



**State of Kansas  
Traffic Records Coordinating Committee  
2013 Strategic Plan**

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March 25, 2013

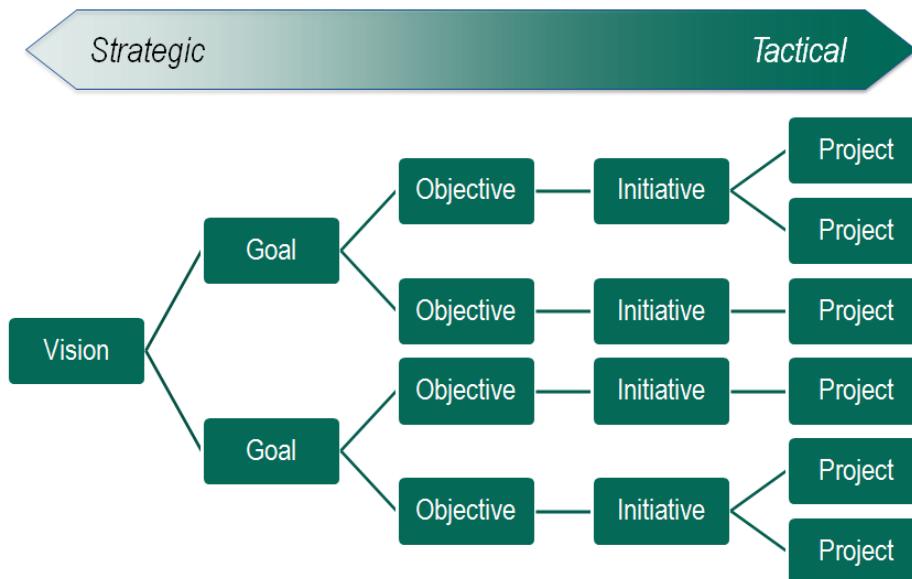
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## I. INTRODUCTION

This document outlines the Strategic and Tactical Plans for the State of Kansas Traffic Records Coordinating Committee (TRCC) as they work towards improving the safety of the motoring public. This document follows the guidelines set forth by the National Highway Transportation Safety Administration (NHTSA) for Traffic Records System (TRS) Strategic Plans.

The TRCC has adopted a strategic planning process which spans a breadth of the strategic and tactical spectrum. This broad purview allowed the organization to develop a top-down plan for what activities the TRCC member organizations need to be involved in and define the committee's cross-agency goals and objectives.



The diagram above depicts the spectrum of activities defined by the committee and the logical process by which they have developed the information contained in this document. This breakdown is also key to how the remainder of the document is organized.

### A. Agency Participation and Scope

The strategic planning process was limited to those agencies directly responsible for generating, maintaining, and transmitting traffic records data. In Kansas, the primary agencies or organizations involved in this effort are:

- KDOT.
- Kansas Department of Health and Environment (KDHE).

- Kansas Highway Patrol (KHP), Kansas Bureau of Investigation (KBI) and local LEAs.
- Kansas Department of Revenue (KDOR).
- Kansas courts and Office of Judicial Administration (OJA).
- Kansas Board of EMS (BEMS).
- Kansas Corporation Commission (KCC).
- Kansas Insurance Department (KID).
- Kansas Criminal Justice Information System (KCJIS).

The scope of this strategic plan includes interactions between these agencies that:

- Provide information about the places, property, and people involved in traffic safety incidents (e.g. crashes, citations, EMS, etc.) and about the factors that may have contributed to the events described in the TRS.
- Contain information 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. Background

In February 2010, KDOT, in conjunction with the NHTSA, assessed the State's ability to obtain, share, and utilize traffic records data. The purpose of this initial assessment was to aid various traffic safety-related efforts by measuring the State's capacity to exchange related, but currently separate and autonomous information sets. This was based on a definition of traffic records, developed by NHTSA and is comprised of the following elements:



The overarching intent of the State is to improve the overall safety of the motoring public and commercial transportation. In an effort to fulfill this intent, the State has formed the TRCC oversight committee out of current traffic safety stakeholders. The TRCC supports the State's intent by overseeing the collection and distribution of accurate and timely traffic related data that:

- Assists law enforcement agencies (LEAs) in deployment and enforcement emphasis planning.
- Identifies target areas for traffic safety education and/or enforcement.
- Supports traffic safety legislation.
- Supports traffic safety engineering efforts.
- Supports Emergency Medical Services (EMS) policy and the assessment of a pre-hospital standard of care.
- Provides an accurate model for determining the cost of a crash to the state.

At the time, the TRCC also developed a 5-year Strategic Plan for integrating traffic records data. It provided the stakeholders with a vision for the future of traffic records data in Kansas and identified the steps the state must take in order to achieve the vision. This document is a continuation of this ongoing strategic planning process and it outlines the TRCC's strategic and tactical plans for the next 5-years.

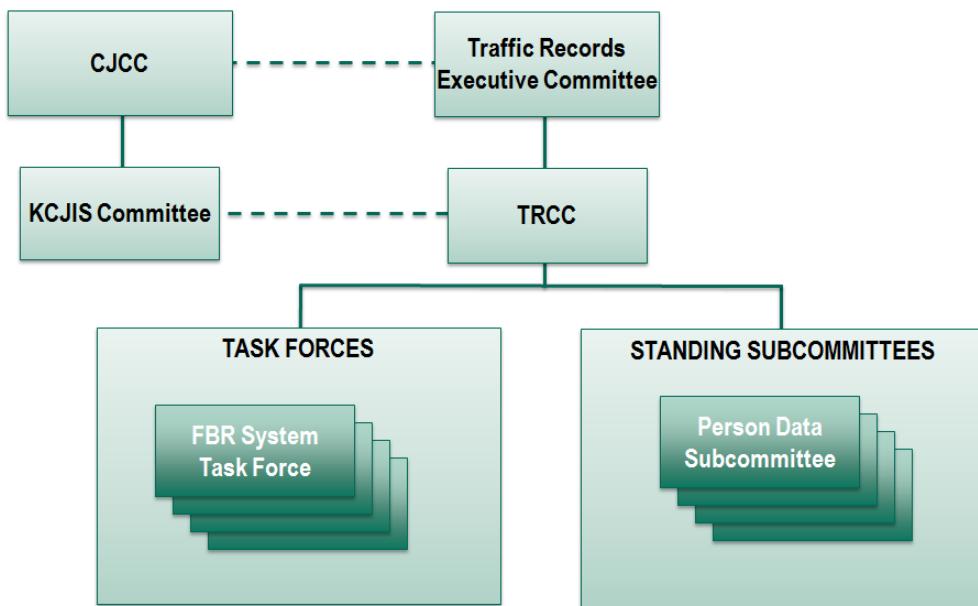
### **C. Report Revision Plan and Accountability**

This document is intended to be a living document, and as such, this document will be reviewed by the TRCC and updated on an annual basis. This is in line with the approach that has been historically taken with the prior strategic plan. Refreshing the plan gives the stakeholders an opportunity to revise the tactical project plans to better meet changes in agency priorities, as well as any changes in state or federal legislation. Each update will be reviewed and approved by the TRCC.

In addition to being reviewed and updated on an annual basis, this document will also be used to report on progress the state is making towards its ultimate goal of improved traffic safety to both state and federal oversight committees. At the state level, the executive steering committee, consisting of agency commissioners and directors will hold the TRCC accountable to the plan, while the NHTSA will hold the TRCC accountable at a federal level.

## II. TRAFFIC SAFETY GOVERNANCE

For the development of a fully integrated TRS impacting multiple agencies, an organizational structure was developed that allows interaction between the partner agencies, as well as communication with the governing organizations of similar integration efforts. The following diagram summarizes the governing bodies leveraged throughout the state's ongoing traffic improvement efforts.



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.

### 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 is to receive periodic status reports and approve decisions made by the TRCC. The Executive Committee does not meet as often as the TRCC; however, it remains 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 with regard to TRS-related efforts. The Executive Committee serves as a peer agency to the Kansas Criminal Justice Coordinating Council (CJCC) and will exchange information and discuss integration issues with

the CJCC. Given the overlap, the agencies are considering combining these two committees in the near future.

