-E Adopt/Update Traffic Data Dictionary Project Active Project Funded Project AuthorizedPriority: **High****Description:**

A standard traffic data dictionary will allow for the exchange of uniform data between agencies, thereby reducing the amount of processing that must go into statistical analysis of traffic records data and facilitating the development of a fully operational traffic records system. Several applicable standards exist that may serve as a baseline for the Kansas version of the traffic data dictionary: ANSI D.16 and D.20, MMUCC, NEMESIS, etc.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOT	Lead
KHP	Participate
KDOR	Participate
OJA	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KDOR IT Staff	280
KDHE IT Staff	200
KHP IT Staff	200
OJA IT Staff	200
KBI IT Staff	160
KDOT IT Staff	160
KDOT BOTS Staff	120
KDOT ADS	80
Board of EMS IT Staff	40

Deliverables:**Deliverable**

Draft Traffic Data Dictionary
Finalized Traffic Data Dictionary

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Examine Existing Traffic Data Standards	1/1/2007	1/26/2007
Task 2	Review Current State Data Standards	1/29/2007	2/23/2007
Task 3	Develop Draft Traffic Data Dictionary	2/26/2007	6/15/2007
Task 4	Distribute Data Dictionary for Review	6/18/2007	11/2/2007
Task 5	Finalize Data Dictionary Based on Review	11/5/2007	11/30/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$108,000	\$0	\$0	\$0	\$108,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

The adoption of a uniform traffic data dictionary will impact the data housed in several repositories by several different agencies.

1-F**Adopt/Develop Standard Information Schemas** Project Active Project Funded Project AuthorizedPriority: **High****Description:**

An XML schema is a description of a type of XML document, typically expressed in terms of constraints on the structure and content of documents of that type, above and beyond the basic syntax constraints imposed by XML itself. An XML schema provides a view of the document type at a relatively high level of abstraction. The purpose of this project is to develop schemas that are standard amongst all participating agencies so that data can be formatted for exchange between agencies.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
NHTSA	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
Board of EMS IT Staff	344
KBI IT Staff	336
KDHE IT Staff	336
KDOR IT Staff	336
KDOT IT Staff	336
KHP IT Staff	336
OJA IT Staff	336

Deliverables:**Deliverable**

Information Schema Specification
 TRS Standard Information Schema

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Research Current Industry Standard Schemas	10/2/2006	12/22/2006
Task 2	Research Current State Schemas	12/25/2006	3/16/2007
Task 3	Design Information Schema	3/19/2007	6/8/2007
Task 4	Develop Standard Information Schema	6/11/2007	8/31/2007
Task 5	Test Information Schema	9/3/2007	2/15/2008
Task 6	Implement Information Schema	2/18/2008	1/16/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$21,600	\$75,600	\$43,200	\$0	\$0	\$140,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

2-A Complete FRS Feasibility Study Project Active Project Funded Project AuthorizedPriority: **High****Description:**

As the state's field-based reporting (FBR) systems near the end of their useful lives, a replacement for those systems must be considered. As a part of the replacement process, a feasibility study must be conducted to establish the best course of action for the state when procuring a new FBR system for KHP and local law enforcement. This study will examine the needs of all involved agencies, the best method for procurement (i.e., build vs. buy vs. co-op), and identify any key considerations that must be addressed as part of the system procurement.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KHP	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	240
KBI IT Staff	28
KDOT IT Staff	28

Deliverables:**Deliverable**

FRS Feasibility Study

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Examine FRS Market	10/2/2006	10/27/2006
Task 2	Determine System Cost	10/30/2006	11/24/2006
Task 3	Perform Alternatives Analysis	11/27/2006	12/22/2006
Task 4	Examine Potential Funding Sources	12/25/2006	1/19/2007
Task 5	Develop FRS Feasibility Study	1/22/2007	3/16/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contract Business Analyst	\$18,000	\$12,000	\$0	\$0	\$0	\$30,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-1	AFRS/EADCR Disconnect

Issues/Risks/Notes:

2-B Develop and Implement FRS

 Project Active

 Project Funded

 Project Authorized

 Priority: **High**

Description:

Once the feasibility study has been concluded, and has established the proper course of action for the state regarding KHP and local law enforcement's FBR application, a system that reflects the findings of the feasibility study must be acquired. This system must provide a standard set of forms used by law enforcement throughout Kansas, while providing some level of flexibility for tailoring the system to the needs of individual local law enforcement agencies, and to the needs of the state agencies who use the data collected on the forms included in the application. KHP will serve as the lead agency for implementing and supporting this application. Based on any potential impact to traffic-related forms procedures, KDOR has statutory authority to review all traffic-related forms revision projects.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KHP	Lead
KDOR	Participate
KDOT	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	3,120
Local LEA Staff	1,600
KHP Officers	1,280
KDOR IT Staff	160
KBI IT Staff	48
KDOT IT Staff	48

Deliverables:

Deliverable

FRS Acquisition Documentation
 FRS Implementation Plan
 Operational FRS

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop FRS Requirements	3/19/2007	5/11/2007
Task 2	Acquire FRS	5/14/2007	7/6/2007
Task 3	Develop FRS Implementation Plan	7/9/2007	8/31/2007
Task 4	Install and Test FRS at KHP	9/3/2007	4/11/2008
Task 5	Develop and Roll out Tailored Installations for Local LEAs	4/14/2008	1/16/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	FBR Server	\$0	\$50,000	\$9,000	\$9,000	\$9,000	\$77,000
Computer Software	FBR Software Licenses	\$0	\$500,000	\$90,000	\$90,000	\$90,000	\$770,000
Permanent Employees	Local LEA Staff	\$0	\$0	\$16,000	\$0	\$0	\$16,000
Technical Support and Services	Contract Business Analyst	\$0	\$96,000	\$0	\$0	\$0	\$96,000
Technical Support and Services	Contracted IT Services	\$0	\$259,200	\$216,000	\$0	\$0	\$475,200

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-1	AFRS/EADCR Disconnect

Issues/Risks/Notes:

2-C**Develop and Implement EMS Registry System** Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The Kansas Board of EMS is currently in the process of procuring an EMS registry system that will collect prehospital and EMS data from providers throughout the state of Kansas. This application will collect a far greater set of data than currently collected, allowing for the analysis of EMS and prehospital care data. The proposed application will also greatly facilitate the state's efforts toward NEMSIS compliance.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Board of EMS	Fund
Unknown	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
Board of EMS IT Staff	880
Board of EMS Staff	120

Deliverables:**Deliverable**

EMS Registry Implementation Plan
Operational EMS Registry

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Acquire EMS Registry System	10/2/2006	11/7/2006
Task 2	Develop EMS Registry Implementation Plan	11/7/2006	12/5/2006
Task 3	Install System Hardware/Software at Board of EMS	12/5/2006	3/27/2007
Task 4	Roll Out EMS Client to EMS Providers	3/27/2007	9/11/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	EMS Server	\$50,000	\$9,000	\$9,000	\$9,000	\$9,000	\$86,000
Computer Software	EMS Software Licenses	\$100,000	\$18,000	\$18,000	\$18,000	\$18,000	\$172,000
Technical Support and Services	Contracted IT Services	\$72,000	\$43,200	\$0	\$0	\$0	\$115,200

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
D-2	Seek Funding for EMS System
D-1	EMS Data Collection and Analysis

Issues/Risks/Notes:

2-D Install KHP Patrol Car Barcode Scanners Project Active Project Funded Project AuthorizedPriority: **Low****Description:**

KHP will be adding barcode scanners to their patrol car setup in order to take advantage of the new Kansas driver's license, which has all of the information contained on the license included in a barcode. Additionally, KDOR is planning to provide barcoded vehicle registrations in the near future. By utilizing barcode scanners for data entry of driver's license and vehicle registration information, KHP can ensure rapid, accurate, and complete data entry of that information on its electronic forms and when performing searches on individuals or vehicles. Additionally, the use of barcode scanners will increase officer safety by significantly reducing the amount of time an officer must spend entering data and allow the officer to focus on his or her environment instead of a computer screen.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KHP	Fund
Unknown	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	1,040

Deliverables:**Deliverable**

Operational Barcode Scanners

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Acquire Barcode Scanner Hardware/Software	10/2/2006	10/13/2006
Task 2	Develop Barcode Interface to Field Reporting System	10/16/2006	11/24/2006
Task 3	Install Barcode Hardware and Software in Cars	11/27/2006	12/8/2006
Task 4	Train Users	12/11/2006	1/5/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Software	Barcode Scanner Software	\$75,000	\$13,500	\$13,500	\$13,500	\$13,500	\$129,000
Supplies, Printing and Mailing	Barcode Scanners	\$100,000	\$18,000	\$18,000	\$18,000	\$18,000	\$172,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

2-E Implement PRISM Project Active Project Funded Project AuthorizedPriority: **Med****Description:**

PRISM is a federal program overseen by FMCSA, the goal of which is to use the possibility of state commercial vehicle registration sanctions as an incentive to improve motor carrier safety. The PRISM program includes two major processes - the Commercial Vehicle Registration Process, and the Motor Carrier Safety Improvement Process (MCSIP), which work in parallel to identify motor carriers and hold them responsible for the safety of their operation.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KDOR	Fund

Resources:

<u>Resource</u>	<u>Hours</u>
KDOR IT Staff	2,560

Deliverables:**Deliverable**

PRISM Registration Module
Operational PRISM Functionality

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop PRISM Functionality	10/2/2006	12/22/2006
Task 2	Test and Update PRISM Functionality	12/25/2006	1/19/2007
Task 3	Update KAIR System	1/22/2007	3/16/2007
Task 4	Update TruckingKS Website	1/22/2007	5/11/2007
Task 5	Test Updates	5/14/2007	8/3/2007
Task 6	Deploy PRISM	8/6/2007	10/26/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Software	PRISM Database Software	\$0	\$388,000	\$69,840	\$69,840	\$69,840	\$597,520
Supplies, Printing and Mailing	PRISM Hardware	\$0	\$500,000	\$90,000	\$90,000	\$90,000	\$770,000
Technical Support and Services	Contracted IT Services	\$57,600	\$151,200	\$0	\$0	\$0	\$208,800

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

2-F**Deploy KHP GPS Units** Project Active Project Funded Project AuthorizedPriority: **Low****Description:**

KHP is currently considering placing GPS devices in its patrol cars for the purposes of gathering GPS location data for all of its citations, crash reports and arrests. By gathering this data, KHP can gather more precise location data and may eventually apply the GPS coordinates to a GIS map and generate a graphical display of the location data for data analysis and deployment planning purposes.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KDOT	Fund
KHP	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	220
KDOT BOTS Staff	100

Deliverables:Deliverable

Operational GPS Hardware

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Acquire GPS Hardware	10/2/2006	10/13/2006
Task 2	Define GPS Data Specification	10/16/2006	12/19/2006
Task 3	Distribute GPS Hardware to KHP Units	12/19/2006	1/2/2007
Task 4	Train Users	1/2/2007	1/30/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Supplies, Printing and Mailing	GPS Hardware	\$46,800	\$8,424	\$8,424	\$8,424	\$8,424	\$80,496

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
A-2	GPS Use

Issues/Risks/Notes:

2-G**Develop GPS Data Capture for Crash Report Data Entry** Project Active Project Funded Project AuthorizedPriority: **Low****Description:**

The purpose of this project is to provide point-and-click GPS location capability to the data input staff at Kansas Correctional Industries (KCI), in order that GPS coordinate data may be included in all crash reports. This project will allow the user to look for a crash location on an electronic map, and click the location with the mouse, which will return the GPS coordinate data for insertion into the crash report.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KDOT	Fund
Unknown	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT ADS	600

Deliverables:Deliverable

Operational GPS Data Capture

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Point-and-Click Interface	10/2/2006	12/22/2006
Task 2	Implement Point-and-Click Interface	12/25/2006	1/19/2007
Task 3	Roll Out Functionality to KCI	1/22/2007	2/16/2007
Task 4	Train Users	2/19/2007	3/16/2007

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
A-1	GIS Development

Issues/Risks/Notes:

2-H Acquire and Implement CVIEW

Project Active

Project Funded

Project Authorized

Priority: **Low**

Description:

Commercial Vehicle Information Exchange Window (CVIEW) software is an application that provides roadside access to, and integration with, PRISM and SAFESTAT. It is an enforcement tool that allows commercial vehicle enforcement personnel access to applicable databases in the field. This project is intended to place CVIEW software and hardware at seven scale facilities throughout Kansas. Capital expenditures related to this project (hardware, software, and configuration services) are expected to be funded via a CVISN grant.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
FMCSA	Fund
KHP	Lead
KDOR	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	328
KDOR IT Staff	248

Deliverables:

Deliverable

Operational CVIEW System

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Acquire and Install CVIEW Hardware	10/2/2006	10/27/2006
Task 2	Acquire and Install CVIEW Software	10/30/2006	11/24/2006
Task 3	Develop Custom Portal Interface	11/27/2006	4/13/2007
Task 4	Test CVIEW System	4/16/2007	6/8/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	CVIEW Hardware	\$100,000	\$18,000	\$18,000	\$18,000	\$18,000	\$172,000
Computer Software	CVIEW Software	\$250,000	\$45,000	\$45,000	\$45,000	\$45,000	\$430,000
Technical Support and Services	CVIEW Consultant	\$192,000	\$38,400	\$0	\$0	\$0	\$230,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

3-A Develop Statewide Citation Repository

Project Active

Project Funded

Project Authorized

Priority: **Low**

Description:

The purpose of a Statewide Citation Repository is to provide issuance-to-resolution tracking of citations issued throughout the state of Kansas, in order to facilitate statistical reporting on regional or statewide bases, identify any issues associated with the issuance of, or corrective measures taken for, traffic citations issued in Kansas.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KHP	Lead
KDOR	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	2,320
Local LEA Staff	720
OJA IT Staff	160

Deliverables:

Deliverable

Citation Repository Acquisition Documentation
Operational Citation Repository

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Perform System Feasibility Study	1/5/2009	2/27/2009
Task 2	Develop Alternatives Analysis	3/30/2009	4/24/2009
Task 3	Develop System Requirements	4/27/2009	6/19/2009
Task 4	Build/Acquire Citation Repository	6/22/2009	5/21/2010
Task 5	Install System Hardware	5/24/2010	7/16/2010
Task 6	Install System Software	7/19/2010	10/11/2010
Task 7	Develop System Interfaces	10/11/2010	1/31/2011
Task 8	Test System	1/31/2011	2/28/2011
Task 9	Roll Out Citation System	2/28/2011	4/25/2011
Task 10	Train Users	4/25/2011	5/23/2011

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Citation Repository Hardware	\$0	\$0	\$0	\$200,000	\$36,000	\$236,000
Computer Software	Citation Database Software	\$0	\$0	\$0	\$300,000	\$54,000	\$354,000
Permanent Employees	Local LEA Staff	\$0	\$0	\$0	\$4,000	\$3,200	\$7,200
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$406,800	\$187,200	\$594,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
E-1	Statewide Citation Repository

Issues/Risks/Notes:

3-B Update KARS Data and Reports

Project Active

Project Funded

Project Authorized

Priority: **Med**

Description:

The purpose of this project is to update the Kansas Accident Reporting System (KARS) with any data standards adopted as a part of the Traffic Records System effort. This may include adoption of NGA guidelines for crash reporting, and incorporation of changes to any KARS data caused by the implementation of a standard traffic records data dictionary.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
KDOT	Fund
Unknown	Lead
KDOR	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT ADS	608
KDOR IT Staff	160

Deliverables:

Deliverable

Updated KARS Data and Reports

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Implement MMUCC Data Changes	2/26/2008	8/12/2008
Task 2	Implement NEMSIS Data Changes	2/26/2008	8/12/2008
Task 3	Apply Traffic Data Dictionary Standards	8/12/2008	12/2/2008
Task 4	Update KARS Reports	12/2/2008	3/24/2009

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

3-C Update/Replace VIPS

 Project Active

 Project Funded

 Project Authorized

 Priority: **Med**

Description:

The Kansas Department of Revenue (KDOR) is currently in the planning stages of replacing the Kansas Vehicle Information Processing System (VIPS). As the primary repository for all vehicle and commercial carrier data throughout the state of Kansas, the VIPS replacement will have significant impact on the traffic records system effort.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
KDOR	Fund
Unknown	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOR IT Staff	7,560
KDOR Management	6,120

Deliverables:

Deliverable

VIPS Replacement Feasibility Study
 Request for Proposals
 Signed Contract
 System Test Results
 Final System Acceptance

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Perform VIPS Replacement Feasibility Study	10/2/2006	12/21/2007
Task 2	Develop System Requirements	12/24/2007	6/6/2008
Task 3	Develop RFP	6/9/2008	2/13/2009
Task 4	Select Vendor	2/16/2009	5/8/2009
Task 5	Negotiate Contract with Vendor	5/11/2009	7/31/2009
Task 6	Install System Hardware	8/3/2009	10/23/2009
Task 7	Install System Software	10/26/2009	1/15/2010
Task 8	Develop System Interfaces	1/18/2010	4/9/2010
Task 9	Test System	4/12/2010	7/2/2010
Task 10	Roll Out System	7/5/2010	12/17/2010
Task 11	Train Users	12/20/2010	3/11/2011
Task 12	Perform Final System Acceptance Test	3/14/2011	6/3/2011

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Vehicle Server	\$0	\$0	\$0	\$150,000	\$27,000	\$177,000
Computer Software	Vehicle Application Software	\$0	\$0	\$0	\$5,000,000	\$900,000	\$5,900,000
Computer Software	Vehicle Database Software	\$0	\$0	\$0	\$1,500,000	\$270,000	\$1,770,000
Supplies, Printing and Mailing	KDOR Hardware Improvements	\$0	\$0	\$0	\$1,000,000	\$180,000	\$1,180,000
Supplies, Printing and Mailing	KDOR Infrastructure Improvements	\$0	\$0	\$0	\$1,000,000	\$180,000	\$1,180,000

Technical Support and Services	Contract Business Analyst	\$384,000	\$144,000	\$216,000	\$144,000	\$0	\$888,000
Technical Support and Services	Contracted IT Services	\$230,400	\$86,400	\$129,600	\$259,200	\$518,400	\$1,224,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

3-D Update KDLIS Project Active Project Funded Project AuthorizedPriority: **Med****Description:**

This project is primarily meant to serve as a means for updating the Kansas Driver License Information System (KDLIS), and communicating any changes to KDLIS to the Kansas Traffic Records Coordinating Committee. Relevant updates to KDLIS may include the adoption of a standard traffic records data dictionary, any changes to the Kansas Driver's License, or any other changes that may impact the TRS project.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOR	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOR IT Staff	288

Deliverables:Deliverable

Completed KDLIS Updates

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Apply Traffic Data Dictionary to KDLIS	12/3/2007	10/31/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$34,560	\$0	\$0	\$0	\$34,560

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
C-2	Improve Driver History Response

Issues/Risks/Notes:

3-E Update/Replace KIBRS Project Active Project Funded Project AuthorizedPriority: **Med****Description:**

The Kansas Bureau of Investigation (KBI) is currently examining its incident-based reporting system, for possible update or replacement. Any modifications to the KIBRS system will be made with the primary goals of increasing accessibility of incident data and integrating incident data with the state's criminal history reporting system. Changes to KIBRS will impact or be affected by the traffic records system project, in that the update to or replacement of KIBRS will provide an opportunity to tailor the data collected by the future KIBRS system for accessibility through the TRS.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KBI	Fund
Unknown	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KBI IT Staff	3,200
KBI Development Staff	800
KBI Business Analyst	160
KBI Management	80

