

State of Kansas

Highway Safety Plan FFY 2018

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The FFY 2018 Kansas Highway Safety Plan is being submitted to NHTSA and FHWA. The report describes the processes followed by the State of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402 and 405.

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Mission Statement

The KDOT Bureau of Transportation Safety and Technology, Traffic Safety Section, strives to improve the quality of life for the traveling public by reducing the number of motor vehicle fatalities, injuries and crashes. The Bureau influences human behavior by identifying problems and implementing effective educational and enforcement programs focusing on prevention.

Program Administration

This one year planning document describes the processes followed by the state of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402, 405, 408, 410 and 1906.

Below is a summary of the process currently followed by the Kansas Department of Transportation (KDOT) Bureau of Transportation Safety & Technology (BTST), Traffic Safety (TS) section to plan and implement its federal-aid grant program. The program is based on a complete and detailed problem analysis prior to the selection of projects. A broad spectrum of agencies at the federal, state, local levels and special interest groups are involved in project selection and implementation. TS also awards grants internally to supplement special projects and efforts of statewide significance.

Incentive Grants

The state of Kansas will be applying for the following Section 405 incentive grants.

S.405(b) Occupant Protection

S. 405(c) State Traffic Safety Information

S. 405(d) Impaired Driving Countermeasures

S. 405(d) Ignition Interlock

S. 405(f) Motorcyclist Safety Grants



Highway Safety Planning Process

The Kansas Department of Transportation, Traffic Safety Section, (TSS) utilized information from various data sources to identify general traffic safety problems and specific locations when planning programs and allocating resources. Outcome and behavior performance measures developed by NHTSA and GHSA (Governor’s Highway Safety Administration) were used to plan and evaluate the overall effectiveness of the highway safety program, see table 1. The state of Kansas used a five-year moving average to determine baseline and development of data driven goals.

Data Sources

The TSS is responsible for preparation and execution of the National Highway Traffic Safety Administration Highway Safety Plan. Problem identification, performance goals and strategies are derived by utilization of Fatality Analysis Reporting System (FARS), the Kansas Crash Analysis and Reporting System (KCARS), Kansas Vehicle Miles Traveled, observational occupant protection surveys, court data and Department of Motor Vehicle data.

The TSS is also actively involved in several Emphasis Area Teams that support the Kansas Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. This collaboration between the HSP and SHSP has led to similar strategies outlined in both plans. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include, KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles (DMV), law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, Kansas Traffic Safety Resource Office, AAA of Kansas and the Mid-America Regional Council. The Highway Safety Plan and Strategic Highway Safety Plan both utilize data from FARS, KCARS, observation belt use survey, courts and the Kansas Department of Motor Vehicles to develop problem identification, strategies and allocate resources.

FARS

The State of Kansas utilizes the core performance measures outlined in “Traffic Safety Performance Measures for States and Federal Agencies” (DOT HS 811 025), as developed by NHTSA and GHSA. The FARS database provides ten of the twelve performance measures. These performance measures are not only used to address problem areas, but to gauge recent success or need for improvement at the statewide level.

KCARS

The state of Kansas, Department of Transportation, compiles crash reports submitted by law enforcement that meet or exceed the minimum standards of:

- Crash occurred on public roadway
- Crash involved at least one motor vehicle
- Crash had at least one fatality, injury or property damage exceeding \$1,000

The state receives around 60,000 crash reports annually. This extensive database allows KDOT to target problem areas by gender, age of driver, BAC levels, contributing circumstances, time of day, crash type, crash severity, city or by county. This database also contains one of the twelve mandated performance measures, number of serious injuries and our Kansas Specific Performance Measure, distracted driving crashes.

A brief sampling of other data segments available in KCARS include: teen crashes by location and statewide, teen crashes by age by location or statewide, unbelted drivers and passengers by location and statewide, roadway departure crashes by location or statewide, roll-over crashes by location or statewide and motorcycle crashes by location or statewide.