## 2. TRCC

The TRCC is the CIO-level planning and implementation committee which meets quarterly and serves as the TRS program's steering committee. The TRS program manager works closely with, and reports directly to, the TRCC. The TRCC remains in place as the governing body and primary means of communication for the TRS project. It is responsible for decisions and communication regarding the TRS effort and serves as a facility for establishing priorities and consensus among traffic safety 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 (e.g., Crash Reporting, eCitation, etc.). These are meant to provide input and direction to individual projects and may be dissolved once the project is complete. In example, the eCitation task force was established and helped work through legal and technical issues surrounding the implementation of an initial electronic citation repository within the state.

## 4. Standing Subcommittees

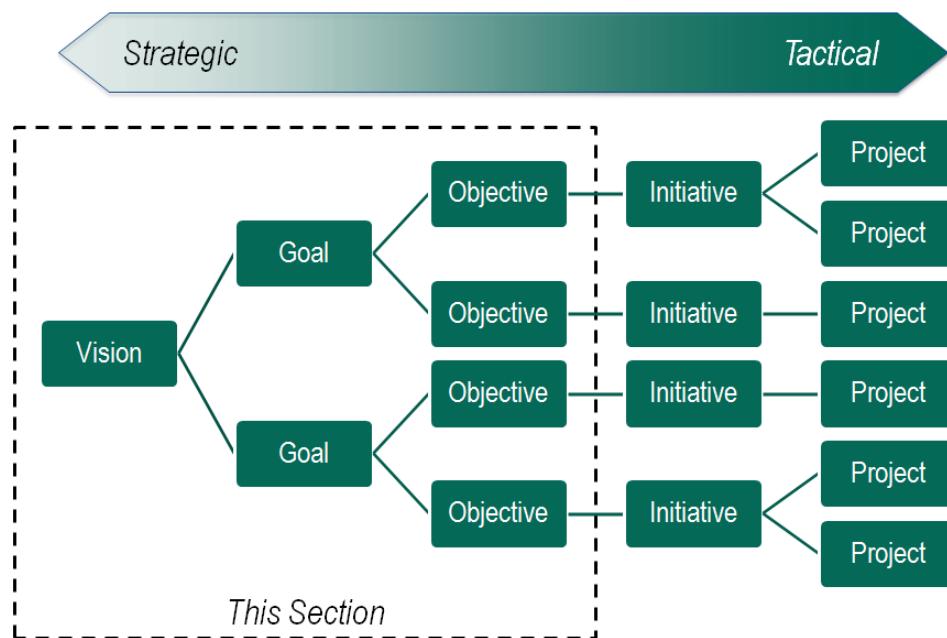
In order to determine the ongoing progress of certain aspects of the program, the TRCC has the authority to charter standing subcommittees to provide input and direction for areas that require specific expertise. For instance, the TRCC may require a subcommittee be formed to maintain the exchange and 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

As a large part of traffic safety lies in the hands of law enforcement, the statewide governing body surrounding law enforcement information sharing is a key participant in the governance of the state's TRS. The KCJIS Committee is a peer to the TRCC as it regularly meets to discuss ways in which to improve public safety within the state through improved information sharing.

### III. STRATEGIC VISION, GOALS AND OBJECTIVES

The ultimate goal of the TRS effort is to develop a system through which traffic records data can be collected, aggregated, and distributed whereby improving motoring safety. While this system must provide robust and flexible functionality to the participating agencies, implementation of the system must not significantly impact the agencies' primary business functions. This section discusses the most strategic portions of the plan, the mission and principles as depicted in the diagram below.



#### A. Strategic Vision

The strategic vision of the organization is the foundation upon which the organization's goals, objectives and tactics are built upon. This framework is typically built around the organization's declared mission and the principles by which they wish to abide by when accomplishing their mission.

##### 1. Mission

The mission statement for any given organization or project provides a summary of the ultimate end goal to be achieved. As part of the planning process, the following mission statement was developed and agreed upon by traffic safety stakeholders:

*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.

## 2. Principles

Principles act as a policy-based framework that represents the organization's values. In addition, they shape an organization's 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 support local agencies in their effective use of resources.***

The largest contributors to traffic records data throughout the state are the local agencies involved in traffic incidents. The state is keenly aware of the limited resources available to these local agencies and as such wishes to assist them in utilizing these resources effectively and efficiently.

- ***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.

- ***Incremental build and improve traffic safety systems as funding permits.***

The state is choosing to incrementally address stakeholder requirements as budget becomes available rather than adopt a single massive technology project to address all functional requirements at once. This approach makes it much more feasible and realistic to address priority goals rapidly than the alternative.

- ***Information available to community in near real-time.***

As the capture of traffic records information becomes more automated, the community should readily be allowed access to that information. In many cases, the state is acting as the custodian of records that the traffic safety community has provided to them and as such, will not hinder the traffic safety community from obtaining what is rightfully theirs.

- ***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

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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.

## B. Strategic 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:

### Traffic Safety Data Goals

- **Automate Data Capture** — Develop means by which to more effectively capture traffic safety data.
- **Increase Data Completeness** – Ensure data captured is as complete as possible even when the data may come from disparate sources or at different points in time.
- **Increase Data Accuracy** – Allow for information to be exchanged between stakeholders in an automated fashion and associated between disparate data sources accurately.

### Information Sharing Goals

- **Improve Timeliness** — Furnish critical traffic safety information to stakeholders with enough time for them to properly use it
- **Increase Consistency** – Ensure the information being provided to stakeholders remains consistent regardless of when the information is requested.
- **Improve Operational Integration** - Bring together disparate traffic safety data sources to provide complete and accurate information to operational stakeholders (e.g. law enforcement officer, judge, etc.).
- **Increased Availability** – Ensure that stakeholders who need the information, always have access to it when needed..

### Analysis Goals

- **Improve Analytical Integration** - Bring together disparate traffic safety data sources in a statistical fashion to provide complete and accurate information to analytical decision makers (e.g. legislators, traffic planners, etc.).
- **Improved Analysis Capabilities** — Implement processes, tools and technologies which improve the organization's ability to aggregate and statistically report on data collected.

## C. Strategic 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 on the following table.

<b>Data Objectives</b>	
<i>Objective 1.1</i>	Reduce time from the capture of data to the availability of the information.
<i>Objective 1.2</i>	Increase the uniformity and linking of data across all participating systems.
<i>Objective 1.3</i>	Increase location accuracy for crash reports and other traffic events.
<i>Objective 1.4</i>	Increase the completeness of traffic data by capturing any missing information.
<b>Efficiency-Objectives</b>	
<i>Objective 2.1</i>	Reduce the time associated with capturing information at the source.
<i>Objective 2.2</i>	Reduce the staff time associated with the entry of information into the central repositories.
<i>Objective 2.3</i>	Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives.
<b>Utilization Objectives</b>	
<i>Objective 3.1</i>	Provide better access to traffic record statistical information to state and local agency personnel.
<i>Objective 3.2</i>	Improve access to comprehensive traffic record information about an individual to state and local agency personnel.
<i>Objective 3.3</i>	Increase the number of statistical analysis available to state and local agency personnel.
<b>Architecture Objectives</b>	
<i>Objective 4.1</i>	Ensure the system is compatible with the emerging national traffic records information standards.
<i>Objective 4.2</i>	Leverage available state or agency infrastructure tools to minimize long-term costs.
<i>Objective 4.3</i>	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.

## IV. RECENT PROGRESS AND ACCOMPLISHMENTS

Since the original inception of the TRCC and the development of the 2005 TRS Strategic Plan, the organization has made significant strides towards achieving its goals. The organization has adopted a series of strategies and improved information systems for each of the core traffic safety data types as presented in the following matrix.