Deliverables:Deliverable

KIBRS Feasibility Study
 New/Updated KIBRS
 Operational KIBRS

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Conduct KIBRS Update/Replacement Feasibility Study	12/3/2007	1/25/2008
Task 2	Acquire and Install KIBRS Hardware	1/28/2008	3/21/2008
Task 3	Acquire and Install KIBRS Software	1/28/2008	3/21/2008
Task 4	Develop Web-Based User Interface	3/24/2008	6/13/2008
Task 5	Link KIBRS to KCJIS	6/16/2008	9/5/2008
Task 6	Test New/Updated KIBRS	9/8/2008	12/26/2008
Task 7	Implement New/Updated KIBRS	12/29/2008	5/15/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	KIBRS Server	\$0	\$0	\$25,000	\$4,500	\$4,500	\$34,000
Computer Software	KIBRS Database Software	\$0	\$0	\$50,000	\$9,000	\$9,000	\$68,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
C-1	Correct Missing Convictions

Issues/Risks/Notes:

3-F**Install Imaging System for Motor Carrier Services** Project Active Project Funded Project AuthorizedPriority: **Low****Description:**

The purpose of this project is to implement an imaging system for Motor Carrier Services.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KDOR	Fund
KHP	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KDOR IT Staff	2,400

Deliverables:**Deliverable**

Operational Source Document Imaging System

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Acquire and Install Source Document Storage Hardware	10/2/2006	1/19/2007
Task 2	Acquire and Install Scanning Hardware	10/2/2006	1/19/2007
Task 3	Install Imaging Software	1/22/2007	7/6/2007
Task 4	Test Hardware and Software	7/9/2007	10/26/2007
Task 5	Deploy Imaging Hardware and Software to CDL Locations	10/29/2007	4/11/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Imaging Server	\$75,000	\$13,500	\$13,500	\$13,500	\$13,500	\$129,000
Computer Software	Imaging Software	\$150,000	\$27,000	\$27,000	\$27,000	\$27,000	\$258,000
Supplies, Printing and Mailing	Imaging Hardware	\$100,000	\$18,000	\$18,000	\$18,000	\$18,000	\$172,000
Technical Support and Services	Contracted IT Services	\$115,200	\$230,400	\$0	\$0	\$0	\$345,600

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

3-G Implement Barcoded Vehicle Registrations

Project Active

Project Funded

Project Authorized

Priority: **Med**

Description:

Similar to its efforts in updating the Kansas Driver's License, KDOR is in the process of updating the state's motor vehicle registration documents to include a barcode which contains all of the information included on the vehicle registration. This project will help to deter title fraud and will assist law enforcement and KDOR personnel in data entry.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
KDOR	Fund
Unknown	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOR IT Staff	3,520

Deliverables:

Deliverable

Operational Barcoded Vehicle Registrations

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop and Document Barcode Data Specification	10/2/2006	12/22/2006
Task 2	Develop and Test Barcoded Registration VIPS Functionality	12/25/2006	8/3/2007
Task 3	Design Updated Registration Documentation w/ Barcodes	8/6/2007	10/26/2007
Task 4	Deploy Barcode Functionality	10/29/2007	6/6/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Supplies, Printing and Mailing	Registration Hardware	\$0	\$76,000	\$13,680	\$13,680	\$13,680	\$117,040
Technical Support and Services	Contract Business Analyst	\$72,000	\$72,000	\$0	\$0	\$0	\$144,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-A Integrate AFRS with KARS Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to facilitate the electronic submission of crash reports from the AFRS system to the KARS system. KHP is currently nearing completion of this effort, pending successful implementation of the KDOT validation routines needed for submission of crash reports to the KARS system.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KHP	Fund
KDOT	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	108
KDOT IT Staff	68

Deliverables:**Deliverable**

AFRS/KARS Exchange Specification
Operational AFRS/KARS Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Confirm Exchange Specification	1/19/2009	1/30/2009
Task 2	Develop Exchange	2/2/2009	2/27/2009
Task 3	Test Exchange	3/2/2009	3/27/2009
Task 4	Implement Exchange	3/30/2009	4/10/2009

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-B Develop FullCourt Data Extraction

Project Active

Project Funded

Project Authorized

Priority: **Med**

Description:

The Kansas Office of Judicial Administration is in the process of developing a message switch application that will serve as a collector/distributor of courts data. This system will not serve as a statewide court data repository; rather, it will retrieve court data from the state's distributed FullCourt CMS installations, and forward the required data elements on a daily basis to those agencies that need a specific set of court data (e.g., dispositions, convictions).

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
OJA	Fund
KBI	Participate
KDOR	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
OJA IT Staff	1,120
KBI IT Staff	480
KHP IT Staff	420
KDOR IT Staff	320

Deliverables:

Deliverable

Operational FullCourt Data Extraction

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Test Current Extraction Functionality	10/2/2006	12/22/2006
Task 2	Develop Additional Data Exchanges	12/25/2006	4/13/2007

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
C-3	Improve Court Outputs
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-C Link TRS to KARS Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop the data exchange that will take place between the Kansas Accident Records System (KARS) and the future traffic records system, in order to provide crash data to users via the TRS interface. This project will include defining the data to be exchanged, the business rules under which exchanges take place, and the transport mechanism used to carry the data between the systems.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOT	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	1,200

Deliverables:**Deliverable**

TRS/KARS Exchange Specification
Operational TRS/KARS Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	1/19/2009	3/13/2009
Task 2	Develop Exchange	3/16/2009	7/3/2009
Task 3	Test Exchange	7/6/2009	8/28/2009
Task 4	Implement Exchange	8/31/2009	10/23/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$324,000	\$0	\$324,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-D Link TRS to KDLIS and VIPS Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop the data exchange that will take place between KDOR's KDLIS and VIPS systems and the future traffic records system, in order to provide driver and vehicle data to users via the TRS interface. This project will include defining the data to be exchanged, the business rules under which exchanges take place, and the transport mechanism used to carry the data between the systems.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOR	Lead
KDOT	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KDOR IT Staff	680
KDOT IT Staff	680

Deliverables:**Deliverable**

TRS/KDOR Exchange Specification
Operational TRS/KDOR Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	11/3/2008	12/26/2008
Task 2	Develop Exchange	12/29/2008	4/17/2009
Task 3	Test Exchange	4/20/2009	7/10/2009
Task 4	Implement Exchange	7/13/2009	9/4/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$172,800	\$50,400	\$0	\$223,200

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
C-2	Improve Driver History Response
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-E Link TRS to KIBRS and CCH Project Active Project Funded Project AuthorizedPriority: **Med****Description:**

The purpose of this project is to develop the data exchange that will take place between the KBI's KIBRS and KCJIS systems and the future traffic records system, in order to provide incident and criminal history data to users via the TRS interface. This project will include defining the data to be exchanged, the business rules under which exchanges take place, and the transport mechanism used to carry the data between the systems.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
Unknown 2	Lead
Board of EMS	Participate
KDHE	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KBI IT Staff	800
KHP IT Staff	640
KDOT IT Staff	160

Deliverables:Deliverable

TRS/KBI Exchange Specification
Operational TRS/KBI Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	11/2/2009	12/25/2009
Task 2	Develop Exchange	12/28/2009	4/16/2010
Task 3	Test Exchange	4/19/2010	6/11/2010
Task 4	Implement Exchange	6/14/2010	8/6/2010

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$129,600	\$64,800	\$194,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
C-1	Correct Missing Convictions
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-F Link TRS to EMS Registry Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to design and develop the information exchange that will take place between the future Traffic Records System and the EMS Registry System, for the purposes of tracking EMS response data (e.g., times, treatment, etc.) as it relates to specific crash data. This project will include defining the data to be exchanged, the business rules under which exchanges take place, and the transport mechanism used to carry the data between the systems.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOR	Lead
KDOT	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
Board of EMS IT Staff	880
KDOT IT Staff	880

Deliverables:**Deliverable**

TRS/EMS Exchange Specification
Operational TRS/EMS Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	11/2/2009	12/25/2009
Task 2	Develop Exchange	12/28/2009	3/19/2010
Task 3	Test Exchange	3/22/2010	5/14/2010
Task 4	Implement Exchange	5/17/2010	9/3/2010

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$100,800	\$129,600	\$230,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
D-3	Collaboration Between Traffic Safety and Injury Prevention
C-1	Correct Missing Convictions
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-G Link TRS to Trauma Registry Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop the data exchange that will take place between KDHE's trauma registry and the future traffic records system, in order to provide injury surveillance data to users via the TRS interface. This project will include defining the data to be exchanged, the business rules under which exchanges take place, and the transport mechanism used to carry the data between the systems.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOT	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDHE IT Staff	960
KDOT IT Staff	960

Deliverables:**Deliverable**

TRS/Trauma Exchange Specification
Operational TRS/Trauma Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	11/1/2010	12/24/2010
Task 2	Develop Exchange	12/27/2010	4/15/2011
Task 3	Test Exchange	4/18/2011	6/10/2011
Task 4	Implement Exchange	6/13/2011	9/30/2011

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$0	\$129,600	\$129,600

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
D-4	Share Data with Health Care
D-3	Collaboration Between Traffic Safety and Injury Prevention
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-H Link TRS to SAFETYNET Project Active Project Funded Project AuthorizedPriority: **Med****Description:**

The purpose of this project is to develop the data exchange that will take place between the SAFETYNET commercial vehicle system used by KHP and the future traffic records system, in order to provide commercial vehicle data to users via the TRS interface. This project will include defining the data to be exchanged, the business rules under which exchanges take place, and the transport mechanism used to carry the data between the systems.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KBI	Lead
KDOT	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	480
KHP IT Staff	480

Deliverables:**Deliverable**

TRS/SAFETYNET Exchange Specification
Operational TRS/SAFETYNET Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	11/1/2010	12/24/2010
Task 2	Develop Exchange	12/27/2010	4/15/2011
Task 3	Test Exchange	4/18/2011	6/10/2011
Task 4	Implement Exchange	6/13/2011	9/30/2011

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$0	\$86,400	\$86,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-I Link TRS to CANSYS Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop the data exchange that will take place between the CANSYS system and the future traffic records system, in order to provide roadway data to users via the TRS interface. This project will include defining the data to be exchanged, the business rules under which exchanges take place, and the transport mechanism used to carry the data between the systems.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KDOT	Fund
Unknown	Lead
KBI	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT ADS	520
KDOT IT Staff	520

Deliverables:**Deliverable**

TRS/CANSYS Exchange Specification
Operational TRS/CANSYS Data Exchange

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	11/3/2008	12/26/2008
Task 2	Develop Exchange	12/29/2008	4/17/2009
Task 3	Test Exchange	4/20/2009	6/12/2009
Task 4	Implement Exchange	6/15/2009	10/2/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$115,200	\$129,600	\$0	\$244,800

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-J Develop KARS/KBI BAC Data Access Project Active Project Funded Project AuthorizedPriority: **Med****Description:**

The purpose of this project is to pull BAC data from the KBI testing database into the KARS application, for the purposes of appending a BAC value to a crash record. This will enable more accurate statistical analysis on alcohol-related crashes in the state of Kansas, and will eliminate the process of resubmission of an appended crash report currently required of law enforcement officers when a BAC value is returned from a lab.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
OJA	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KBI IT Staff	100
KDOT ADS	100

Deliverables:**Deliverable**

Operational KARS/KBI BAC Data Exchange
KARS/KBI BAC Exchange Specification

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Exchange Specification	10/2/2006	10/27/2006
Task 2	Develop Exchange	10/2/2006	10/27/2006
Task 3	Test Exchange	10/2/2006	10/27/2006
Task 4	Implement Exchange	10/2/2006	10/27/2006

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-2	BAC Data Reporting

Issues/Risks/Notes:

4-K Receive Diversion Data from Prosecutor System Project Active Project Funded Project AuthorizedPriority: **Low****Description:**

The purpose of this project is to allow law enforcement and judicial officers to identify individuals that have been placed on diversion, in order to facilitate decision-making regarding traffic stops and judicial decisions. Currently, there is no way of tracking individuals placed on diversion between counties, resulting in the possibility of an individual being in several diversion programs in several different counties.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead
KDOR	Participate

Resources:

<u>Resource</u>	<u>Hours</u>
KHP IT Staff	520
OJA IT Staff	520
KDOR IT Staff	160

Deliverables:**Deliverable**

Diversion Data Collection Feasibility Study
 Diversion Data Collection Specification
 Diversion Data Collection Test Module
 Operational Diversion Data Collection Mechanism

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Conduct Diversion Data Feasibility Study	1/19/2009	2/13/2009
Task 2	Develop Conceptual Diversion Data Collection/Distribution Model	2/16/2009	4/10/2009
Task 3	Design Diversion Data Collection System	4/13/2009	6/5/2009
Task 4	Develop Diversion Data Collection Mechanism	6/8/2009	7/31/2009
Task 5	Build Data Exchanges	8/3/2009	9/25/2009
Task 6	Test and Update Diversion System	9/28/2009	11/20/2009
Task 7	Deploy Diversion Data to FBR System	11/23/2009	1/15/2010

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$187,200	\$0	\$187,200

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
C-1	Correct Missing Convictions
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

4-L Develop Local Unique System Interface Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop interfaces to the TRS that are tailored to the users of each specific agency. The rationale for unique interfaces is that each agency has unique demands for the data gathered from the TRS and the process by which that data is requested. Tasks listed below are summary estimates for development of agency interfaces; each agency will complete these tasks (and use a portion of the budgeted resources) in the development of its unique interface.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOT	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
Local LEA Staff	2,400
KDOT IT Staff	1,800

Deliverables:Deliverable

Local Interface Specifications
 Unique Local System Interfaces

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Determine Local Interface Requirements	5/19/2008	8/8/2008
Task 2	Design Local Interfaces	8/11/2008	7/10/2009
Task 3	Develop Local Interfaces	1/26/2009	3/19/2010
Task 4	Test Local Interfaces	7/13/2009	9/3/2010
Task 5	Implement Local Interfaces	12/28/2009	2/18/2011

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Permanent Employees	Local LEA Staff	\$0	\$0	\$6,000	\$18,000	\$0	\$24,000
Technical Support and Services	Contracted IT Services	\$0	\$0	\$129,600	\$486,000	\$0	\$615,600

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

5-A Pilot/Model Virtual TRS Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to take a copy or subset of the data contained in each of the TRS's member repositories, and bring the data together in a non-production environment in order to test the concepts and assumptions from the planning process in a test environment prior to placing the TRS into operation. The pilot project will enable the testing of data quality and completeness, and should help to identify any further steps that must be taken in order to implement the TRS.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	520
KHP IT Staff	80
Board of EMS IT Staff	60
KBI IT Staff	60
KDHE IT Staff	60

Deliverables:Deliverable

TRS Model Test Results

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Collect Sample Data from TRS Repositories	1/1/2007	1/26/2007
Task 2	Develop Pilot TRS Model	1/29/2007	3/23/2007
Task 3	Test TRS Model	3/26/2007	6/15/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$115,200	\$0	\$0	\$0	\$115,200

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

5-B Design and Develop Master Indexing System

Project Active

Project Funded

Project Authorized

Priority: **High**

Description:

The purpose of this project is to develop an indexing system that identifies the content and location of data required by the TRS from each of the member repositories. The Master Indexing System will serve as the core of the TRS.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	1,680
Board of EMS IT Staff	480
KBI IT Staff	480
KDHE IT Staff	480
KHP IT Staff	480
OJA IT Staff	480

Deliverables:

Deliverable

Indexing System Design Specification
 Master Indexing System
 Final Master Indexing System

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Gather Member Database Schemas	6/18/2007	8/10/2007
Task 2	Design Indexing System Contents	8/13/2007	10/5/2007
Task 3	Design Data Reference Model	8/13/2007	10/5/2007
Task 4	Design Security Architecture	8/13/2007	10/5/2007
Task 5	Acquire and Install Indexing System Software and Hardware	10/8/2007	11/30/2007
Task 6	Develop Indexing System Database Architecture	12/3/2007	3/21/2008
Task 7	Develop Data References	12/3/2007	3/21/2008
Task 8	Develop Security Architecture	12/3/2007	3/21/2008
Task 9	Test and Update Indexing System	3/24/2008	5/16/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Server	\$0	\$50,000	\$9,000	\$9,000	\$9,000	\$77,000
Computer Software	Database Software	\$0	\$50,000	\$9,000	\$9,000	\$9,000	\$77,000
Technical Support and Services	Contracted IT Services	\$0	\$662,400	\$57,600	\$0	\$0	\$720,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

5-C Develop Collection/Distribution Subsystem

 Project Active

 Project Funded

 Project Authorized

 Priority: **High**

Description:

The purpose of this project is to develop the data exchange architecture that will utilize the master indexing system to send and receive data between the member repositories and the user interface.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	880
OJA IT Staff	880
Board of EMS IT Staff	600
KBI IT Staff	600
KDHE IT Staff	600
KHP IT Staff	600

Deliverables:

Deliverable

Collection/Distribution Design Specification
 Collection/Distribution Subsystem
 Final Collection/Distribution Subsystem

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Gather Subsystem Requirements	12/3/2007	1/25/2008
Task 2	Design Data Exchanges	1/28/2008	3/21/2008
Task 3	Design Security Architecture	1/28/2008	3/21/2008
Task 5	Acquire and Install C/D System Software and Hardware	3/24/2008	5/16/2008
Task 4	Develop Data Exchanges	5/19/2008	9/5/2008
Task 5	Develop Security Architecture	3/24/2008	7/11/2008
Task 6	Test and Update Collection/Distribution Subsystem	9/8/2008	10/31/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Server	\$0	\$0	\$50,000	\$9,000	\$9,000	\$68,000
Computer Software	Database Software	\$0	\$0	\$50,000	\$9,000	\$9,000	\$68,000
Technical Support and Services	Contracted IT Services	\$0	\$28,800	\$259,200	\$0	\$0	\$288,000

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

5-D Develop Web Portal and Content

 Project Active

 Project Funded

 Project Authorized

 Priority: **High**

Description:

The purpose of this project is to develop the web-based user interface for the TRS. This interface should be flexible, in order that it may be tailored to the needs of all TRS users, and should include both search interfaces and "packaging" instructions for data returned from a search.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	720
Board of EMS IT Staff	156
KBI IT Staff	156
KDHE IT Staff	156
KHP IT Staff	156

Deliverables:

Deliverable

Portal Installed
 Security Rules Established
 User Interfaces
 Operational Portal

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Acquire Portal Hardware	6/18/2007	8/10/2007
Task 2	Install Portal Software	8/13/2007	10/5/2007
Task 3	Connect Security Structures	10/8/2007	11/30/2007
Task 4	Establish Security Rules	12/3/2007	1/25/2008
Task 5	Develop Common and Unique Content	10/8/2007	1/25/2008
Task 6	Build User Interfaces	1/28/2008	3/21/2008
Task 7	Test and Update Portal	3/24/2008	5/16/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Server	\$0	\$25,000	\$4,500	\$4,500	\$4,500	\$38,500
Computer Software	Database Software	\$0	\$25,000	\$4,500	\$4,500	\$4,500	\$38,500
Technical Support and Services	Contracted IT Services	\$0	\$158,400	\$30,240	\$0	\$0	\$188,640

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

5-E Develop Individual Inquiry Subsystem

 Project Active

 Project Funded

 Project Authorized

 Priority: **High**

Description:

The purpose of this project is to develop the component of the TRS that facilitates individual inquiries based primarily on unique data (i.e., who, what, when, where) regarding individual entities. The goal of this project is to develop a subsystem that, when queried, returns a set of data that is comprised of all records regarding that entity from all of the member repositories. From the data returned by the inquiry subsystem, the user should have the ability to view each complete record (or a limited set of data, depending on the user's security profile) by accessing the member repository in which it is housed, through the TRS.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	440

Deliverables:

Deliverable

Inquiry Subsystem Design Specification
 Collection/Distribution Subsystem
 Final Individual Inquiry Subsystem

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Gather Subsystem Requirements	11/3/2008	11/28/2008
Task 2	Design Inquiry/Search Routines	12/1/2008	12/26/2008
Task 5	Acquire and Install Subsystem Software and Hardware	12/29/2008	1/23/2009
Task 4	Develop Inquiry/Search Routines	1/26/2009	3/20/2009
Task 5	Apply Security Architecture	12/29/2008	2/20/2009
Task 6	Test and Update Inquiry Subsystem	3/23/2009	4/17/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Server	\$0	\$0	\$25,000	\$4,500	\$4,500	\$34,000
Computer Software	Database Software	\$0	\$0	\$25,000	\$4,500	\$4,500	\$34,000
Technical Support and Services	Contract Business Analyst	\$0	\$0	\$12,000	\$0	\$0	\$12,000
Technical Support and Services	Contracted IT Services	\$0	\$0	\$68,400	\$36,000	\$0	\$104,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

