

State of Kansas

Traffic Records Coordinating Committee

Current Report on the Traffic Records Strategic Plan

June 15, 2007



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Document Purpose

This document provides a current report on the State of Kansas Traffic Records Strategic Plan and its associated projects and activities.

Version	Date	Description/Changes
1.0	6/15/07	Initial version.

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I. Executive Summary

I. Executive Summary

Over the past year, the State of Kansas has made significant and measurable progress toward achieving goals and objectives laid out in the Traffic Records Strategic Plan approved by the Traffic Records Coordinating Committee (TRCC) in May 2006. This document is a current report on the Traffic Records Strategic Plan, as required by the National Highway Traffic Safety Administration (NHTSA) to secure successive year funding under Section 408 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) highway reauthorization bill.

A. Status of the TRCC

Over the past year, the TRCC and its members have remained actively engaged in ensuring the successful implementation of the Traffic Records Strategic Plan and its associated projects. The membership of the TRCC has expanded to include the Kansas Insurance Department (KID), and a few subcommittees and/or working groups have been formed to deal with specialized issues such as data architecture planning and data security issues. A current membership list of the TRCC is included as APPENDIX A. The TRCC has been holding, and will continue to hold, regular meetings to ensure the successful completion of all tasks in the Traffic Records Strategic Plan.

B. Status of the Traffic Records Strategic Plan

No major changes have been made to the Traffic Records Strategic Plan in the past year; however, some minor modifications have been made and are summarized in Section II. A progress report on each of the initiatives and projects in the strategic plan is included in the Section IV.

C. Major Accomplishments

Some of the most notable accomplishments achieved in the past year include:

- Successful redesign of the three most common statewide accident forms to comply with national data standards.
- Completion of needs assessments and requirements gathering for the replacement of the state's vehicle and driver systems.
- Completion of a feasibility study and initial prototyping for a new law enforcement field-based reporting (FBR) system to improve the timeliness and accuracy of data collection.
- Initiation of a trauma tag pilot program that will facilitate the sharing of injury data throughout the state.
- Significant progress in the implementation of a judicial case management system.

- Hiring of a strategic planner to oversee the procurement of a statewide pre-hospital data collection system that will be compliant with national emergency medical service data standards and subsequent initiation of the procurement process for the system.
- Significant progress on the implementation of a commercial vehicle information exchange window (CVIEW) and an imaging system for motor carrier services.
- Development and implementation of a robust performance measurement program.
- Development and implementation of a comprehensive communications plan.
- Formation of a subcommittee to develop common data standards for traffic records data and data architectures.
- Improving “known” Blood Alcohol Concentration (BAC) test results from 49.9 percent in 2004 to 62 percent in 2005.

Additional accomplishments can be found in Section IV of this document.

D. Measurable Progress

As a result of a robust performance measurement process developed and implemented in the first half of 2007, the State of Kansas is more capable of showing measurable progress, as defined by NHTSA, in the following systems and performance areas:

	Timeliness	Accuracy	Completeness	Uniformity (Consistency)	Integration	Accessibility
Crash (Accident)	✓		✓			
Driver						
Vehicle			✓			
Roadway						
Citation						
Injury Surveillance and EMS					✓	

Additional metrics, such as measures pertaining to the adoption of standard data elements and the electronic submission of data, were identified in the course of implementing the performance measurement process; however, the metrics in the table above are the most relevant for demonstrating measurable progress, as defined by NHTSA, this year. Detailed descriptions of all performance measurements, their results, the methodologies used to track them, and their trends can be found in Section V and in the Kansas Performance Measurement Program Reference Guide and the Kansas Traffic Records System (TRS) Measurement Report (KTMR), which have been included as APPENDICES B and C,

respectively. Some additional metrics will show measurable progress in future years and will subsequently be included in the current report at that time.

E. Budget and Funding Considerations

The total estimated cost of TRCC projects identified in the Traffic Records Strategic Plan is \$25,724,119 through 2011. Major funding sources for traffic records projects include Kansas agencies, NHTSA, the Federal Highway Administration (FHWA), and a new funding source – the Kansas Traffic Records Enhancement Fund (TREF). As shown in the following table, projected funding from these sources through 2011 is \$22,501,844.

Source	Amount
Kansas Agencies	\$16,763,556
FHWA Section 163 Program	750,000
NHTSA Section 408 Program (FY 2006 to FY 2009) Projected	2,308,288 (\$577,072 x 4)
Kansas Traffic Records Enhancement Fund (FY 2007 to FY 2011) Projected	2,680,000 (\$536,000 x 5)
Total	\$22,501,844

Based on current projections, which assume NHTSA funding at current levels and annual TREF contributions of \$536,000, the State of Kansas faces a shortfall of \$3,222,275 for its traffic-related projects through 2011. The TRCC will continue to diligently work to secure additional funding to cover the shortfall as needed.

Additional financial details can be found in Section VI of this document.

F. Document Organization

The remainder of this document is organized as follows:

- Section II provides an update on the status of the Traffic Records Strategic Plan.
- Section III describes progress made on adopting mandatory national data standards.
- Section IV provides detailed progress reports on the projects and initiatives in the Traffic Records Strategic Plan.
- Section V presents additional information on measurable progress made over the past year.
- Section VI addresses budget and funding considerations for TRCC projects.
- Section VII discusses issues and difficulties encountered over the past year.

II. Status of the Traffic Records Strategic Plan

II. Status of the Traffic Records Strategic Plan

In May 2006, the Kansas TRCC approved a comprehensive strategic plan for improving traffic records systems and data throughout the state. The State of Kansas Traffic Records Strategic Plan can be found online at www.ksdot.org/burtrafficsaf/trcc/stratplan06.pdf and includes:

- A statewide situational analysis.
- A listing of traffic-related systems, data exchanges, and system requirements.
- Goals, objectives, and strategic drivers for TRCC projects.
- A future vision for statewide traffic records systems.
- Identification of 8 strategic initiatives and over 50 specific projects to enhance, integrate, and develop traffic records systems.
- A proposed implementation schedule.
- Budget and funding estimates.
- Performance measures for tracking progress.

No major changes have been made to the Traffic Records Strategic Plan or to the TRCC's charter in the past year; however, some minor modifications have been made and are summarized in subsection II.A, below. A progress report on each of the initiatives and projects in the strategic plan is included in Section IV of this document. As additional progress is made and circumstances change enough to warrant a formal update of the strategic plan, the State of Kansas will do so, likely in fall 2007 or spring 2008.

A. Strategic Plan Modifications

Modifications to the Traffic Records Strategic Plan have included:

- Updates to TRCC membership lists to reflect the current representatives from each of the member agencies and organizations.
- Expansion of the TRCC's membership to include KID.
- Formation of working groups and/or subcommittees to deal with specialized issues, such as statewide data standards and data security issues.
- Implementation of a robust performance measurement process, which resulted in the identification and baseline measurement of new performance metrics and the creation of a new periodic measurement report.

- Updates to the tactical project portfolio, including:
 - » Addition of trauma-related projects, such as a trauma tag pilot program and the adoption of data elements from the National Trauma Data Bank (NTDB) Data Dictionary.
 - » Addition of feasibility and needs assessments for systems in the Kansas Department of Revenue (KDOR), the Kansas Bureau of Investigation (KBI), and KID.
 - » Addition of a Law Enforcement Liaison (LEL) BAC information-gathering project.
 - » Addition of projects to integrate traffic records systems with the Kansas Criminal Justice Information System (KCJIS).
 - » Removal of the project to implement bar-coded vehicle registrations.
- Updates to implementation schedules to reflect current information.
- Updates to budget and funding estimates to reflect current information, including:
 - » Addition of the TREF as a potential funding source.

Additional information on many of these modifications can be found in Sections IV and VI of this document.

B. TRCC Commitment to the Strategic Plan

Over the past year, the TRCC and its members have remained actively engaged in ensuring the successful implementation of the Traffic Records Strategic Plan and its associated projects. The TRCC Working Group has been holding regular meetings since May 2006 and has scheduled meetings on the third Thursday of every month into 2008. In addition to the personal involvement of TRCC members, the TRCC has hired an independent management consulting firm, MTG Management Consultants, LLC, to assist with the project management and oversight of TRCC initiatives.

III. Status of Adoption of Required Data Standards

III. Status of Adoption of Required Data Standards

The State of Kansas has made significant progress over the past year toward adopting national data standards, including the Model Minimum Uniform Crash Criteria (MMUCC) and National Emergency Medical Services Information System (NEMSIS) standards, as required by Section 408. The appropriate state agencies have agreed to adopt the relevant data standards as soon as is practicable and have finalized, or are in the process of finalizing, the relevant data elements to be used statewide. Additional significant progress is expected to be made in these areas in 2008 and 2009. This section describes the specific progress made toward adopting the MMUCC and NEMSIS data standards over the past year.

A. MMUCC

The Kansas Department of Transportation (KDOT) has been leading the effort to adopt the MMUCC standards statewide. KDOT successfully redesigned the three most common traffic records forms to comply with MMUCC standards this year based on input from a wide range of Kansas stakeholders. The forms are now complete and have been approved for use by the agencies involved. The redesign of the traffic forms is a major accomplishment in the successful adoption of MMUCC standards.

Due to state reporting requirements, traffic forms in use cannot be replaced in the middle of a year. Changes to the traffic forms will also necessitate changes to existing field reporting systems and databases. Therefore, the State of Kansas has decided that the new MMUCC-compliant traffic forms will be rolled out in the beginning of 2009 to correspond with the release of a new FBR system that will incorporate over 15 commonly used statewide forms.

B. NEMSIS

The Kansas Board of Emergency Medical Services (KBEMS) has been leading the effort to adopt the NEMSIS standards statewide. KBEMS has been soliciting input from emergency service providers throughout the state since 2006 as to which NEMSIS data elements would be most applicable to use in their services, and KBEMS is currently in the process of procuring a pre-hospital data collection system that will be NEMSIS “gold-compliant” or “silver-compliant.” The system will be made available for use by all emergency service providers in the state. KBEMS anticipates selecting the system by the end of 2007, with the Phase I implementation complete in early 2008.

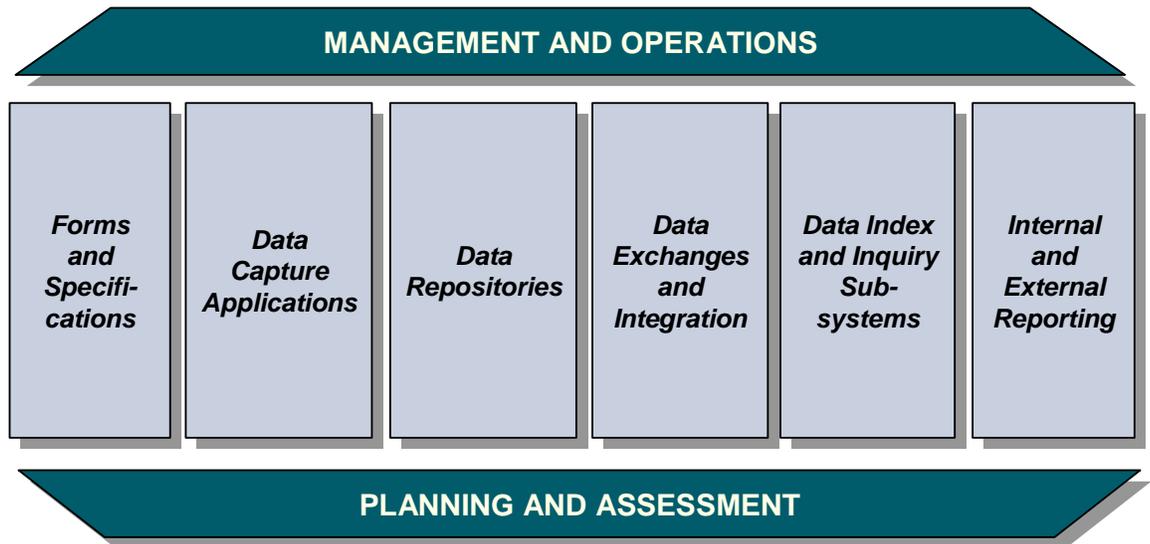
IV. Progress Reports on Initiatives and Projects

IV. Progress Reports on Initiatives and Projects

The TRCC's Traffic Records Strategic Plan identifies 8 strategic initiatives and more than 50 specific projects to enhance, integrate, and develop traffic records systems and data capabilities throughout the State of Kansas. This section describes the strategic framework established in the Traffic Records Strategic Plan and provides progress reports on the projects in each initiative.