	Accident	Citation	Incident		Strategy
Information Analytics	TBD	TBD	TBD	● ● ●	Common Web Toolset
Information Reporting	TRS/ KCJIS	TRS/ KCJIS	TRS/ KCJIS	● ● ●	Common Web Portal
Information Access	TRS/ KCJIS	TRS/ KCJIS	TRS/ KCJIS	● ● ●	Indexing Hyperlink
Information Repository	KCARS	eCITE	KIBRS	● ● ●	Loose Coupled Indexed
Information Staging	CRMS	CRMS	CRMS	● ● ●	Common Web Applications
Information Integration	Indexing Web Svcs	Indexing Web Svcs	Indexing Web Svcs	● ● ●	Indexing Web Services
Information Exchange	NIEM XML	NIEM XML	NIEM XML	● ● ●	NIEM XML Web Services
Information Validation	Bus Rules COM	Bus Rules DVR	Bus Rules DVR	● ● ●	Business Rule Web Services
Information Capture - Web	CRMS Web App	CRMS Web App	CRMS Web App	● ● ●	Common Applications
Information Capture - Field	KLER Ven RMS	KLER Ven RMS	KLER Ven RMS	● ● ●	Common Unique

Many of the systems listed in the above matrix have been or are in the process of being deployed. These recent agency accomplishments can be seen in the following chart:

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

These accomplishments have helped the traffic safety community as a whole to begin achieving their goals and improving on previously defined performance measures. The remainder of this section highlights how these accomplishments have impacted these two areas.

## A. Strategic Goals Achieved

In order to understand how the efforts from previous years are impacting specific data types, the TRCC reviewed and completed the following scorecard as a self-assessment exercise.

	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
<b>Crash</b>						NEW
<b>Vehicle</b>						
<b>Driver</b>						
<b>Roadway</b>						
<b>Citation</b>						
<b>EMS/Injury</b>						
<b>DUI</b>						

Current Focus	Future Focus	Not Yet Applicable
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As shown by the scorecard, each of the NHTSA-defined traffic safety data types were evaluated against the goals described in the previous subsection. The scorecard would be very different if it were completed five years ago as there has been significant progress made surrounding crash, roadway and injury surveillance over the past five years. This progress has made an impact on large portions of the scorecard above.

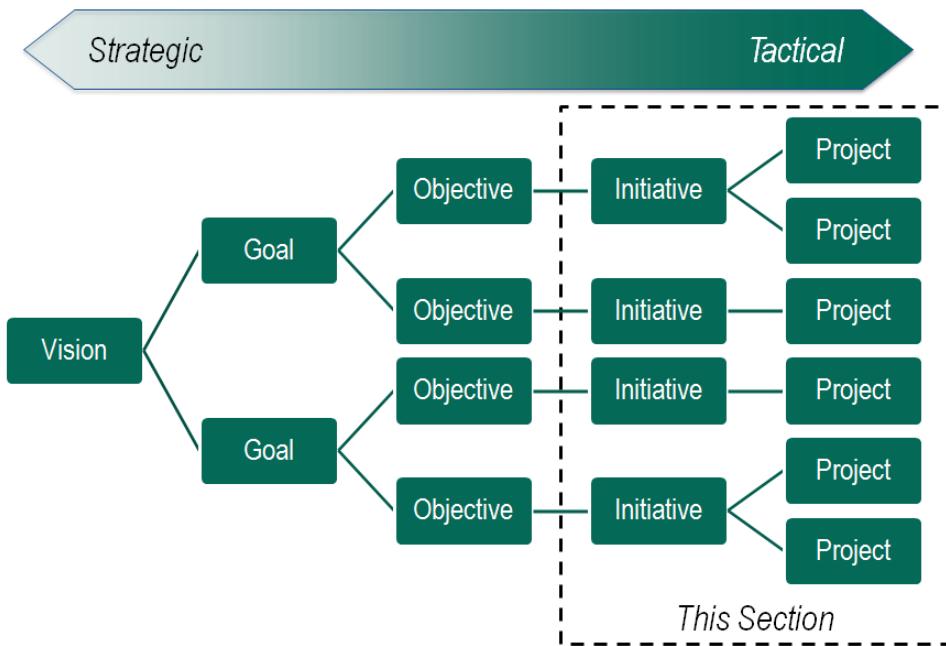
This scorecard is also one of the key drivers for how initiatives and projects have been defined for the next five years. The areas shown above, which have the greatest need, are used by this plan to define new initiatives and projects.

## B. Performance Measurement

Performance measures to determine the organization's progress towards achieving their objectives have been developed and published in a separate document. Each of these measures will be traced back to the objectives listed in the previous section as a way to clearly measure the organization's progress.

## V. STRATEGIC INITIATIVES AND PROJECTS

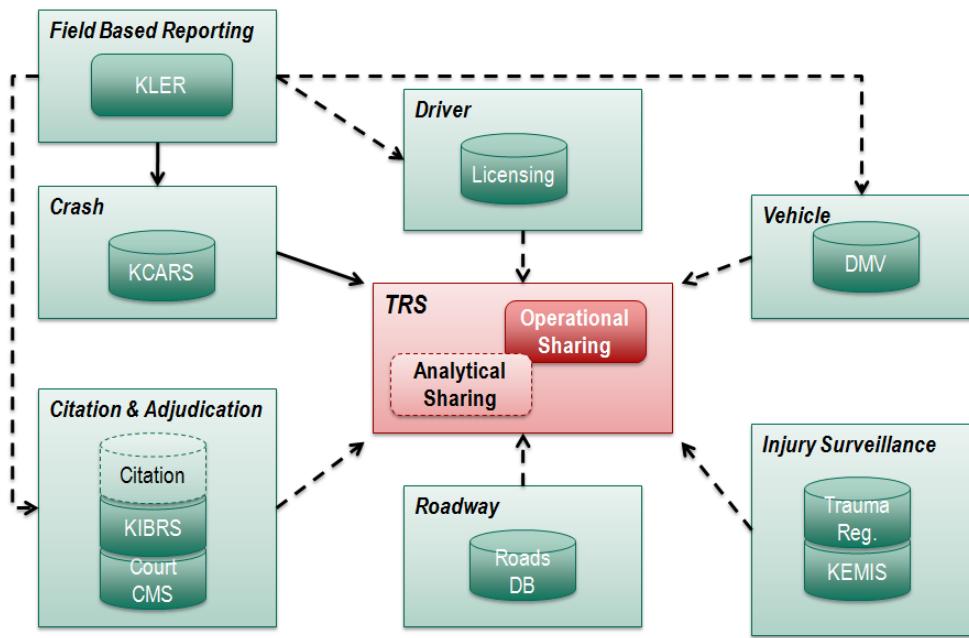
While an enormous amount of progress has been made over the past five years, further progress can still be made. The initiatives and projects are more tactical ways in which an organization can achieve its goals and objectives. The initiatives are ways in which the TRCC has agreed to group together logical projects to ensure that adequate resources are dedicated appropriately to larger work efforts and not spent on one-off projects with limited value. The following diagram depicts what the remainder of this section discusses as it relates to the overall strategic planning process:



It is important to note that a number of initiatives and projects were completed in prior years and are therefore no longer included in this forward-looking document. Please refer to the 2010 strategic plan for a complete list of projects commenced and completed over the past five years.

### A. Initiatives

The organization's strategic initiatives have been defined by the TRCC through two primary ways: Careful examination of the Goal Progress Scorecard and review of the recently completed NHTSA Traffic Records Assessment. The Goal Progress Scorecard can be seen in Section III above and the results from the Traffic Records Assessment are provided as Appendix B of this document. The following diagram is another depiction of the current state of the TRS system where the dashed lines represent what components of traffic records are currently in need of being addressed:



The initiatives for the TRCC are tied directly to these open areas and designed to fill the gaps through a series of potential short- and long-term projects. The following diagram lists these initiatives and their associated projects.

## Citation Automation Initiative

- Project 1.1 – Data Standards Definition
- Project 1.2 – Data Repository and Infrastructure Deployment
- Project 1.3 – Citation Data Capture Development
- Project 1.4 – Cross-Agency System Integration
- Project 1.5 - Deployment

## Analytics Initiative

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

## DMV Modernization Initiative

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

## Incident Reporting Initiative

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

## TRS Improvement Initiative

- Project 5.1 - Improve Data Capture
- Project 5.2 - Improve Data Storage
- Project 5.3 - Improved System Integration
- Project 5.4 - Provide Ongoing Maintenance

## DUI Tracking System (RAPID)

- Project 6.1 Infrastructure Development/Implementation

## Roadway Data Elements

- Project 7.1 - Geo-location Capture/Recording

## B. Projects

This subsection lists the anticipated projects by initiative, recognizing that the projects defined here remain at a relatively high level and will certainly have much more detailed project plans and subprojects as they begin. Details surrounding each anticipated project can be found in Appendix A.