The FAST act also requires states to target efforts centered on unsecured load crashes and fatalities. The following tables shows the previous five years of this data, projections and target number. The state will work with law enforcement on addressing this issue.

	2011	2012	2013	2014	2015	2016	2017	2018
Crashes –Problems with or loss of Cargo	143	131	124	157	171			
Projections						170	178	186
Target								180

	2011	2012	2013	2014	2015	2016	2017	2018
Fatalities –Problems with or loss of Cargo	2	0	1	2	1			
Projections						1.2	1.2	1.2
Target								1

Drowsy driving has also been identified as a contributing circumstance to crashes. The following tables shows the previous five years of crash and fatality data. The KDOT crash report tracks this issue under the terms “Fell Asleep or Fatigued.” The TSS will work with law enforcement on addressing this issue. Additionally, this issue will be addressed in our annual perception survey designed to get feedback from the citizens in the state on many of the issues surrounding traffic safety.

	2011	2012	2013	2014	2015	2016
Fell Asleep or Fatigued Driving Crashes	813	817	867	969	948	1042

	2011	2012	2013	2014	2015	2016
Fell Asleep or Fatigued Driving Fatalities	20	16	13	18	12	15

Vehicle Miles Traveled and Traffic Counts

KDOT maintains vehicle miles traveled charts and figures as well as traffic counts for a great majority of public roads in the state. This is another data source available to the TSS that can be utilized to assist in developing problem identification, identifying resources and allocating funding.

Direct Observational Occupant Protection Surveys

As required, the state of Kansas annually performs a statewide observational survey to gauge seat belt use for adults. Additionally, we perform an observational survey for children. The adult survey is conducted in 35 counties and not only tracks belt use, but gender of front seat occupants, vehicle type and driver distractions. The 2016 study measured more than 68,000 vehicles and nearly 88,000 front seat occupants. Beyond the core statewide observational survey number, the adult survey tells us that females are more likely to buckle up than males and pickup truck drivers are the most likely to not be buckled.

Excerpts from the 2016 Adult Study are:

Trucks, which account for about one in five vehicles observed, produce a substantially lower belt use rate (79%) than other vehicles (90%-93%), and male truck drivers are the lowest single category of belt users (78%). Rural counties tend to produce a lower belt use rate than urban counties. And, finally, the more “local” the trip, the less likely occupants are to be buckled up.

Among all drivers, about 5.3% were observed using a cell phone, about 1.8% are texting, dialing, or are otherwise looking at a cell phone while driving, and about 3.3% are displaying other forms of distracted driving, including eating, looking for something, adjusting the sound system, etc. About 90% of drivers displayed no distraction while observed. Even among the younger drivers – the most distracted group, about 87% of drivers display no distraction.

Law Enforcement produced a belt use rate of about 99%.

As previously mentioned, Kansas also conducts a child observational survey. This survey is broken down into four age groups, 0-4, 5-9, 10-14 and 15-17. Beyond belt use of the child, the survey also gathers driver gender, vehicle type, driver distraction and restraint type. The 2016 survey observed was nearly 35,000 children in 20 diversified counties. Excerpts from the 2016 child survey are:

Children are much more likely to be buckled up if the driver is also belted. If the driver is belted, about 96% of the children are also belted. If the driver is not belted, only about 27% of the observed children were also belted. This may be the most important finding in the study.

The state-wide estimate of belt use among Kansas children (0-17) as observed in 2015-2016 is about 88%. The 0-4 age group is buckled up at the highest rate, about 97%,

followed by the 5-9 age group, with about 84% belt use rate. Among 10-14 year olds, about 84% were observed to be buckled up. And the 15-17 year olds were buckled up in about 86% of the observed cases.