A. Strategic Framework

As shown in the figure below, the strategic framework for the traffic records program is based upon six operational initiatives areas, held together by two management initiatives that 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 and assessed, as well as changed, added, or removed as necessary. No changes to the strategic framework have been made since the Traffic Records Strategic Plan was approved in May 2006.



Additional details on the specific projects in each of these initiatives can be found below.

B. Status of Projects by Initiative

This subsection provides status information on the projects in the Traffic Records Strategic Plan, organized by strategic initiative.

1. Forms and Specifications

Initiative 1, Forms and Specifications, includes projects meant to develop standard forms and electronic data specifications for information exchanges used to submit or transfer traffic records data. 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:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
1-A	Redesign 850, 851, and 852 Forms	H1 2007	H2 2007	Complete
1-B	Select NEMSIS Data Elements for EMS Reporting	H2 2006	H2 2007	In Process – On Schedule
1-C	Adopt MMUCC Data Standards for Crash Reporting	H2 2006	H1 2009	In Process – On Schedule
1-D	Define Specification for Universal Traffic Citation	H1 2007	H2 2007	In Process – Slightly Behind Schedule
1-E	Adopt/Update Traffic Data Dictionary	H2 2006	H2 2007	In Process – On Schedule
1-F	Adopt/Develop Standard Information Schemas	H2 2006	H1 2009	In Process – On Schedule
1-G	Adopt Data Elements From the NTDB Data Dictionary	H2 2006	H2 2007	In Process – On Schedule

Project 1-G is a new addition to the Traffic Records Strategic Plan.

As mentioned in Section III, the State of Kansas has made significant progress toward adopting national data standards, such as MMUCC, NEMSIS, and NTDB standards, over the past year. The appropriate state agencies have agreed to adopt the relevant data standards and have finalized, or are in the process of finalizing, the relevant data elements to be used statewide.

In addition to the successful selection of national data elements, the agencies have made significant progress in implementing the data standards. KDOT successfully redesigned the three most common traffic records forms to comply with MMUCC standards; KBEMS has begun to procure a pre-hospital data collection system that will be NEMSIS-compliant; and the Kansas Department of Health and Environment (KDHE) has implemented a pilot program that utilizes NTDB data standards. Additional significant progress is expected to be made in these areas in 2008 and 2009.

To facilitate the statewide adoption of national data standards and to address a few other statewide data standard issues, the TRCC formed a subcommittee of technical experts, the Data Architecture Working Group, to work on the development of a common traffic data dictionary and standard information schemas, among other things. In addition to the

aforementioned data standards, this group is investigating the impact of other national data standards, such as the National Information Exchange Model (NIEM), on statewide data exchanges.

2. Data Capture Applications

The purpose of Initiative 2 in the strategic plan, Data Capture Applications, is to facilitate the acquisition, development, and implementation of new data capture 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:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
2-A	Complete FBR Feasibility Study	H1 2007	H1 2007	Complete
2-B	Develop and Implement FBR System	H1 2007	H2 2009	In Process – Behind Schedule
2-C	Select/Implement EMS Registry	H2 2006	H1 2008	In Process – Behind Schedule
2-D	Implement Kansas Highway Patrol (KHP) Patrol Car Bar Code Scanners	H2 2006	-	Delayed
2-E	Implement KARDS/PRISM	H2 2006	H2 2007	In Process – On Schedule
2-F	Deploy KHP Global Positioning System (GPS) Units	H2 2006	H1 2007	Complete
2-G	Develop GPS Data Capture for Crash Report Data Entry	H2 2006	H2 2007	In Process – On Schedule
2-H	Acquire and Implement CVIEW	H2 2006	H2 2007	In Process – On Schedule

No projects were added to this initiative, although the Field Reporting System (FRS) has been renamed the FBR system and the Performance and Registration Information Systems Management (PRISM) system is now also referred to as the Kansas Apportionment and Reapportionment Data System (KARDS).

Over the past year, Kansas made significant progress toward improving the capabilities of its data capture applications. As described in the strategic plan, Kansas aims to replace its two main field data capture applications with a single FBR system that will be managed by

KHP. Representatives from multiple state agencies, including KHP, KDOT, and KCJIS, visited a few other states to solicit best practices on FBR systems during the course of their feasibility study. Lessons learned from Iowa, Kentucky, Wisconsin, and other states were applied to the prototype systems developed by KHP earlier this year. KHP is in the process of validating its approach and obtaining buy-in from additional local law enforcement participants and expects to begin full-fledged development of the FBR system in the coming months.

Another accomplishment in Initiative 2 was that KBEMS made significant progress on acquiring a commercial off-the-shelf (COTS), NEMESIS-compliant pre-hospital data collection system. While the project is a few months behind schedule, a strategic planner and project manager has been hired to oversee the procurement and implementation of the EMS registry, and the procurement process for the system is currently under way. A product should be selected by the end of 2007, with Phase I implementation to be completed in early 2008.

KDOR was also very active in implementing additional data capture capabilities. An information exchange window for commercial vehicle information was acquired and will be completed by fall 2007. Functionality to improve registration data capture and apportionment capabilities is expected to be complete by December 2007. As a result of these successful projects, the state will have increased access to a wide range of driver data.

Although much progress was made in areas covered by Initiative 2, Kansas also encountered a few obstacles to the successful completion of a few projects, including the implementation of bar code scanners and effective use of GPS functionality. The implementation of bar code scanners in KHP patrol cars has been delayed indefinitely due to technical issues, legislative hurdles, and registration constraints. Technical issues have limited the accuracy and effectiveness of the GPS data captured in the field. The State of Kansas continues to work to rectify these issues and hopes to have them resolved in the next 12 to 18 months.

3. Data Repositories

The goal of Initiative 3, Data Repositories, is to improve statewide data repositories 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:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
3-A	Develop Statewide Citation Repository	H1 2009	H2 2011	Planned
3-B	Update KARS Data and Reports	H1 2008	H1 2009	Planned
3-C	Update/Replace VIPS	H1 2009	H2 2012	Planned
3-D	Update KDLIS	H2 2007	H2 2008	Planned
3-E	Implement KIBRS Design	H1 2008	H2 2009	Planned
3-F	Install Imaging System for Motor Carrier Services	H2 2006	H1 2008	In Process – On Schedule
3-H	Perform VIPS/KDLIS Feasibility Study	H2 2006	H2 2007	Complete
3-I	Complete KIBRS Needs Assessment and Design	H1 2007	H2 2007	In Process – On Schedule
3-J	Conduct Feasibility Study of Creating an Electronic Financial Responsibility/Insurance Verification System	H1 2007	H1 2008	Initiated
3-K	Perform LEL BAC Information-Gathering Project	H1 2007	H1 2008	Initiated

Projects 3-H through 3-K are new additions to the Traffic Records Strategic Plan. Project 3-G, Implement Bar-Coded Vehicle Registrations, is no longer an approved project and was removed accordingly.

Over the past year, the State of Kansas initiated feasibility studies involving three critical data repositories – the Vehicle Information Processing System (VIPS), the Kansas Driver’s License Information System (KDLIS), and the Kansas Incident-Based Reporting System (KIBRS). The feasibility studies of VIPS and KDLIS are complete, while the KIBRS assessment will be completed this fall. The replacement or enhancement of these systems over the next 4 years, based on the results and proposed designs in the feasibility studies, will dramatically improve the quality, availability, and accessibility of traffic records data throughout the state.

In addition to the improvement in the aforementioned repositories, Kansas also plans to update the Kansas Accident Reporting System (KARS) in order to accommodate the new traffic forms that comply with MMUCC standards, create a statewide citation repository, and investigate the feasibility of creating a statewide repository that would allow officers in the field to verify a driver’s insurance and financial responsibility information.

Kansas has also made improvements to the information in its data repositories by initiating a project to improve the collection of BAC data utilizing the Bureau of Traffic Safety LELs and a project to install an imaging system for motor carrier services. The LEL BAC information-gathering project will continue to reduce the number of “unknown” fields in BAC test results over the next few years and improve the quality of data in the corresponding data repositories.

4. Data Exchanges and Integration

The projects associated with Initiative 4, Data Exchanges and Integration, 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, development of the exchanges between data capture applications, agency repositories, and the TRS may begin.

The projects associated with this initiative are as follows:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
4-A	Integrate FBR With KARS	H1 2009	H1 2009	Planned
4-B	Develop FullCourt Data Extraction	H2 2006	H1 2008	In Process
4-C	Link TRS to KARS	H1 2009	H2 2009	Planned
4-D	Link TRS to KDLIS and VIPS	H2 2008	H2 2009	Planned
4-E	Link TRS to KIBRS and CCH	H2 2009	H2 2010	Planned
4-F	Link TRS to EMS Registry	H2 2009	H2 2010	Planned
4-G	Link TRS to Trauma Registry	H2 2010	H2 2011	Planned
4-H	Link TRS to SAFETYNET	H2 2010	H2 2011	Planned
4-I	Link TRS to CANSYS	H2 2008	H2 2009	Planned
4-J	Develop KARS/KBI BAC Data Access	H2 2006	N/A	Delayed Indefinitely
4-K	Receive Diversion Data From Prosecutor System	H1 2009	H1 2010	Planned
4-L	Develop Local Unique System Interfaces	H1 2008	H1 2011	Planned
4-M	Identify Local Organizations With Unique Data Systems	H1 2007	H2 2007	In Process
4-N	Conduct Trauma Tag Pilot Program	H1 2007	H2 2007	In Process
4-O	Implement MCSIA Requirements for CDLIS	H2 2006	H1 2007	Complete

Project ID	Project Name	Start Date	Estimated Completion Date	Status
4-P	KDOT/KHP Integration of SAFETYNET Data	H1 2009	H1 2009	Planned
4-Q	Integrate KIBRS Into KCJIS Index	H2 2009	H2 2010	Planned
4-R	Integrate Citation Repository Into KCJIS Index	H2 2011	H2 2012	Planned

Projects 4-M through 4-R are new additions to the Traffic Records Strategic Plan.

As the majority of the projects in Initiative 4 are scheduled for 2008 or beyond and are also dependent on the successful completion of projects in Initiatives 1, 2, and 3, many of the projects in this particular initiative did not experience notable progress in 2007; however, the efforts of Kansas agencies elsewhere will enable future progress in this area and will directly lead to improved data integration in the coming years.

Specifically in Initiative 4, however, the Kansas Office of Judicial Administration (OJA) has made significant progress in the implementation a case management system, Justice Systems' FullCourt, which will eventually facilitate data transfer to the TRS. The new system will give local courts and other justice agencies improved capabilities to manage and share court-related data electronically after the phased rollouts are completed.

KDHE initiated a trauma tag pilot program that, based on initial results, will greatly improve the integration of medical data between Kansas agencies. The common trauma tag identifier allows Kansas agencies to track patients as they move from incident locations throughout care facilities in the state. The tags also allow improved integration with traffic citations and other requisite forms.

Also in the past year, KDOR made enhancements to the Commercial Driver's License Information System (CDLIS) to comply with additional requirements under the Motor Carrier Safety Improvement Act (MCSIA). These MCSIA improvements enable a greater level of integration and data exchange with national data systems.

Finally, it should be noted that the State of Kansas experienced a significant legal hurdle in the process of making BAC data, which is stored in a KBI database, available to other agencies electronically. The issue involves balancing the privacy rights of individuals with the disclosure requirements of the Kansas Open Records Act. Kansas is trying to resolve this issue with the attorney general and the other appropriate parties; however, the project has been put on hold indefinitely as a result of this legal issue.

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 mart for records related to people, places, or things (e.g., vehicles) and a statistical data mart to be used for reporting purposes.¹

The projects associated with this initiative are as follows:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
5-A	Pilot/Model Virtual TRS	H1 2007	H2 2007	In Process – On Schedule
5-B	Design and Develop Master Indexing	H1 2007	H1 2008	In Process – On Schedule
5-C	Develop Collection/Distribution Subsystem	H1 2008	H1 2009	Planned
5-D	Develop Web Portal and Content	H1 2007	H1 2008	In Process – On Schedule
5-E	Develop Individual Inquiry Subsystem	H2 2008	H1 2009	Planned
5-F	Develop Statistical Reporting Subsystem	H1 2008	H2 2008	Planned

No projects were added to or removed from this initiative.