## 1. Citation Automation Initiative

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

- Project 1.1 – Data Standards Definition
- Project 1.2 – Data Repository and Infrastructure Deployment
- Project 1.3 – Citation Data Capture Development
- Project 1.4 – Cross-Agency System Integration
- Project 1.5 - Deployment

## 2. Analytics Initiative

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

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

## 3. DMV Modernization Initiative

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

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

#### 4. Incident Reporting Initiative

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

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

#### 5. TRS Improvement Initiative

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

- Project 5.1 – Improve Data Capture
- Project 5.2 – Improve Data Storage
- Project 5.3 – Improve System Integration
- Project 5.4 – Provide Ongoing Maintenance

## 6. DUI Tracking System (RAPID) Initiative

In 2009, the Kansas Legislature enacted legislation to create the Kansas DUI Commission (Commission), a multi-disciplinary state commission tasked with studying driving under the influence (DUI) in Kansas. The Commission recommended improvements that will enable a better and more efficient mechanism for prosecutors, courts and law enforcement to keep track of DUI offenders. Per the recommendation provided by the DUI commission, Kansas will enhance the existing Kansas Criminal Justice Information System (KCJIS) portal to integrate the additional data related to the DUI events and also provide a secure portal for the prosecutors and other stakeholders to keep track of the DUI offenders. Additional enhancements require law enforcement and criminal justice users to submit DUI information electronically. During this past year, KDOT has established a MOU with KBI, and the two agencies have collaboratively completed the primary project milestones. A vendor has been selected. Current activities include data source identification, business rules, and WorkFlow documentation.

- Project 6.1 – Infrastructure Development/Implementation

## 7. Roadway Data Element Capture Initiative

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

- Project 7.1 – Geo-location Capture/Recording

## **VI. PRIORITIZATION AND IMPLEMENTATION SCHEDULE**

The level at which the TRCC has chosen to prioritize the limited resources available, is at the initiative or program level. This decision was made to reduce the likelihood that the TRCC would inadvertently allocate resources to a project which, while important, may only achieve a small part of a given goal or objective. For example, if a project to establish a citation data repository is undertaken, but no correlated citation data entry tool project is defined, the new repository would very likely never be populated with data, leaving the accomplishment sorely lacking.

### **A. Prioritization Methodology & Decisions**

The approach the TRCC has taken in prioritizing the project initiatives available was based on the scorecard depicted in Section IV-A. Areas with no progress towards their goals were prioritized higher than those areas with partially or substantially completed goals. While the TRCC has visibility into and responsibility for oversight over all traffic safety projects throughout the state, it has been determined that the finite funding resources at the committee's disposal will be allocated based on the areas of most need.

#### **1. Primary Priorities**

Any of the substantial gaps on the scorecard represent areas of heightened need to be addressed by the strategic initiatives and projects. These are columns or rows on the score card which are depicted as blank or empty cells and include the following:

- Citation and Adjudication Data
- Analytical Data Integration
- Analytical Reporting

Based on this information, the TRCC has made these three areas the highest priority and therefore the initiatives and projects tied to these areas are the State's first priority.

#### **2. Secondary Priorities**

Secondary priorities encompass several of the larger areas that are depicted in the scorecard as only partially achieved. This includes:

- Driver Data
- Vehicle Data
- Incident Data

These additional three areas have become secondary priorities, which are nearly as important to be addressed as the primary priorities in the upcoming years. As these remain critical areas of interest for the TRCC and the agencies involved, initiatives surrounding these items have also been defined and scheduled.

### 3. Additional Priorities

Other areas of need continue to exist outside of the six items listed above and it is anticipated that agencies responsible for these goals will work to define projects which fit in with their overall initiatives to begin addressing these areas. For example, in the case of Driver and Vehicle, the responsible agency (KDOR) has already committed to a modernization effort which in turn will help achieve many of the TRCC's goals even though the project and funding is not directly tied to the committee.

## B. Implementation Schedule

The way in which the TRCC has established funding and project priorities, the schedule for implementation is independent for each of the strategic initiatives. Each initiative has a series of projects, each of which has its own timeline and dependencies. The remainder of this subsection lists each initiative and provides the currently anticipated implementation schedule for projects within those initiatives.

### 1. Citation Automation Initiative

The citation automation initiative has already begun and will continue to grow and build upon the TRS strategies in the upcoming years. The basic principles deployed by the Crash reporting project completed in 2009 are the starting point for the eCitation efforts and follows a similar project path. Initially data standards were defined in order to lay the business and data modeling groundwork for the project. This was core for citations as a consolidated statewide data repository did not exist prior to this project.

The next project focuses on establishing the data repository and routing functionality necessary to receive and store citations in an electronic format. In addition to defining the storage location, sister projects will build on the successes of the KHP KLER data entry tool and allow for capturing of citation data electronically and eventually route the citations to the appropriate agencies involved operationally with citation data. These projects and timelines for each are shown in the following chart.

<b>Citation Automation Initiative</b>	2010	2011	2012	2013	2014
Project 1.1 – Data Standards Definition					
Project 1.2 – Data Repository and Infrastructure Deployment					
Project 1.3 – Citation Data Capture Development					
Project 1.4 – Cross-Agency System Integration					
Project 1.5 - Deployment					

## 2. Analytics Initiative

The analytics initiative has been identified as another one of the highest priority programs in the upcoming fiscal year. Under this program the involved TRCC agencies will be working together to begin to develop analytical, or dynamic reporting capabilities surrounding traffic records information. The key aspect to this initiative is that it will allow for agency executives and traffic safety analysts to review data captured in a collective aggregate manner. This aggregation provides views on statistics and trends which in turn allows for identifying high-value projects and changes to help improve statewide traffic safety. The following chart shows the desired timeframes surrounding this initiative's projects.

<b>Analytics Initiative</b>	2010	2011	2012	2013	2014
Project 2.1 – Design and Prototype Analytical Toolset					
Project 2.2 – Deploy Analytical Tools to Key Stakeholders					
Project 2.3 – Increase Data Mart Data Sources					

## 3. DMV Modernization Initiative

The state has recently undertaken a DMV modernization initiative with broad-reaching impacts on information stakeholders across the state. One of the primary triggers for the genesis of this initiative was the need for a system replacement within the DOR. This change in turn has allowed for agencies to begin discussing various changes that were previously impractical under the older system, yet have now become possible using the new system architecture. This program is anticipated to continue for the next several years and focus heavily on vehicle and person licensing information as it is captured, stored, maintained and communicated throughout the state and even with other state jurisdictions.

<b>DMV Modernization Initiative</b>	2010	2011	2012	2013	2014
Project 3.1 – Data Standards Definition					
Project 3.2 – Data Repository and Infrastructure Modernization					
Project 3.3 – Cross-Agency System Integration					

#### 4. Incident Reporting Initiative

Offense and arrest reporting plays a large role in capturing and reporting on criminal-related traffic data. For example, hit and run offenses are captured by crash reports however often further details surrounding the incident are also reported on the offense report. Another common example highlighting the importance of incident reporting are the Driving Under the Influence (DUI) offenses. When a DUI incident occurs and an arrest is made, at times, the arrest report is one of the only places the offense is documented, especially if the DUI did not result in a crash or has not yet been adjudicated.

Improving the manner in which this incident data is captured, stored, and shared between traffic safety agencies is another one of the high-profile priorities for the TRCC. As a system for, and statutes requiring the capture and reporting of this information already exists, this program has been established as a lower priority than some of its counterparts, however the need to increase the number of elements captured and the way in which the information is proactively reported back to the community remains important and therefore high on the list of TRCC priorities.

<b>Incident Reporting Initiative</b>	2010	2011	2012	2013	2014
Project 4.1 – Data Standards Definition					
Project 4.2 – Data Repository and Infrastructure Modernization					
Project 4.3 – Incident Data Capture Improvement					
Project 4.4 – Cross-Agency system Integration					

#### 5. TRS Improvement Initiative

As the traffic records system continues to evolve and encompass more transaction types, the need to revisit and update core functional aspects of the system will become more important. Even now, with the crash reporting data captured through the TRS, a number of enhancements have already been identified by both the state and federal and state communities. This initiative is targeted at addressing these requested improvements and has been included as a priority program within the next five years. While some activities surrounding this initiative may begin sooner than what is depicted on the chart below, it is anticipated that the projects will begin in earnest near the end of the next five year planning cycle.