Court Data

While not as easy to gather and evaluate, the TSS does receive conviction data from the courts. Specific data sets include DUI fillings, DUI diversions, and DUI dismissals. This information is tracked by municipal and district court. While not a great amount of data, it is used in support of problem identification and when coupled with other data sources can really support the identification of a traffic safety problem.

Department of Motor Vehicles

The TSS receives driver's license information from the DMV. Data elements include number of driver's license by age and gender. This information is important as we address teen drivers and will assist when we begin addressing older drivers in the future.

Highway Safety Participants

Interaction with diversified groups of professionals and teams throughout the planning process leads to increased traffic safety awareness around the state and leads to new and innovative ideas geared toward saving lives. Periodically, the TSS staff will meet to discuss new ideas, determine if the idea is part of a proven countermeasure, assess resources and collaboratively, decide as to whether or not to implement. Below are some examples of the constant interaction with other traffic safety professionals.

Annually, the TSS conducts recruitment lunches around the state. The recruitment lunches are designed to engage law enforcement and other safety advocates on upcoming mobilizations and other traffic safety initiatives. These meetings also give the TSS an opportunity to engage local law enforcement and other safety advocates about potential traffic safety problems and or solutions.

Every year, KDOT hosts the Kansas Transportation Safety Conference. This conference attracts more than 300 professionals and over 150 teens and sponsors. The conference has four emphasis area tracks: Youth, Law Enforcement, Roadway Safety and Injury Control. While participants will gain a better understanding on current programs, new and innovative solutions, it also provides an opportunity to discuss problems and new ideas.

The TSS is also actively involved in several Emphasis Area Teams that support the Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the SHSO is leading the Occupant Protection, Impaired Driving and Older Driver teams. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, AAA of Kansas, MADD Kansas

and the Mid-America Regional Council. The outcome from the coordination of these plans has led to increased awareness of behavioral safety issues and a general collaborative effort in the state.

Monthly, SHSO staff, the KDOT Strategic Highway Safety Plan owner, law enforcement liaisons, the Kansas Traffic Safety Resource Office, the Kansas Traffic Safety Resource Prosecutor, the Traffic Safety media contractor, NHTSA and other safety advocates meet to discuss upcoming activities, potential problem identification and possible solutions to problems.

Performance Measures and Targets

Developing performance measures and targets is done collaboratively by the TSS staff and Strategic Highway Safety Plan staff. Armed with the most current data, this group meets to examine the core performance measures and evaluate progress towards the goals established in the most recent Highway Safety Plan. Additionally, as a group, we decide upon targets/goals for the upcoming Highway Safety Plan and ensure these targets are in-line with current goals/targets in the SHSP and Highway Safety Improvement Plan (HSIP). The group has focused on developing goals based upon historical data from the data sources listed above, trend-lines of established performance measures, ensuring goals are realistic, achievable and resources are available.

Project Selection

Once the group has settled on performance measures and targets, project selection comes next. Project site selection supports the priority emphasis areas identified in the problem identification. The ranking of priority problem areas in the state, similar to the Highway Safety Strategies and Projects section of the plan coupled with the crash database and other relevant data sources, leads the traffic safety staff to begin formulating a program to address the specific issue. The next step involves engaging the local partner or entity that is best equipped to positively impact the specific countermeasure that is being addressed. Traffic safety staff will then work with the partner on a grant that will define the project, establish performance measures and mutually agree on the outcomes of the project. Another way project selection can occur is through solicitation from local entities or advocacy groups. After the solicitation is received in the traffic safety office, the office will review the proposal, reference available data sources targeting problem identification, to determine if it provides support to reach the ultimate goal of reducing death and injury on Kansas roads. The next step involves input about the project from the traffic safety office staff and other traffic safety advocates including our law enforcement liaisons, our resource prosecutors and the KTSRO. Once the project is deemed appropriate of grant funding, a traffic safety staff person will work with the vendor to formulate the grant. This process forms the basis of the primary criterion for project site selection. Whichever method is used, the SHSO has worked with established resources/contractors on implementing a program that mirrors a solution listed in the most recent “Countermeasures that Work” book.