Over the past year, the State of Kansas began three projects that will lay the foundation for the TRS. Projects 5-A, 5-B, and 5-D are currently under way and will lead to a proof of concept for the eventual system by the end of 2007. MTG has been providing technical expertise and project management oversight for these projects.

6. Internal and External Reporting

The goal of Initiative 6, Internal and External Reporting, 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 enhancements made to statewide traffic records systems and data repositories under the guise of the Traffic Records Strategic Plan will lead to significantly improved reporting capabilities, both internally and externally.

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.

The projects associated with this initiative are as follows:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
6-A	Develop MMUCC Reporting Capabilities	H1 2008	H1 2009	Planned
6-B	Develop/Update Standard Statistical Reports	H1 2008	H1 2009	Planned

No projects were added to or removed from this initiative.

The projects in Initiative 6 are planned for 2008 and beyond and are dependent on the successful completion of other projects, so no direct progress was made on them this year; however, numerous efforts made in other projects will facilitate the successful completion of these projects by 2009.

7. Management and Operations

Initiative 7, Management and Operations, is meant to develop the organizational management, decision-making, and support structures that will oversee the successful implementation of the Traffic Records Strategic Plan as well as the strategic deployment and day-to-day operations of the future TRS and other traffic-related systems. 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 programs successful, along with processes for communications and program support.

The projects associated with this initiative are as follows:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
7-A	Manage Overall Program	H2 2006	H2 2011	In Process – On Schedule
7-B	Develop Overall Support Strategy	H1 2009	H1 2009	Planned
7-C	Develop/Implement Communications Plan	H1 2007	H1 2007	Complete
7-D	Create Centralized Help Desk/Information Center	H1 2009	H1 2010	Planned
7-E	Develop Standardized Local Technical Support	H1 2008	H1 2009	Planned
7-F	Update System Training Program	H2 2008	H2 2009	Planned

No projects were added to or removed from this initiative.

In addition to the direct involvement of TRCC members over the past year in the management and operations of items in the Traffic Records Strategic Plan, the State of Kansas has also hired MTG to provide project and program management oversight of TRCC projects and initiatives through 2008. A formal program management plan and communications plan were developed and adopted in early 2007, and the TRCC, with the assistance of MTG, continues to be proactively involved in the management and operations of the Traffic Records Strategic Plan.

8. Planning and Assessment

The goal of Initiative 8, Planning and Assessment, 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:

Project ID	Project Name	Start Date	Estimated Completion Date	Status
8-A	Develop Yearly TRS Program Status Report	H1 2007	H1 2012	In Process – On Schedule
8-B	Define Performance Measure Process	H1 2007	H1 2007	Complete
8-C	Measure Business Performance	H1 2007	H2 2012	In Process – On Schedule
8-D	Update Strategic Plan	H2 2007	H1 2008	Planned
8-E	Conduct Traffic Records Assessment, Post-Implementation	H2 2012	H1 2013	Planned

No projects were added to or removed from this initiative.

In addition to the direct involvement of TRCC members over the past year in the planning and assessment of items in the Traffic Records Strategic Plan, the State of Kansas has also hired MTG to provide strategic planning guidance and performance measurement assistance for TRCC projects and initiatives through 2008.

As described in Section V, a robust performance measurement process was developed in spring 2007 that has helped to identify baseline performance metrics that will measure progress on the adoption of national data standards, improvements to traffic records systems and data, and the implementation of the Traffic Records Strategic Plan. An initial set of measurements was identified and measured in the first half of 2007, and these



measurements will continue to be refined, enhanced, and measured on an annual basis (if not more frequently). Some of these metrics fulfill NHTSA's requirements for Section 408 funding; however, many of the measures are simply used for internal management purposes.

In addition to the proactive approach taken to measuring business performance, the State of Kansas has been equally involved in tracking and reporting the status of projects managed by the TRCC. This document is just one example of the program reporting mechanisms used to plan and assess progress made under the Traffic Records Strategic Plan.

V. Measurable Progress

V. Measurable Progress

Over the past year, the State of Kansas has made measurable progress toward implementing the Traffic Records Strategic Plan, increasing compliance with national data standards, and improving the quality of data in its traffic records repositories. In an effort to more clearly demonstrate progress in these areas, Kansas has taken significant steps to improve the quality of the metrics associated with its Traffic Records Strategic Plan activities. These metrics, and the baseline measurements thereof, will provide a useful management tool for the TRCC as it continues to actively oversee the implementation of the strategic plan in the coming years. This section describes the performance measurement process that was defined in spring 2007, its outputs, the metrics most relevant to the Section 408 grant application, and planned future activities.

A. Performance Measurement Process Overview

Performance measurement is the structured and systematic assessment of an organization's progress in meeting its objectives and goals. In spring 2007, the State of Kansas hired MTG to develop a robust performance measurement process and assist with the baseline measurement of the subsequently identified metrics. As a result of this process, the State of Kansas produced the following:

- A detailed Performance Measurement Program Guidebook, which describes the rationale and principles for performance measurement as well as the processes that should be used to identify and document appropriate metrics.
- A Performance Measurement Program Reference Guide, which includes a detailed description of each identified performance measure, the algorithm to be used to calculate the metric, the source of the data, and a person responsible for generating the metric on a periodic basis.
- The KTMR, which represents the latest measurement of each performance metric and should be used by the TRCC for managerial decision making.

The current Performance Measurement Program Reference Guide and KTMR have been included as APPENDICES B and C respectively.

The identified Kansas performance measurements will enable the TRCC to make judgments about the effectiveness and efficiency of its plans, processes, and programs. Kansas TRCC leaders can, and should, utilize the performance measurement results to make ongoing decisions about their initiatives, processes, and performance.

B. Metrics Most Relevant to the Section 408 Grant Application

The metrics identified and measured in Category II (TRS Data and Systems) in the Performance Measurement Program Reference Guide and the KTMR have shown the greatest amount of measurable progress, as defined by NHTSA, over the past year. Specifically, the State of Kansas can show measurable progress in the following performance areas and data types:

	Timeliness	Accuracy	Completeness	Uniformity (Consistency)	Integration	Accessibility
Crash (Accident)	✓		✓			
Driver						
Vehicle			✓			
Roadway						
Citation						
Injury Surveillance and EMS					✓	

Details on these metrics and their measurements can be found in the current Performance Measurement Program Reference Guide and KTMR in APPENDICES B and C respectively.

C. Future Activities

The State of Kansas will continue to implement the new performance measurement process in fall 2007, and beyond, to identify the key performance metrics that meet the data requirements of NHTSA and the management needs of the TRCC. Measurements of the performance metrics will occur at least annually, and a new KTMR will be published for review and analysis at that time.

VI. Budget and Funding Report

VI. Budget and Funding Report

The TRCC recognizes that realization of the business and technology vision described in the Traffic Records 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 the 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 drove the resource-investment requirements. This section outlines the estimated investments required to implement the Traffic Records Strategic Plan and the assumptions that underlie those investment decisions. It also describes potential sources of funds that may be available to support the investments contemplated in the plan and highlights some of the expenditures and allocations to date.

A. Budget Report

The total estimated cost of TRCC projects identified in the Traffic Records Strategic Plan is \$25,724,119 through 2011. No changes have been made to the total program estimate in the last year. A breakout of costs by initiative is presented in the table below. Additional details can be found in the strategic plan.

Initiative	Cost
1 – Forms and Specifications	\$ 338,960
2 – Data Capture Applications	4,627,616
3 – Data Repositories	14,735,900
4 – Data Exchanges and Integration	2,346,000
5 – Data Index and Inquiry Subsystems	1,990,040
6 – Internal and External Reporting	230,400
7 – Management and Operations	851,520
8 – Planning and Assessment	603,683
Total	\$25,724,119

B. Budget Assumptions

The estimated program budget was created based on the following assumptions:

- Dollar amounts are estimates and/or approximations and may vary from actual costs.
- Dollar amounts are in today's dollars; inflation factors are not applied.
- 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.
- Ongoing maintenance costs for data exchanges are included as TRS maintenance.

- Project management activities required by the Kansas Information Technology Office (KITO) are included as staff hours.

C. Funding Report

Major funding sources for traffic records projects include Kansas agencies, NHTSA, FHWA, and a new funding source – the Kansas TREF. In spring 2007, the Kansas Legislature created the TREF. All moneys credited to the TREF shall be used by KDOT for the purpose of enhancing and upgrading traffic records systems in the state. Of the remittances of fines, penalties, and forfeitures received from clerks of the district court, at least monthly, the state treasurer shall credit 2.50 percent to the TREF. This allocation is expected to produce approximately \$536,000 for traffic-related projects annually.

In September 2006, the State of Kansas was awarded \$577,052 in NHTSA Section 408 funds for FY 2006. Successive-year applications for additional Section 408 funds will be made for the duration of the Section 408 program, which runs through FY 2009.

The State of Kansas has also been authorized to use \$750,000 of FHWA Section 163 funds for traffic-related projects.

The projected funding sources and projected amounts through 2011 are summarized in the table below. The table assumes funding from NHTSA at the current levels through FY 2009.

Source	Amount
Kansas Agencies	\$16,763,556
FHWA Section 163 Program	750,000
NHTSA Section 408 Program (FY 2006 to FY 2009) Projected	2,308,288 (\$577,072 × 4)
Kansas Traffic Records Enhancement Fund (FY 2007 to FY 2011) Projected	2,680,000 (\$536,000 × 5)
Total	\$22,501,844

Based on current projections, the State of Kansas faces a shortfall of \$3,222,275 for its traffic-related projects. The TRCC will continue to explore additional funding sources, such as those mentioned in the next subsection, to cover the funding differential.

D. Other Potential Grant Funding Sources

In addition to previously identified moneys, the following grant funding sources may be available for traffic-related projects and initiatives:

- *Commercial Driver's License (CDL) Grants* – Provides assistance to states that demonstrate the greatest impact on the effectiveness of the CDL program in improv-

ing highway safety and reducing commercial motor vehicle-related fatalities through a performance-based approach.

- *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 & 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 the Federal Motor Carrier Safety Administration (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 Governors 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 moneys 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)* – 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, data enforcement, 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.

E. Allocation and Expenditures Report

Highlights from the dollars allocated to and expended on TRCC projects to date are as follows:

- KBEMS started the NEMSIS-compliant EMS electronic data capture project. In 2006, approximately \$450,000 was allocated, of which \$100,000 was NHTSA Section 402 funds and the remainder was state funding. The allocation should cover all software and services needed to implement a pre-hospital data collection system.
- KHP anticipates spending \$1,434,200 for a new law enforcement electronic FBR system.
- KDOR anticipates spending \$13,895,320 for VIPS replacement and PRISM/KARDS functionality through 2011.
- KDHE used \$2,500 of state funds on the trauma tag pilot project.
- KBI is currently responsible for three projects in the strategic plan. All three will be using multiple federal grant funds with matching 25 percent state funds.
- KDOT began a handheld GPS pilot project with KHP to acquire more accurate locational data at vehicle fatalities and crashes. \$50,000 of Section 402 funding was spent.
- Approximately \$750,000 of FHWA Section 163 funding was used to hire MTG to work on six projects identified in the strategic plan.
- All expenditures involving the \$577,072 from the FY 2006 NHTSA Section 408 allocation will be applied toward projects in FY 2008 and FY 2009; therefore, no Section 408 moneys have been released as of this time.

F. Future Plans

The TRCC will continue to diligently work to secure additional funding to cover the shortfall as needed. As funding is received from both NHTSA and the TREF, the TRCC will meet to decide which projects will be funded with those dollars and which will not. Based upon the anticipated timing of the FY 2007 Section 408 allocation, most of the FY 2007 funds will be allocated toward FY 2008 or FY 2009 projects.

VII. Issues and Difficulties

VII. Issues and Difficulties

In addition to the significant progress made in implementing the Traffic Records Strategic Plan in the past year, the TRCC and its members also encountered a few obstacles and difficulties. Specific issues and setbacks included the following:

- Significant legal issues were encountered in the process of making BAC data, which is stored in a KBI database, available to other agencies electronically. The issues involve balancing the privacy rights of individuals with the disclosure requirements of the Kansas Open Records Act.
- The lack of national XML data standards for the exchange of traffic records data makes cross-agency system development and integration difficult.
- GPS devices in the field failed to accurately capture location information.
- Privacy concerns pertaining to medical records may limit the transfer of EMS and trauma data to central repositories.
- Technical, financial, legal, and legislative issues were encountered during the implementation of bar code scanners in KHP patrol cars.
- Funding for some projects is not yet secured.
- NHTSA Section 408 funds were received too late in FY 2006 to be applied to 2006 projects or to be planned for use in projects in 2007.