<b>TRS Improvement Initiative</b>	2010	2011	2012	2013	2014
Project 5.1 – Improve Data Capture					
Project 5.2 – Improve Data Storage					
Project 5.3 – Improve System Integration					
Project 5.4 – Provide Ongoing Maintenance					

## 6. DUI Tracking System (RAPID)

In 2009, the Kansas Legislature enacted legislation to create the Kansas DUI Commission (Commission), a multi-disciplinary state commission tasked with studying driving under the influence (DUI) in Kansas. The Commission recommended improvements that will enable a better and more efficient mechanism for prosecutors, courts and law enforcement to keep track of DUI offenders. Per the recommendation provided by the DUI commission, Kansas will enhance the existing Kansas Criminal Justice Information System (KCJIS) portal to integrate the additional data related to the DUI events and also provide a secure portal for the prosecutors and other stakeholders to keep track of the DUI offenders. Additional enhancements require law enforcement and criminal justice users to submit DUI information electronically. During this past year, KDOT has established a MOU with KBI, and the two agencies have collaboratively completed the primary project milestones. A vendor has been selected. Current activities include data source identification, business rules, and Work Flow are being documented.

<b>DUI Tracking System (RAPID) Initiative</b>	2010	2011	2012	2013	2014
Project 6.1 – Infrastructure Development / Implementation					

## 7. Roadway Data Elements

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

<b>Roadway Data Elements Initiative</b>	2010	2011	2012	2013	2014
Project 7.1 – Geo-location Capture / Recording					

## APPENDIX A – PROJECT PLANS

Each of the traffic safety projects listed and discussed throughout the strategic plan will be independently managed and involve different agencies, schedules and milestones. This appendix lists and briefly describes each of these projects and aspects surrounding it.

It is important to note that while each of these projects have been defined at an equal level of detail, it is highly likely that as projects begin, they will be further defined and divided into subprojects not currently listed in this planning document. Detailed project work plans for any active or complete project are available upon request.

### **Citation Automation Initiative**

Number	Name	Responsible Agency	Involved Agencies
Project 1.1	Data Standards Definition	KCJIS	KBI KHP OCA Local Law Enforcement
<b>Status</b>			
<input type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized	<input checked="" type="checkbox"/> Funded	<input checked="" type="checkbox"/> Complete
<b>Description</b>			
Document the data model (data elements and data relationships) surrounding information captured on paper and electronic citations throughout the state. End result of the process included a NEIM IEPD with a consolidated list of data requirements and business rules surrounding citation data capture.			
<b>Project Dependencies</b>		<b>Targeted Interoperability</b>	
• None		Local LEA → State LEA LEA → Court	
<b>Anticipated Schedule and Milestones</b>			
Project Start		Q4 2009	
Project End		Q1 2010	
Key Milestones & Deliverables		<ul style="list-style-type: none"> <li>• Citation Data Model</li> <li>• Statewide Citation Business Rules</li> <li>• Citation NIEM IEPD</li> </ul>	
<b>Anticipated Costs</b>		<b>Anticipated Funding Sources</b>	
\$43,000		<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds	

Number	Name	Responsible Agency	Involved Agencies		
Project 1.2	Data Repository and Infrastructure Development	KCJIS	KBI KHP OCA Local Law Enforcement		
<b>Status</b>					
<input type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized	<input checked="" type="checkbox"/> Funded	<input checked="" type="checkbox"/> Complete		
<b>Description</b>					
Implementation of the core infrastructure and technologies required to receive, store and report on citation data. This also will include the development of a security model surrounding citation information and the prototype of key technologies to reduce overall project risk.					
Project Dependencies	Targeted Interoperability	Data Linkages			
<ul style="list-style-type: none"> <li>• Project 1.1</li> <li>• Project 3.2</li> </ul>	Local LEA → State LEA LEA → Court State LEA → Local LEA	Citation ID = Crash Report Citation ID = Court Disposition			
<b>Anticipated Schedule and Milestones</b>					
Project Start	Q1 2010				
Project End	Q1 2011				
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Integration Hub Implemented</li> <li>• Citation Data Repository Established</li> <li>• Electronic Filing Web Service Implemented</li> </ul>				
Anticipated Costs	Anticipated Funding Sources				
\$500,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds				

Number	Name	Responsible Agency	Involved Agencies
Project 1.3	Citation Data Capture Deployment	KHP	KBI KCJIS OCA Local Law Enforcement
<b>Status</b>			
<input checked="" type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized	<input checked="" type="checkbox"/> Funded	<input checked="" type="checkbox"/> Complete
<b>Description</b>			
This project focuses on developing data capture mechanisms within the KHP-developed KLER system to capture citation data electronically as close to the sources as possible. As there is currently no unified statewide citation, this effort will take on two distinct form types, the KHP citation format and a template that can be used by other local law enforcement agencies.			
Project Dependencies	Targeted Interoperability	Data Linkages	
<ul style="list-style-type: none"> <li>• Project 1.1</li> <li>• Project 1.2</li> <li>• Project 3.2</li> </ul>	Local LEA → State LEA	Citation ID = Crash Report Citation ID = Court Disposition	
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q1 2011		
Project End	Q2 2011		
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• KHP Citation Form Developed</li> <li>• KHP Citation Form Deployed</li> <li>• Local Citation Form Template Developed</li> <li>• Local Citation Form Template Deployed</li> <li>• Law Enforcement Citation Data Entry Training Completed</li> </ul>		
Anticipated Costs	<b>Anticipated Funding Sources</b>		
\$250,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds		

Number	Name	Responsible Agency	Involved Agencies
Project 1.4	Cross-Agency System Integration	KCJIS	KBI KHP OCA KDOR Prosecutor Local Muni Courts Local Law Enforcement
<b>Status</b>			
<input checked="" type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized	<input checked="" type="checkbox"/> Funded	<input type="checkbox"/> Complete
<b>Description</b>			
The primary focus of this project is to leverage the statewide citation repository deployed in previous projects in improved information sharing between stakeholder agencies. The TRS architecture will be leveraged in order to create and deploy interfaces to court, local law enforcement, prosecutor and licensing systems.			
Project Dependencies	Targeted Interoperability	Data Linkages	
<ul style="list-style-type: none"> <li>• Project 1.1</li> <li>• Project 1.2</li> <li>• Project 1.3</li> <li>• Project 3.2</li> </ul>	LEA → State LEA LEA → Muni Courts LEA → District Courts LEA → Prosecutors LEA → DOR	Citation ID → Crash Report Citation ID → Court Disposition	
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q1 2012		
Project End	Q2 2013		
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Local RMS Interface Deployed</li> <li>• District Court Interface Deployed</li> <li>• Municipal Court Interface Deployed</li> <li>• Prosecutor Interface Deployed</li> <li>• DOR Interface Deployed</li> </ul>		
Anticipated Costs	<b>Anticipated Funding Sources</b>		
\$1,500,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds		

Number	Name	Responsible Agency	Involved Agencies
Project 1.5	Deployment	KCJIS	KBI KHP OCA KDOR Prosecutor Local Muni Courts Local Law Enforcement
<b>Status</b>			
<input type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized	<input checked="" type="checkbox"/> Funded	<input type="checkbox"/> Complete
<b>Description</b>			
The primary focus of this project is to leverage the statewide citation repository deployed in previous projects in improved information sharing between stakeholder agencies. The TRS architecture will be leveraged in order to create and deploy interfaces to court, local law enforcement, prosecutor and licensing systems.			
Project Dependencies	Targeted Interoperability	Data Linkages	
<ul style="list-style-type: none"> <li>• Project 1.1</li> <li>• Project 1.2</li> <li>• Project 1.3</li> <li>• Project 3.2</li> <li>• Project 1.4</li> </ul>	LEA → State LEA LEA → Muni Courts LEA → District Courts LEA → Prosecutors LEA → DOR	Citation ID → Crash Report Citation ID → Court Disposition	
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q1 2012		
Project End	Q4 2013		
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Local RMS Interface Deployed</li> <li>• District Court Interface Deployed</li> <li>• Municipal Court Interface Deployed</li> <li>• Prosecutor Interface Deployed</li> <li>• DOR Interface Deployed</li> </ul>		
Anticipated Costs	<b>Anticipated Funding Sources</b>		
\$500,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds		