Prior to award, each entity will receive a Risk Assessment. The Risk Assessment will at a minimum, address the following issues: financial stability, quality of management systems, history of performance, reporting timeliness, percent of grant funds expended, reports and findings from

audits, ability to conform to statutory requirements, disbarment or suspension. Through the contract period, the SHSO constantly monitors grantee performance as well as timeliness and completeness of financial documents and is able to provide feedback to current grantees as needed.

Strategic Highway Safety Plan and Highway Safety Plan Coordination

The state of Kansas is fortunate in that the SHSP and HSP administrators are in the same Bureau inside of the KDOT Bureau of Transportation Safety and Technology. The current SHSP and HSP both use a five-year moving average of data to plan programs, establish goals and track progress. Both plans rely heavily on the same data sources to establish strategies and goals. These data sources include, but are not limited to: FARS, the statewide crash database, court data and observational surveys. Both plans are similar in that fatalities, urban and rural fatalities, impaired driving, seat belt use, teen driver fatalities, motorcycles and pedestrians are used as performance measures and are used when developing Emphasis Area Teams. The four identified performance measures – fatalities, fatality rate, serious injuries and serious injury rate – have the same definition and goals. As previously mentioned, several staff in the TSS unit also chair emphasis area teams in support of the SHSP. As we move forward with implementation of both plans, the state will continue this great relationship and give each document a similar look and appearance, with similar goals and strategies.

Performance Report

FFY 16 Kansas Performance Measures, Goals and Performance Report				
	Core Outcome Measures	2009-13 Baseline	2016 HSP Goal	2015 Actual
C-1	Number of Traffic Fatalities (FARS)	392	363	355
C-2	Number of Serious Injuries (KCARS)	1,602	1,445	1,185
	Serious Injury Rate per 100 million VMT (KCARS)	5.336	4.836	3.776
C-3	Fatalities/VMT (FARS/FHWA)	1.305	1.213	1.13
	Rural Fatalities per 100 Million VMT (FARS/FHWA)	2.144	2.123	1.840
	Urban Fatalities per 100 Million VMT (FARS/FHWA)	.502	.452	.48
C-4	Number of unrestrained fatalities all positions (FARS)	169	154	127
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	114	113	84
C-6	Number of speeding fatalities (FARS)	107	101	128
C-7	Number of motorcyclist fatalities (FARS)	43	38	44
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	28	26	28
C-9	Number of fatalities with driver 20 or under (FARS)	66	51	60
C-10	Number of pedestrian fatalities (FARS)	20	17	24
C-11	Number of bicycle fatalities (FARS)	4	3	3
	Core Behavior Measure			
B-1	Observed seat belt use (2014 State Survey) FFY 2010-2014 *2016 Observed State Survey	86	88	87*
	Grant Funded Enforcement FFY 2015			
A-1	Number of seat belt and child safety citations issued during the grant funded enforcement activities	19,560		
A-2	Number of impaired driving arrests made during grant funded enforcement activities	532		
A-3	Number of speeding citations issued during grant-funded enforcement activities	4,737		
	Kansas Specific Measure			
	Distracted Driving Crashes (KCARS)	15,063	10,243	16,480