The State of Kansas continues to work to rectify these issues and hopes to have many of them resolved in the next 12 to 18 months.

Appendix A TRCC Membership

Appendix A – TRCC Membership

A. TRCC Executive Group

Name	Agency
Mr. Mike Bowen	FHWA
Ms. Teri Graham	FMCSA
Secretary Miller	KDOT
Colonel Seck	KHP
President Cavanaugh	KPOA
President Watson	KACP
President Parr	KSA
Mr. Howard Schwartz	OJA
Secretary Werholtz	KCJIS
Secretary Wagnon	KDOR
Director Waller	EMS
Mr. Kirk Thompson	KBI
Secretary Bremby	KDHE
Assistant Secretary Tomlinson	KID
Mr. David Warm	MARC/MPO

B. TRCC Working Group

Name	Agency
Mr. David Laroche	FHWA
Mr. Bob Alva	FHWA
Mr. Randy Bolin	NHTSA
Mr. Randall Beaver	FMCSA
Mr. David Marshall	KDOT
Mr. Rex McCommon	KDOT
Mr. Chris Bortz	KDOT
Mr. Pete Bodyk	KDOT
Mr. Ben Nelson	KDOT
Ms. Kelly Badenoch	KDOT
Mr. Mark Thurman	KHP
Ms. Mary Parmentier	KHP

Name	Agency
Captain Dan Meyer	KHP
Major Goodloe	KHP
Lieutenant Colonel Maple	KHP
Undersheriff Cavanaugh	KPOA
Mr. Mike Watson	KACP
Mr. Ed Klumpp	KACP
Mr. Doyle King	KACP
Sheriff Jeffrey Parr	KSA
Sheriff Gary Steed	KSA
Captain Lance Royer	KSA
Mr. Kelly O'Brien	OJA
Ms. Melanie Waters	OJA
Mr. Gordon Lansford	KCJIS
Mr. Bill Roth	D of A
Ms. Marcy Ralston	KDOR
Mr. Matt Moser	KDOR
Mr. Tim Blevins	KDOR
Ms. Carmen Alldritt	KDOR
Mr. Joe Moreland	EMS
Mr. Robert Waller	EMS
Mr. Dave Sim	KBI
Ms. Janell Zeiler	KBI
Ms. Dawn Hefton	KBI
Ms. Rosanne Rutkowski	KDHE
Mr. Neil Woerman	KID
Mr. Michael Briggs	MARC/MPO

C. Data Architecture Subcommittee

Name	Agency
Mr. Bill Roth	D of A
Mr. David Marshall	KDOT
Mr. Rex McCommon	KDOT
Ms. Jamie Morgan	KDOT

Name	Agency
Mr. Gordon Lansford	KCJIS
Mr. Lloyd Coultis	KHP
Mr. Neil Woerman	KID
Mr. Kelly O'Brien	OJA
Ms. Rosanne Rutkowski	KDHE
Mr. Shawn Brown	KBI
Mr. Tim Blevins	KDOR
Mr. Joe Moreland	EMS

Appendix B
Performance Measurement
Program Reference Guide

State of Kansas Traffic Records Coordinating Committee

Traffic Records Strategic Plan Implementation

Performance Measurement Program Reference Guide

May 30, 2007



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Document Purpose

The Kansas Traffic Records System (TRS) Reference Guide is a definition of each performance measurement and a detailed description of the measurement components.

Version	Date	Description/Changes
1.0	5/9/07	Initial version.
2.0	5/15/07	Updates based on performance measurement owner feedback.
3.0	5/30/07	Updates based on feedback and recommendations from the National Highway Traffic Safety Association (NHTSA) review.

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I. Introduction

I. Introduction

The Kansas Traffic Records System (TRS) Performance Measurement Reference Guide provides a detailed definition of each measurement, its performance target, and its source of data. The Reference Guide is designed as an accompanying reference text to the Kansas Performance Measurement Program Guidebook and the Kansas TRS Measurement Report (KTMR).

The Kansas project manager or his/her designated team member maintains this reference manual.

A. Performance Measurement Categories

Measurements are organized by category and listed in the order of appearance in the KTMR by measurement name. Kansas TRS performance measurements are targeted at three different organizational classifications. The classifications are:

- *Model Data Elements* – These performance measurements are required as part of the 408 grant program and reflect the usage of the Model Minimum Uniform Crash Criteria (MMUCC) and National Emergency Medical Services Information System (NEMSIS) data elements. They also include TRS compliance with other national data sets, such as the National Trauma Data Bank (NTDB).
- *TRS Data and Systems* – These performance measurements are also required as part of the 408 grant program and demonstrate measurable progress towards the National Highway Traffic Safety Association's (NHTSA's) goals of:
 - » Timeliness.
 - » Consistency.
 - » Completeness.
 - » Accuracy.
 - » Accessibility.
 - » Integration.
- *Traffic Records Coordinating Committee (TRCC) Strategic Plan* – These performance measurements reflect the organization's progress in achieving the goals and objectives of the strategic plan.

Additional categories of performance measurements may be added in the future in the operational areas of the TRS agencies.

B. Measurement Layout

The layout of each performance measurement is designed to increase accuracy and develop a common understanding of the measurement and its benefits. The key areas of each measurement are described below.

1. The Measurement

This section discusses the concept of the measurement and how it is computed. The data captured about the performance measurement is:

- *Name* – Lists the official name of the measurement.
- *Classification* – Identifies the “category” that the measurement falls within. Three classifications have been defined and incorporated into the Kansas TRS performance measurements framework:
 - » Model Data Elements.
 - » TRS Data and Systems.
 - » Strategic Plan.
- *Division or Agency* – Lists each division or agency that is a primary user of this measurement.
- *Measurement Owner* – Lists the owner or owners that are responsible for collecting the measurement results.
- *Definition* – Defines the measurement and its characteristics in qualitative and quantitative terms.
- *Benefits* – Identifies the value that will come from improved performance.
- *Performance Target* – Signifies the desired performance level of the measurement, as evaluated on the basis of output or outcome.
- *Annual Target* – Documents the multiple annual improvement targets of the performance measurement.
- *Algorithm* – Depicts the formulas and variables used to compute the measurement.
- *Strategic Plan Link* – Lists the links to specific projects within the Kansas Records Strategic Plan.
- *Issues* – Discusses limitations and concerns that could impact the measurement’s effectiveness.
- *Other Notes* – Includes additional pertinent information that does not fall into the above categories.
- *Related Measurements* – Provides a cross-reference to related measurements.

2. The Data

This section introduces the performance measurement underlying data, its sources and any limitations of the data. This section ensures that the performance measurement results are consistent for each reporting period. The specific data elements documented here are:

- *Source* – Identifies the source of the data.
- *Availability* – Describes any constraints on the availability of the data from the source.
- *Data Issues* – Lists known issues that affect the quality of the data.

3. The Future

This section introduces potential future directions for the measurement. This includes ways in which the measurement could evolve or expand as changes are made to the underlying applications or systems.

II. Model Data Elements Measurements

II. Model Data Elements Measurements

The Classification I Kansas TRS performance measurements will consist of the benchmark measurements that certify the State of Kansas' adoption and use of the model data elements. These measurements will demonstrate measurable progress toward full implementation of the model data elements.

A. MMUCC

<i>The Measurement</i>	MMUCC Data Elements
Classification	Model data elements.
Division or Agency	Kansas Department of Transportation (KDOT).
Measurement Owner	Mr. Rex McCommon – KDOT 785-296-5169 <i>rex@ksdot.org</i>
Definition	The State of Kansas certifies that it will adopt and use the MMUCC data elements.
Benefits	MMUCC represents a voluntary and collaborative effort to generate uniform crash data that is accurate, reliable, and credible for data-driven highway safety decisions within a state, between states, and at the national level.
Performance Target	The State of Kansas will use 86% of the 111 MMUCC data elements and 83% of the 785 MMUCC data attributes in the Kansas Accident Records System (KARS) database by December 31, 2009.
Annual Target	2005 Benchmark – 50% of the data elements/41% of the data attributes. 2006 Target – 50% of the data elements/41% of the data attributes. 2007 Target – 50% of the data elements/41% of the data attributes. 2008 Target – 50% of the data elements/41% of the data attributes. 2009 Target – 86% of the data Elements/83% of the data attributes.
Algorithm	Divide the number of MMUCC data elements and attributes in the current KARS database and the new codes in the new crash form by the number of MMUCC available data elements and attributes.
Strategic Plan Link	Initiative 1 – Project A – <i>Forms and Specifications – Redesign 850, 851, and 852 Forms</i> Initiative 1 – Project C – <i>Forms and Specifications – Adopt MMUCC Data Standards for Crash Reporting</i> Initiative 2 – Project B – <i>Data Capture Applications – Develop and Implement Field-Based Reporting (FBR) System</i> Initiative 3 – Project B – <i>Data Repositories – Update KARS Data and Reports</i> Initiative 6 – Project A – <i>Develop MMUCC Reporting Capabilities</i> Initiative 6 – Project B – <i>Develop/Update Standard Statistical Reports</i>
Issues	Implementation of the new MMUCC fields is dependent on the implementation of the new KHP FBR application.

<i>The Measurement</i>	MMUCC Data Elements
Other Notes	<p>As of May 1, 2007, the data dictionary has been updated, and the Kansas Motor Vehicle Accident forms have been redesigned to include the expanded MMUCC data elements and attributes.</p> <p>The MMUCC data elements and attributes will be implemented in the FBR application. Implementation of the FBR application will be completed in 2009.</p>
Related Measurements	None.

<i>The Data</i>	
Source	The data will be derived from the current KARS data model and the future FBR data model.
Availability	The performance owner will report on an annual basis.
Data Issues	There are no known data issues for this measurement.

The Future	There are no known planned changes to this measurement.
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B. NEMSIS

<i>The Measurement</i>	NEMSIS Data Elements
Classification	Model data elements.
Division or Agency	Kansas Board of Emergency Medical Services (KBEMS).
Measurement Owner	Mr. Joe Moreland 785-296-7296 <i>emsjm@ink.org</i>
Definition	The State of Kansas certifies that it will adopt and use the essential NEMSIS data elements.
Benefits	The NEMSIS project will help states collect more standardized elements and submit the data into the national EMS database.
Performance Target	The State of Kansas will use 125, or 29%, of the 425 possible NEMSIS data elements in the EMS applications or system by December 31, 2008.
Annual Target	2005 Benchmark – 0% of the data elements. 2006 Target – 0% of the data elements. 2007 Target – 0% of the data elements. 2008 Target – 29% of the data elements. 2009 Target – 29% of the data elements.
Algorithm	Divide the NEMSIS data elements in the EMS registry system by the number of NEMSIS (425) available data elements.
Strategic Plan Link	Initiative 1 – Project B – <i>Forms and Specifications – Select NEMSIS Data Elements for EMS Reporting</i> Initiative 2 – Project C – <i>Data Capture Applications – Develop/Implement EMS Registry System</i> Initiative 6 – Project B – <i>Develop/Update Standard Statistical Reports</i>
Issues	KBEMS does not currently have a mechanized system to collect the NEMSIS data. KBEMS is currently building an EMS system. It has established milestones for the procurement and implementation of the system and will build new performance measurements in the implementation phase.
Other Notes	Initiative 3 of the TRCC Strategic Plan involves the procurement, selection, and implementation of a vendor product which meets gold/silver compliance for EMS data collection. The NEMSIS data standards and further performance measurements will be a requirement of the system procurement. The NEMSIS data elements will be implemented in the EMS application. Implementation of the EMS system will be completed by December 31, 2008.
Related Measurements	None.

<i>The Data</i>	
Source	The data will be derived from the EMS registry system data model.
Availability	The performance owner will report on an annual basis after implementation of the new system.
Data Issues	There are no known data issues for this measurement.