5-F Develop Statistical Reporting Subsystem Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop the module of the TRS that aggregates traffic records data for the purposes of statistical reporting. This subsystem should include the capability of defining both "canned" reports that are frequently used and must be stored within the system, and unique, ad hoc reports that may be run as a result of internal, public, legislative, or media inquiries.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	720

Deliverables:**Deliverable**

Reporting Subsystem Design Specification
Collection/Distribution Subsystem
Final Statistical Reporting Subsystem

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Gather Subsystem Requirements	5/19/2008	6/13/2008
Task 2	Design Test Reports	6/16/2008	7/11/2008
Task 3	Design Ad Hoc Reporting Functions	6/16/2008	7/11/2008
Task 4	Acquire and Install Subsystem Software and Hardware	7/14/2008	8/8/2008
Task 5	Develop Test Reports	8/11/2008	10/3/2008
Task 6	Develop Ad Hoc Reporting Functionality	8/11/2008	10/3/2008
Task 7	Apply Security Architecture	7/14/2008	9/5/2008
Task 8	Test and Update Reporting Subsystem	10/6/2008	10/31/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Computer Servers	Server	\$0	\$0	\$50,000	\$9,000	\$9,000	\$68,000
Computer Software	Database Software	\$0	\$0	\$50,000	\$9,000	\$9,000	\$68,000
Technical Support and Services	Contract Business Analyst	\$0	\$0	\$12,000	\$0	\$0	\$12,000
Technical Support and Services	Contracted IT Services	\$0	\$0	\$140,400	\$0	\$0	\$140,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

6-A Develop MMUCC Reporting Capabilities Project Active Project Funded Project AuthorizedPriority: **High****Description:**

As KDOT continues to move toward full MMUCC compliance, the capability to report on the MMUCC data elements will increase. As a result, MMUCC-related reports must be developed and maintained as the data standard evolves over time. Continued ability to report on MMUCC is a high priority, based on NHTSA's requirements for the strategic plan.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
KDOT	Fund
NHTSA	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT ADS	400
KDOT BOTS Staff	140

Deliverables:**Deliverable**

Updated MMUCC Reports
New/Updated MMUCC Reports

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Comply with Updated MMUCC Data	5/19/2008	8/11/2008
Task 2	Update MMUCC Reports	8/11/2008	11/3/2008
Task 3	Test MMUCC Reports	11/3/2008	12/29/2008
Task 4	Submit MMUCC Reports for NHTSA Approval	12/29/2008	2/23/2009
Task 5	Implement MMUCC Reports	2/23/2009	4/20/2009

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

6-B Develop/Update Standard Statistical Reports Project Active Project Funded Project AuthorizedPriority: **High****Description:**

As the ability to aggregate data from distributed systems increases with the development of the TRS, the ability to report on that data must be kept current with TRS development. As NHTSA's vision of the TRS is primarily as a reporting tool used to plan deployment, legislation, and education/countermeasure efforts, the system must provide the capability to aggregate and report on data collected from disparate repositories.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
Board of EMS IT Staff	600
KBI IT Staff	600
KDHE IT Staff	600
KDOT IT Staff	600
KHP IT Staff	600
OJA IT Staff	600

Deliverables:**Deliverable**

New and Updated Statistical Reports

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Examine Current Statistical Reports	5/19/2008	6/13/2008
Task 2	Analyze TRS Reporting Capabilities	6/16/2008	7/11/2008
Task 3	Determine Reporting Requirements	7/14/2008	9/5/2008
Task 4	Develop New and Updated Statistical Reports	9/8/2008	4/17/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$230,400	\$0	\$0	\$230,400

Traffic Records Assessment Major Recommendations Met:

<u>ID</u>	<u>Description</u>
B-3	Traffic Records Data Extraction

Issues/Risks/Notes:

7-A Manage Overall Program Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop an overall project management structure for the TRS development and implementation effort. In a multi-agency effort such as this, the project manager will be vital in facilitating communications between the contributing agencies and the TRS governance entity, along with ensuring that traffic records-related projects are conducted according to the needs of both the lead agency and the traffic records system.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT BOTS Staff	240

Deliverables:Deliverable

Program Management Plan

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Identify Program Manager	10/2/2006	12/22/2006
Task 2	Develop Program Management Plan	12/25/2006	3/16/2007
Task 3	Implement Program Management Office	3/19/2007	6/8/2007
Task 4	Perform Program Management Activities	6/11/2007	10/21/2011

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Program Manager	\$48,000	\$528,000	\$0	\$0	\$0	\$576,000

Issues/Risks/Notes:

7-B Develop Overall Support Strategy Project Active Project Funded Project AuthorizedPriority: **High****Description:**

This project will define the technical and administrative framework that will support the traffic records system. As this is a multi-agency effort, this project should clearly define the governance structure and underlying support framework that will oversee the new system. The strategy should define roles and responsibilities for governance, operational, and day-to-day support of the traffic records system.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Deliverables:Deliverable

Draft Support Strategy
Final Support Strategy

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Enterprise Support Strategy	1/5/2009	1/30/2009
Task 2	Develop Agency Roles and Responsibilities	2/2/2009	2/27/2009
Task 3	Review and Update Support Strategy	3/2/2009	3/27/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Program Manager	\$0	\$0	\$0	\$48,000	\$0	\$48,000

Issues/Risks/Notes:

Project Active Project Funded Project AuthorizedPriority: **High****Description:**

One of the key elements of a multi-agency effort such as this is to ensure that proper communications are maintained in order to ensure that all of the agencies involved are kept abreast of the efforts of the other agencies that may impact the project.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Deliverables:Deliverable

Draft Communications Plan
Finalized Communications Plan

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 2	Define Meeting Frequency and Standing Agenda	4/30/2007	5/25/2007
Task 3	Review and Update Communications Plan	5/28/2007	6/22/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Program Manager	\$0	\$11,200	\$0	\$0	\$0	\$11,200

Issues/Risks/Notes:

7-D Create Centralized Help Desk/Information Center

Project Active

Project Funded

Project Authorized

Priority: **High**

Description:

The purpose of this project is to create a central point of contact for day-to-day support for the traffic records system. This includes both human and automated support systems.

Benefits and Justification:

Agency Involvement:

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	232
Board of EMS IT Staff	152
KBI IT Staff	152
KDHE IT Staff	152
KHP IT Staff	152
OJA IT Staff	40

Deliverables:

Deliverable

Draft Central Technical Support Plan
 Final Local Technical Support Plan
 Operational Centralized Technical Support

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Create User Support Documentation	3/30/2009	9/11/2009
Task 2	Develop Central Technical Support Structure	3/30/2009	4/24/2009
Task 3	Develop Central Technical Support Processes	4/27/2009	6/19/2009
Task 4	Identify Available Technical Support Resources	6/22/2009	8/14/2009
Task 5	Review and Update Draft Central Technical Support Plan	9/14/2009	10/9/2009
Task 6	Train Technical Support Staff	10/12/2009	12/4/2009
Task 7	Implement Central Technical Support Structure	12/7/2009	3/26/2010

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contract Business Analyst	\$0	\$0	\$0	\$12,000	\$0	\$12,000
Technical Support and Services	Contracted IT Services	\$0	\$0	\$0	\$83,520	\$0	\$83,520
Technical Support and Services	Program Manager	\$0	\$0	\$0	\$9,600	\$0	\$9,600

Issues/Risks/Notes:

Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project is to develop a local technical support structure for each of the agencies that will participate in the TRS. This support structure must provide for local resources to be available for answering user questions, and escalating system issues from the local agency through the TRS support and governance structure.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
Board of EMS IT Staff	240
KBI IT Staff	240
KDHE IT Staff	240
KDOT IT Staff	240
KHP IT Staff	240
OJA IT Staff	240

Deliverables:**Deliverable**

Draft Local Technical Support Plan
 Final Local Technical Support Plan
 Operational Local Technical Support

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Local Technical Support Structure	5/19/2008	6/13/2008
Task 2	Develop Local Technical Support Processes	6/16/2008	8/8/2008
Task 3	Identify Available Technical Support Resources	8/11/2008	10/3/2008
Task 4	Review and Update Draft Local Technical Support Plan	10/6/2008	10/31/2008
Task 5	Train Technical Support Staff	11/3/2008	12/26/2008
Task 6	Implement Standardized Local Technical Support Structure	12/29/2008	4/17/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$0	\$0	\$93,600	\$0	\$0	\$93,600

Issues/Risks/Notes:

7-F**Update System Training Program** Project Active Project Funded Project AuthorizedPriority: **High****Description:**

In order to educate users on the use of the TRS, a training program must be put into place that accomodates the logistical and resource requirements of all users. This program should include both classroom-based training and user-driven training, in order to provide a training program that works for all agencies.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
TRS Training Staff	1,160
KDOT IT Staff	80

Deliverables:**Deliverable**

Draft Training Program Updates
Updated Training Program

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Conduct User Workshops	11/3/2008	12/26/2008
Task 2	Gather User Feedback	12/29/2008	2/20/2009
Task 3	Study System Usage	2/23/2009	4/17/2009
Task 4	Draft Updates to Training Program	4/20/2009	5/15/2009
Task 5	Review and Update Draft Program Updates	5/18/2009	7/10/2009
Task 6	Implement Training Program Updates	7/13/2009	10/2/2009

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Program Manager	\$0	\$0	\$6,400	\$11,200	\$0	\$17,600

Issues/Risks/Notes:

8-A Develop Yearly TRS Program Status Reports Project Active Project Funded Project AuthorizedPriority: **High****Description:**

One of the requirements of NHTSA's grant funding for the TRS project is to receive yearly status reports indicating status against the strategic plan. These reports should include status of all projects included in the plan, issues and their resolution strategies, and any changes to the strategic plan approved by the TRCC.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
KDOT	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT BOTS Staff	768
TRCC	192

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Monitor and Assess Program Status	6/11/2007	1/13/2012
Task 2	Develop Yearly Reports	6/11/2007	1/13/2012

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Program Manager	\$0	\$153,600	\$0	\$0	\$0	\$153,600

Issues/Risks/Notes:

8-B Define Performance Measurement Process Project Active Project Funded Project AuthorizedPriority: **High****Description:**

One of the key requirements of the TRS process is to define performance measures that measure the impact of the traffic records system on business operations and traffic safety.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT IT Staff	80
Board of EMS IT Staff	32
KBI IT Staff	32
KDHE IT Staff	32
KHP Staff	32

Deliverables:**Deliverable**

Draft Performance Measurement Framework
Performance Measurement Framework

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Assemble Performance Measurement Framework from Contributing Agencies	1/1/2007	2/23/2007
Task 2	Define TRS-Specific Performance Measures	10/2/2006	10/27/2006
Task 3	Test and Update Performance Measures	2/26/2007	4/20/2007

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contracted IT Services	\$7,200	\$28,800	\$0	\$0	\$0	\$36,000
Technical Support and Services	Program Manager	\$16,000	\$14,400	\$0	\$0	\$0	\$30,400

Issues/Risks/Notes:

8-C Measure Business Performance Project Active Project Funded Project AuthorizedPriority: **High****Description:**

The purpose of this project will be to measure business performance using the performance measures developed as part of the strategic plan. The results of measuring performance will determine any changes that need to be made to the TRS effort or to the strategic plan. Performance will be measured on a periodic basis, and will be presented to the TRCC as part of communicating project status.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT BOTS Staff	685

Deliverables:Deliverable

Periodic Business Performance Measure Reports

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Develop Performance Measurement Reporting Structure	4/23/2007	7/16/2007
Task 2	Record Business Performance Data	7/17/2007	2/20/2012
Task 3	Analyze Business Performance Data	7/17/2007	2/20/2012
Task 4	Report Business Performance Data	7/17/2007	11/26/2012

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Contract Business Analyst	\$0	\$95,550	\$0	\$0	\$0	\$95,550
Technical Support and Services	Program Manager	\$0	\$206,800	\$0	\$0	\$0	\$206,800

Issues/Risks/Notes:

8-D Update Strategic Plan Project Active Project Funded Project AuthorizedPriority: **High****Description:**

As part of the ongoing project management process, the strategic plan that guides the traffic records system effort should be periodically reviewed and updated to reflect the changing nature of the system environment.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT BOTS Staff	321

Deliverables:**Deliverable**

Draft Updated Strategic Plan
Updated Strategic Plan

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Assess Progress Against Strategic Plan	7/7/2008	8/4/2008
Task 2	Update Strategic Plan	8/4/2008	10/2/2008
Task 3	Distribute Updated Plan for Review	10/2/2008	11/27/2008
Task 4	Incorporate Comments to Updated Plan	11/27/2008	12/25/2008

Budget:

<u>Cost Category</u>	<u>Cost Item</u>	<u>FY2006</u>	<u>FY2007</u>	<u>FY2008</u>	<u>FY2009</u>	<u>FY2010</u>	<u>Total</u>
Technical Support and Services	Program Manager	\$0	\$0	\$81,333	\$0	\$0	\$81,333

Issues/Risks/Notes:

8-E**Conduct Traffic Records Assessment, Post-Implementation** Project Active Project Funded Project AuthorizedPriority: **High****Description:**

As part of the continued management of the traffic records system, the state must continue to assess its traffic records environment. This assessment should be similar to the assessment conducted in 2005; and should provide an assessment against both NHTSA's standards and the recommendations developed in the original assessment.

Benefits and Justification:**Agency Involvement:**

<u>Agency</u>	<u>Role</u>
Unknown	Fund
TRCC	Lead

Resources:

<u>Resource</u>	<u>Hours</u>
KDOT BOTS Staff	328
TRCC	8

Deliverables:**Deliverable**

Draft Traffic Records Assessment
Final Traffic Records Assessment

Tasks:

<u>ID</u>	<u>Description</u>	<u>Start</u>	<u>Finish</u>
Task 1	Conduct Agency Interviews	11/27/2012	12/10/2012
Task 2	Review Performance Measures	12/11/2012	12/25/2012
Task 3	Develop Draft Assessment	12/26/2012	1/22/2013
Task 4	Review and Update Draft Assessment	1/23/2013	2/19/2013

Issues/Risks/Notes:

IX. Implementation Schedule

IX. Implementation Schedule

This section presents the overall schedule for completing the TRS Plan. It outlines the overriding assumptions and constraints that were considered in development of the schedule, then presents the detailed Gantt chart for tactical projects over the plan period.

A. Assumptions and Constraints

The construction of a detailed project or plan schedule is driven first by a defined set of external and internal assumptions regarding each project. Then the schedule is further defined based upon whatever constraints there may be regarding the amount of resources, scheduling conflicts, funding availability, etc. The following assumptions and/or constraints were identified and considered in the development of a schedule for this plan:

- Items not on the critical path may be performed when funding for those projects comes available.
- Project management and performance measurement activities will be performed on an ongoing basis.
- Funding will be available for critical path items on time.
- The EMS Registry solution will be very nearly, or fully, NEMESIS-compliant once implementation is complete.
- Resources are assigned by position only. Individuals who may have to be devoted to multiple projects have not been identified.
- For those projects that have not yet received state approval, further planning must be completed in order to comply with state project requirements and to properly develop full plans for the listed projects.

If any of these assumptions, especially for those projects that are external to the state, are delayed or not implemented as currently defined, they may have an overall rippling effect on the rest of the schedule.

B. Schedule

EXHIBIT IX-1 presents the summary project schedule for the plan. APPENDIX F provides a more detailed schedule. The schedule identifies and defines the eight strategic initiatives and 51 tactical projects, which represent the tactical portion of the implementation plan. The schedule begins in July 2006, with project activities concluding in October 2013. While this schedule represents a significant level of detail, it must be understood that the dates in this schedule are estimates and that the actual schedules for project implementation may vary considerably from the plan, based upon resource and funding availability, actual project progress, and other unknown factors.

STATE OF KANSAS
 TRAFFIC RECORDS COORDINATING COMMITTEE
 TRAFFIC RECORDS STRATEGIC PLAN
PROJECT SCHEDULE

Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
1	Forms and Specifications																		
1-A	Redesign 850, 851, and 852 Forms																		
1-B	Adopt NEMSIS Data Standards for EMS Reporting																		
1-C	Adopt MMUCC Data Standards for Crash Reporting																		
1-D	Adopt and Implement Universal Traffic Citation																		
1-E	Adopt/Update Traffic Data Dictionary																		
1-F	Adopt/Develop Standard Information Schemas																		
2	Data Capture Applications																		
2-A	Complete Field Reporting System Feasibility Study																		
2-B	Develop and Implement FRS																		
2-C	Develop and Implement EMS Registry System																		
2-D	Implement KHP Patrol Car Barcode Scanners																		
2-E	Implement PRISM																		
2-F	Deploy KHP GPS Units																		
2-G	Develop GPS Data Capture for Crash Report Data Entry																		
2-H	Acquire and Implement CVIEW																		
3	Data Repositories																		
3-A	Develop Statewide Citation Repository																		
3-B	Update KARS Data and Reports																		
3-C	Update/Replace VIPS																		
3-D	Update KDLIS																		
3-E	Update/Replace KIBRS																		
3-F	Install Imaging System for Motor Carrier Services																		
3-G	Implement Barcoded Vehicle Registrations																		
4	Data Exchanges and Integration																		
4-A	Integrate AFRS With KARS																		
4-B	Develop FullCourt Data Extraction																		
4-C	Link TRS to KARS																		
4-D	Link TRS to KDLIS and VIPS																		
4-E	Link TRS to KIBRS and CCH																		
4-F	Link TRS to EMS Registry																		
4-G	Link TRS to Trauma Registry																		
4-H	Link TRS to SAFETYNET																		
4-I	Link TRS to CANSYS																		
4-J	Develop KARS/KBI BAC Data Access																		
4-K	Receive Diversion Data From Prosecutor System																		
4-L	Develop Local Unique System Interfaces																		
5	Data Index and Inquiry Subsystems																		
5-A	Pilot/Model Virtual TRS																		
5-B	Design and Develop Master Indexing System																		
5-C	Develop Collection/Distribution Subsystem																		
5-D	Develop Web Portal and Content																		
5-E	Develop Individual Inquiry Subsystem																		

STATE OF KANSAS
 TRAFFIC RECORDS COORDINATING COMMITTEE
 TRAFFIC RECORDS STRATEGIC PLAN
PROJECT SCHEDULE

Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
5-F	Develop Statistical Reporting Subsystem																		
6	Internal and External Reporting																		
6-A	Develop MMUCC Reporting Capabilities																		
6-B	Develop/Update Standard Statistical Reports																		
7	Management and Operations																		
7-A	Manage Overall Program																		
7-B	Develop Overall Support Strategy																		
7-C	Develop/Implement Communications Plan																		
7-D	Create Centralized Help Desk/Information Center																		
7-E	Develop Standardized Local Technical Support																		
7-F	Update System Training Program																		
8	Planning and Assessment																		
8-A	Develop Yearly TRS Program Status Reports																		
8-B	Define Performance Measurement Process																		
8-C	Measure Business Performance																		
8-D	Update Strategic Plan																		
8-E	Conduct Traffic Records Assessment, Post-Implementation																		

C. Project Priorities

EXHIBIT IX-2 provides a matrix of project priorities, based upon cost and benefit. It is important to note that project benefits are measured in terms of benefit to the TRS program, instead of benefit to the individual agency. For instance, a project that is considered critical to a particular agency may provide little or no upgrade to the benefit provided to the TRS from that agency's existing operations.

* * * * *

Certain elements of the implementation schedule are critical to the project's time frame. These critical path items must be funded and commitment to them must be secured well in advance of the actual project start date in order to ensure that delays will be kept to a minimum. A major part of the program manager's responsibilities should be to keep agencies aware of upcoming projects and the status of their funding and agency commitment.