Upon examination of the previous year performance measures, the Kansas Department of Transportation has partnered with the Kansas Highway Patrol on an overtime grant focused on reducing fatalities. This grant will target the increase in the Urban Fatality Rate (C-3) and the increase in speeding fatalities (C-6). In addition, the state is working to increase the number of Special Traffic Enforcement Program participants from 150 in FFY 16 to 170 in FFY 18. Coupled with this effort will be to increase planned budget amount for the overtime grants with our local law enforcement partners in comparison to the FFY 16 HSP. These local enforcement partners will aid the state in reaching our performance measures in the areas that need additional focus, motorcycle fatalities (C-7), un-helmeted motorcycle fatalities (C-8), number of drivers, 20 and under, involved in fatal crashes (C-9), pedestrian fatalities (C-10) and observed seat belt use (B-1). An additional state measure that didn't meet the target was Distracted Driving crashes. The state will enhance its efforts through paid and earned media to educate drivers on the perils of distracted driving. The city of Wichita, the largest city in the state, is partnering with KDOT on a grant focused on traffic safety enforcement. This grant, in FFY 17, purchased motorcycles for their traffic unit. This effort should also be a vital part in seeing a reduction in crashes and fatalities not only in the city of Wichita, but reflect a decrease for our statewide performance measures.

Performance Plan

2018 Performance Measures

The state of Kansas is using 2011 – 2015 FARS and the state crash database to establish baseline and goals for the 2018 Highway Safety Plan. Additionally, we are using the 2016 statewide observational survey information to establish a baseline and establish the 2018 goal. To maintain consistency and stabilize the data, the HSP, SHSP and HSIP used a five-year moving average to determine the baseline data and projections. Each performance measure identifies the current trend, projections and goal. A percentage increase or decrease was determined on each goal. Factors leading to the anticipated increase or decrease include, but are not limited to: recent history, timeframe of enactment of legislation, is it realistic, is it achievable, is it attainable and available resources. The Core Performance Measures were utilized throughout the HSP program areas to identify problem areas, establish proven countermeasures and gauge progress towards goals.

HSP and HSIP Targets

In coordination with the state of Kansas FHWA HSIP annual report and in coordination with the state of Kansas SHSP, the targets for fatalities, fatality rate and serious injuries are identical to the HSP targets.