<i>The Future</i>	There are no known planned changes to this measurement.
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C. NTDB

<i>The Measurement</i>	NTDB Data Elements
Classification	Model data elements.
Division or Agency	Kansas Department of Health and Environment.
Measurement Owner	Ms. Rosanne Rutkowski 785-296-1210 <i>rrutkows@kdhe.state.ks.us</i>
Definition	The State of Kansas certifies that it will adopt 91% of the elements in the National Trauma Data Standard Data Dictionary.
Benefits	The National Trauma Data Standard Data Dictionary has been developed by the American College of Surgeons Committee on Trauma to standardize hospital-based data collection to create a nationwide data bank of comparable data from trauma centers. All Kansas hospitals that receive trauma patients contribute data to the NTDB through the Kansas Trauma Registry central site.
Performance Target	The State of Kansas will use 69, or 91%, of the 76 National Trauma Data Standard Data Dictionary elements in the Trauma Registry by December 31, 2008.
Annual Target	2005 Benchmark – 0% of the data elements (standard not yet available). 2006 Target – 0% of the data elements (standard not yet available). 2007 Target – 74% of the data elements. 2008 Target – 91% of the data elements. 2009 Target – 91% of the data elements.
Algorithm	Divide the number of data elements common to both the Kansas Trauma Registry Data Dictionary and the National Trauma Data Standard Data Dictionary by the total number of elements in the National Trauma Data Standard Data Dictionary.
Strategic Plan Link	Initiative 1 – Project G – <i>Forms and Specifications – Adopt Data Elements from the National Trauma Data Standard Data Dictionary</i> Initiative 6 – Project B – <i>Develop/Update Standard Statistical Reports</i>
Issues	Data element attributes (i.e., “pick lists”) may not match the National Standard Data Set, but are mapped before inclusion in the NTDB.
Other Notes	A number of data elements are collected in the Kansas Trauma Registry are not included in the National Standard Data Set.
Related Measurements	None.

<i>The Data</i>	
Source	The data will be derived from the Kansas Trauma Registry Data Dictionary and National Trauma Data Standard Data Dictionary.
Availability	The performance owner will report on an annual basis.
Data Issues	There are no known data issues for this measurement.
<i>The Future</i>	There are no known planned changes to this measurement.

III. TRS Data and Systems Measurements

III. TRS Data and Systems Measurements

The Classification II Kansas TRCC performance measurements will focus on the TRS data and systems and are required under the 408 grant program measurements.

A. Crash Information Quality – Completeness

<i>The Measurement</i>	Blood Alcohol Content Unknown Results
Classification	TRS data and systems – completeness.
Division or Agency	KDOT.
Measurement Owner	Ms. Theresa Havenstein 785-296-4511 <i>Theresa@ksdot.org</i>
Definition	Kansas will accurately reflect the number of alcohol-related crashes by reducing the number of blank or unknown blood alcohol content (BAC) fields on the crash form submitted to the Fatal Accident Reporting System (FARS) database.
Benefits	Complete reporting of BAC data will provide more accurate alcohol-related fatality statistical data for the State of Kansas and other interested parties.
Performance Target	The number of BAC fields with an entry of unknown in the FARS database will be reduced from 55% to 35% by December 31, 2008.
Annual Target	2004 Benchmark – 50.1% of the BAC data elements in FARS database contain a blank or unknown entry. 2005 Target – 49% of the BAC data elements in FARS database contain a blank or unknown entry. 2006 Target – 45% of the BAC data elements in FARS database contain a blank or unknown entry. 2007 Target – 40% of the BAC data elements in FARS database contain a blank or unknown entry. 2008 Target – 35% of the BAC data elements in FARS database contain a blank or unknown entry.
Algorithm	Divide the number of unknown BAC fields (fields that are blank or filled with unknown) by the total number of BAC fields.
Strategic Plan Link	Initiative 1 – Project E – <i>Forms and Specifications – Adopt/Update Traffic Data Dictionary</i> Initiative 4 – Project J – <i>Data Exchanges and Information – Develop KARS/KBI BAC Data Access</i> Initiative 6 – Project B – <i>Internal and External Reporting – Develop/Update Standard Statistical Reports</i> Initiative 3 – Project K – <i>Data Capture Applications – Law Enforcement Liaison (LEL) BAC Information Gathering</i>

<i>The Measurement</i>	
Blood Alcohol Content Unknown Results	
Issues	The LELs work with the NHTSA FARS analyst to identify and gather missing BAC data for drivers involved in fatal crashes from the investigating officers. The data closes and is initially reported in the month of February for the previous calendar year. Law enforcement has until the following June (18 months) to make final BAC updates to the FARS database. The final report is produced after the final updates.
Other Notes	None.
Related Measurements	None.

<i>The Data</i>	
Source	The FARS database.
Availability	The BAC data is available and reported on an annual basis.
Data Issues	The performance measurement data benchmark, targets, and actual results are based on the final June report in the FARS database.

<i>The Future</i>	After Kansas achieves the established targets for this measurement using the final version of the reporting data, it will establish a new performance measurement to focus on improving the BAC unknown results, using the data at the February closing or the initial reporting period.
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B. Crash Information Quality – Timeliness

<i>The Measurement</i>	Crash Report Processing
Classification	TRS data and systems – timeliness.
Division or Agency	KDOT.
Measurement Owner	Mr. Rex McCommon – KDOT 785-296-5169 <i>rex@ksdot.org</i>
Definition	Kansas will improve the timeliness of the reporting and processing of the state-reportable motor vehicle crash data.
Benefits	Increased timeliness will reduce the number of days required to report and process crash report data and will enable faster analysis of the results of TRCC programs and goals.
Performance Target	Sixty percent of the state-reported motor vehicle crashes will be processed within 60 days by December 31, 2010.
Annual Target	2005 Benchmark – 32% will be processed within 60 days. 2006 Target – 37% will be processed within 60 days. 2007 Target – 45% will be processed within 60 days. 2008 Target – 52% will be processed within 60 days. 2009 Target – 60% will be processed within 60 days.
Algorithm	For the total number of crash reports in the reporting period, the KARS load date – accident date = # of days.
Strategic Plan Link	Initiative 1 – Project A – <i>Forms and Specifications – Redesign 850, 851, and 852 Forms</i> Initiative 2 – Project B – <i>Data Capture Applications – Develop and Implement FBR System</i> Initiative 3 – Project B – <i>Data Repositories – Update KARS Data and Reports</i> Initiative 7 – Project C – <i>Management and Operations – Develop/Implement Communications Plan</i>
Issues	Pursuant to Kansas state law, law enforcement agencies have 10 days after the completion of the investigation to submit crash reports.
Other Notes	For this performance measurement, processing of the crash reports refers to the submission of the crash report, initial validation and coding of the data, and the data input into KARS. When processing is complete, the crash report data is available to the users of KARS.
Related Measurements	None.

<i>The Data</i>	
Source	The KARS database.
Availability	The crash report data is available on a monthly basis from the KARS application and is reported annually.
Data Issues	The data is accurate and of good quality. There are delays in the receipt of the crash report data due to law enforcement delays in submitting crash reports.

<i>The Future</i>	New benchmarks and annual targets will be established after implementation of the FBR application.
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C. Vehicle Information Quality – Completeness

<i>The Measurement</i>	Commercial Motor Vehicle Reporting
Classification	TRS data and systems – completeness.
Division or Agency	KDOT.
Measurement Owner	Mr. Rex McCommon – KDOT 785-296-5169 <i>rex@ksdot.org</i>
Definition	Ensuring that a Truck/Bus Supplement (KDOT Form 852) has been completed and submitted will improve the completeness of the commercial motor vehicle (CMV) crash reports.
Benefits	Submitting a Form 852 with a CMV crash report will ensure that Kansas has met the state and federal reporting and monitoring requirements for crash reports.
Performance Target	Ninety-two percent of the CMV crash reports will contain a Form 852 by December 31, 2009.
Annual Target	2005 Benchmark – 81.4% of CMV crash reports are complete. 2006 Target – 83.0% of CMV crash reports are complete. 2007 Target – 85.0% of CMV crash reports are complete. 2008 Target – 87.0% of CMV crash reports are complete. 2009 Target – 90.0% of CMV crash reports are complete.
Algorithm	For each crash report with a vehicle body type of 10 through 15, verify that the trucks table in the KARS database has a record entry.
Strategic Plan Link	Initiative 1 – Project A – <i>Forms and Specifications – Redesign 850, 851, and 852 Forms</i> Initiative 1 – Project C – <i>Forms and Specifications – Adopt MMUCC Data Standards for Crash Reporting</i> Initiative 3 – Project B – <i>Data Repositories – Update KARS Data and Reports</i> Initiative 7 – Project C – <i>Management and Operations – Develop/Implement Communications Plan</i>
Issues	Ongoing law enforcement training and education is being conducted to increase the understanding of the Kansas CMV reporting requirements.
Other Notes	The KDOT Form 852 is a supplemental form that is required for: 1. Accidents involving trucks with at least two axles and six tires. 2. Buses with a seat capacity of 15 or more. 3. Any vehicle transporting hazardous material. Incomplete or missing Kansas Truck/Bus Supplements (852 forms) result in insufficient data for reporting.
Related Measurements	None.

<i>The Data</i>	
Source	The KARS database.
Availability	The CMV crash report data is available on a monthly basis from the KARS application and is reported annually.
Data Issues	Electronic data capture requires submission of the KDOT Form 852. As additional agencies implement electronic data capture, the completeness of the CMV crash reports will improve.

<i>The Future</i>	New benchmarks and annual targets will be established after implementation of the FBR application.
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D. Injury Surveillance Systems Information Quality – Integration

The Measurement	Linked Trauma Records
Classification	TRS data and systems – integration.
Division or Agency	Kansas Department of Health and Environment.
Measurement Owner	Ms. Rosanne Rutkowski 785-296-1210 <i>rrutkows@kdhe.state.ks.us</i>
Definition	Kansas will improve the integration of records for single patients transferred between facilities in the trauma system.
Benefits	Linked records will enable monitoring and improvement of triage and transfer processes that affect patient outcome. A decentralized linkage solution developed within the trauma system can be used to integrate the EMS and Trauma Registry central databases.
Performance Target	Kansas will link 90% of the records of care for a patient transferred between facilities.
Annual Target	2005 Benchmark – 0% of trauma records for transfers linked. 2006 Target – 0% of trauma records for transfers linked. 2007 Target – 90% of trauma records for transfers linked in pilot region. If the pilot method is adopted: 2008 Target – 50% of trauma records for transfers linked in state. 2009 Target – 80% of trauma records for transfers linked. 2010 Target – 90% of trauma records for transfers linked.
Algorithm	<ol style="list-style-type: none"> 1. Divide the number of records for which an outbound EMS transfer is indicated and a matching trauma tag number is identified in a receiving facility by the total number of records for which an outbound EMS transfer is indicated. 2. Divide the number of records for which an inbound EMS transfer is indicated and a matching trauma tag number is identified in a transferring facility by the total number of records for which an inbound EMS transfer is indicated.
Strategic Plan Link	Initiative 4 – Project N – <i>Data Exchanges and Integration – Conduct Trauma Tag Pilot Project</i>
Issues	The method for linking records must retain anonymity of patient identity in accordance with current statutes and regulations.
Other Notes	<p>During 2006 and 2007, this measurement is focused on the Trauma Tag pilot project.</p> <p>During the Triage Tag pilot project, each patient is given a trauma tag with a unique number that is tracked through the EMS, Hospital and Trauma forms, or databases. The triage tag number is used to link the patient data between the hospital, EMS, and Trauma units.</p>
Related Measurements	None.

<i>The Data</i>	
Source	Pilot – Kansas Trauma Registry.
Availability	Data will be reported to stakeholder groups on an aggregate level. Hospitals will be provided with specific reports on linked records from their facility.
Data Issues	The Trauma team has limited oversight over the Triage Tag pilot data collection and cannot control the data accuracy. The EMS or hospital may not correctly classify 100% of patients for inclusion in the Trauma Registry.

<i>The Future</i>	Future performance measurements in this area are dependent on the outcome of the Trauma Tag pilot results.
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IV. TRS Strategic Plan Measurements

IV. TRS Strategic Plan Measurements

The Classification III Kansas TRS performance measurements will focus on the State of Kansas TRCC Strategic Plan projects. The results of the strategic plan performance measurements will track the Kansas TRCC's progress in achieving its strategic goals. The strategic plan performance measurements will adopt a balanced scorecard type of approach to ensure all aspects of the plan and organization are covered.

NOTE: Additional TRS strategic plan performance measurements will be identified by the TRCC no later than December 2007. Each of these measurements will be fully documented in this section by December 31, 2007.