STATE OF KANSAS
 TRAFFIC RECORDS COORDINATING COMMITTEE
 TRAFFIC RECORDS STRATEGIC PLAN
PROJECT PRIORITY MATRIX

High	AFRS to KARS (4-A) FullCourt Extract (4-B)	Field Reporting System (2-A, B) Data Index and Inquiry (5-A to F)	
	EMS Registry (2-C) KDLIS Update (3-D) Web Portal (5-C) KARS Update (3-B)	TRS/System Linkages (4-C to I, L) Data Dictionary/Standards (1-B, C, E, F) Updated Reporting (6-A, B) Barcoded Registrations (3-G) Forms Redesign (1-A, D) Citation Repository (3-A)	
	KHP Hardware (2-D, F) GPS Capture (2-G) KARS/KBI BAC (4-J)	CVIEW (2-H) KIBRS Update/Replacement (3-E) Motor Carrier Imaging (3-F) Diversion Data (4-K)	
Medium		VIPS Replacement (3-C)	
Low			
	Low	Medium	High

X. Budget and Funding

X. Budget and Funding

Realization of the business and technology vision described in this Strategic Plan will require a significant investment. The investments described in this section have been developed based on state traffic records priorities and needs. These priorities and needs resulted in a series of strategic decisions outlined earlier in this document. The strategic decisions established the framework for defining and sequencing the tactical projects, which in turn drive the resource-investment requirements. This section outlines the investments required to implement the plan. It also describes potential sources of funds that may be available to support the investments contemplated in the plan.

A. Assumptions

- Funding for the majority of listed projects is not yet secured.
- Dollar amounts are estimates and may vary from actual costs.
- Dollar amounts are in today's dollars; inflation factors are not applied.
- Ongoing maintenance costs for data exchanges are included as TRS maintenance.
- State-owned personnel resources are estimated at \$0 per hour, as these resources are pooled within each agency and not applied on a charge-back basis.
- Kansas Information Technology Office (KITO) -required project management activities are included as staff hours.

B. Budget

EXHIBIT X-1 provides a budget estimate for the total cost of the TRS project for the calendar years 2006 through 2010. EXHIBITS X-2 and X-3 presents budget estimates for TRS-driven projects and currently planned and funded projects, respectively. EXHIBIT X-4 provides a cash flow analysis based upon current or expected funding availability. Funding sources for as-yet-unfunded projects have not been identified, as sufficient research has not been done to clearly identify grant or other potential funding sources for applicability to each project. The numbers in each exhibit are based upon estimates provided by individual agencies and upon similar efforts performed in agencies around the country. It is important to note that noncritical path items are front-loaded in the budget, based largely upon agency input gathered in the Traffic Records Assessment development process. These projects may be performed at later dates, as funding becomes available.

Highlights from the program budget are as follows:

- Total estimated program cost: \$25,724,119 through 2010.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS STRATEGIC PLAN

ESTIMATED TRS PROGRAM BUDGET

Task ID	Task Name	2006	2007	2008	2009	2010
1	Forms and Specifications					
1-A	Redesign 850, 851, & 852 Forms		\$ 60,800			
1-B	Adopt NEMSIS Data Standards for EMS Reporting					
1-C	Adopt MMUCC Data Standards for Crash Reporting					
1-D	Adopt Universal Traffic Citation	\$ 21,360	8,400			
1-E	Adopt/Update Traffic Data Dictionary		108,000			
1-F	Adopt/Develop Standard Information Schemas	21,600	75,600	\$ 43,200		
2	Data Capture Applications					
2-A	Complete Field Reporting System Feasibility Study	18,000	12,000			
2-B	Develop and Implement Field Reporting System		905,200	331,000	\$ 99,000	\$ 99,000
2-C	Develop and Implement EMS Registry System	222,000	70,200	27,000	27,000	27,000
2-D	Install KHP Patrol Car Barcode Scanners	175,000	31,500	31,500	31,500	31,500
2-E	Implement PRISM	57,600	1,039,200	159,840	159,840	159,840
2-F	Deploy KHP GPS Units	46,800	8,424	8,424	8,424	8,424
2-G	Develop GPS Data Capture for Crash Report Data Entry					
2-H	Acquire and Implement CVIEW	542,000	101,400	63,000	63,000	63,000
3	Data Repositories					
3-A	Develop Statewide Citation Repository				910,800	190,400
3-B	Update KARS Data and Reports					
3-C	Update/Replace VIPS	614,400	230,400	345,600	9,053,200	2,075,400
3-D	Update KDLIS		34,560			
3-E	Update KIBRS		75,000	13,500	13,500	13,500
3-F	Install Imaging System for Motor Carrier Services	440,200	288,900	58,500	58,500	58,500
3-G	Implement Barcoded Vehicle Registrations	72,000	148,000	13,680	13,680	13,680
4	Data Exchanges and Integration					
4-A	Integrate AFRS with KARS					
4-B	Complete FullCourt Data Extraction					
4-C	Link TRS to KARS			324,000		
4-D	Link TRS to KDLIS and VIPS			172,800	50,400	
4-E	Link TRS to KIBRS and CCH				129,600	64,800
4-F	Link TRS to EMS Registry				100,800	129,600
4-G	Link TRS to Trauma Registry					129,600
4-H	Link TRS to SAFETYNET			172,800		
4-I	Link TRS to CANSYS			115,200	129,600	
4-J	Develop KARS/KBI BAC Data Access					
4-K	Receive Diversion Data from Prosecutor System				187,200	
4-L	Develop Local Unique System Interfaces			135,600	504,000	

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS STRATEGIC PLAN

ESTIMATED TRS PROGRAM BUDGET

Task ID	Task Name	2006	2007	2008	2009	2010
5	Data Index and Inquiry Subsystems					
5-A	Pilot/Model Virtual TRS		115,200			
5-B	Design and Develop Master Indexing System		762,400	75,600	18,000	18,000
5-C	Develop Collection/Distribution Subsystem		388,000	18,000	18,000	18,000
5-D	Develop Web Portal and Content		28,800	39,240	9,000	9,000
5-E	Develop Individual Inquiry Subsystem			130,400	45,000	9,000
5-F	Develop Statistical Reporting Subsystem			252,400	18,000	18,000
6	Internal and External Reporting					
6-A	Develop MMUCC Reporting Capabilities					
6-B	Develop/Update Standard Statistical Reports			230,400		
7	Management and Operations					
7-A	Manage Overall Program	120,000	456,000			
7-B	Develop Overall Support Strategy				48,000	
7-C	Develop/Implement Communications Plan		11,200			
7-D	Create Centralized Help Desk/Information Center			105,120		
7-E	Develop Standardized Local Technical Support			93,600		
7-F	Update System Training Program		6,400	11,200		
8	Planning and Assessment					
8-A	Develop Yearly TRS Program Status Reports		153,600			
8-B	Define Performance Measurement Process	23,200	43,200			
8-C	Measure Business Performance		302,350			
8-D	Update Strategic Plan			81,333		
8-E	Conduct Traffic Records Assessment, Post-Implementation					
Total Estimated Program Costs						
TOTAL ESTIMATED YEARLY COSTS		\$ 2,374,160	\$ 5,464,734	\$ 3,052,937	\$ 11,696,044	\$ 3,136,244
TOTAL ESTIMATED PROGRAM COST: \$25,724,119						

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS STRATEGIC PLAN

ESTIMATED TRS PROGRAM BUDGET – TRS-DRIVEN PROJECTS

Task ID	Task Name	2006	2007	2008	2009	2010
1	Forms and Specifications					
1-A	Redesign 850, 851, & 852 Forms	\$ -	\$ 60,800	\$ -	\$ -	\$ -
1-B	Adopt NEMSIS Data Standards for EMS Reporting	-	-	-	-	-
1-C	Adopt MMUCC Data Standards for Crash Reporting	-	-	-	-	-
1-D	Adopt Universal Traffic Citation	21,360	8,400	-	-	-
1-E	Adopt/Update Traffic Data Dictionary	-	108,000	-	-	-
1-F	Adopt/Develop Standard Information Schemas	21,600	75,600	43,200	-	-
2	Data Capture Applications					
2-A	Complete Field Reporting System Feasibility Study	18,000	12,000	-	-	-
2-B	Develop and Implement Field Reporting System	-	905,200	331,000	99,000	99,000
3	Data Repositories					
3-A	Develop Statewide Citation Repository	-	-	-	910,800	190,400
3-B	Update KARS Data and Reports	-	-	-	-	-
3-D	Update KDLIS	-	34,560	-	-	-
4	Data Exchanges and Integration					
4-C	Link TRS to KARS	-	-	324,000	-	-
4-D	Link TRS to KDLIS and VIPS	-	-	172,800	50,400	-
4-E	Link TRS to KIBRS and CCH	-	-	-	129,600	64,800
4-F	Link TRS to EMS Registry	-	-	-	100,800	129,600
4-G	Link TRS to Trauma Registry	-	-	-	-	129,600
4-H	Link TRS to SAFETYNET	-	-	172,800	-	-
4-I	Link TRS to CANSYS	-	-	115,200	129,600	-
4-K	Receive Diversion Data from Prosecutor System	-	-	-	187,200	-
4-L	Develop Local Unique System Interfaces	-	-	135,600	504,000	-
5	Data Index and Inquiry Subsystems					
5-A	Pilot/Model Virtual TRS	-	115,200	-	-	-
5-B	Design and Develop Master Indexing System	-	762,400	75,600	18,000	18,000
5-C	Develop Collection/Distribution Subsystem	-	388,000	18,000	18,000	18,000
5-D	Develop Web Portal and Content	-	28,800	39,240	9,000	9,000
5-E	Develop Individual Inquiry Subsystem	-	-	130,400	45,000	9,000
5-F	Develop Statistical Reporting Subsystem	-	-	252,400	18,000	18,000
6	Internal and External Reporting					
6-A	Develop MMUCC Reporting Capabilities	-	-	-	-	-
6-B	Develop/Update Standard Statistical Reports	-	-	230,400	-	-
7	Management and Operations					
7-A	Manage Overall Program	120,000	456,000	-	-	-
7-B	Develop Overall Support Strategy	-	-	-	48,000	-

STATE OF KANSAS
 TRAFFIC RECORDS COORDINATING COMMITTEE
 TRAFFIC RECORDS STRATEGIC PLAN

ESTIMATED TRS PROGRAM BUDGET – TRS-DRIVEN PROJECTS

Task ID	Task Name	2006	2007	2008	2009	2010
7-C	Develop/Implement Communications Plan	-	11,200	-	-	-
7-D	Create Centralized Help Desk/Information Center	-	-	105,120	-	-
7-E	Develop Standardized Local Technical Support	-	-	93,600	-	-
7-F	Update System Training Program	-	6,400	11,200	-	-
8	Planning and Assessment					
8-A	Develop Yearly TRS Program Status Reports	-	153,600	-	-	-
8-B	Define Performance Measurement Process	23,200	43,200	-	-	-
8-C	Measure Business Performance	-	302,350	-	-	-
8-D	Update Strategic Plan	-	-	81,333	-	-
8-E	Conduct Traffic Records Assessment, Post-Implementation	-	-	-	-	-
Total Estimated Program Costs						
TOTAL ESTIMATED YEARLY COSTS		\$ 204,160	\$ 3,471,710	\$ 2,331,893	\$ 2,267,400	\$ 685,400
TOTAL ESTIMATED TRS-FUNDED PROJECT COST:						\$8,960,563

STATE OF KANSAS
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 TRAFFIC RECORDS STRATEGIC PLAN

EXHIBIT X-3

ESTIMATED TRS PROGRAM BUDGET – CURRENTLY PLANNED AND FUNDED PROJECTS

Task ID	Task Name	2006	2007	2008	2009	2010
1	Forms and Specifications					
2	Data Capture Applications					
2-C	Develop and Implement EMS Registry System	\$ 222,000	\$ 70,200	\$ 27,000	\$ 27,000	\$ 27,000
2-D	Install KHP Patrol Car Barcode Scanners	175,000	31,500	31,500	31,500	31,500
2-E	Implement PRISM	57,600	1,039,200	159,840	159,840	159,840
2-F	Install KHP GPS Units	46,800	8,424	8,424	8,424	8,424
2-G	Develop GPS Data Capture for Crash Report Data Entry	-	-	-	-	-
2-H	Acquire and Implement CVIEW	542,000	101,400	63,000	63,000	63,000
3	Data Repositories					
3-C	Update/Replace VIPS	614,400	230,400	345,600	9,053,200	2,075,400
3-E	Update KIBRS	-	75,000	13,500	13,500	13,500
3-F	Install Imaging System for Motor Carrier Services	440,200	288,900	58,500	58,500	58,500
3-G	Implement Barcoded Vehicle Registrations	72,000	148,000	13,680	13,680	13,680
4	Data Exchanges and Integration					
4-A	Integrate AFRS with KARS	-	-	-	-	-
4-B	Develop FullCourt Data Extraction	-	-	-	-	-
4-J	Develop KARS/KBI BAC Data Access	-	-	-	-	-
5	Data Index and Inquiry Subsystems					
6	Internal and External Reporting					
7	Management and Operations					
8	Planning and Assessment					
Total Estimated Program Costs						
TOTAL ESTIMATED YEARLY COSTS		\$ 2,170,000	\$ 1,993,024	\$ 721,044	\$ 9,428,644	\$ 2,450,844
TOTAL ESTIMATED NON-TRS FUNDED PROJECT COST: \$16,763,556						

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS STRATEGIC PLAN

EXHIBIT X-4

ESTIMATED PROJECT CASH FLOW AND ADDITIONAL FUNDING REQUIREMENTS

Task ID	Funding Source	2006	2007	2008	2009	2010	TOTAL
1	Forms and Specifications						
2	Data Capture Applications						
2-C	Kansas Legislature (capital costs)	\$ 222,000	\$ 70,200				\$ 292,200
2-C	Board of EMS Budget (maintenance funding)			\$ 27,000	\$ 27,000	\$ 27,000	81,000
2-D	KHP Budget Funds	175,000	31,500	31,500	31,500	31,500	301,000
2-E	KDOR Budget Funds	57,600	1,039,200	159,840	159,840	159,840	1,576,320
2-F	KDOT BOTS Grant Funding	46,800	8,424	8,424	8,424	8,424	80,496
2-G	No additional funding necessary; internal resources only						-
2-H	CVISN Grant Funding (capital costs)	542,000	58,000				600,000
2-H	KHP Budget Funds (maintenance costs)		43,400	63,000	63,000	63,000	232,400
3	Data Repositories						
3-C	INK Grant/Legislature Appropriation/KDOR Budget	614,400	230,400	345,600	9,053,200	2,075,400	12,319,000
3-E	KBI Budget Funds		75,000	13,500	13,500	13,500	115,500
3-F	KDOR Budget Funds	440,200	288,900	58,500	58,500	58,500	904,600
3-G	KDOR Budget Funds	72,000	148,000	13,680	13,680	13,680	261,040
4	Data Exchanges and Integration						
4-A	No additional funding necessary; internal resources only						-
4-B	No additional funding necessary; internal resources only						-
4-J	No additional funding necessary; internal resources only						-
5	Data Index and Inquiry Subsystems						
6	Internal and External Reporting						
7	Management and Operations						
8	Planning and Assessment						
TOTAL ESTIMATED CURRENTLY FUNDED COSTS		\$ 2,170,000	\$ 1,993,024	\$ 721,044	\$ 9,428,644	\$ 2,450,844	\$ 16,763,556
TOTAL ESTIMATED YEARLY COSTS		2,374,160	5,464,734	3,052,937	11,696,044	3,136,244	25,724,119
ADDITIONAL ESTIMATED FUNDING REQUIREMENT		\$ 204,160	\$ 3,471,710	\$ 2,331,893	\$ 2,267,400	\$ 685,400	\$ 8,960,563

- \$13,895,320 for VIPS replacement and PRISM functionality through 2010. These programs are already funded or in the planning stages; VIPS implementation will likely continue beyond 2010.
- \$1,434,200 for a new law enforcement FRS.
- \$2,346,000 for data exchanges and integration through 2010. This effort will likely continue beyond 2010.
- \$1,990,040 for data index and inquiry subsystems development and implementation.

C. Potential Funding Sources

The following list of potential funding sources was developed in a brief session with the TRCC. These sources are not confirmed at this point and do not represent a comprehensive examination of available funding. Given the long-term nature of the Strategic Plan, this list is meant as a starting point for seeking funding for as-yet-unfunded projects.

1. Grant Sources

The following grant funding sources may be available:

- *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Highway Reauthorization Bill, Section 408 Funding* – Section 2006 of SAFETEA-LU establishes a state traffic safety information system improvement grant program, administered by NHTSA. The purpose of this grant program is to support the development and implementation of effective programs by the states to: (1) improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of the safety data that states need to identify priorities for national, state, and local highway and traffic safety programs; (2) evaluate the effectiveness of efforts to make such improvements; (3) link the state data systems, including traffic records, with other data systems within the state, such as systems that contain medical, roadway, and economic data; and (4) improve the compatibility and interoperability of the states' data systems with national traffic safety data systems and data systems of other states and enhance NHTSA's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances. Section 2006 authorizes \$34.5 million in funding for each of four fiscal years from FY 2006 through FY 2009.
- *Commercial Drivers License (CDL) Grants* – Provides assistance to states that demonstrate the greatest impact on the effectiveness of the CDL program in improving highway safety and reducing commercial motor vehicle-related fatalities through a performance-based approach.
- *Information Network of Kansas (INK) Grant* – INK was created by an act of the Kansas Legislature in 1990 to give Kansans equal electronic access to state, county,

local, and other public governmental data via the Internet. INK grant monies will fund KDOR's PRISM implementation project.

- *United States Department of Homeland Security (DHS) Funding* – Possible DHS grants include those administered by the Office of Domestic Preparedness (ODP), the Federal Emergency Management Agency (FEMA), and the Transportation Security Administration (TSA). Other federal agency programs include Department of Health and Human Services public health preparedness grants, Department of Justice grants for counterterrorism and general-purpose law enforcement activities, and Environmental Protection Agency grants for enhancing the security of the nation's water supplies.
- *Commercial Vehicle Analysis Reporting System (CVARS) Grants* – CVARS is an effort between NHTSA and FMCSA. This project will establish agreements with state agencies to improve the collection and reporting of information on all truck and bus crashes. It will include identifying all reportable truck and bus crashes and entering the National Governor's Association (NGA) elements, including carrier and driver identifiers and citation data, into the Motor Carrier Management Information System (MCMIS) for the purposes of carrying out enforcement programs, aiding in identification of safety problems with commercial vehicles, and evaluating other safety-related issues.
- *Commercial Vehicle Information Systems and Networks (CVISN) Grants* – CVISN is a federal program that brings all data on a commercial vehicle together in one location for the sharing of that data among state agencies. CVISN attempts to bring safety and credentials information from the agencies that regulate and issue credentials and safety checks to the roadside to assist motor carrier compliance officers in their day-to-day operations. CVISN grant monies will fund the CVIEW project.
- *FHWA Grants* – FHWA has several grant programs that may serve as funding agents for TRS-related activities. Further research must be performed to identify the opportunities for and extent of grant funding that may be available through FHWA.
- *KDOT Bureau of Traffic Safety (BOTS) Grants* – KDOT's BOTS is responsible for distributing several million dollars in grant funding a year. Based upon grant requirements, some of this funding may be available for TRS-related project assistance.
- *Safety Data Improvement Program (SaDIP)* – This program provides discretionary grants to states for activities to improve the accuracy, timeliness, and completeness of safety data including but not limited to large truck and bus crash data, roadside inspection, data enforcement data, driver citation data, and registration data. Funds can be used to purchase equipment, train law enforcement officers in collecting crash data, hire temporary staff to manage data quality improvement programs, revise outdated crash report forms, and code and enter crash data.