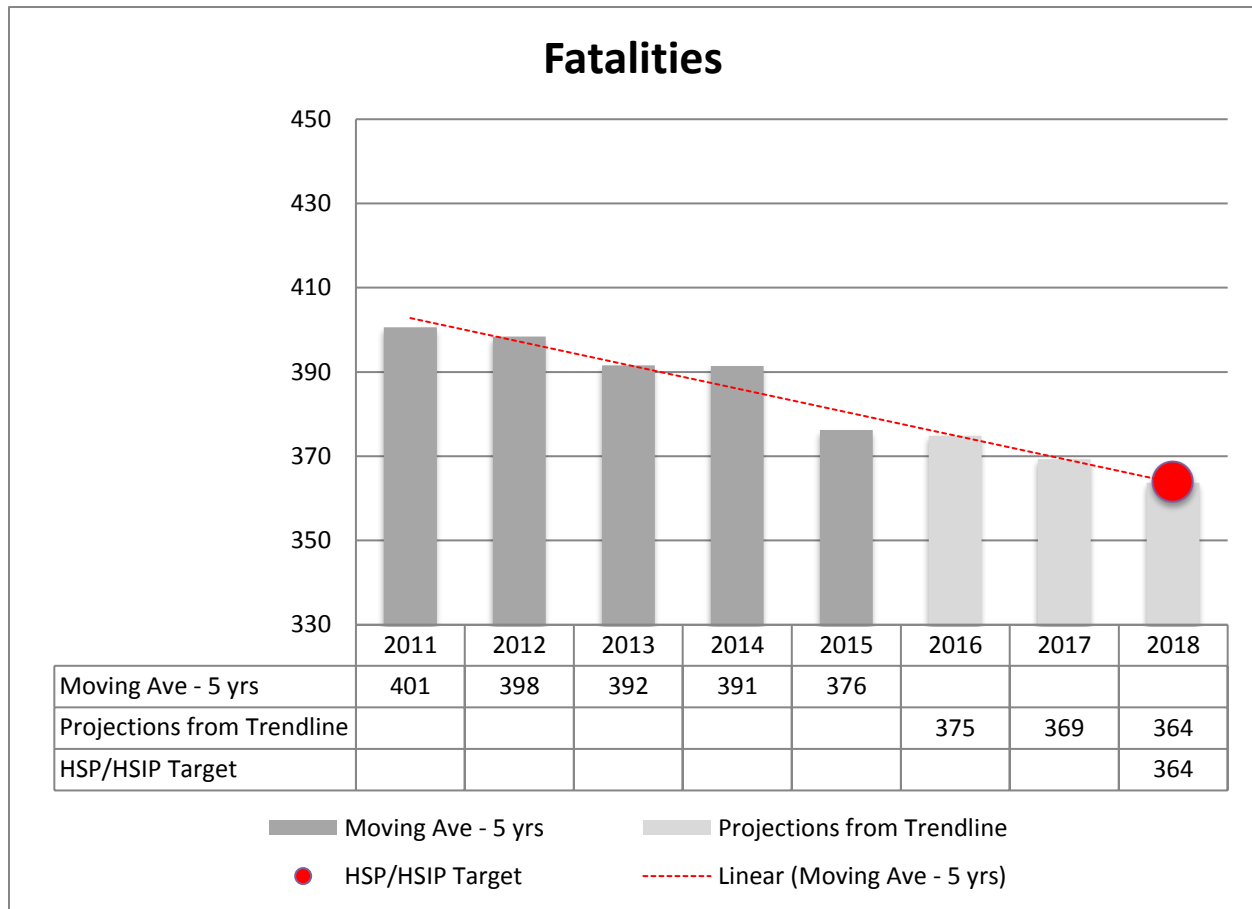
Table 1

2018 Performance Measures					
	Core Outcome Measures	2011-15 Baseline*	2015 Actual	2014-18 Projection*	2018 HSP Target
C-1	Number of Traffic Fatalities (FARS)	376	355	364	364
C-2	Number of Serious Injuries (KCARS)	1,401	1,185	1,202	1,190
	Serious Injury Rate per 100 million VMT (KCARS)	4.590	3.776	3.851	3.774
C-3	Fatalities/VMT (FARS/FHWA)	1.23	1.13	1.17	1.16
	Rural Fatalities per 100 million VMT (FARS/FHWA)	2.004	1.840	1.897	1.859
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.502	.48	.486	.476
C-4	Number of unrestrained fatalities all positions (FARS)	149	127	132	130
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	100	84	86	85
C-6	Number of speeding fatalities (FARS)	114	128	120	119
C-7	Number of motorcyclist fatalities (FARS)	44	44	42	41
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	28	28	24	24
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	60	60	51	50
C-10	Number of pedestrian fatalities (FARS)	22	24	25	24
C-11	Number of bicycle fatalities (FARS)	5	3	6	5
	Core Behavior Measure				
B-1	Observed seat belt use (FFY 16 State Survey)	87	87	87	88
	FFY 16 Activity Measures				
A-1	Number of seat belt citations issued during grant-funded activities		19,560		
A-2	Number of impaired driving arrests made during grant-funded enforcement activities		532		
A-3	Number of speeding citations issued during grant-funded enforcement activities		4,737		
	Kansas Specific Measures				
	Distracted Driving Crashes (KCARS)	15,545	16,480	13,416	13,282