## **Analytics Initiative**

Number	Name	Responsible Agency	Involved Agencies
Project 2.1	Design and Prototype Analytical Toolset	KBI	KDOT Local Law Enforcement
<b>Status</b>			
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete
<b>Description</b>			
Prototyping project meant to leverage the KIBRS incident and arrest information in an anonymous fashion to trend and statistically report in a dynamic fashion using low cost toolkits available to the agency.			
<b>Project Dependencies</b>		<b>Targeted Interoperability</b>	<b>Data Linkages</b>
<ul style="list-style-type: none"> <li>• Project 1.2</li> </ul>		State LEA → State DOT	Incident → Arrest Incident → Crash Arrest → Citation
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q2 2011		
Project End	Q2 2014		
Key Milestones & Deliverables		<ul style="list-style-type: none"> <li>• Analytical Toolkit Selected</li> <li>• Analytical Toolkit Configured</li> <li>• Batch Data Source Updates Scheduled</li> <li>• Prototype Analysis Reports Defined and Available</li> </ul>	
<b>Anticipated Costs</b>		<b>Anticipated Funding Sources</b>	
\$250,000		<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds	

Number	Name	Responsible Agency	Involved Agencies
Project 2.2	Deploy Analytical Tools to Key Stakeholders	Various	All TRCC Agencies
<b>Status</b>			
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete
<b>Description</b>			
Implementing analytical tool to interested TRCC stakeholders, which was prototyped in an earlier project. Initial project will anonymously make incident and arrest trend information available to TRCC agencies while future projects will provide additional data sources for analysis and reporting.			
Project Dependencies	Targeted Interoperability	Data Linkages	
<ul style="list-style-type: none"> <li>• Project 1.2</li> <li>• Project 2.1</li> </ul>	State LEA → TRCC Participants	Incident → Arrest Incident → Crash Arrest → Citation	
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q2 2012		
Project End	Q2 2014		
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Analytical Toolkit Configured</li> <li>• User Management Policies Implemented</li> <li>• Agency Users Defined</li> <li>• Incident Report Cubes Developed</li> <li>• Arrest Report Cubes Developed</li> </ul>		
Anticipated Costs	<b>Anticipated Funding Sources</b>		
\$250,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds		

Number	Name	Responsible Agency	Involved Agencies		
Project 2.3	Increase Data Mart Data Sources	KDOR KDOT District Court	All TRCC Agencies		
<b>Status</b>					
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete		
<b>Description</b>					
The primary target of this project is to increase the information available in the statistical reporting toolset to allow for improved analysis. For example, while the previous phase focused on incident information, adding roadway information to that (e.g. roadway conditions, traffic controls, etc.) to the incident analysis further aids in reporting and therefore improves decision making.					
Project Dependencies	Targeted Interoperability	Data Linkages			
<ul style="list-style-type: none"> <li>• Project 1.2</li> <li>• Project 2.1</li> <li>• Project 2.2</li> </ul>	State DOT → TRCC Participants District Court → TRCC Participants State DMV → TRCC Participants	Various			
<b>Anticipated Schedule and Milestones</b>					
Project Start	Q1 2013				
Project End	Q4 2014				
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Court Data Sources Configured</li> <li>• DMV Data Sources Configured</li> <li>• DOT Data Sources Configured</li> <li>• Disposition Report Cubes Developed</li> <li>• Crash Report Cubes Developed</li> <li>• Vehicle and Person Licensing Cubes Developed</li> </ul>				
Anticipated Costs	Anticipated Funding Sources				
\$500,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds				

## DMV Modernization Initiative

Number	Name	Responsible Agency	Involved Agencies		
Project 3.1	Data Standards Definition	KDOR	All TRCC Participants		
<b>Status</b>					
<input type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized	<input checked="" type="checkbox"/> Funded	<input checked="" type="checkbox"/> Complete		
<b>Description</b>					
Document the data model (data elements and data relationships) surrounding information exchanged in an electronic format surrounding person and vehicle licensing information throughout the state. End result of the process includes a data requirements and interface specifications with a consolidated list of business rules.					
Project Dependencies	Targeted Interoperability	Data Linkages			
• None	State DOR → TRCC Participants	Driver License ID -> Crash Report Driver License ID -> Arrest Report Driver License ID -> Offense Report Vehicle Plate ID -> Crash Report Vehicle Plate ID -> Offense Report			
<b>Anticipated Schedule and Milestones</b>					
Project Start	Q2 2009				
Project End	Q2 2010				
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Vehicle Data Model</li> <li>• Driver Data Model</li> <li>• Statewide Licensing Business Rules</li> <li>• Licensing Interface Specifications</li> </ul>				
Anticipated Costs	<b>Anticipated Funding Sources</b>				
\$100,000	<input checked="" type="checkbox"/> State TREF Funding <input type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds				

Number	Name	Responsible Agency	Involved Agencies		
Project 3.2	Data Repository and Infrastructure Modernization	KDOR	All TRCC Participants		
<b>Status</b>					
<input checked="" type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized	<input checked="" type="checkbox"/> Funded	<input type="checkbox"/> Complete		
<b>Description</b>					
Installing and configuring an updated driver and vehicle licensing system within the DMV is the primary purpose of this project. Legacy system data will be migrated to the new infrastructure and agencies currently interacting with the legacy system will be involved in order to obtain feedback during the design and development and to ensure all current interactions are addressed throughout the modernization effort.					
Project Dependencies	Targeted Interoperability	Data Linkages			
• Project 3.1	State DOR → TRCC Participants	Driver License ID → Crash Report Driver License ID → Arrest Report Driver License ID → Offense Report Vehicle Plate ID → Crash Report Vehicle Plate ID → Offense Report			
<b>Anticipated Schedule and Milestones</b>					
Project Start	Q2 2009				
Project End	Q4 2013				
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• System Deployment Plan</li> <li>• Data Migration Plan</li> <li>• Transition Plan</li> <li>• Hardware and Software Configured</li> </ul>				
Anticipated Costs	<b>Anticipated Funding Sources</b>				
\$1,000,000	<input type="checkbox"/> State TREF Funding <input type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input checked="" type="checkbox"/> State General Funds				

Number	Name	Responsible Agency	Involved Agencies
Project 3.3	Cross-Agency System Integration	KDOR	All TRCC Participants
Status			
		<input checked="" type="checkbox"/> Active	<input checked="" type="checkbox"/> Authorized
		<input checked="" type="checkbox"/> Funded	<input type="checkbox"/> Complete
Description			
The primary focus of this project is to leverage the upgraded DMV repositories deployed in previous projects in improved information sharing between stakeholder agencies. The newly deployed architecture will be leveraged in order to create and publish interfaces to court, local law enforcement, prosecutor and crash systems.			
Project Dependencies		Targeted Interoperability	Data Linkages
<ul style="list-style-type: none"> <li>• Project 3.1</li> <li>• Project 3.2</li> </ul>		State DOR → TRCC Participants	Driver License ID -> Crash Report Driver License ID -> Arrest Report Driver License ID -> Offense Report Vehicle Plate ID -> Crash Report Vehicle Plate ID -> Offense Report
Anticipated Schedule and Milestones			
Project Start		Q1 2011	
Project End		Q4 2013	
Key Milestones & Deliverables		<ul style="list-style-type: none"> <li>• Interface with KCJIS Implemented</li> <li>• Interface with KDOT Implemented</li> <li>• Interface with OCA Implemented</li> <li>• Interface with KHP Implemented</li> </ul>	
Anticipated Costs		Anticipated Funding Sources	
\$1,000,000		<input checked="" type="checkbox"/> State TREF Funding <input type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input checked="" type="checkbox"/> State General Funds	