- *Highway Safety Improvement Program (HSIP), National Highway System (NHS), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and Surface Transportation Program (STP)* – HSIP funds may be used for planning, development and operation of a system for managing highway safety and for data improvements as they relate to the state Highway Safety Improvement Program. However, funds specifically reserved for railway-highway crossing (23 USC§130) purposes may only be used as they directly relate to grade-crossing safety activities. NHS, CMAQ, or STP funds may be used for safety data systems as they relate to the planning, development, and operation of a system for managing highway safety.
- *Metropolitan Planning* – Funds may be used in conjunction with the requirement to carry out the 3-C transportation planning process that provides for consideration of projects and strategies that will increase the safety of the transportation system for motorized and nonmotorized users.
- *State Planning and Research Funds* – In addition to carrying out the statewide transportation process, these funds may be used to develop and maintain safety-related data systems needed to conduct studies of the safety of the surface transportation system, as well as to develop and maintain a system for managing highway safety.
- *Highway Safety Programs* – These programs provide for coordinated national highway safety grant programs carried out by the states and local communities. Database improvements are eligible for funding.
- *Occupant Protection Incentive Grants* – These grants are for data improvements relevant to occupant protection only.
- *Safety Belt Performance Grants* – This incentive program encourages states to enact and enforce laws requiring the use of safety belts in passenger motor vehicles. A state may use these grant funds for any safety purpose under Title 23 or for any project that corrects or improves a hazardous roadway location or feature or proactively addresses highway safety problems. However, at least \$1 million of amounts received by states must be obligated for behavioral highway safety activities.
- *Alcohol-Impaired Driving Countermeasures* – This incentive program pertains to data improvements relevant to alcohol programs only.
- *State Traffic Safety Information System Improvement Grants* – These grants encourage states: to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state data that is needed to identify priorities for national, state, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these state data systems, including traffic records, with other data systems within the state; and to improve the compatibility of the state data system with national data systems and data systems of other states to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and cir-

cumstances. A state may use these grant funds only to implement such data improvement programs.

- *Highway Sanctions/Penalty Transfer Programs* – If a state did not enact and enforce appropriate laws within the time period specified in the Transportation Equity Act for the 21st Century (TEA-21), certain federal aid highway construction funds could be transferred into the Section 402 program for use in alcohol countermeasure programs or into Section 148, HSIP. Funds specified for alcohol countermeasures may be used for data improvements relevant to alcohol programs only. If a state transfers funds into the HSIP, funds can be used for highway safety data activities.

2. Additional Sources

The following non-grant-related funding sources will be considered as options:

- *Kansas Legislature* – The Kansas Legislature will likely be funding several projects in the near future, including the EMS registry project. There may be other opportunities to seek funding for TRS-related projects, as well.
- *Additional Fees* – Two separate fee initiatives have been considered as sources for TRS funding. The first fee is a \$1 addition to every citation issued in the state. The second fee is a \$100 license reinstatement fee for DUI convictions. Neither fee has been proposed to the Legislature at this point.

XI. Performance Measures

XI. Performance Measures

Performance-based measures are standardized, quantitative measures of data quality, including timeliness, accuracy, completeness, uniformity, integration, and accessibility, that measure a state's progress toward achieving the goals and objectives identified in its Strategic Plan.

NHTSA's recommended performance measures for the TRS are provided as APPENDIX G. It is recommended that these measures be used as a starting point for developing a full performance measurement framework for the TRS project. Current performance data and measures are provided in EXHIBIT XI-1. These measures are currently in use.

A. Approach

Many of the agencies participating in this effort already have developed performance measures for their business operations. As the TRS development and implementation project gets under way, it will be important to utilize these agency-specific performance measures, as the nature of the projects being undertaken in the early stages of the TRS program are agency-specific and are meant to make improvements at the agency level, prior to any integration efforts.

As the project progresses, it is important to develop performance measures that assess data quality in terms of the attributes of the aggregated data, as well as the usability and functionality of the system itself. These performance measures must be developed as the project progresses and initial projects are completed. Additionally, baseline data must be developed from current business processes in order to effectively measure the impact of the plan.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS STRATEGIC PLAN

PERFORMANCE MEASURES

The purpose of this table is to provide a list of the current performance measures that relate to the six elements of NHTSA's TRS model. These measures have been grouped into categories for timeliness, accuracy, and completeness of data, with volumetric data included as a point of reference for the scale of these measures. Data for FY 2006 is for year-to-date.

	Volume	Timeliness	Accuracy	Completeness
Crash Information				
Crash Report Processing	Crash Report Submissions: 2003: 76,918 2004: 76,184 2005: 70,717	In 2005, 73.9% of the state reportable motor vehicle accidents were processed within 90 days of the accident date. Within 150 days, 97.1% were processed. <i>The objective is to increase the timeliness of processing to 80% within 90 days by 2007.</i>		
Truck/Bus Supplement Submission				In 2005, 81.4% of commercial motor vehicle (CMV) accident reporting contained a Truck/Bus Supplement (KDOT form 852). Missing the 852 form for CMVs significantly hinders the quality and quantity of state and federal reporting and monitoring. <i>The objective is to increase commercial vehicle reporting to 90% by 2008.</i>

	Volume	Timeliness	Accuracy	Completeness
Mapping (Geo-Spatially Enable) Crash Reports			<p>In 2005, 36.0% of the state reportable motor vehicle accidents could be reproduced on a map. These include accidents occurring on Interstate, U.S., and Kansas highways.</p> <p><i>The objective is to geo-spatially enable 90% of Kansas accidents by 2007.</i></p>	
Driver Information*				
Driver's License Production	<p>Number of customers served in driver's licensing offices statewide:</p> <p>FY 2003: 650,000</p> <p>FY 2004: 630,000</p> <p>FY 2005: 721,103</p> <p>FY 2006: 580,327</p>		<p>Implement processes to produce a more secure driver's license to uniquely identify all Kansans who hold driver's licenses or ID cards.</p> <p>Percentage of license/ID applicants with an unverifiable address:</p> <p><i>Target: Actual:</i></p> <p><i>FY 2006: 1.00% FY 2005: 1.12%</i></p> <p><i>FY 2007: 0.75% FY 2006: 1.05%</i></p> <p><i>FY 2008: 0.65%</i></p> <p><i>FY 2009: 0.50%</i></p> <p>Percentage of license/ID applicants investigated for ID theft or fraudulent application:</p> <p><i>Target: Actual:</i></p> <p><i>FY 2006: 0.09% FY 2005: 0.03%</i></p> <p><i>FY 2007: 0.07% FY 2006: 0.04%</i></p> <p><i>FY 2008: 0.07%</i></p> <p><i>FY 2009: 0.07%</i></p> <p>Percentage of positive SSN matches:</p> <p><i>Target: Actual:</i></p> <p><i>FY 2006: 97% FY 2005: 97.35%</i></p> <p><i>FY 2007: 98% FY 2006: 98.84%</i></p> <p><i>FY 2008: 98%</i></p> <p><i>FY 2009: 98%</i></p>	

	Volume	Timeliness	Accuracy	Completeness
CDL Hazardous Materials Endorsements Issued	Number of hazmat applications processed: FY 2006: 2,899	Work with the KBI, FBI, and Transportation Security Administration to provide the fastest-possible turnaround on customer applications for a hazmat endorsement. <i>Targets:</i> FY 2006: 8,500 FY 2007: 8,500 FY 2008: 8,500 FY 2009: 8,500		
Vehicle Information*				
Title Processing	Number of titles processed at county offices in FY 2006 to date: 606,354 Number of errors in FY 2006 to date: 17,369 (2.6%)		Increase accuracy of data on titles processed in county offices by decreasing data entered and changed by county employees, and by bar-coding vehicle registrations. <i>Error rate targets:</i> FY 2006: 5% FY 2007: 3% FY 2008: 2% FY 2009: 2%	

	Volume	Timeliness	Accuracy	Completeness
Title Issuance	Daily titles processed by associates: FY 2004: 253 FY 2005: 257 FY 2006: 273	Improve efficiency at state level on title issuance by processing no-lien title applications within 1 day of receipt from counties and lien applications within 28 days of receipt from counties. <i>Target: 100%</i> <i>Actual no-lien:</i> <i>FY 2004: 64%</i> <i>FY 2005: 100%</i> <i>FY 2006: 100%</i> <i>Actual lien:</i> <i>FY 2004: 32%</i> <i>FY 2005: 63%</i> <i>FY 2006: 100%</i>		
Lien Data	Number of electronic NSI liens entered by dealers: FY 2004: 7,287 (3%) FY 2005: 24,310 (10.5%) FY 2006: 32,338 (16.3%)	Provide incentives for vehicle dealers to file NSI liens electronically, by developing an online system with additional services for vehicle dealers, and by promoting the enhancements to the dealer community. <i>Targets:</i> <i>FY 2006: 40,000 (20%)</i> <i>FY 2007: 50,000 (25%)</i> <i>FY 2008: 60,000 (30%)</i> <i>FY 2009: 70,000 (35%)</i>		
Internet Registration Renewals	Number of vehicle registrations renewed via the Internet and processed by county treasurers: FY 2004: 53,553 FY 2005: 95,414 FY 2006: 94,848	Provide citizens with a method of renewing registrations through an Internet application, by implementing a legislative change to provide a temporary registration receipt, and by providing additional payment options without a convenience fee. <i>Targets:</i> <i>FY 2006: 126,000 (6%)</i> <i>FY 2007: 210,000 (10%)</i> <i>FY 2008: 315,000 (15%)</i> <i>FY 2009: 525,000 (25%)</i>		
Roadway Information				
No performance data available.				

	Volume	Timeliness	Accuracy	Completeness
Citation/Adjudication Information				
No performance data available.				
Injury Surveillance Information				
EMS Run Data	Data for 2004: <ul style="list-style-type: none"> • 175 reporting agencies. • 229,293 EMS responses. • 174,091 patients transported. 	Run volumes reported yearly, at EMS provider license renewal.		

* *Note on Driver and Vehicle Performance Measures* – KDOR maintains a complete balanced scorecard performance measurement framework that has been developed to meet its unique business needs. Many of these performance measures are not *specifically* directed at improvement of the timeliness, completeness, and accuracy of driver- and vehicle-specific data; however, the improvements that result from these performance measures will certainly impact the quality of driver and vehicle data. For the purposes of this report, only those measures that are specifically applicable to driver and vehicle data are included.

Appendix A TRCC Membership

Appendix A – TRCC Membership

Name	Agency	Telephone	E-Mail
Mr. David Laroche	FHWA	785-267-7281	<i>dlaroche@fhwa.dot.gov</i>
Mr. Randy Bolin	NHTSA	816-329-3900	<i>rbolin@nhtsa.dot.gov</i>
Mr. Randall Beaver	FMCSA	785-271-1260	<i>randall.beaver@fmcsa.dot.gov</i>
Mr. David Marshall	KDOT	785-296-0845	<i>davidm@ksdot.org</i>
Mr. Rex McCommon	KDOT	785-296-5169	<i>rex@ksdot.org</i>
Ms. Tammy Kerwin	KDOT	785-296-0330	<i>tammyk@ksdot.org</i>
Mr. Michael Carlyle	KDOT	785-296-1793	<i>carlyle@ksdot.org</i>
Mr. Chris Bortz	KDOT	785-296-3553	<i>cbortz@ksdot.org</i>
Mr. Pete Bodyk	KDOT	785-296-0294	<i>peteb@ksdot.org</i>
Ms. Kelly Badenoch	KDOT	785-296-2775	<i>kelly@ksdot.org</i>
Mr. Mark Thurman	KHP	785-296-6800	<i>mthurman@khp.ks.gov</i>
Ms. Mary Parmentier	KHP	785-296-6800	<i>mparmentier@khp.ks.gov</i>
Capt. Dan Meyer	KHP	785-296-6800	<i>dmeyer@khp.ks.gov</i>
Capt. Lance Royer	Shawnee County Sheriff	785-368-2200	<i>lance.royer@co.shawnee.ks.us</i>
Lt. Michael Kolbek	Shawnee County Sheriff	785-368-2253	<i>michael.kolbek@co.shawnee.ks.us</i>
Ms. Debbie Coker	Judicial	785-368-6569	<i>cokerd@kscourts.org</i>
Mr. Kelly O'Brien	Judicial		<i>obrien@kscourts.org</i>
Mr. Gordon Lansford	KCJIS	785-291-3527	<i>gordon.lansford@state.ks.us</i>
Ms. Carmen Alldritt	KDOR	N/A	<i>carmen_alldritt@kdor.org</i>
Mr. Tim Blevins	KDOR	N/A	<i>Tim_levins@kdor.org</i>
Ms. Marcy Ralston	KDOR	785-296-6894	<i>marcy_ralston@kdor.state.ks.us</i>
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Mr. Robert Waller	EMS	N/A	<i>emsrw@ink.org</i>
Mr. Joe Moreland	EMS	785-296-7412	<i>emsjm@ink.org</i>
Mr. Dave Sim	KBI	785-296-8265	<i>dsim@kbi.state.ks.us</i>
Ms. Janell Zeiler	KBI	N/A	<i>janell.zeiler@kbi.state.ks.us</i>
Ms. Rosanne Rutkowski	KDHE	785-296-1210	<i>rrutkows@kdhe.state.ks.us</i>

Appendix B

List of Acronyms

Appendix B – List of Acronyms

Acronym	Definition
AAMVA	American Association of Motor Vehicle Administrators
AASHTO	American Association of State Highway Transportation Officials
ACD	AAMVA Code Dictionary
AFIS	Automated Fingerprint Identification System
AFRS	Automated Field Reporting System
ANSI	American National Standards Institute
ASTRA	Automated Statewide Telecommunications and Records Access
ATSIP	Association of Transportation Safety Information Professionals
AVL	Automated Vehicle Location
BAC	Blood Alcohol Concentration
BJS	Bureau of Justice Statistics
BOTS	Bureau of Traffic Safety
CAD	Computer-Aided Dispatch
CANSYS II	Control Section Analysis Section
CDL	Commercial Drivers License
CDLIS	Commercial Drivers License Information System
CODES	Crash Outcome Data Evaluation System
CVARS	Commercial Vehicle Analysis Reporting System
CVEO	Commercial Vehicle Enforcement Officer
CVIEW	Commercial Vehicle Information Exchange Window
CVISN	Commercial Vehicle Information Systems and Networks
DA	District Attorney
DEEDS	Data Elements for Emergency Department Systems
DHS	United States Department of Homeland Security
DMV	Division of Motor Vehicles
DOA	Dead on Arrival
DOC	Department of Corrections
DOT	Department of Transportation
DPS	Department of Public Safety
DUI	Driving Under the Influence

Acronym	Definition
EADCR	Electronic Accident Data Collection and Reporting
ED	Emergency Department
EFPS	Electronic Fingerprint Specification
EMS	Emergency Medical Services
ERD	Entity Relationship Diagram
FARS	Fatality Analysis Reporting System
FBI	Federal Bureau of Investigation
FEMA	Federal Emergency Management Association
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
FOIA	Freedom of Information Act
FRS	Field Reporting System
FTE	Full-Time Equivalent
FY	Fiscal Year (use acronym before with a year; always singular)
GIS	Geographic Information System
GPS	Global Positioning System
HHS	United States Department of Health & Human Services
HIPAA	Health Information Privacy and Accountability Act
HPMS	Highway Performance Monitoring System
HRSA	Health Resources and Services Administration
HSIS	Highway Safety Information System
IACP	International Association of Chiefs of Police
ICD	International Classification of Diseases
III	Interstate Identification Index
IMAP	Internet Messaging Access Protocol
INK	Information Network of Kansas
IRS	Incident Reporting System
IT	Information Technology
KARS	Kansas Accident Records System
KBI	Kansas Bureau of Investigation
KCI	Kansas Correctional Industries
KCJIS	Kansas Criminal Justice Information System
KDHE	Kansas Department of Health and Environment

Acronym	Definition
KDLIS	Kansas Driver's License Information System
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KHP	Kansas Highway Patrol
KIBRS	Kansas Incident-Based Reporting System
KITO	Kansas Information Technology Office
KS	Kansas (postal abbreviation)
LEA	law enforcement agency
LEO	Law Enforcement Officer
LRS	Linear Reference System
LTPP	Long-Term Pavement Performance
MCMIS	Motor Carrier Management Information System
MDC	Mobile Data Computer
MDT	Mobile Data Terminal
MMUCC	Model Minimum Uniform Crash Criteria
MOU	Memorandum of Understanding
NCHRP	National Cooperative Highway Research Program
NCIPC	National Center for Injury Prevention and Control
NDR	National Driver Register
NEMESIS	National Emergency Management Systems Information System
NGA	National Governors' Association
NHTSA	National Highway Traffic Safety Administration
NIBRS	National Incident-Based Reporting System
NLETS	National Law Enforcement Telecommunications System
NMVTIS	National Motor Vehicle Title Information System
NTSB	National Transportation Safety Board
ODP	Office of Domestic Preparedness
OHPI	Office of Highway Policy Information
OJA	Office of Judicial Administration
PDPS	Problem Driver Pointer System
PRISM	Performance and Registration Information Systems Management
RCIS	Roadway Characteristics (Inventory) Standards
RMS	Records Management System

Acronym	Definition
SDK	Software Development Kit
TraCS	Traffic and Criminal Software
TRADAS	Traffic Data System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
TSA	Transportation Security Administration
TSIMS	Traffic Safety Information Management System
U.S. DOT	United States Department of Transportation
UTC	Universal Traffic Citation
VIN	Vehicle Identification Number
VIPS	Vehicle Information Processing System
XML	Extensible Markup Language

Appendix C Project Bibliography

Appendix C – Project Bibliography

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Appendix D Systems List

Appendix D – Systems List

1. KARS

KARS is the state repository for motor vehicle crash data. KARS provides a method for reporting crash information reported by LEAs. Data received from the EADCR application (electronically), as well as data that is entered by the KCI, is placed in the KARS Oracle database and validated using KDOT-generated validation routines prior to upload. The data from the Oracle database is exported to federal, state, and local governments, private entities, and LEAs that request information. Traffic crash analyses are derived from this system for site-specific locations, general statistics, and problem identification for the Highway Safety Plan.

KARS has one external interface with the CANSYS II highway inventory system. This interface pulls geometric highway data from CANSYS II for roadway information at the location of an crash.

2. EADCR

EADCR is an automated statewide motor vehicle crash reporting system used by LEAs to gather and transmit crash data to KDOT. EADCR is designed with interfaces that allow for the electronic transmission of crash data from reporting agencies to KDOT. Approximately 82 agencies use this system. EADCR captures four standard forms – the three-part State of Kansas Motor Vehicle Accident Report, along with one insurance form.

3. CANSYS II

CANSYS II is KDOT's central repository of geometric road and bridge data for the Kansas state road system. The main purpose of CANSYS II is to serve as a central repository of geometric road, bridge, and railroad inventory information and to produce required federal reports. CANSYS II provides answers to questions posed by the Legislature, KDOT management, FHWA, other users within KDOT, other state agencies, and requests from outside agencies. CANSYS II also serves as the primary database for Traffic Engineering's access permit data and provides supporting data for several other KDOT applications.

4. AFRS

AFRS is KHP's comprehensive forms package for use by law enforcement officers. AFRS offers 14 forms, including the crash reports that must be submitted to the United States Department of Transportation (U.S. DOT); the offense, arrest, and supplemental reports required by KBI when arrests are made; and those that detail tests administered to drunken drivers and evidence seized in drug arrests. The purpose of this system is to provide a transfer mechanism to ensure the smooth and error-free flow of data between KHP and other state agencies.

In addition to KHP, approximately 118 local LEAs use AFRS. From AFRS, printed crash forms are forwarded to KDOT, where they are put through the KARS validation, data entry, and upload processes.

5. VIPS

VIPS is the primary repository for motor vehicle records and is used by all 105 Kansas county treasurers to collect motor vehicle taxes and fees. VIPS processes and issues license plates, certificates of title, registration renewals, disabled placards, and disabled ID cards, as well as microfilms all primary and supporting documents for 2.3 million private and commercial motor vehicles.