* Baseline is the 5 Year Moving Average

Core Performance Measure Charts and Goals

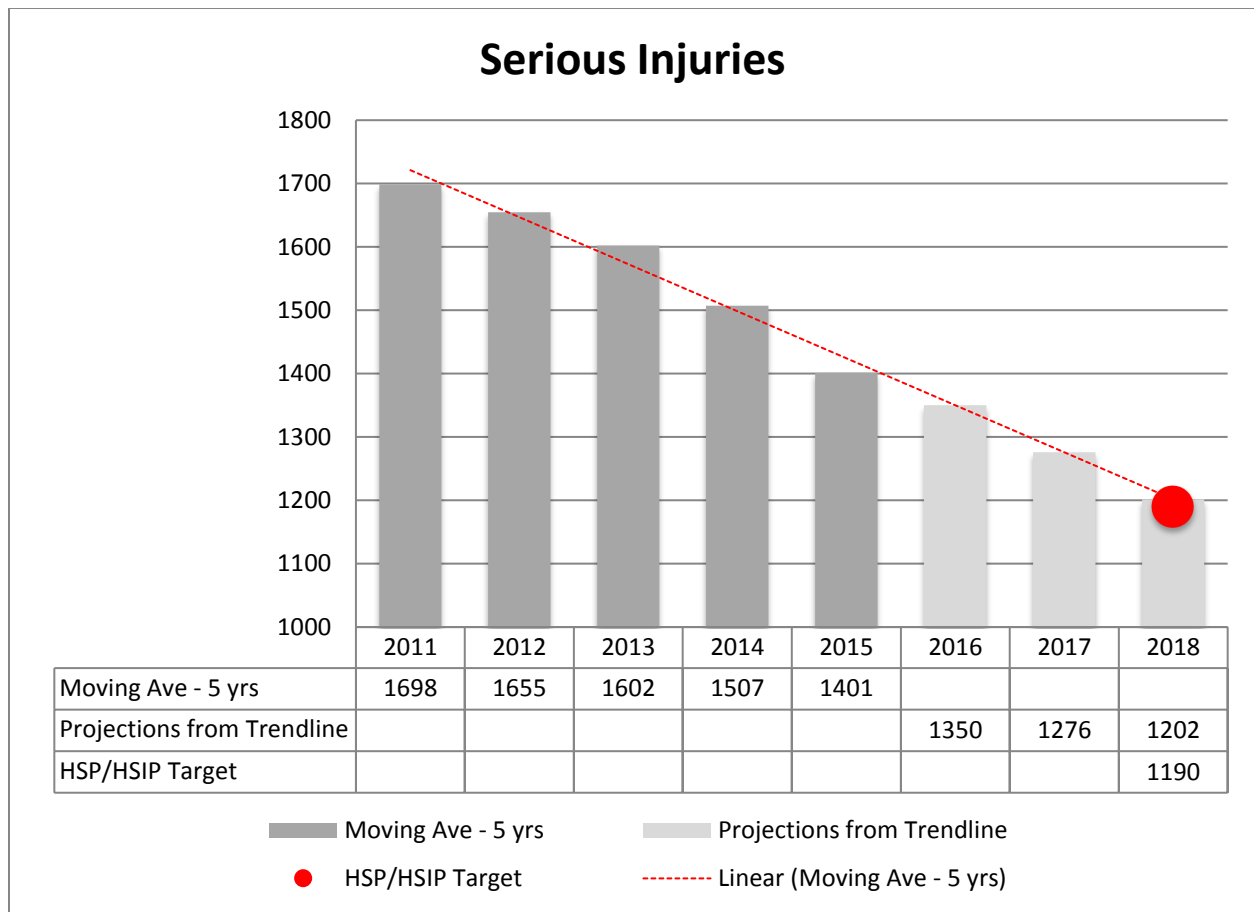
Number of Traffic Fatalities (FARS):



Goal Statement

Number of Traffic Fatalities: The 2018 five year moving average projection based upon the trend line indicates 364 total fatalities. A zero percent reduction in this projection would derive our goal of 364 total fatalities in 2018. Based upon recent history, the trend line of the target, the zero percent reduction goal is realistic and attainable. The 2018 HSP and 2018 HSIP five-year moving average targets are equal.