## **Incident Reporting Initiative**

Number	Name	Responsible Agency	Involved Agencies		
Project 4.1	Data Standards Definition	KBI	Federal LEA State LEA Local LEA		
<b>Status</b>					
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete		
<b>Description</b>					
Document the data model (data elements and data relationships) regarding information exchanged in an electronic format surrounding arrest and offense reports within the state. End result of the process includes a data requirements and interface specifications with a consolidated list of business rules.					
Project Dependencies	Targeted Interoperability	Data Linkages			
• None	Local LEA → KBI KBI → Federal DOJ	Arrest Report → Court Disposition Offense Report → Crash Report			
<b>Anticipated Schedule and Milestones</b>					
Project Start	Q1 2012				
Project End	Q2 2013				
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Arrest Data Model</li> <li>• Offense Data Model</li> <li>• Incident Reporting Business Rules</li> </ul>				
Anticipated Costs	Anticipated Funding Sources				
\$100,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input checked="" type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds				

Number	Name	Responsible Agency	Involved Agencies		
Project 4.2	Data Repository and Infrastructure Modernization	KBI	All TRCC Participants Federal LEA		
<b>Status</b>					
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete		
<b>Description</b>					
Installing and configuring an updated offense system hosted by the KBI is the primary purpose of this project. Legacy system data will be migrated to the new infrastructure and agencies currently interacting with the legacy system will be involved in order to obtain feedback during the design and development and to ensure all current interactions are addressed throughout the modernization effort.					
Project Dependencies	Targeted Interoperability	Data Linkages			
• Project 4.1	Local LEA → KBI KBI → Federal DOJ	Arrest Report → Court Disposition Offense Report → Crash Report			
<b>Anticipated Schedule and Milestones</b>					
Project Start	Q2 2012				
Project End	Q2 2013				
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• System Deployment Plan</li> <li>• Data Migration Plan</li> <li>• Transition Plan</li> <li>• Hardware and Software Configured</li> </ul>				
Anticipated Costs	Anticipated Funding Sources				
\$250,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input checked="" type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds				

Number	Name	Responsible Agency	Involved Agencies
Project 4.3	Incident Data Capture Improvement	KHP	KBI KCJIS Local Law Enforcement
<b>Status</b>			
<input checked="" type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete
<b>Description</b>			
This project focuses on developing data capture mechanisms within the KHP-developed KLER system to arrest and offense data electronically as close to the sources as possible. While the system currently supports the legacy transactions, additional fields are expected to be added in earlier projects in order to maintain compatibility and adhere to national incident-based reporting standards.			
Project Dependencies	Targeted Interoperability	Data Linkages	
<ul style="list-style-type: none"> <li>• Project 4.1</li> <li>• Project 4.2</li> </ul>	Local LEA → KBI KBI → Federal DOJ	Arrest Report → Court Disposition Offense Report → Crash Report	
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q1 2013		
Project End	Q4 2013		
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Updated Incident Form Developed</li> <li>• Updated Arrest Form Developed</li> <li>• Interface with KHP Implemented</li> <li>• Interface with Local Law Enforcement Implemented</li> </ul>		
Anticipated Costs	<b>Anticipated Funding Sources</b>		
\$250,000	<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input checked="" type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds		

Number	Name	Responsible Agency	Involved Agencies
Project 4.4	Cross-Agency System Integration	KBI	All TRCC Participants
Status			
<input type="checkbox"/> Active		<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded
Description			
<p>The primary focus of this project is to leverage the upgraded Incident and Arrest repository deployed in previous projects in improved information sharing between stakeholder agencies. The newly deployed architecture will be leveraged in order to create and publish interfaces to court, local law enforcement, prosecutor and crash systems.</p>			
Project Dependencies		Targeted Interoperability	Data Linkages
<ul style="list-style-type: none"> <li>• Project 4.1</li> <li>• Project 4.2</li> <li>• Project 4.3</li> </ul>		Local LEA → KBI KBI → Federal DOJ KBI → All TRCC Participants	Arrest Report → Court Disposition Offense Report → Crash Report
Anticipated Schedule and Milestones			
Project Start		Q3 2013	
Project End		Q2 2014	
Key Milestones & Deliverables		<ul style="list-style-type: none"> <li>• Interface with KDOR Implemented</li> <li>• Interface with KDOT Implemented</li> <li>• Interface with OCA Implemented</li> <li>• Interface with KHP Implemented</li> </ul>	
Anticipated Costs		Anticipated Funding Sources	
\$250,000		<input checked="" type="checkbox"/> State TREF Funding <input checked="" type="checkbox"/> Federal 408 Grant Funding <input checked="" type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds	

## **TRS Improvement Initiative**

Number	Name	Responsible Agency	Involved Agencies
Project 5.1	Improve Data Capture	KHP KDOT	All TRCC Participants
<b>Status</b>			
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete
<b>Description</b>			
Project targeted at improving the manner in which data is captured by the field. This includes reviewing the current electronic forms with subject matter experts and determining ways in which data capture can be further streamlined.			
Project Dependencies	Targeted Interoperability	Data Linkages	
• None	Local LEA → State LEA Local LEA → State DOT Local LEA → State DOR	Various	
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q1 2013		
Project End	Q4 2014		
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Updated Electronic Data Entry Forms Designed</li> <li>• Updated Electronic Data Entry Forms Published</li> </ul>		
Anticipated Costs	Anticipated Funding Sources		
\$250,000	<input checked="" type="checkbox"/> State TREF Funding <input type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds		

Number	Name	Responsible Agency	Involved Agencies
Project 5.2	Improve Data Storage	KDOT KDOR KBI	All TRCC Participants
<b>Status</b>			
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete
<b>Description</b>			
In the prior initiatives and projects KDOT, KBI and KDOR will have defined a number of transactions whereby traffic safety data is received and stored. This project is intended to modify and/or update the data repositories associated with these transactions in order to accommodate any form changes identified by stakeholders or within the Improve Data Capture project.			
Project Dependencies	Targeted Interoperability	Data Linkages	
• Project 5.1	Local LEA → State LEA Local LEA → State DOT Local LEA → State DOR	Various	
<b>Anticipated Schedule and Milestones</b>			
Project Start	Q1 2013		
Project End	Q4 2014		
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Updated Database Designs</li> <li>• Data Migration Plan</li> <li>• Updated Data Repositories</li> </ul>		
Anticipated Costs	Anticipated Funding Sources		
\$250,000	<input checked="" type="checkbox"/> State TREF Funding <input type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds		

Number	Name	Responsible Agency	Involved Agencies		
Project 5.3	Improve System Integration	KDOT KDOR KBI	All TRCC Participants		
<b>Status</b>					
<input type="checkbox"/> Active	<input type="checkbox"/> Authorized	<input type="checkbox"/> Funded	<input type="checkbox"/> Complete		
<b>Description</b>					
As the TRS continues to be deployed and changes are identified in the data capture and associated repositories, the transmission and system interfaces will also require modification. This project will address any changes identified in the previous two projects in the TRS Improvement initiative by establishing updated, yet backwards compatible system interfaces to allow for the transmission of updated data capture to the updated repositories.					
Project Dependencies	Targeted Interoperability	Data Linkages			
<ul style="list-style-type: none"> <li>• Project 5.1</li> <li>• Project 5.2</li> </ul>	Various	Various			
<b>Anticipated Schedule and Milestones</b>					
Project Start	Q1 2013				
Project End	Q4 2014				
Key Milestones & Deliverables	<ul style="list-style-type: none"> <li>• Updated Data Model</li> <li>• Updated NIEM Specifications</li> <li>• Updated Interface Design</li> <li>• Backwards Compatibility Transformations Developed</li> <li>• Updated System Integration Deployed</li> </ul>				
Anticipated Costs	<b>Anticipated Funding Sources</b>				
\$250,000	<input checked="" type="checkbox"/> State TREF Funding <input type="checkbox"/> Federal 408 Grant Funding <input type="checkbox"/> Homeland Security Grant Funding <input type="checkbox"/> State General Funds				

## APPENDIX B - 2010 TRAFFIC RECORDS ASSESSMENT FINDINGS

This appendix lists the findings from the most recent NHTSA Traffic Records Assessment performed in early 2010 and matrixes those findings into the specific projects listed in this plan are relevant to addressing those findings.