6. KDLIS

KDOR's KDLS contains commercial and regular driver's license and identification card information, including digital images, signatures, and examination results for Kansas applicants. Additional data maintained within this system includes traffic convictions, accident involvement, and withdrawal of driving privileges action (i.e., suspension, revocation, restriction, cancellation, restriction and disqualification). Driver's license and driving record information is supported with documentation retained on KDOR's FileNet Imaging System.

7. KCJIS

KCJIS is a secured, high-speed telecommunications network that serves the Kansas criminal justice community. KCJIS is dedicated to serving the officers, courts, and citizens of Kansas by providing automated information delivery of criminal history information.

8. FullCourt Case Management System (CMS)

The FullCourt CMS is used by the Kansas State Supreme Court, Court of Appeals, and district courts. FullCourt CMS is designed for courts of limited and general jurisdiction. The system does not function as a central repository for all of the state's case data; each installation serves as its own stand-alone repository from which reporting is done to the state and from which information can be requested by outside parties. The Kansas OJA is currently implementing a system that will collect all case data from the courts and function as a central repository.

9. Prosecutor System

The Kansas Prosecutor System (KPS) is a case management and accounting system designed specifically for Kansas Prosecutors. It provides all necessary functions to fully automate a county or district attorneys office in Kansas. It was developed on the foundation of the Kansas Integrated Court System (KICS) and as such used the same database and structure. The two systems are designed to exchange and update information real-time and automatically between the prosecutor and the court offices.

10. Trauma Registry

A trauma care system is a systematic approach to providing care to the injury patient. It is a network of relationships between EMS providers, EDs, and tertiary referral facilities designed to direct trauma patients to the resources most appropriate to their care based on the nature of the injury.

KDHE began collecting trauma data in 2002 and now collects a core data set of 90 data elements from hospitals for reporting to the state. The Center for Health and Environmental Statistics operates the Trauma Registry in collaboration with the KDHE Office of Local and Rural Health Services Trauma Program.

11. EMS Registry

The Kansas EMS Registry is currently in the early stages of development. Once implemented, it will provide a repository for pre-hospital data collected by the state's EMS providers, whereby injuries can be better tracked from their occurrence, and cost data can be analyzed for the entire injury life cycle, from initiation through hospital discharge.

12. SAFETYNET

SAFETYNET is an automated information management system designed to allow the safety performance of interstate and intrastate commercial motor carriers to be monitored. SAFETYNET provides an automated method for states to transmit roadside inspection, crash, and census data to FHWA for integration with FHWA's MCMIS. The SAFETYNET hardware consists of at least one microcomputer in each participating state (at KHP headquarters in Kansas) which uploads commercial vehicle crash data to a mainframe computer located in the U.S. DOT headquarters. SAFETYNET software for microcomputers is developed and maintained for the states by FHWA.

13. National Driver Register (NDR)

NDR is a central repository of information on individuals whose privilege to drive has been revoked, suspended, canceled, or denied or who have been convicted of serious traffic-related offenses. The records maintained at NDR consist of identification information including name, date of birth, gender, driver's license number, and reporting state. All of the substantive information, including the reason for the suspension or conviction and associated dates, resides in the reporting state.

State driver's licensing officials query NDR to determine if an individual's license or privilege has been withdrawn by any other state. Other authorized users have access to NDR for transportation safety purposes. All 50 states and the District of Columbia participate in NDR. The system is also referred to as the Problem Driver Pointer System (PDPS).

14. Commercial Drivers License Information System (CDLIS)

AAMVA's CDLIS supports the issuance of CDLs and assists jurisdictions in meeting the goals of the basic tenet that each driver, nationwide, have only one driver's license and one record through the cooperative exchange of commercial driver information between jurisdictions.

CDLIS has operated in all 51 U.S. jurisdictions (50 states and the District of Columbia) since April 1, 1992. As of April 1, 2004, there were more than 11.5 million Master Pointer Records on CDLIS, growing at an average rate of nearly 40,000 new records per month.

15. National Motor Vehicle Title Information System (NMVTIS)

NMVTIS was developed by AAMVA as a result of the Anti-Car Theft Act of 1992, which was enacted to deter trafficking in stolen vehicles by strengthening law enforcement against auto theft, combating automobile title fraud, preventing "chop shop" related thefts, and inspecting exports for stolen vehicles.

NMVTIS allows jurisdictions to verify the validity of titles prior to issuing new titles. Law enforcement officials can get information on any particular vehicle or title and are provided access to junkyard and salvage yard information, allowing them to identify illegal activities. Through NMVTIS, consumers, businesses, and insurance carriers have access to title histories, the latest odometer reading, and any current or former title brands related to the value and condition of a particular vehicle.

16. Fatality Analysis Reporting System (FARS)

FARS contains data on a census of fatal traffic crashes within the 50 states, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a trafficway customarily open to the public and result in the death of a person (occupant of a vehicle or a nonoccupant) within 30 days of the crash. Operational since 1975, FARS has collected information on more than 989,451 motor vehicle fatalities and collects information on more than 100 coded data elements that characterize the crash, the vehicle, and the people involved.

17. MCMIS

MCMIS contains information on the safety fitness of commercial motor carriers and hazardous material shippers subject to the Federal Motor Carrier Safety Regulations and hazardous materials regulations. State data is uploaded to MCMIS through AAMVA's SAFETYNET application via terminals housed in each state.

Appendix E Data Exchange List

Appendix E – Data Exchange List

This appendix provides a detailed list of the data sets to be exchanged by the TRS. This list was originally published as part of the Data Submittal Requirements deliverable, and has been updated per TRCC and stakeholder input.

A. Inputs

The information described in this section is generated from outside sources and currently housed within one of the six conceptual repositories that make up the NHTSA model. This includes data that may also be moved between repositories. These exchanges are as follows:

- Crash Characteristics
- Roadway and Traffic Data
- Road Characteristics, Location, Structures
- Traffic, Pavement Condition, Inventory, Ratings
- Vehicles, Titles, Registrations
- Driver History
- EMS Response
- Trauma Data, Discharge Summaries, Rehabilitation
- BAC, Drug Information
- Convictions and Dispositions
- Citations and Arrests
- Crashes and Operator Reports
- Inspections, Carrier Data

Presumably, many of these inputs may be small subsets of the complete data sets housed by each agency. However, as a data set more closely relates to the NHTSA model's central focus of crash data, it may be assumed that a more comprehensive subset will be used. Full definition of these data sets, while eventually necessary, is not in the scope of this effort, as exchanges may not be implemented for years into the future. Given the evolving nature of technology and data exchange standards, it is practical to wait until the time for implementation to fully define each exchange.

The exchanges listed above are further detailed in the following subsections.

1. Crash Characteristics

Contrary to many of the exchanges described on the following pages, “crash characteristics” does not identify a specific set of data. Crash characteristics data is sent to several of the repositories included in the NHTSA model and may include any of the information included in the statewide crash records repository. Each agency or repository may report on specific characteristics of a crash (e.g., driver age, crash severity, pavement type), and each requires a specific subset of data from the crash information repository.

Generated from: Crash information

Sent to: Roadway information, injury surveillance information, driver information

Kansas Owner: KDOT

Kansas Repository: KARS

2. Roadway and Traffic Data

Roadway and traffic data serves two purposes: First, it is used to provide geometric and road conditions data for each crash record in order to give a clear picture of the crash scene. Second, it is used to provide statistical reporting data for aggregation of crash records used to guide traffic safety improvement planning efforts.

Generated from: Roadway information, local jurisdictions

Sent to: Crash information

Kansas Owner: KDOT

Kansas Repositories: CANSYS II (Roadway), Non-System Roadway (Roadway), TRADAS (Traffic)

3. Road Characteristics, Location, Structures

This data set is comprised of measurable information regarding the geometric, geographic, and structural characteristics of the roadway. This data is somewhat static in nature and is updated only as physical changes are made to the roadway. This information is kept in the state roadway inventory system.

Generated from: KDOT engineers, external construction firms, local jurisdiction

Sent to: Roadway information

Kansas Owner: KDOT

Kansas Repositories: CANSYS II, Non-System Roadway

4. Traffic, Pavement Condition, Inventory, Ratings

Traffic, Pavement Condition, Inventory, and Ratings is a somewhat more dynamic data set than the characteristics provided in the previous data set. This may include data from any local Intelligent Transportation System applications regarding traffic volume and readings from pavement sensors and other polling methods.

Generated from: Roadway information, local traffic management systems

Sent to: Crash information

Kansas Owner: KDOT

Kansas Repositories: TRADAS; CANSYS II

5. Vehicles, Titles, Registrations

Title and registration data is used for verifying proof of ownership and statistical analysis as it relates to issues regarding vehicle or driver safety, theft, emissions, product alteration, recalls, market research, legal remedies, government, and insurance. All basic information is contained in each record, including vehicle identification number (VIN), year, make, model, odometer, and odometer code. A wide variety of title brands are used to indicate vehicle or title conditions, including salvage, rebuilt salvage, flood damage, fire damage, motor change, body change, assembled, homemade, non-highway, formerly non-highway, antique, duplicate, reissue, or released electronic title.

Generated from: Vehicle information

Sent to: Crash information

Kansas Owner: KDOR

Kansas Repositories: VIPS

6. Driver History

Driver history data includes information about the state's population of licensed drivers. It includes personal identification, driver's license number, type of license, license status, driver restrictions, convictions for traffic violations, crash history, driver improvement or control actions, and driver education data.

Generated from: Driver information

Sent to: Crash information, enforcement/adjudication information

Kansas Owner: KDOR

Kansas Repositories: KDLIS

7. EMS Response

EMS response information comprises data related to EMS response times, quality of service and medical care provided, and the cost or value of EMS to the patient and community. In Kansas, a subset of this information is collected on a yearly basis as a part of the registration process for EMS firms. The state collects a minimal data set, primarily consisting of response volume, through a paper-based process.

Generated from: Injury surveillance information

Sent to: Crash information

Kansas Owner: Board of EMS

Kansas Repositories: EMS Registry

8. Trauma Data, Discharge Summaries, Rehabilitation

The purpose of this data exchange is to provide long-term, “cradle-to-grave” analysis on injuries associated with motor vehicle crashes to evaluate EMS response and the true cost of a crash to the state in terms of dollar value, lost productivity, and years of life lost. This data comes from the various providers of care, from first responders through long-term rehabilitation providers.

Generated from: EMS providers, EDs, hospitals, long-term care and rehabilitation facilities

Sent to: Injury surveillance information

Kansas Owner: KDHE

Kansas Repositories: Trauma Registry

9. BAC, Drug Information

BAC and drug information is primarily generated through the process of sampling performed in the field by law enforcement personnel and testing for drug or alcohol content done in a lab. This data is appended to the crash report (without personal identifier information) and attached to other documentation (e.g., arrest report) once a test result has been returned from the lab.

Generated from: Injury surveillance information

Sent to: Crash information

Kansas Owner: KBI

Kansas Repositories: KBI Testing Database

10. BrAC Data

BrAC data is collected in the field by law enforcement officials, using handheld breath testing devices. It is used in a similar fashion to BAC data, in that it is appended to the crash report (without personal identifier information) and attached to other documentation (e.g., arrest report).

Generated from: Injury surveillance information

Sent to: Crash information

Kansas Owner: KDHE

Kansas Repositories: KDHE Field Test Database

11. Convictions and Dispositions

In Kansas, consolidated conviction and disposition data is primarily housed by KBI in its KCJIS application. This data is primarily used in supplementing driver history information accessed by law enforcement personnel. The Kansas courts do not currently have a centralized repository for conviction and disposition data; however, OJA is in the development phase of a message switch that will serve as a repository for all case information throughout the state.

Generated from: Enforcement/adjudication information

Sent to: Driver information

Kansas Owner: Courts

Kansas Repositories: FullCourt, other local CMSs

12. Citations and Arrests

Law enforcement initiates citation and arrest procedures as a result of personal observations, crash investigations, or criminal investigations. Once a law enforcement officer initiates one of these documents, they usually verify data using the driver and vehicle files.

Generated from: Enforcement/adjudication information

Sent to: Driver information

Kansas Owner: Courts

Kansas Repositories: FullCourt, local CMSs

13. Crashes and Operator Reports

Crashes and operator reports provide detailed information about motor vehicle crashes and are the primary information used in traffic safety programs. The data describes the crash event, location, and environment, as well as the persons and vehicles involved in the crash. State statute or regulation requires that crashes exceeding a state-defined threshold of damage or injury must be reported to a state agency that serves as a crash data custodian. Reported crashes are used to identify safety problems and trends, identify problem drivers, evaluate safety programs, and respond to inquiries from the public and the Legislature.

Generated from: KHP, local law enforcement

Sent to: Crash information

Kansas Owner: KDOT

Kansas Repositories: KARS

14. Inspections, Carrier Data

Inspections are performed by qualified motor carrier safety inspectors following the guidelines of the North American Standard, which was developed by the Commercial Vehicle Safety Alliance (CVSA) in cooperation with FMCSA. Most roadside inspections are conducted under the Motor Carrier Safety Assistance Program (MCSAP), a grant program administered by FMCSA. There are five levels of inspections, including a vehicle component, a driver component, or both.

Commercial motor carrier data is housed by the state DMV and includes data regarding fleet vehicles, inspections, licensing, permits, and regulatory compliance.

Generated from: KHP inspections, motor carrier applications, and maintenance processes

Sent to: Vehicle information

Kansas Owner: KDOR

Kansas Repositories: VIPS

15. License Suspensions and Revocations

Driver's license withdrawal actions are taken as a result of the driver control processes imposed through administrative or court-ordered sanctions. Problem drivers are identified by information received from law enforcement, courts of law, insurance companies, and Motor Vehicle Divisions from other states. Driver control staff issues the appropriate warning or withdrawal notices according to applicability of state and federal laws.

Generated from: Enforcement/Adjudication Information

Sent to: Driver Information

Kansas Owner: KDOR

Kansas Repository: KDLIS

16. Commercial Drivers

In addition to the accuracy of the driver's record, completeness and timeliness are also essential to ensure that CDL holders do not obtain multiple licenses and circumvent the intent of commercial motor vehicle safety legislation. Convictions from the courts must be received in a timely manner and posted to the KDLIS to ensure prompt removal of the CDL from those who are judged to be problem drivers. The records must be complete in terms of having a full accounting of a CDL applicant's past driving history. Convictions from states other than a driver's home state are not always made available to the home state. The omissions of these out-of-state violations do not permit examination of a CDL applicant's full history. However, once a commercial motor vehicle operator is licensed, such violations are available because they become part of the federal record.

Generated from: Driver Information

Sent to: Crash Information

Kansas Owner: KDOR

Kansas Repository: KDLIS

17. Motor Carrier Information

Motor Carrier information is maintained of all commercial carriers registered in the state of Kansas. This information is used to maintain registered motor carriers, identify problem carriers, and ensure that carriers comply with all state and federal requirements. Timely update of motor carrier information is critical to the KHP, as the officers of the KHP are the primary enforcement personnel for commercial motor carrier operations in the state of Kansas.

Generated from: Vehicle Information.

Sent to: Crash Information

Kansas Owner: KDOR

Kansas Repositories: VIPS

18. DUI Samples

Samples used for DUI and drug testing are taken in the field by law enforcement officers and forwarded to a lab for testing. In Kansas, most testing is performed by the KBI's testing lab, though some tests are performed by private laboratories. Typically, there is a lag time between sample submission and the return of test results. Once completed, the test results are forwarded to the LEA for addition to the crash, arrest, or incident report. DUI test data is very sensitive and must be protected, per federal privacy statutes.

Generated from: Vehicle Information.

Sent to: Crash Information

Kansas Owner: KBI

Kansas Repositories: KBI Testing Database

19. Incident Reports

An incident report is generated when a law enforcement officer responds to a call. These reports may not include a crash or an arrest, but are maintained as a record of all law enforcement responses to incidents. These reports are generally maintained within the agency's local RMS, and are used for statistical analysis of workload, demographic, and other reporting information.

Generated from: Law Enforcement

Sent to: Enforcement/Adjudication Information

Kansas Owner: Law Enforcement

Kansas Repositories: RMSs

20. Vital Statistics

The Office of Vital Statistics receives and preserves vital records for events (births, deaths, marriages, and divorces) which occur in Kansas. The Office maintains more than 10 million vital records, adding approximately 100,000 new records annually. Over 360,000 certified copies of these records are issued to eligible requestors annually. The records maintained by this office are necessary for individuals to carry out day-to-day business such as obtaining passports, enrolling in schools, sports participation, starting new jobs, qualifying for subsidized housing, collecting life insurance benefits, and transferring property.

Data from the records also has important public health and social research significance. The data, considered the "gold standard" of public health data, can help determine which diseases and illnesses are problems in Kansas communities.

Generated from: Injury Surveillance Information

Sent to: Exterior Customers

Kansas Owner: KDHE

Kansas Repositories: Vital Statistics

B. Outputs

The six exchanges detailed in this subsection involve data that is generated within the repositories of the TRS and transmitted to external customers, including federal agencies, state and local government, and the general public. The exchanges in this category are listed below.

- Crash Information Analysis Reports
- Roadway Information Reports
- Enforcement/Adjudication Information Reports
- Driver Information Reports
- Titles, Registrations, Inspections
- Vital Statistics, Cost Data

The majority of these exchanges are already being performed by agencies in line with state and federal requirements. The data for each exchange is housed almost exclusively within the primary repository, as reporting to state and federal agencies is a high-priority function for most agencies since it drives federal funding.

These exchanges are further detailed below.

1. Crash Information Analysis Reports

A state's traffic safety experience can be quantified using a few basic numbers. A count of crashes each year, month, day – the crash frequency – is easily understood and supports many meaningful comparisons. In addition, crash severity measures are particularly useful in developing comparisons of locations or regions within a state because they have been linked to the economic consequences of crashes using formulas provided by the National Safety Council (NSC) and NHTSA. Crash information may also be useful to provide trend analysis, problem identification, and program analysis.

KDOT develops a crash information analysis report annually. The information in this report is primarily limited to the data housed in KARS.

Generated from: Crash information

Sent to: External customers (Legislature, federal agencies, media, general public, local officials), internal safety planners, internal and external (state and local) transportation planners

Kansas Owner: KDOT

Kansas Repositories: KARS

2. Roadway Information Reports

Roadway information reports, when used in conjunction with aggregated crash data, may be useful in roadway safety planning efforts by identifying problem locations or roadway characteristics. Usually, meaningful roadway information reports are created by linking crash data (e.g., severity or other characteristics) to a specific location or roadway characteristic. From this information, planners and engineers may identify those locations that are the highest priority for modification and create the most effective countermeasure to provide a safer roadway.

Generated from: Roadway information

Sent to: Internal safety planners, internal and external (state and local) transportation planners

Kansas Owner: KDOT

Kansas Repositories: CANSYS II

3. Enforcement/Adjudication Information Reports

LEAs, courts, DMV, and others use enforcement/adjudication information to identify problems, detect trends, and monitor the effectiveness of countermeasure programs. It has special importance also for LEAs and courts to measure their work flow and productivity. These reports may include:

- Citation tracking.
- Geographic and temporal distribution of citations.
- Initial charges and final dispositions.
- Alcohol treatment program effectiveness and recidivism.
- Enforcement program effectiveness.
- Court case management.
- Driver control effectiveness.

Historically, LEAs rely on historical knowledge of their jurisdiction, citizen complaints, and data from their own RMSs in order to deploy resources efficiently. By maintaining such data electronically, LEAs may more effectively monitor their jurisdictions, focus enforcement and countermeasure efforts, and justify additional resources.

Generated from: Enforcement/adjudication information

Sent to: External customers (Legislature, federal agencies, media, general public), internal management

Kansas Owner: KHP, local LEAs, courts

Kansas Repositories: LEA RMSs, FullCourt and local CMSs

4. Driver Information Reports

Aggregated driver history information is useful in traffic safety analyses because at any given time, the driver history file provides a snapshot of how the state's drivers are behaving with respect to traffic laws. By piecing together successive snapshots and looking at specific populations of drivers in detail, analysts can identify problems, support legislative or policy changes, build a profile or prediction of unsafe driving acts, track recidivism, and investigate the effects of laws.