A. Crash Information Quality – Agency Electronic Submittal

<i>The Measurement</i>	<i>Agency Electronic Reporting</i>
Classification	TRS data and systems – electronic submittal.
Division or Agency	KDOT.
Measurement Owner	Mr. Rex McCommon – KDOT 785-296-5169 <i>rex@ksdot.org</i>
Definition	Kansas will improve the accessibility of the crash data within the KARS database through an increased number of agencies submitting crash reports electronically.
Benefits	Crash report data is fully accessible from the KARS database, and duplicate data entry is eliminated.
Performance Target	The number of agencies submitting crash reports electronically will increase to 12% by 2009.
Annual Target	2005 Benchmark – 1% of agencies submitted crash reports electronically. 2006 Target – 3% of agencies submit crash reports electronically. 2007 Target – 5% of agencies submit crash reports electronically. 2008 Target – 6% of agencies submit crash reports electronically. 2009 Target – 12% of agencies submit crash reports electronically.
Algorithm	Divide the number of agencies submitting crash reports electronically by the total number of Kansas agencies (515).
Strategic Plan Link	Initiative 1 – Project A – <i>Forms and Specifications – Redesign 850, 851, and 852 Forms</i> Initiative 2 – Project B – <i>Data Capture Applications – Develop and Implement FBR System</i> Initiative 3 – Project B – <i>Data Repositories – Update KARS Data and Reports</i> Initiative 7 – Project C – <i>Management and Operations – Develop/Implement Communications Plan</i>
Issues	In the current application environment, it may be unrealistic for small or rural law enforcement agencies to report crash data electronically. This is due to limited agency resources and the low number of crashes.
Other Notes	None.
Related Measurements	None.

<i>The Data</i>	
Source	The KARS database.
Availability	The crash reports from agencies reporting electronically are available on a monthly basis from the KARS application and are reported annually.
Data Issues	None.

<i>The Future</i>	<p>As the TRCC Strategic Plan systems are implemented, the number of agencies submitting crash reports electronically and the accessibility of the electronic crash reports are expected to increase significantly.</p> <p>New benchmarks and annual targets will be established after implementation of the FBR application.</p>
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B. Crash Information Quality – Crash Report Electronic Submittal

<i>The Measurement</i>	Electronic Crash Reports
Classification	TRS data and systems – electronic submittal.
Division or Agency	KDOT.
Measurement Owner	Mr. Rex McCommon – KDOT 785-296-5169 <i>rex@ksdot.org</i>
Definition	Increasing the number of crash reports submitted electronically will improve the accessibility of the crash data within the KARS database.
Benefits	Crash report data is fully accessible from the KARS database, and duplicate data entry is eliminated.
Performance Target	The percentage of crash reports submitted electronically will increase to 15% by 2009.
Annual Target	2005 Benchmark – less than 1% of crash reports were submitted electronically. 2006 Target – 2% of crash reports are submitted electronically. 2007 Target – 5% of crash reports are submitted electronically. 2008 Target – 10% of crash reports are submitted electronically. 2009 Target – 15% of crash reports are submitted electronically.
Algorithm	Divide the number of crash reports submitted electronically by the total number of crash reports submitted.
Strategic Plan Link	Initiative 1 – Project A – <i>Forms and Specifications – Redesign 850, 851, and 852 Forms</i> Initiative 2 – Project B – <i>Data Capture Applications – Develop and Implement FBR System</i> Initiative 3 – Project B – <i>Data Repositories – Update KARS Data and Reports</i> Initiative 7 – Project C – <i>Management and Operations – Develop/Implement Communications Plan</i>
Issues	In the current application environment, it may be unrealistic for small or rural law enforcement agencies to report crash data electronically. This is due to limited agency resources and the low number of crashes.
Other Notes	None.
Related Measurements	None.

<i>The Data</i>	
Source	The KARS database.
Availability	The electronic crash report data is available on a monthly basis from the KARS application and is reported annually.
Data Issues	Some crash reports were transmitted more than once to the KARS database due to corrections or amendments by law enforcement.

<i>The Future</i>	<p>As the TRCC Strategic Plan systems are implemented, the number of agencies submitting crash reports electronically and the accessibility of the electronic crash reports are expected to increase significantly.</p> <p>New benchmarks and annual targets will be established after implementation of the FBR application.</p>
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Appendix C

Kansas TRS Measurement Report

State of Kansas Traffic Records Coordinating Committee

Traffic Records Strategic Plan Implementation

Kansas Traffic Records System Measurement Report

June 13, 2007



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Document Purpose

The Kansas Traffic Records System (TRS) Measurement Report (KTMR) presents the Traffic Records Coordinating Committee (TRCC) performance measurement results on an annual basis.

Version	Date	Description/Changes
1.0	5/9/07	Initial version.
2.0	5/15/07	Updates based on performance measurement owner feedback.
3.0	5/30/07	Updates based on feedback and recommendations from the National Highway Traffic Safety Administration (NHTSA) review.
4.0	6/6/07	Updates with previously unknown blood alcohol content (BAC) measurement results.
5.0	6/13/07	Minor modifications.

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I. Introduction

I. Introduction

A. NHTSA Report Purpose

Selected measurements within the Kansas Traffic Records System (TRS) Measurement Report (KTMR) will be submitted to the National Highway Traffic Safety Administration (NHTSA) on an annual basis. NHTSA will use the performance measurement results to assess the effectiveness of the Traffic Records Coordinating Committee (TRCC) Strategic Plan and to provide oversight of the Section 408 grant funding.

B. TRCC Report Purpose

The Kansas TRS performance measurements will enable the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements will provide a holistic view of the strategic plan's performance that demonstrates accomplishments and results. Kansas TRCC leaders will utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance.

Each measurement contains annual results, with trend and analysis data, and includes one of the following indicators:

Indicator	Description
	Signifies a positive trend in the performance measurement.
	Signifies a negative trend in the performance measurement.
	Signifies a neutral trend in the performance measurement.

The performance measurement summary is presented in the next section.

II. Summary of Performance Measurements

II. Summary of Performance Measurements

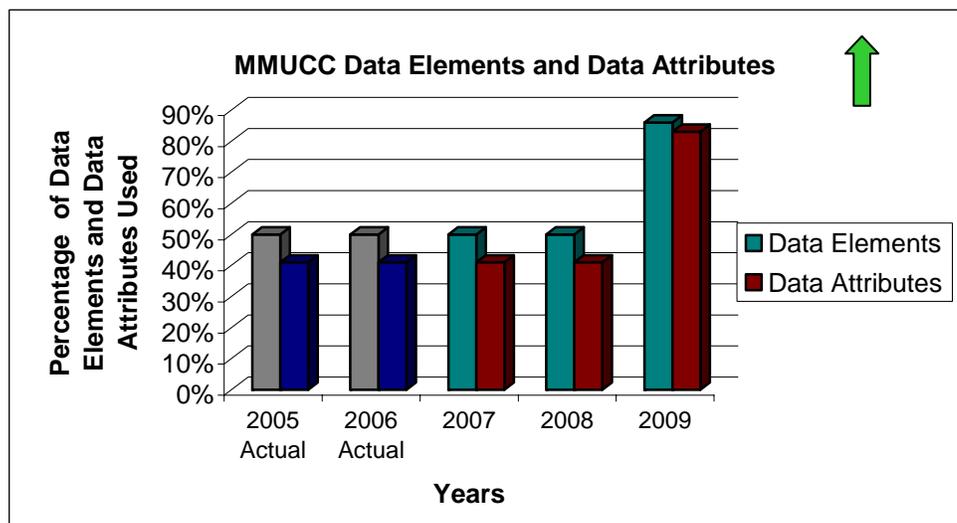
Measurement Category	Performance Measurement Name	Trend
Model Data Elements	Model Minimum Uniform Crash Criteria (MMUCC)	
Model Data Elements	National Emergency Medical Services Information System (NEMSIS)	
Model Data Elements	National Trauma Data Bank (NTDB)	
TRS Data and Systems	Crash Information Quality – Completeness	
TRS Data and Systems	Crash Information Quality – Timeliness	
TRS Data and Systems	Vehicle Information Quality – Completeness	
TRS Data and Systems	Injury Surveillance Systems Information Quality – Integration	
TRS Strategic Plan	Agency Electronic Submittal	
TRS Strategic Plan	Crash Report Electronic Submittal	

III. Model Data Elements Measurements

III. Model Data Elements Measurements

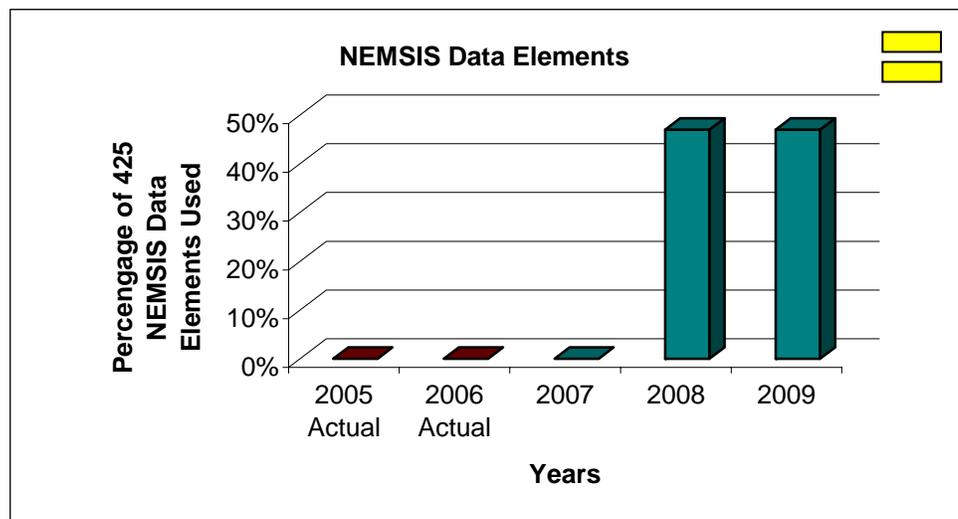
A. Model Minimum Uniform Crash Criteria

MMUCC Data Elements	
<p>2005 Benchmark – 50% of the data elements/41% of the data attributes.</p> <p>Future Years' Performance Goals:</p> <p>2006 – 50% of the data elements/41% of the data attributes.</p> <p>2007 – 50% of the data elements/41% of the data attributes.</p> <p>2008 – 50% of the data elements/41% of the data attributes.</p> <p>2009 – 86% of the data elements/83% of the data attributes.</p>	<p>Description:</p> <p>MMUCC represents a voluntary and collaborative effort to generate uniform crash data that is accurate, reliable, and credible for data-driven highway safety decisions within a state, between states, and at the national level.</p> <p>The State of Kansas certifies that it will adopt and use the MMUCC data elements and data attributes.</p> <p>The State of Kansas will use 86% of the 111 MMUCC data elements and 83% of the 785 MMUCC data attributes by December 31, 2009.</p>
<p>Actual Performance:</p> <p>2006 – 50% of the data elements/41% of the data attributes.</p>	<p>Analysis:</p> <p>As of May 1, 2007, the data dictionary has been updated, and the Kansas Motor Vehicle Accident forms have been redesigned to include the expanded MMUCC data elements and attributes.</p> <p>The MMUCC data elements and attributes will be implemented in the Field-Based Reporting (FBR) application in 2009. The performance results will not change until the FBR application is implemented.</p>



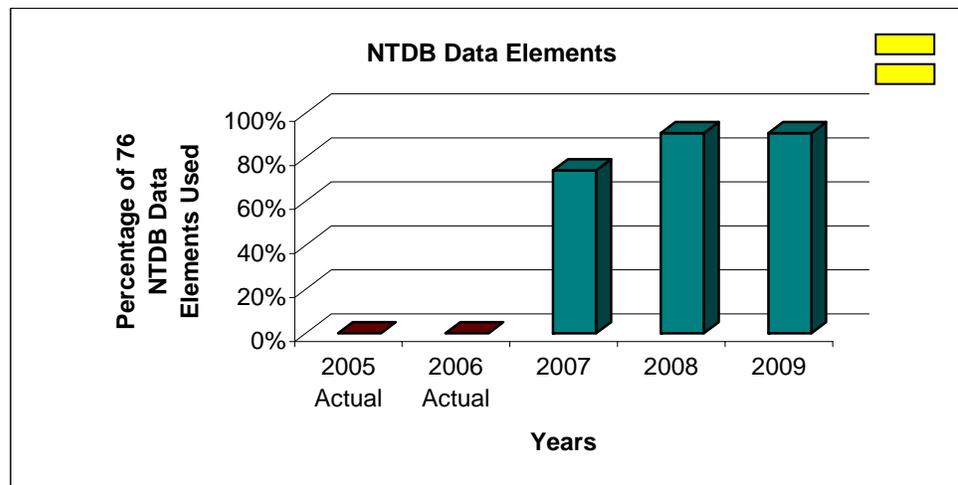
B. National Emergency Medical Services Information System