### *Crash Records*

Summary	Description	Project References
Improve KLER Marketing	Develop a marketing strategy/plan to get KLER crash reporting capability into as many local agencies as quickly as possible.	Project 1.3 Project 4.3
	<b>Progress:</b> In 2011, KDOT received approximately 40 percent of crash reports electronically via KLER. The main constraint is the number of local law enforcement agencies currently using another vendor for data capture and transmittal to the local records management system. KDOT and the KHP continue to market the KLER software to all law enforcement agencies. The number of agencies submitting and number of reports received electronically will be utilized to determine progress.	
Web-Based Crash Report Submission	Consider developing a secure, web-based, single submission KLER crash report capability for agencies without technical staff or sufficient technology resources so that they may move to the KLER electronic format.	Project 5.1
	<b>Progress:</b> No progress has been made on this objective. However, as the state of Kansas identifies other resources to increase the number of electronic reports submitted, this option will be considered.	
Inventory RMS Vendors	Conduct an inventory of third party vendor companies and identify the number of local LEAs supported by these vendor products.	Addressed – Inventory completed prior to the completion of this strategic plain.
	<b>Progress:</b> Identification of these vendors and the local law enforcement they represent continues and will be utilized in addressing additional electronic submission options. The number of agencies submitting and number of reports received electronically will be utilized to determine progress.	

Summary	Description	Project References
Support NIEM Reporting	Meet with the identified third party vendors to outline a strategy and timeframe to conform to the NIEM standard for submitting electronically to the TRS.	Project 5.1 Project 5.3
	<b>Progress:</b> The state of Kansas has focused on increasing the number of agencies that can utilize the KLER application. The KHP has worked with several larger entities and their vendor(s) to integrate KLER into their workflow and increase the number of electronic submissions.	

### Citation and Adjudication Records

Summary	Description	Project Reference
eCitation Implementation	Continue implementation of the Kansas eCitation Program.	Project 1.1 Project 1.2 Project 1.3 Project 1.4
	<b>Progress:</b> The state of Kansas has developed an edit/validation tool, database and electronic submission service. As part of the next phase of E-Citation, we will work with local jurisdictions and courts to populate the database and grant access to criminal justice users around the state. The number of citations received by the system will be utilized to gauge progress.	
KDOT eCitation Participation	Include Kansas Department of Transportation (KDOT) representation on the eCitation Work Group.	Project 1.1 Project 1.2
	<b>Progress:</b> The TRCC decided to house the E-Citation database inside of the Kansas Criminal Justice Users Information System (KCJIS). This system is hosted in a secure environment at the Kansas Bureau of Investigation. Although not considered a criminal justice user, KDOT is a part of the development of the E-Citation working group.	

## Roadway Information

Summary	Description	Project Reference
Roadway Data Capture/Record	Work with GAD Unit to capture and record geo-location to all crashes logged into KCARS over recent years	Project 7.1
	<b>Progress:</b> Electronic access and analysis by county and city engineers to this information is still a long-term goal of the TRCC, but currently, no progress has been made. The number of county and city engineers having electronic access will be used to gauge performance.	
Roadway Data Availability	Work with county and city engineers to provide data and safety analysis capabilities.	Project 2.3
	<b>Progress:</b> The GAD Unit is currently geo coding all active year crashes along with some historical data beginning with 2009. This information is loaded into KCARS and available to anyone inside of KDOT. As more robust analytical tools are developed, we will be able to gauge the performance based upon the accuracy, completeness and timeliness of inquiries.	

## Driver and Vehicle Records

Summary	Description	Project Reference
Driver and Vehicle Records Audit	Consider evaluating the completeness, accuracy, and usefulness of the contents of the driver history records and determine the reasons for and realistic remedies for any deficiencies found. Publicize the findings to all of the highway and traffic stakeholders.	Project 3.1
	<b>Progress:</b> Significant progress has been made on this objective. The Kansas Department of Revenue, Division of Motor Vehicles continues to work on implementation of a new vehicle/driver system. Currently, KCJIS, is receiving complete vehicle information and is optimistic to receive complete driver information in 2013. Completeness of both data sets and accessibility by KCJIS users will be used to evaluate performance.	

## Injury Surveillance

Summary	Description	Project Reference
Promote and expand KEMESIS.	Promote and expand KEMESIS.	Project 5.1
	<b>Progress:</b> The number of services utilizing electronic reports continues to increase. With the addition of services comes the addition of electronic reports received electronically. Significant progress has been made of this objective and the TRCC will continue to promote this service. The number of services and reports received electronically will be used to evaluate this project. We added an addition five services during 2012 and successfully imported data from one Sansio (vendor) service. Calendar year 2012 saw 125,000 records imported.	
Incorporate the trauma registry into KIC	Incorporate the trauma registry into the Kansas for Information Communities (KIC) project.	Project 5.2
	<b>Progress:</b> The state of Kansas has evaluated and is providing trauma registry data to KIC through a limited utility. We have upgraded our trauma data collection system to allow hospitals the ability to run their own data reports.	
KDHE & KHA Integration	Pursue efforts for KDHE to obtain the emergency department database from KHA.	Project 5.3
	<b>Progress:</b> Based upon current priorities and funding, this recommendation will be considered at a later date.	
SWISS & KCARS Integration	Undertake a data linkage project between SWISS components and KCARS.	Project 5.3
	<b>Progress:</b> The state of Kansas has decided to utilize the Death Records to evaluate completeness of the trauma registry data. We expect to begin this process in FY 15.	

## **Traffic Records Coordinating Committee**

Summary	Description	Project Reference
Municipal Court Involvement	Include representation from municipal courts on the Traffic Records Coordinating Committee.	Addressed – Muni court involvement will be sought out for all future TRCC involvement.
	<b>Progress:</b> The TRCC does have several representatives from the District Courts on the committee. Integration with the District Courts has been the main focus on current projects. As many of the projects mature, the TRCC will begin working with the municipal courts. Integration with municipal courts will be the primary evaluation piece for this objective.	

## **Strategic Planning**

Summary	Description	Project Reference
Draft Strategic Plan	Create a fresh Strategic Plan for Traffic Records with the full membership of the TRCC	Addressed – This document in its entirety addresses this recommendation.
	<b>Progress:</b> The TRCC will continue to update our current Strategic Plan. Updates will include progress on performance measures, removing completed projects and adding new initiatives.	

Plan Administration	Establish a forum for discussion of all issues and initiatives to be addressed in the new Plan (including the findings of this Assessment).	Addressed – The governance of the TRCC will be involved in reviewing and updating the strategic plan.
	<b>Progress:</b> The TRCC remains active and meets quarterly. As part of the quarterly meetings, each person not actively engaged on a project receives an update from the agency responsible for the project. Additionally, each meeting, each representative is given the opportunity to discuss potential new projects and status of projects not specifically outlined in the Strategic Plan. Performance on this recommendation will be met by continuing the current meeting structure and establishment of working groups on specific projects as needed.	
Project Prioritization	Use the NHTSA suggested four box method to set priorities to the initiatives (existing and new) generated by participants involved in the forum.	Addressed – See prioritization included in Section VII of this document noting however, an alternative prioritization method was used.
	<b>Progress:</b> While the TRCC is not specifically utilizing the “four box” method, all current projects are evaluated and discussed by the membership. Selection of a project is only granted with a majority approval by the TRCC. A great deal of the evaluation piece is based upon available resources and positive impact to the Traffic Safety community. Performance on this recommendation is judged by effective utilization of funds and approval by voting members of the TRCC.	

## APPENDIX C – 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

Acronym	Definition
DOT	Department of Transportation
DPS	Department of Public Safety
DUI	Driving Under the Influence
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

Acronym	Definition
IRS	Incident Reporting System
IT	Information Technology
KARS	Kansas Accident Records System
KBI	Kansas Bureau of Investigation
KCI	Kansas Correctional Industries
KCARS	Kansas Crash Analysis and Reporting System
KCJIS	Kansas Criminal Justice Information System
KDHE	Kansas Department of Health and Environment
KDLIS	Kansas Driver's License Information System
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KEMESIS	Kansas Emergency Medical Services Information System
KHP	Kansas Highway Patrol
KIBRS	Kansas Incident-Based Reporting System
KIC	Kansas Information for Communities
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

Acronym	Definition
NEMSIS	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
RAPID	Report And Police Impaired Drivers
RCIS	Roadway Characteristics (Inventory) Standards
RMS	Records Management System
SOA	Service Oriented Architecture
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