Generated from: Driver information

Sent to: External customers (Legislature, federal agencies, media, general public), internal management

Kansas Owner: KDOR

Kansas Repositories: KDLIS

5. Titles, Registrations, Inspections

There are few data analyses in traffic safety that rely almost entirely on data found in the title and registration databases. However, the most frequent use of these data sources is to provide normalizing factors – the denominators in rate equations – for use in analyses of data from other traffic records sources. This is especially true of analyses using crash data where the contribution of vehicle attributes is being considered.

Generated from: Vehicle information

Sent to: External customers (Legislature, federal agencies, media, general public), internal management

Kansas Owner: KDOR

Kansas Repositories: VIPS

6. Vital Statistics, Cost Data

Vital statistics and cost data are used to track the cost of motor vehicle crashes and their resulting physical injuries and deaths. Such data is primarily useful for formulating policy and legislation (e.g., seatbelt laws, graduated driver's licensing) in that it allows the state to quantify the cost, from initial incident through complete rehabilitation (or death) of an individual involved in a crash. In Kansas, the majority of this data is housed in KDHE's Trauma Registry.



Generated from: Injury surveillance information

Sent to: External customers (Legislature, federal agencies, media, general public, local officials), internal management

Kansas Owner: KDHE

Kansas Repositories: Trauma Registry

Appendix F

Detailed Project Schedule

Appendix F – Detailed Project Schedule

The project schedule is included on the following pages.

STATE OF KANSAS
 TRAFFIC RECORDS COORDINATING COMMITTEE
 TRAFFIC RECORDS STRATEGIC PLAN
PROJECT SCHEDULE

Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
1	Forms and Specifications																		
1-A	Redesign 850, 851, and 852 Forms																		
Task 1	Gather Law Enforcement Input																		
Task 2	Gather Input From NHTSA, KDOT BOTS																		
Task 3	Design New Crash Form																		
Task 4	Approve New Crash Form																		
DEL	<i>Updated Kansas Crash Forms</i>																		
1-B	Adopt NEMSIS Data Standards for EMS Reporting																		
Task 1	Develop NEMSIS Implementation Plan																		
DEL	<i>NEMSIS Implementation Plan</i>																		
Task 2	Roll Out NEMSIS Requirements to Operations																		
DEL	<i>NEMSIS Compliance</i>																		
1-C	Adopt MMUCC Data Standards for Crash Reporting																		
Task 1	Develop MMUCC Implementation Plan																		
DEL	<i>MMUCC Implementation Plan</i>																		
Task 2	Develop Derived Data																		
Task 3	Develop Linked Data																		
DEL	<i>MMUCC Compliance</i>																		
1-D	Adopt and Implement Universal Traffic Citation																		
Task 1	Gather Requirements for Universal Traffic Citation From Law Enforcement Agencies																		
Task 2	Develop Draft Universal Traffic Citation																		
DEL	<i>Draft Universal Traffic Citation</i>																		
Task 3	Implement Draft Citation in Test Environment																		
Task 4	Update Citation Based on Test Results																		
DEL	<i>Final Universal Traffic Citation</i>																		
Task 5	Implement Universal Traffic Citation																		
DEL	<i>Universal Traffic Citation</i>																		
1-E	Adopt/Update Traffic Data Dictionary																		
Task 1	Examine Existing Traffic Data Standards																		
Task 2	Review Current State Data Standards																		
Task 3	Develop Draft Traffic Data Dictionary																		
DEL	<i>Draft Traffic Data Dictionary</i>																		
Task 4	Distribute Data Dictionary for Review																		
Task 5	Finalize Data Dictionary Based on Review																		
DEL	<i>Finalized Traffic Data Dictionary</i>																		
1-F	Adopt/Develop Standard Information Schemas																		
Task 1	Research Current Industry Standard Schemas																		
Task 2	Research Current State Schemas																		
Task 3	Design Information Schema																		
DEL	<i>Information Schema Specification</i>																		
Task 4	Develop Standard Information Schema																		
Task 5	Test Information Schema																		

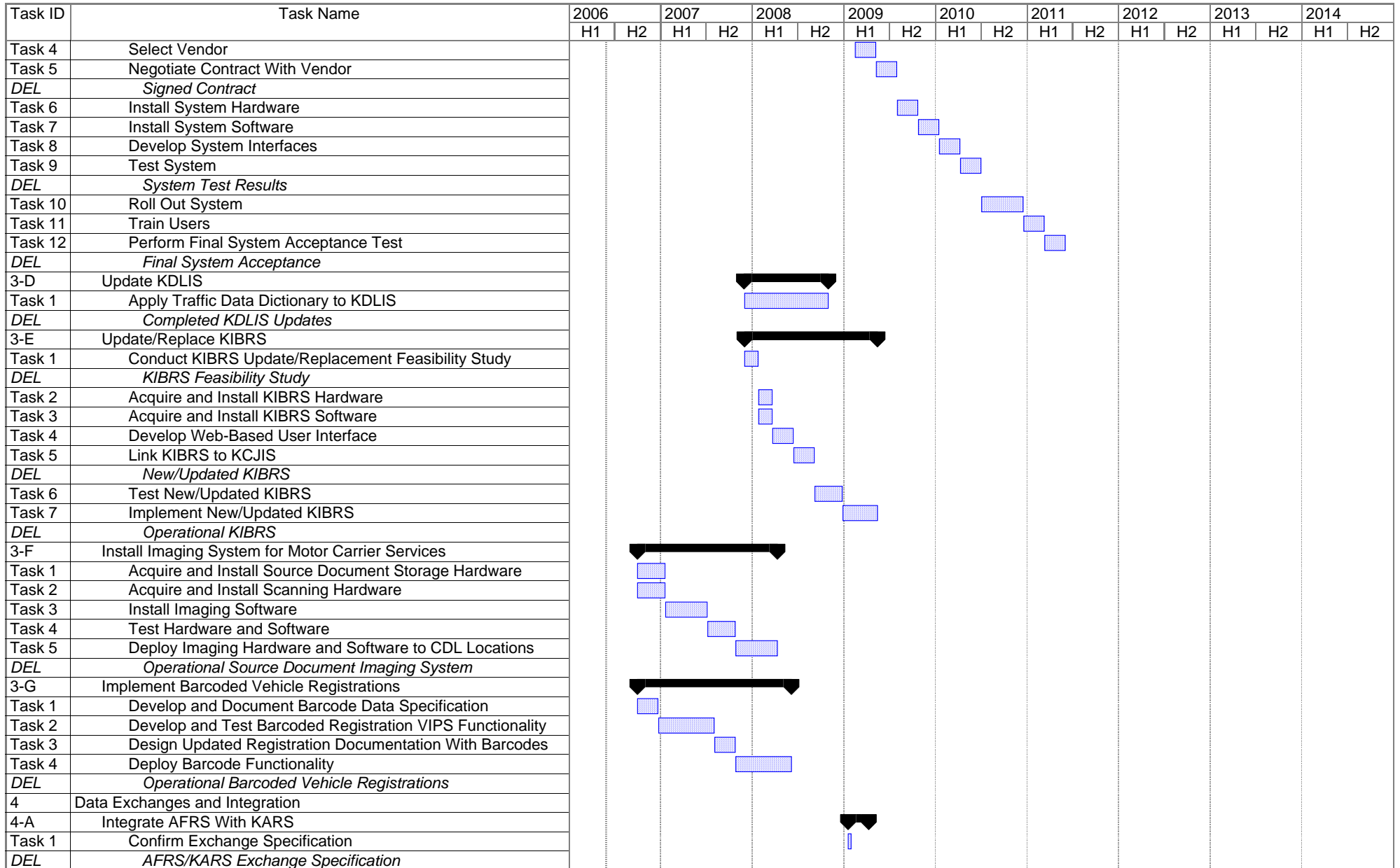
STATE OF KANSAS
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PROJECT SCHEDULE

Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
Task 6	Implement Information Schema																		
<i>DEL</i>	<i>TRS Standard Information Schema</i>																		
2	Data Capture Applications																		
2-A	Complete Field Reporting System Feasibility Study																		
Task 1	Examine FRS Market																		
Task 2	Determine System Cost																		
Task 3	Perform Alternatives Analysis																		
Task 4	Examine Potential Funding Sources																		
Task 5	Develop FRS Feasibility Study																		
<i>DEL</i>	<i>FRS Feasibility Study</i>																		
2-B	Develop and Implement FRS																		
Task 1	Develop FRS Requirements																		
<i>DEL</i>	<i>FRS Acquisition Documentation</i>																		
Task 2	Acquire FRS																		
Task 3	Develop FRS Implementation Plan																		
<i>DEL</i>	<i>FRS Implementation Plan</i>																		
Task 4	Install and Test FRS at KHP																		
Task 5	Develop and Roll out Tailored Installations for Local LEAs																		
<i>DEL</i>	<i>Operational FRS</i>																		
2-C	Develop and Implement EMS Registry System																		
Task 1	Acquire EMS Registry System																		
Task 2	Develop EMS Registry Implementation Plan																		
<i>DEL</i>	<i>EMS Registry Implementation Plan</i>																		
Task 3	Install System Hardware/Software at Board of EMS																		
Task 4	Roll Out EMS Client to EMS Providers																		
<i>DEL</i>	<i>Operational EMS Registry</i>																		
2-D	Implement KHP Patrol Car Barcode Scanners																		
Task 1	Acquire Barcode Scanner Hardware/Software																		
Task 2	Develop Barcode Interface to Field Reporting System																		
Task 3	Install Barcode Hardware and Software in Cars																		
Task 4	Train Users																		
<i>DEL</i>	<i>Operational Barcode Scanners</i>																		
2-E	Implement PRISM																		
Task 1	Develop PRISM Functionality																		
Task 2	Test and Update PRISM Functionality																		
<i>DEL</i>	<i>PRISM Registration Module</i>																		
Task 3	Update KAIR System																		
Task 4	Update TruckingKS Web Site																		
Task 5	Test Updates																		
Task 6	Deploy PRISM																		
<i>DEL</i>	<i>Operational PRISM Functionality</i>																		
2-F	Deploy KHP GPS Units																		
Task 1	Acquire GPS Hardware																		

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Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
Task 2	Define GPS Data Specification																		
Task 3	Distribute GPS Hardware to KHP Units																		
Task 4	Train Users																		
DEL	<i>Operational GPS Hardware</i>																		
2-G	Develop GPS Data Capture for Crash Report Data Entry																		
Task 1	Develop Point-and-Click Interface																		
Task 2	Implement Point-and-Click Interface																		
Task 3	Roll Out Functionality to KCI																		
Task 4	Train Users																		
DEL	<i>Operational GPS Data Capture</i>																		
2-H	Acquire and Implement CVIEW																		
Task 1	Acquire and Install CVIEW Hardware																		
Task 2	Acquire and Install CVIEW Software																		
Task 3	Develop Custom Portal Interface																		
Task 4	Test CVIEW System																		
Task 5	<i>Operational CVIEW System</i>																		
3	Data Repositories																		
3-A	Develop Statewide Citation Repository																		
Task 1	Perform System Feasibility Study																		
DEL	<i>Citation Repository Feasibility Study</i>																		
Task 2	Develop Alternatives Analysis																		
Task 3	Develop System Requirements																		
DEL	<i>Citation Repository Acquisition Documentation</i>																		
Task 4	Build/Acquire Citation Repository																		
Task 5	Install System Hardware																		
Task 6	Install System Software																		
Task 7	Develop System Interfaces																		
Task 8	Test System																		
Task 9	Roll Out Citation System																		
Task 10	Train Users																		
DEL	<i>Operational Citation Repository</i>																		
3-B	Update KARS Data and Reports																		
Task 1	Implement MMUCC Data Changes																		
Task 2	Implement NEMSIS Data Changes																		
Task 3	Apply Traffic Data Dictionary Standards																		
Task 4	Update KARS Reports																		
DEL	<i>Updated KARS Data and Reports</i>																		
3-C	Update/Replace VIPS																		
Task 1	Perform VIPS Replacement Feasibility Study																		
DEL	<i>VIPS Replacement Feasibility Study</i>																		
Task 2	Develop System Requirements																		
Task 3	Develop RFP																		
DEL	<i>Request for Proposals</i>																		

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Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational AFRS/KARS Data Exchange</i>																		
4-B	Develop FullCourt Data Extraction																		
Task 1	Test Current Extraction Functionality																		
Task 2	Develop Additional Data Exchanges																		
DEL	<i>Operational FullCourt Data Extraction</i>																		
4-C	Link TRS to KARS																		
Task 1	Develop Exchange Specification																		
DEL	<i>TRS/KARS Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational TRS/KARS Data Exchange</i>																		
4-D	Link TRS to KDLIS and VIPS																		
Task 1	Develop Exchange Specification																		
DEL	<i>TRS/KDOR Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational TRS/KDOR Data Exchange</i>																		
4-E	Link TRS to KIBRS and CCH																		
Task 1	Develop Exchange Specification																		
DEL	<i>TRS/KBI Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational TRS/KBI Data Exchange</i>																		
4-F	Link TRS to EMS Registry																		
Task 1	Develop Exchange Specification																		
DEL	<i>TRS/EMS Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational TRS/EMS Data Exchange</i>																		
4-G	Link TRS to Trauma Registry																		
Task 1	Develop Exchange Specification																		
DEL	<i>TRS/Trauma Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational TRS/Trauma Data Exchange</i>																		

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Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
4-H	Link TRS to SAFETYNET																		
Task 1	Develop Exchange Specification																		
DEL	<i>TRS/SAFETYNET Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational TRS/SAFETYNET Data Exchange</i>																		
4-I	Link TRS to CANSYS																		
Task 1	Develop Exchange Specification																		
DEL	<i>TRS/CANSYS Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational TRS/CANSYS Data Exchange</i>																		
4-J	Develop KARS/KBI BAC Data Access																		
Task 1	Develop Exchange Specification																		
DEL	<i>KARS/KBI BAC Exchange Specification</i>																		
Task 2	Develop Exchange																		
Task 3	Test Exchange																		
Task 4	Implement Exchange																		
DEL	<i>Operational KARS/KBI BAC Data Exchange</i>																		
4-K	Receive Diversion Data From Prosecutor System																		
Task 1	Conduct Diversion Data Feasibility Study																		
DEL	<i>Diversion Data Collection Feasibility Study</i>																		
Task 2	Develop Conceptual Diversion Data Collection/Distribution Model																		
Task 3	Design Diversion Data Collection System																		
DEL	<i>Diversion Data Collection Specification</i>																		
Task 4	Develop Diversion Data Collection Mechanism																		
Task 5	Build Data Exchanges																		
DEL	<i>Diversion Data Collection Test Module</i>																		
Task 6	Test and Update Diversion System																		
Task 7	Deploy Diversion Data to FBR System																		
DEL	<i>Operational Diversion Data Collection Mechanism</i>																		
4-L	Develop Local Unique System Interfaces																		
Task 1	Determine Local Interface Requirements																		
Task 2	Design Local Interfaces																		
DEL	<i>Local Interface Specifications</i>																		
Task 3	Develop Local Interfaces																		
Task 4	Test Local Interfaces																		
Task 5	Implement Local Interfaces																		
DEL	<i>Unique Local System Interfaces</i>																		
5	Data Index and Inquiry Subsystems																		

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Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
5-A	Pilot/Model Virtual TRS			▶															
Task 1	Collect Sample Data from TRS Repositories			■															
Task 2	Develop Pilot TRS Model			■															
Task 3	Test TRS Model				■														
DEL	<i>TRS Model Test Results</i>																		
5-B	Design and Develop Master Indexing System			▶															
Task 1	Gather Member Database Schemas				■														
Task 2	Design Indexing System Contents				■														
Task 3	Design Data Reference Model				■														
Task 4	Design Security Architecture				■														
DEL	<i>Indexing System Design Specification</i>																		
Task 5	Acquire and Install Indexing System Software and Hardware					■													
Task 6	Develop Indexing System Database Architecture					■													
Task 7	Develop Data References					■													
Task 8	Develop Security Architecture					■													
DEL	<i>Master Indexing System</i>																		
Task 9	Test and Update Indexing System						■												
DEL	<i>Final Master Indexing System</i>																		
5-C	Develop Collection/Distribution Subsystem			▶															
Task 1	Gather Subsystem Requirements				■														
Task 2	Design Data Exchanges				■														
Task 3	Design Security Architecture				■														
DEL	<i>Collection/Distribution Design Specification</i>																		
Task 5	Acquire and Install C/D System Software and Hardware					■													
Task 4	Develop Data Exchanges					■													
Task 5	Develop Security Architecture					■													
DEL	<i>Collection/Distribution Subsystem</i>																		
Task 6	Test and Update Collection/Distribution Subsystem						■												
DEL	<i>Final Collection/Distribution Subsystem</i>																		
5-D	Develop Web Portal and Content			▶															
Task 1	Acquire Portal Hardware				■														
Task 2	Install Portal Software				■														
DEL	<i>Portal Installed</i>																		
Task 3	Connect Security Structures					■													
Task 4	Establish Security Rules					■													
DEL	<i>Security Rules Established</i>																		
Task 5	Develop Common and Unique Content					■													
Task 6	Build User Interfaces					■													
DEL	<i>User Interfaces</i>																		
Task 7	Test and Update Portal						■												
DEL	<i>Operational Portal</i>																		
5-E	Develop Individual Inquiry Subsystem			▶															
Task 1	Gather Subsystem Requirements						■												

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Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
Task 2	Design Inquiry/Search Routines																		
DEL	<i>Inquiry Subsystem Design Specification</i>																		
Task 5	Acquire and Install Subsystem Software and Hardware																		
Task 4	Develop Inquiry/Search Routines																		
Task 5	Apply Security Architecture																		
DEL	<i>Collection/Distribution Subsystem</i>																		
Task 6	Test and Update Inquiry Subsystem																		
DEL	<i>Final Individual Inquiry Subsystem</i>																		
5-F	Develop Statistical Reporting Subsystem																		
Task 1	Gather Subsystem Requirements																		
Task 2	Design Test Reports																		
Task 3	Design Ad Hoc Reporting Functions																		
DEL	<i>Reporting Subsystem Design Specification</i>																		
Task 4	Acquire and Install Subsystem Software and Hardware																		
Task 5	Develop Test Reports																		
Task 6	Develop Ad Hoc Reporting Functionality																		
Task 7	Apply Security Architecture																		
DEL	<i>Collection/Distribution Subsystem</i>																		
Task 8	Test and Update Reporting Subsystem																		
DEL	<i>Final Statistical Reporting Subsystem</i>																		
6	Internal and External Reporting																		
6-A	Develop MMUCC Reporting Capabilities																		
Task 1	Comply with Updated MMUCC Data																		
Task 2	Update MMUCC Reports																		
DEL	<i>Updated MMUCC Reports</i>																		
Task 3	Test MMUCC Reports																		
Task 4	Submit MMUCC Reports for NHTSA Approval																		
Task 5	Implement MMUCC Reports																		
DEL	<i>New/Updated MMUCC Reports</i>																		
6-B	Develop/Update Standard Statistical Reports																		
Task 1	Examine Current Statistical Reports																		
Task 2	Analyze TRS Reporting Capabilities																		
Task 3	Determine Reporting Requirements																		
Task 4	Develop New and Updated Statistical Reports																		
DEL	<i>New and Updated Statistical Reports</i>																		
7	Management and Operations																		
7-A	Manage Overall Program																		
Task 1	Identify Program Manager																		
Task 2	Develop Program Management Plan																		
DEL	<i>Program Management Plan</i>																		
Task 3	Implement Program Management Office																		
Task 4	Perform Program Management Activities																		
DEL	<i>Quarterly Status Reports to TRCC</i>																		