NEMSIS Data Elements	
<p>2005 Benchmark – 0% of the data elements.</p> <p>Future Years' Performance Goals:</p> <p>2006 – 0% of the data elements.</p> <p>2007 – 0% of the data elements.</p> <p>2008 – 29% of the data elements.</p> <p>2009 – 29% of the data elements.</p>	<p>Description:</p> <p>The NEMSIS project will help the state collect more standardized elements and submit the data into the national Emergency Medical Services (EMS) database.</p> <p>The State of Kansas certifies that it will adopt and use the NEMSIS data elements.</p> <p>The State of Kansas will use 125, or 29%, of the 425 possible NEMSIS data elements in the EMS applications or system by December 31, 2008.</p>
<p>Actual Performance:</p> <p>2006 – 0% of the data elements.</p>	<p>Analysis:</p> <p>Initiative 3 of the TRCC Strategic Plan involves the procurement, selection, and implementation of a vendor product for the Kansas Board of EMS (KBEMS). The NEMSIS data standards will be a requirement of the system procurement.</p> <p>The NEMSIS data elements will be implemented in the EMS application. Implementation of the EMS system will be completed by December 31, 2008.</p> <p>KBEMS has decided that 125 data elements will be used for analysis on a statewide basis. Based upon analysis of the implementation results, KBEMS will continue to assess the addition of data elements.</p>



C. National Trauma Data Bank

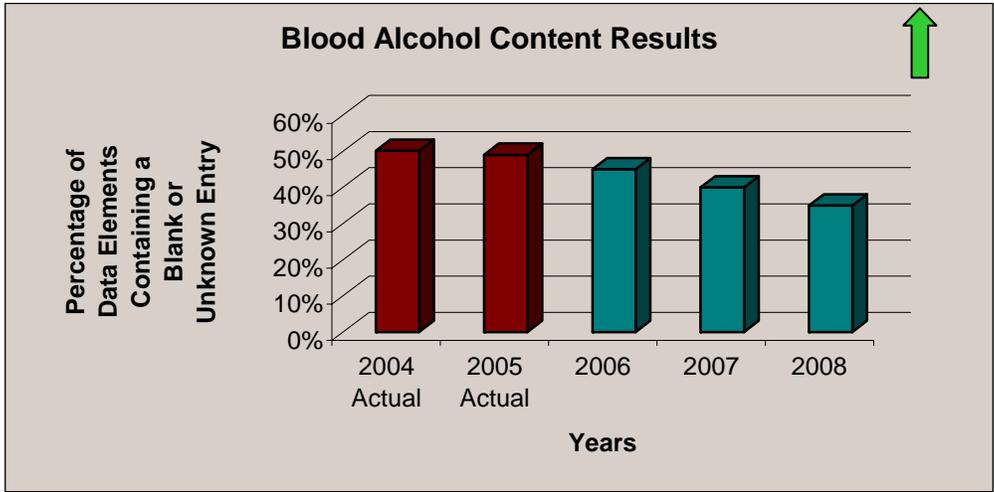
NTDB Data Elements	
<p>2005 Benchmark – 0% due to standard not yet available.</p> <p>Future Years' Performance Goals:</p> <p>2006 – 0% due to standard not yet available.</p> <p>2007 – 74% of the data elements.</p> <p>2008 – 91% of the data elements.</p> <p>2009 – 91% of the data elements.</p>	<p>Description:</p> <p>The State of Kansas certifies that it will adopt 91% of the elements in the National Trauma Data Standard Data Dictionary.</p> <p>The National Trauma Data Standard Data Dictionary has been developed by the American College of Surgeons Committee on Trauma to standardize hospital-based data collection in order to create a nationwide data bank of comparable data from trauma centers. All Kansas hospitals that receive trauma patients contribute data to the NTDB through the Kansas Trauma Registry central site.</p> <p>The State of Kansas will use 69, or 91%, of the 76 National Trauma Data Standard Data Dictionary data elements in the Trauma Registry by December 31, 2008.</p>
<p>Actual Performance:</p> <p>2006 – 0% due to standard not yet available.</p>	<p>Analysis:</p> <p>Data element attributes (i.e., "pick lists") may not match the National Trauma Data Standard but are mapped before inclusion in the NTDB.</p> <p>Kansas is on track to meet the 2007 performance goal.</p>



IV. TRS Data and Systems Measurements

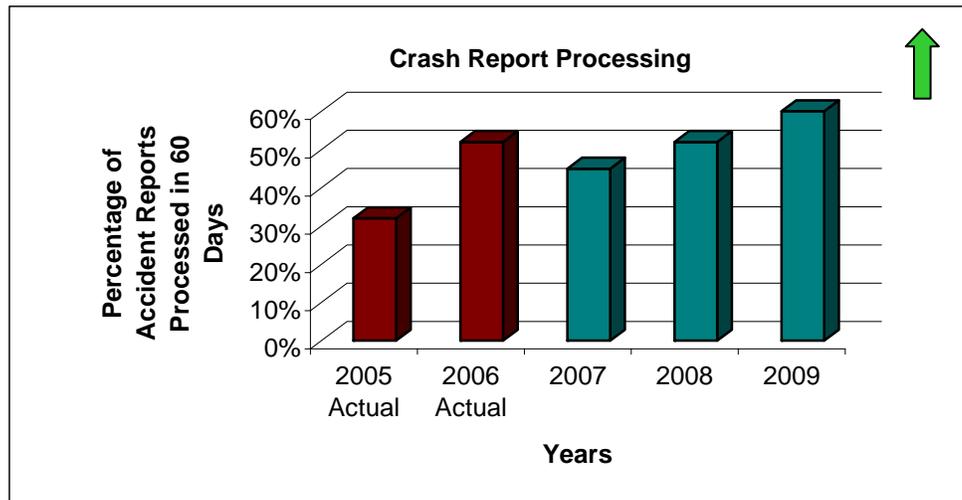
IV. TRS Data and Systems Measurements

A. Crash Information Quality – Completeness

Blood Alcohol Content Unknown Results													
<p>2004 Benchmark – 50.1% of the blood alcohol content (BAC) data elements in the Fatal Accident Reporting System (FARS) database contain a blank or unknown entry.</p> <p>Future Years' Performance Goals:</p> <p>2005 – 49% of the data elements contain a blank or unknown entry.</p> <p>2006 – 45% of the data elements contain a blank or unknown entry.</p> <p>2007 – 40% of the data elements contain a blank or unknown entry.</p> <p>2008 – 35% of the data elements contain a blank or unknown entry.</p>	<p>Description:</p> <p>Kansas will accurately reflect the number of alcohol-related crashes by reducing the number of blank or unknown BAC fields on the crash form submitted to the FARS database.</p> <p>Complete reporting of BAC data will provide more accurate alcohol-related fatality statistical data for the State of Kansas and other interested parties.</p> <p>The number of BAC fields with an entry of unknown in the FARS database will be reduced from 55% to 35% by December 31, 2008.</p>												
<p>Actual Performance:</p> <p>2005 – 48% of the data elements contain a blank or unknown entry.</p>	<p>Analysis:</p> <p>The 2005 results of this performance measurement reflect the decrease in the number of unknown or blank entries due to increased education and communication of the crash reporting requirements. After each reporting cycle, the upcoming performance goals will be evaluated for continued improvement.</p>												
<div data-bbox="500 1251 1494 1743" data-label="Figure">  <table border="1"> <caption>Blood Alcohol Content Results</caption> <thead> <tr> <th>Year</th> <th>Percentage of Data Elements Containing a Blank or Unknown Entry</th> </tr> </thead> <tbody> <tr> <td>2004 Actual</td> <td>55%</td> </tr> <tr> <td>2005 Actual</td> <td>48%</td> </tr> <tr> <td>2006</td> <td>45%</td> </tr> <tr> <td>2007</td> <td>42%</td> </tr> <tr> <td>2008</td> <td>38%</td> </tr> </tbody> </table> </div>		Year	Percentage of Data Elements Containing a Blank or Unknown Entry	2004 Actual	55%	2005 Actual	48%	2006	45%	2007	42%	2008	38%
Year	Percentage of Data Elements Containing a Blank or Unknown Entry												
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2006	45%												
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2008	38%												

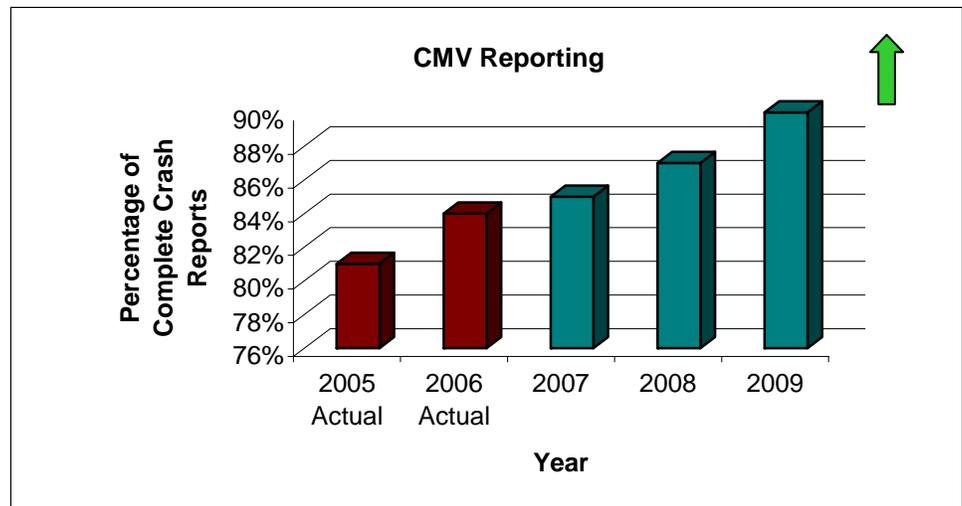
B. Crash Information Quality – Timeliness

Crash Report Processing	
<p>2005 Benchmark – 32% was processed within 60 days.</p> <p>Future Years' Performance Goals:</p> <p>2006 – 37% will be processed within 60 days.</p> <p>2007 – 45% will be processed within 60 days.</p> <p>2008 – 52% will be processed within 60 days.</p> <p>2009 – 60% will be processed within 60 days.</p>	<p>Description:</p> <p>Reducing the number of days required to report and process crash report data enables faster analysis of the results of TRCC programs and goals.</p> <p>Kansas will improve the timeliness of the reporting and processing of the state-reportable motor vehicle crash data.</p> <p>For this performance measurement, processing of the crash reports refers to the submission of the crash report, initial validation and coding of the data, and the data input into the Kansas Accident Records System (KARS). When processing is complete, the crash report data is available to KARS users.</p> <p>Sixty percent of the state-reported motor vehicle crashes will be processed within 60 days by December 31, 2009.</p>
<p>Actual Performance:</p> <p>2006 – 52% was processed within 60 days.</p>	<p>Analysis:</p> <p>In 2006, Kansas experienced a surge in the processing of the state-reportable motor vehicle accidents. The 2007 results of this performance measurement will be analyzed, and the 2008 and 2009 performance goals will be adjusted to reflect the trends.</p>



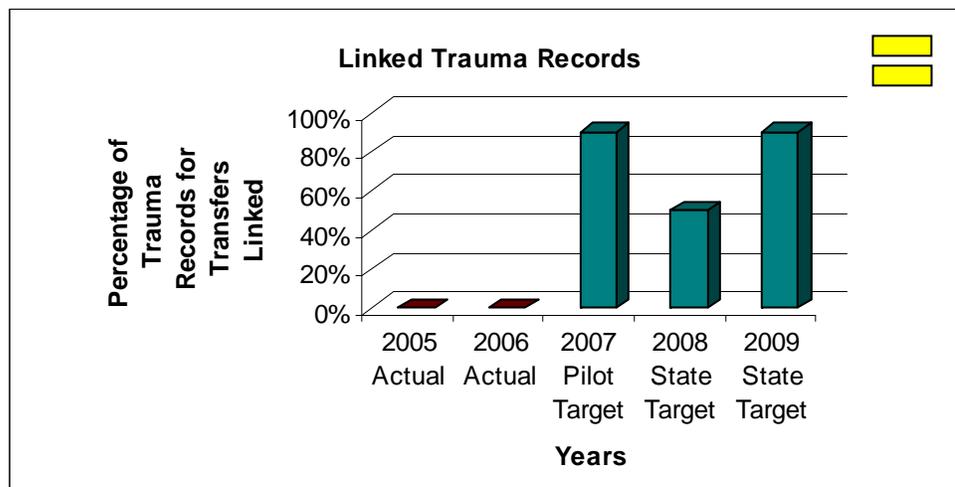
C. Vehicle Information Quality – Completeness