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Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
7-B	Develop Overall Support Strategy																		
Task 1	Develop Enterprise Support Strategy																		
Task 2	Develop Agency Roles and Responsibilities																		
DEL	<i>Draft Support Strategy</i>																		
Task 3	Review and Update Support Strategy																		
DEL	<i>Final Support Strategy</i>																		
7-C	Develop/Implement Communications Plan																		
Task 1	Define Agency Representation																		
Task 2	Define Meeting Frequency and Standing Agenda																		
DEL	<i>Draft Communications Plan</i>																		
Task 3	Review and Update Communications Plan																		
DEL	<i>Finalized Communications Plan</i>																		
7-D	Create Centralized Help Desk/Information Center																		
Task 1	Create User Support Documentation																		
Task 2	Develop Central Technical Support Structure																		
Task 3	Develop Central Technical Support Processes																		
Task 4	Identify Available Technical Support Resources																		
DEL	<i>Draft Central Technical Support Plan</i>																		
Task 5	Review and Update Draft Central Technical Support Plan																		
DEL	<i>Final Local Technical Support Plan</i>																		
Task 6	Train Technical Support Staff																		
Task 7	Implement Central Technical Support Structure																		
DEL	<i>Operational Centralized Technical Support</i>																		
7-E	Develop Standardized Local Technical Support																		
Task 1	Develop Local Technical Support Structure																		
Task 2	Develop Local Technical Support Processes																		
Task 3	Identify Available Technical Support Resources																		
DEL	<i>Draft Local Technical Support Plan</i>																		
Task 4	Review and Update Draft Local Technical Support Plan																		
DEL	<i>Final Local Technical Support Plan</i>																		
Task 5	Train Technical Support Staff																		
Task 6	Implement Standardized Local Technical Support Structure																		
DEL	<i>Operational Local Technical Support</i>																		
7-F	Update System Training Program																		
Task 1	Conduct User Workshops																		
Task 2	Gather User Feedback																		
Task 3	Study System Usage																		
Task 4	Draft Updates to Training Program																		
DEL	<i>Draft Training Program Updates</i>																		
Task 5	Review and Update Draft Program Updates																		
Task 6	Implement Training Program Updates																		
DEL	<i>Updated Training Program</i>																		
8	Planning and Assessment																		

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Task ID	Task Name	2006		2007		2008		2009		2010		2011		2012		2013		2014	
		H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2
8-A	Develop Yearly TRS Program Status Reports																		
Task 1	Monitor and Assess Program Status																		
Task 2	Develop Yearly Reports																		
DEL	<i>Yearly TRS Program Status Reports</i>																		
8-B	Define Performance Measurement Process																		
Task 1	Assemble Performance Measurement Framework From Contributing Agencies																		
Task 2	Define TRS-Specific Performance Measures																		
DEL	<i>Draft Performance Measurement Framework</i>																		
Task 3	Test and Update Performance Measures																		
DEL	<i>Performance Measurement Framework</i>																		
8-C	Measure Business Performance																		
Task 1	Develop Performance Measurement Reporting Structure																		
Task 2	Record Business Performance Data																		
Task 3	Analyze Business Performance Data																		
Task 4	Report Business Performance Data																		
DEL	<i>Periodic Business Performance Measure Reports</i>																		
8-D	Update Strategic Plan																		
Task 1	Assess Progress Against Strategic Plan																		
Task 2	Update Strategic Plan																		
DEL	<i>Draft Updated Strategic Plan</i>																		
Task 3	Distribute Updated Plan for Review																		
Task 4	Incorporate Comments to Updated Plan																		
DEL	<i>Updated Strategic Plan</i>																		
8-E	Conduct Traffic Records Assessment, Post-Implementation																		
Task 1	Conduct Agency Interviews																		
Task 2	Review Performance Measures																		
Task 3	Develop Draft Assessment																		
DEL	<i>Draft Traffic Records Assessment</i>																		
Task 4	Review and Update Draft Assessment																		
DEL	<i>Final Traffic Records Assessment</i>																		

Appendix G
Major Recommendations From the Kansas
Traffic Records Assessment

Appendix G – Major Recommendations From the Kansas Traffic Records Assessment

The purpose of this appendix is to identify how the plan addresses the major recommendations from the Kansas Traffic Records Assessment. EXHIBIT G-1 provides a breakdown of the goals met by each project. TRCC and Strategic Planning recommendations are met by the bulk of this document, and are not discussed in this appendix.

A. Roadway Data

A-1: GIS Development

Continue the development of a GIS platform to serve as the enterprise system for Kansas Department of Transportation (KDOT) roadway and safety databases.

A-2: GPS Use

Encourage and provide resources for the electronic capture and transmission of data and the use of GPS devices for on-site data collection.

A-3: Dialogue With Local Government

Pursue a dialogue with local governments to provide crash location data that accommodates their need for street name designation along with street number or block identification.

NOTE: This recommendation has been addressed by the inclusion of local government planning professionals in various TRCC meetings.

B. Crash Data

B-1: AFRS/EADCR Disconnect

Resolve as soon as practical the existing disconnect between Automated Field Reporting System (AFRS) and Electronic Accident Data Collection and Reporting (EADCR) to allow XML files to be generated by AFRS for upload to Kansas Accident Records System (KARS).

B-2: BAC Data Reporting

Investigate fully what other impediments exist that prevent reporting of BAC data in addition to those targeted in the BAC Data Improvement grant and develop a comprehensive plan for improving BAC reporting.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS ASSESSMENT - MAJOR RECOMMENDATIONS

EXHIBIT G-1

Goal Project

A-1 GIS Development

2-G Develop GPS Data Capture for Crash Report Data Entry

A-2 GPS Use

2-F Deploy KHP GPS Units

B-1 AFRS/EADCR Disconnect

2-A Complete FRS Feasibility Study

2-B Develop and Implement FRS

B-2 BAC Data Reporting

4-J Develop KARS/KBI BAC Data Access

B-3 Traffic Records Data Extraction

1-A Redesign 850, 851, & 852 Forms

1-C Adopt MMUCC Data Standards for Crash Reporting

1-D Adopt and Implement Universal Traffic Citation

1-E Adopt/Update Traffic Data Dictionary

1-F Adopt/Develop Standard Information Schemas

2-D Install KHP Patrol Car Barcode Scanners

2-E Implement PRISM

2-H Acquire and Implement CVIEW

3-B Update KARS Data and Reports

3-C Update/Replace VIPS

3-F Install Imaging System for Motor Carrier Services

3-G Implement Barcoded Vehicle Registrations

4-A Integrate AFRS with KARS

4-B Develop FullCourt Data Extraction

4-C Link TRS to KARS

4-D Link TRS to KDLIS and VIPS

4-E Link TRS to KIBRS and CCH

4-F Link TRS to EMS Registry

4-G Link TRS to Trauma Registry

4-H Link TRS to SAFETYNET

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS ASSESSMENT - MAJOR RECOMMENDATIONS

EXHIBIT G-1

Goal Project

- 4-I Link TRS to CANSYS
 - 4-K Receive Diversion Data from Prosecutor System
 - 4-L Develop Local Unique System Interface
 - 5-A Pilot/Model Virtual TRS
 - 5-B Design and Develop Master Indexing System
 - 5-C Develop Collection/Distribution Subsystem
 - 5-D Develop Web Portal and Content
 - 5-E Develop Individual Inquiry Subsystem
 - 5-F Develop Statistical Reporting Subsystem
 - 6-A Develop MMUCC Reporting Capabilities
 - 6-B Develop/Update Standard Statistical Reports
-

C-1 Correct Missing Convictions

- 3-E Update/Replace KIBRS
 - 4-E Link TRS to KIBRS and CCH
 - 4-F Link TRS to EMS Registry
 - 4-K Receive Diversion Data from Prosecutor System
-

C-2 Improve Driver History Response

- 3-D Update KDLIS
 - 4-D Link TRS to KDLIS and VIPS
-

C-3 Improve Court Outputs

- 4-B Develop FullCourt Data Extraction
-

D-1 EMS Data Collection and Analysis

- 2-C Develop and Implement EMS Registry System
-

D-2 Seek Funding for EMS System

- 2-C Develop and Implement EMS Registry System
-

D-3 Collaboration Between Traffic Safety and Injury Prevention

- 1-B Adopt NEMSIS Data Standards for EMS Reporting
 - 4-F Link TRS to EMS Registry
 - 4-G Link TRS to Trauma Registry
-

D-4 Share Data with Health Care

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
TRAFFIC RECORDS ASSESSMENT - MAJOR RECOMMENDATIONS

EXHIBIT G-1

Goal Project

1-B Adopt NEMSIS Data Standards for EMS Reporting

4-G Link TRS to Trauma Registry

E-1 Statewide Citation Repository

1-D Adopt and Implement Universal Traffic Citation

3-A Develop Statewide Citation Repository

B-3: Traffic Records Data Extraction

Create a data repository to house data extracted from various traffic records components such as citation databases, EMS and Trauma databases, and driver and vehicle databases. Insure that each of these data extracts contain data variables that are linkable to other data sets within the repository.

C. Driver and Vehicle Data

C-1: Correct Missing Convictions

Correct the failure to post the convictions that have been reported as missing from court submissions.

C-2: Improve Driver History Response

Establish processes to improve the response to courts and prosecutors for certified driver histories, and seek legislation if necessary to make electronic certified records acceptable thus enabling immediate responses.

C-3: Improve Court Outputs

Coordinate with the courts and prosecutors to establish outputs which are more readable and useful than the certified records now being produced.

D. EMS and Trauma Data

D-1: EMS Data Collection and Analysis

Establish an electronic pre-hospital (EMS) data collection and analysis system.

D-2: Seek Funding for EMS System

Continue to seek funding opportunities to support the development and maintenance of an electronic pre-hospital data collection and analysis system.

D-3: Collaboration Between Traffic Safety and Injury Prevention

Continue collaboration and data sharing relationships between data owners within the traffic safety and injury prevention community.

D-4: Share Data With Healthcare

Seek opportunities to share traffic safety data with healthcare professionals involved in injury prevention activities and surveillance.

E. Citation Data

E-1: Statewide Citation Repository

Design and implement a centralized statewide citation tracking system containing information about a citation from “cradle to grave.” Each record in the system should contain information about all actions pertaining to that citation, from its issuance to an offender, to its disposition by the court, and its placement on the driver history file (as appropriate, e.g., upon a conviction). The “Full Court” application could be the foundation for this centralized statewide system.

Appendix H

NHTSA Suggested Performance Measures

Appendix H – NHTSA Suggested Performance Measures

STATE OF KANSAS TRAFFIC RECORDS COORDINATING COMMITTEE

NHTSA 408 REGISTER – RECOMMENDED PERFORMANCE MEASURES

I. Appendix 3: Performance-Based Measures

Following are the standardized, quantitative measurements of data quality used to gauge both a State's baseline or benchmark for and its progress towards achieving the goals and objectives identified in its Strategic Plan:

- Timeliness.
- Consistency.
- Completeness.
- Accuracy.
- Accessibility.
- Data integration with other information.

The definition of each performance-based measure and its relative significance may vary for each of a State's information systems, including its crash, vehicle, driver, enforcement/ adjudication, and injury surveillance systems.

A. Crash Information Quality

1. Timeliness

The information should be available within a time frame to be currently meaningful for effective analysis of the State's crash experience, preferably within 90 days of a crash.

2. Consistency

The information should be consistent with nationally accepted and published guidelines and standards, for example:

- MMUCC.
- Manual on Classification of Motor Vehicle Traffic Accidents, 6th Edition, ANSI D16.1-1996.

- Data Element Dictionary for TRSs, ANSI D20.1,
- 1993.
- EMS Data Dictionary (Uniform Pre-Hospital EMS Data Conference). (*NOTE: Currently NEMESIS Dataset and Data Dictionary, Version 2.2 or later.*)

The information should be consistent among reporting jurisdictions; i.e., the same reporting threshold should be used by all jurisdictions and the same set of core data elements should be reported by all jurisdictions.

Should it become necessary to change or modify a data element or to change the values of data elements, this should be clearly documented. Frequently, data element values are expanded to provide greater detail than previously (e.g., trucks involved in crashes were previously coded as light or heavy; the new values are changed to ``under 10,000 pounds, 10,001–20,000 pounds, greater than 20,000 pounds).

3. Completeness

The information should be complete in terms of:

- All reportable crashes throughout the State are available for analysis.
- All variables on the individual crash records are completed as appropriate.

4. Accuracy

The State should employ quality control methods to ensure accurate and reliable information to describe individual crashes (e.g., validity and consistency checks in the data capture and data entry processes, feedback to jurisdictions submitting inaccurate reports) and the State crash experience in the aggregate (e.g., edit checks to determine if specific data variables or categories are possibly under- or over-reported such as putting all unknown crash times into a specific category rather than using imputation methods).

5. Accessibility

The information should be readily and easily accessible to the principal users of these databases containing the crash information for both direct (automated) access and periodic outputs (standard reports) from the system.

6. Data Integration

Crash information should be capable of linkage with other information sources through the use of common identifiers where possible and permitted by law. Where common file identifiers or linking variables are not available, some consideration should be given to file linkage using probabilistic linkage methods.

B. Roadway Information Quality

1. Timeliness

The information should be updated as required to produce valid analysis. This implies that changes on the roadway (e.g., construction, sign improvements) should be available for analysis as soon as the project is completed.

2. Consistency

The same data elements should be collected over time and for various classes of roadways. Should it become necessary to change or modify a data element or to change the values of data elements, this should be clearly documented.

3. Completeness

The information should be complete in terms of the miles of roadway, the trafficway characteristics, the highway structures, traffic volumes, traffic control devices, speeds, signs, etc.

4. Accuracy

The State should employ methods for collecting and maintaining roadway data that produces accurate data and should make use of current technologies designed for these purposes.

5. Accessibility

The information should be readily and easily accessible to the principal users of these databases containing the roadway information for both direct (automated) access and periodic outputs (standard reports) from the files.

6. Data Integration

In order to develop viable traffic safety policies and programs, the roadway information must be linked to other information files through common identifiers such as location reference point. Integration should also be supported between State and local systems.

C. Vehicle Information Quality

1. Timeliness

The information should be updated at least annually.

2. Consistency

The same data elements should be collected over time and they should be consistent with the data elements contained in the other components of the TRS. Should it become necessary to change or modify a data element or to change the values of data elements, this should be clearly documented.

3. Completeness

The information should be complete in terms of vehicle ownership, registration, type, VIN, etc. Information on vehicle miles traveled (VMT) by type or class of vehicle should be available. For commercial vehicles, completeness also involves collection and availability of standard data elements (such as the NGA elements, a set of data developed and recommended by the National Governors' Association for collection of data from crashes involving commercial vehicles).

4. Accuracy

The State should employ methods for collecting and maintaining vehicle data that produces accurate data and should make use of current technologies designed for these purposes. This includes the use of bar-coded vehicle registration forms that allow scanning of vehicle registration information directly onto appropriate forms (citation, crash, other forms).

5. Accessibility

The information should be readily and easily accessible to the principal users of these databases containing the vehicle information for both direct (automated) access and periodic outputs (standard reports) from the system, consistent with State confidentiality requirements.

6. Data Integration

Vehicle information should be capable of linkage with other information sources and use common identifiers (e.g., VIN, Crash Reports Number) where possible and permitted by law.

D. Driver Information Quality

1. Timeliness

Routine license issuance information should be updated at least weekly. Adverse actions (license suspension, traffic conviction) should be posted daily.

2. Consistency

Information maintained on the State's Driver File should be compatible for exchange with other driver-related systems such as NDR, CDLIS, and other applications for interstate

exchange of driver records, especially those facilitated via the American Association of Motor Vehicle Administrators Telecommunications Network (AAMVANet).

3. Completeness

The information should be complete in terms of data elements (e.g., unique personal identifiers and descriptive data such as name, date of birth, gender) and complete in terms of all prior driving history, especially adverse actions received from other States either while licensed elsewhere or while driving in other States.

4. Accuracy

The State should employ methods for collecting and maintaining driver information that makes use of current technologies (e.g., magnetic-stripe, bar codes, smart-cards).

5. Accessibility

The information should be readily and easily accessible to the principal users of these databases, including driver licensing personnel, law enforcement officers, the courts, and for general use in highway safety analysis. The information should be available electronically for individual record access, and technology should be available to support automated downloading of summary data sets for analytical purposes, provided that appropriate safeguards are in place to protect individual confidentiality within the guidelines established by the State.

6. Data Integration

Driver information should be capable of linkage with other information sources and use common identifiers (e.g., driver license number, citation number, crash report number) where possible and permitted by law. Updates of driver information from courts should be accomplished through linkages, preferably electronic, to the driver history data.

E. Citation/Adjudication Information Quality

1. Timeliness

Information from an issued citation should be recorded on a statewide citation file as soon as the citation is filed in the court of jurisdiction. Information regarding the disposition of a citation should be entered on the citation file, as well as on the driver history record, immediately after adjudication by the courts.

2. Consistency

All jurisdictions should use a uniform traffic citation form, and the information should be uniformly reported throughout all enforcement jurisdictions.

3. Completeness

All citations issued should be recorded in a statewide citation file with all variables on the form completed including the violation type; the issuing enforcement agency; violation location; a cross reference to a crash report, if applicable; and BAC, where applicable, etc. All dispositions from all courts should be forwarded for entry on the driver history record.

4. Accuracy

The State should employ quality control methods to ensure accurate and reliable information is reported on the citation form and updated on the citation and driver history files. The use of mag-stripe, bar-code, and smart-card scanner technology to directly input driver information onto the citation form is encouraged.

5. Accessibility

The information should be readily and easily accessible to the principal users, particularly:

- *Driver Control Personnel* – To take timely license sanction actions when appropriate.
- *Law Enforcement Personnel* – For operational analysis and allocation of resources.
- *Agencies With Administrative Oversight Responsibilities Related to the Courts* – For monitoring court activity regarding the disposition of traffic cases.
- *Court Officials* – To assess traffic case adjudication workload and activity.

6. Data Integration

Citation information should be capable of linkage with other information sources, such as the crash and driver history data, and use common identifiers (e.g., crash report number, driver license number) where possible and permitted by law.

F. Injury Surveillance Systems Information Quality

1. Timeliness

Ideally, the medical data on an injury should be available within an Injury Surveillance System (ISS) in the same time frame as data about the crash is available elsewhere within the TRS. However, the medical record on the individual may be incomplete initially because local protocols dictate that the medical record is only placed in the ISS when the patient leaves the health care system (e.g., discharged). Every effort should be made to integrate the ISS record with the crash data as soon as the medical records become available.

2. Consistency

The reporting of EMS run data, hospital ED and admission data, Trauma Registry data, and long term health care data should be consistent with statewide formats which should follow national standards such as ICD-9-CM, as published by the Centers for Disease Control (CDC), the use of Injury Severity Scale standards, etc.

3. Completeness

Although a trauma-registry-based ISS can provide a valuable source of ISS information, it cannot provide a complete picture of the injuries within a community or State. Where possible, the ISS should represent a consensus of all injuries that occur within the community. The ISS should, where feasible, be maintained at a State level but, at a minimum, should be maintained at the local level.

4. Accuracy

The State should provide local health care providers with training and support in the accurate coding of injuries and should foster the proper use of the resulting ISS data through education of data users in proper interpretation of these data.

5. Accessibility

Recognizing the issues of patient and institutional confidentiality, there should be mechanisms in place to balance the demands for data accessibility from end users and the requirements of State and local privacy rules. At a minimum, the traffic safety and injury control communities should be able to access these data in summarized reports designed to address specific needs, including injury type and severity cost data. Ideally, the system should support the creation of "sanitized" extracts of the ISS data for use in research, problem identification, and program evaluation efforts.

6. Data Integration

The true power of the ISS is recognized when the ISS data are integrated with other TRS data such as traffic crash, roadway, and crime data, as well as internally between EMS runs, hospital/ED admission data and discharge data. The ISS should be implemented in a fashion that supports this integration in as efficient a manner as possible. Often GIS systems provide the ideal platform for linkage and interpretation of the ISS and traditional TRS data. The use of common identifiers whenever possible within the traditional TRS and ISS data systems will facilitate this integration effort.