Commercial Motor Vehicle Reporting	
<p>2005 Benchmark – 81.4% of commercial motor vehicle (CMV) crash reports are complete.</p> <p>Future Years’ Performance Goals:</p> <p>2006 – 83.0% of CMV crash reports are complete.</p> <p>2007 – 85.0% of CMV crash reports are complete.</p> <p>2008 – 87.0% of CMV crash reports are complete.</p> <p>2009 – 90.0% of CMV crash reports are complete.</p>	<p>Description:</p> <p>Submitting a Form 852 with a CMV crash report will ensure that Kansas has met the state and federal reporting and monitoring requirements for crash reports.</p> <p>Kansas will improve the completeness of the CMV crash reports by ensuring that a Truck/Bus Supplement (KDOT Form 852) has been completed and submitted.</p> <p>Ninety-two percent of the CMV crash reports will contain a Form 852 by December 31, 2009.</p>
<p>Actual Performance:</p> <p>2006 – 84.1% of CMV crash reports are complete.</p>	<p>Analysis:</p> <p>Kansas is on track to meet this measurement. Adding agencies for electronic data capture and submission requires a Form 852 and will positively increase the results of this performance measurement.</p>



D. Injury Surveillance Systems Information Quality – Integration

Linked Trauma Records	
<p>2005 Benchmark – 0% of trauma records for transfers linked.</p> <p>Future Years' Performance Goals:</p> <p>2006 – 0% of trauma records for transfers linked.</p> <p>2007 – 90% of trauma records for transfers linked in pilot region.</p> <p>2008 – 50% of trauma records for transfers linked in state.</p> <p>2009 – 80% of trauma records for transfers linked.</p>	<p>Description:</p> <p>Kansas will link 90% of the records of care for a patient transferred between facilities.</p> <p>Kansas will improve the integration of records for single patients transferred between facilities in the trauma system.</p> <p>Linked records will enable monitoring and improvement of triage and transfer processes that affect patient outcome. A decentralized linkage solution developed within the trauma system can be used to integrate the EMS and Trauma Registry central databases.</p>
<p>Actual Performance:</p> <p>2006 – 0% of trauma records for transfers linked.</p>	<p>Analysis:</p> <p>The Trauma Tag pilot project is under way, and results will be available for analysis by December 31, 2007.</p> <p>As the results of the Trauma Tag pilot project are analyzed, if the pilot process is implemented, these performance goals may be adjusted.</p>

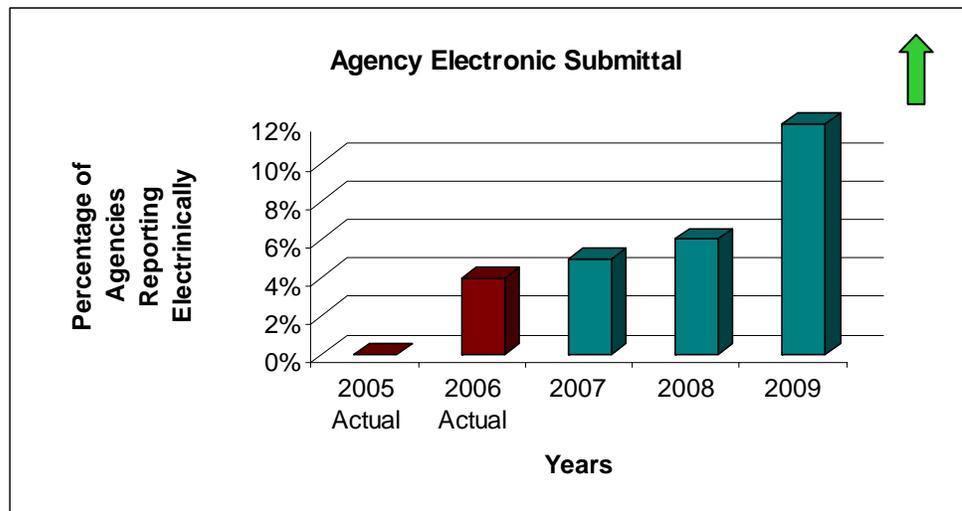


V. TRS Strategic Plan Measurements

V. TRS Strategic Plan Measurements

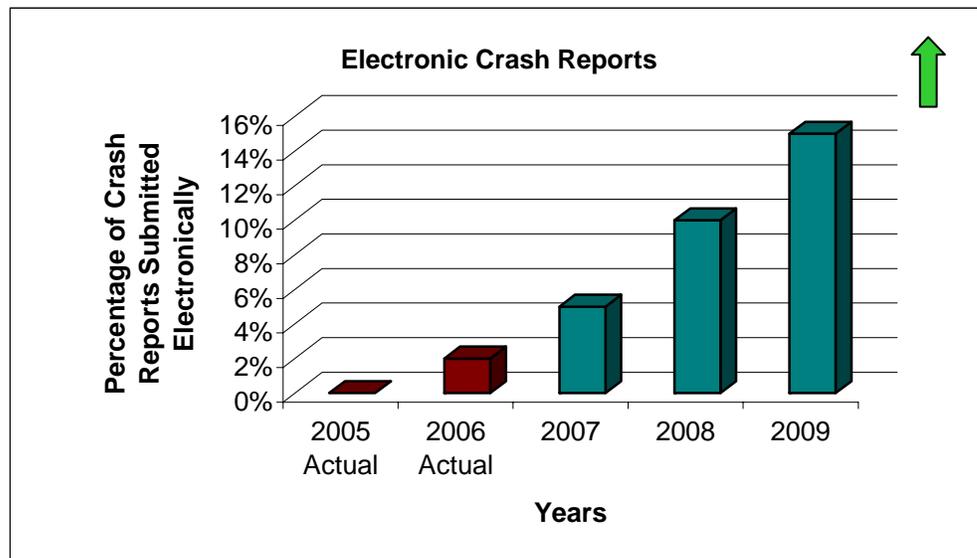
A. Crash Information Quality – Agency Electronic Submittal

Agency Electronic Submittal	
<p>2005 Benchmark – 1% of the agencies submitted crash reports electronically.</p> <p>Future Years' Performance Goals:</p> <p>2006 – 3% of the agencies submit crash reports electronically.</p> <p>2007 – 5% of the agencies submit crash reports electronically.</p> <p>2008 – 6% of the agencies submit crash reports electronically.</p> <p>2009 – 12% of the agencies submit crash reports electronically.</p>	<p>Description:</p> <p>Crash report data is fully accessible from the KARS database, and duplicate data entry is eliminated.</p> <p>Kansas will improve the accessibility of the crash data within the KARS database through an increased number of agencies submitting crash reports electronically.</p> <p>The number of agencies submitting crash reports electronically will increase to 12% by 2009.</p>
<p>Actual Performance:</p> <p>2006 – 4% of the agencies submitted crash reports electronically.</p>	<p>Analysis:</p> <p>The Kansas Department of Transportation (KDOT) is actively working with local agencies to establish the processes for submitting crash report data electronically. In the current application environment, it may be unrealistic for small or rural law enforcement agencies to report crash data electronically.</p>



B. Crash Information Quality – Crash Report Electronic Submittal

Crash Report Electronic Submittal	
<p>2005 Benchmark – Less than 1% of the crash reports were submitted electronically.</p> <p>Future Years' Performance Goals:</p> <p>2006 – 2% of the crash reports are submitted electronically.</p> <p>2007 – 5% of the crash reports are submitted electronically.</p> <p>2008 – 10% of the crash reports are submitted electronically.</p> <p>2009 – 15% of the crash reports are submitted electronically.</p>	<p>Description:</p> <p>Crash report data is fully accessible from the KARS database, and duplicate data entry is eliminated.</p> <p>Kansas will improve the accessibility of the crash data within the KARS database through an increased number of crash reports submitted electronically.</p> <p>The number of crash reports submitted electronically will increase to 15% by 2009.</p>
<p>Actual Performance:</p> <p>2006 – 2% of the crash reports were submitted electronically.</p>	<p>Analysis:</p> <p>KDOT is actively working with local agencies to establish the processes for submitting crash report data electronically. In the current application environment, it may be unrealistic for small or rural law enforcement agencies to report crash data electronically.</p>



Appendix D Certification Letter

STATE OF KANSAS
SECTION 408
SECOND YEAR CERTIFICATION

State: KANSAS Fiscal Year 2007

I hereby certify that the State of Kansas has:

- Established a Traffic Records Coordinating Committee (TRCC) meeting the requirements of Section 408;
- Developed a Multiyear Strategic Plan meeting requirements of Section 408; and
- Adopted and is using the MMUCC and NEMSIS data elements, or that 408 grant funds it receives will be used toward adopting and using the maximum number of MMUCC and NEMSIS data elements as soon as is practicable;

And that Kansas will

- Make available or submit to NHTSA its Multiyear Strategic Plan and documentation of the TRCC's membership, organization and authority;
- Maintain its aggregate expenditures from all other sources for highway safety data programs at or above the average level of such expenditures maintained by the State in FY 2003 and FY 2004;
- Use 408 grant funds only to evaluate, improve and link its highway safety data and traffic records system, in accordance with the eligible uses detailed 23 U.S.C. 408; and
- Administer 408 grant funds in accordance with 49 C.F.R. part 18.



Governor's Representative for Highway Safety

5/31/07
Date

Appendix E

Subsequent-Year Application Checklist

**Section 408
State Traffic Safety Information System
Improvement Grants**

Subsequent Year Application Checklist

STATE: Kansas REVIEWER: _____ DATE: / /

PROGRESS REPORT

Has the State submitted a report that demonstrates that it has made measurable progress towards achieving the goals and objectives identified in its Strategic Plan?

- YES
 NO, no report submitted
 NO, report submitted but no measurable progress was demonstrated

Specifically, which core systems and performance areas show measurable progress?

<i>System / Perf Area</i>	<i>Timeliness</i>	<i>Accuracy</i>	<i>Completeness</i>	<i>Uniformity</i>	<i>Integration</i>	<i>Accessibility</i>
Crash	X		X			
Driver						
Vehicle			X			
Roadway						
Citation						
ISS/EMS					X	

Is the measurable improvement based on changes in data quality to one of the core data systems?

- Yes No

Can measurable improvement in data quality be demonstrated at either the project level (improvements to a subset of the data) or the system level?

- Yes No

Does the report demonstrate that MMUCC and/or NEMSIS compliance has increased?

- MMUCC: Yes No
- NEMSIS: Yes No

Does the application indicate how the State has expended its S.408 and other funds in support of its Strategic Plan? Yes No

Has it included a list of the projects that were implemented and a discussion of activities completed in the course of those projects? Yes No

Has it included a description of problems encountered in the previous fiscal year?
 Yes No N/A (application indicates no significant problems)

Does it specify the projects it will support with future S.408 and other funds, the systems those projects will impact and the Strategic Plan needs and goals to which the projects relate? Yes No

PERFORMANCE MEASURES

Does the application include performance measures capable of demonstrating progress toward achieving the goals and objectives identified in the Strategic Plan?

Yes No

Are baseline or benchmark values given for the performance measures?

Yes No

Do the baseline or benchmark values given address a reasonable timeframe? (e.g., start of SAFETEA-LU)

Yes No

Are current or recent values given for the performance measures?

Yes No

Does the application indicate with sufficient documentation how the baseline and current values of the performance measures were obtained?

Yes No

STRATEGIC PLAN, TRCC AND ASSESSMENT

Does the application document changes in the State's Strategic Plan?

Yes No N/A (application indicates no SIGNIFICANT changes were made)

Does the application indicate that the revised Strategic Plan has been approved or endorsed by the TRCC or policy level officials who oversee the TRCC?

Yes No N/A (application indicates no changes were made)

Does the application document updates to the TRCC's charter?

Yes No N/A (application indicates charter has not changed)

Does the application document changes in the TRCC's membership?

Yes No N/A (application indicates no membership changes)

Does the application include a copy of the most recent assessment or audit of the State's highway safety data and traffic records system?

Yes No N/A (most recent was submitted in a prior year)

Was the most recent assessment or audit conducted or updated within the preceding five years? Yes No