Serious Injuries (KCARS):

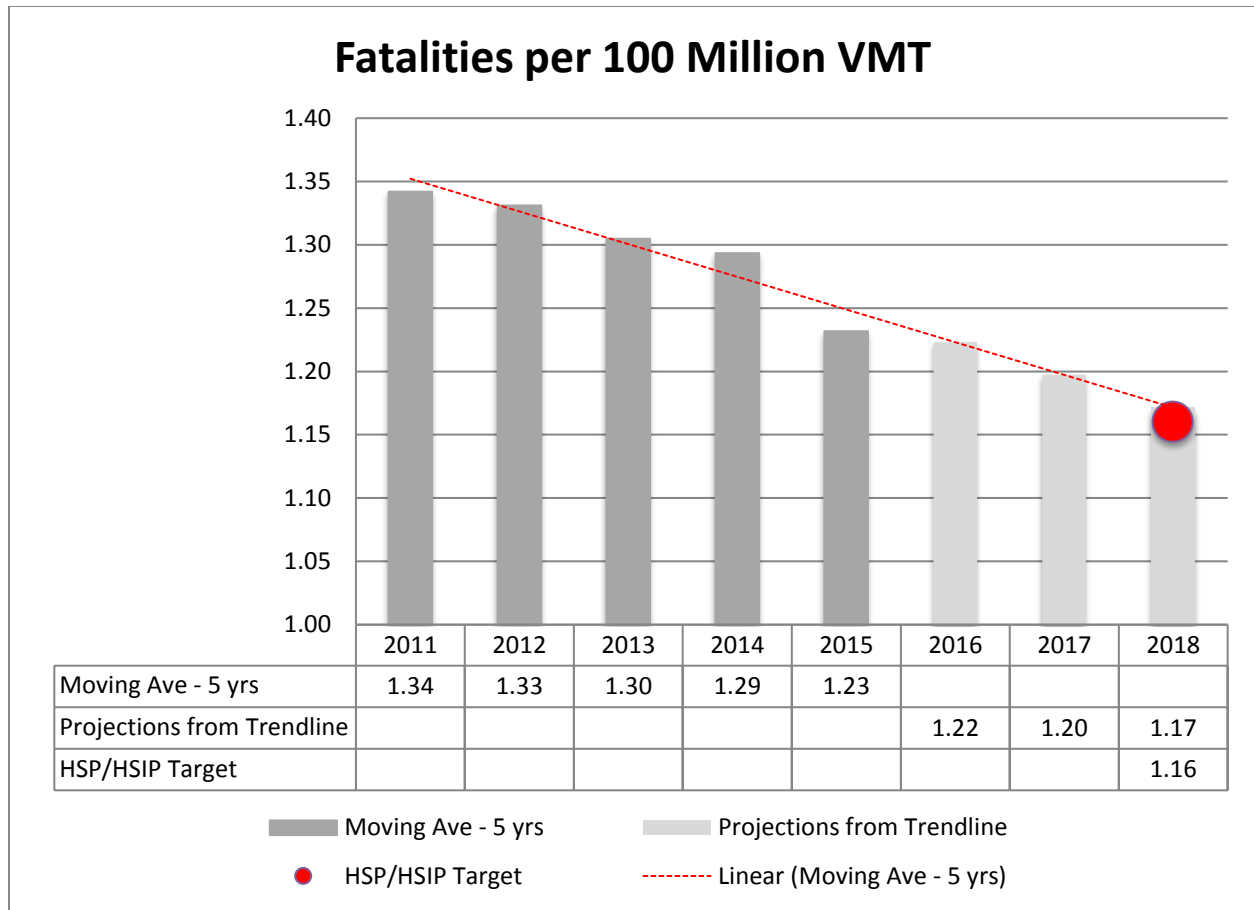


Goal Statement

Number of Serious Injuries: The 2018 five year moving average projection based upon the trend line indicates 1,202 serious injuries. A one percent reduction in this projection would derive our goal of 1,190 serious injuries in 2018. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2018 HSP and 2018 HSIP five-year moving average targets are equal.

The data in this table reflect serious injuries as defined by the NHTSA/FHWA conversion table. In Kansas, that equates to the number of disabling injuries as recorded in our state crash database.

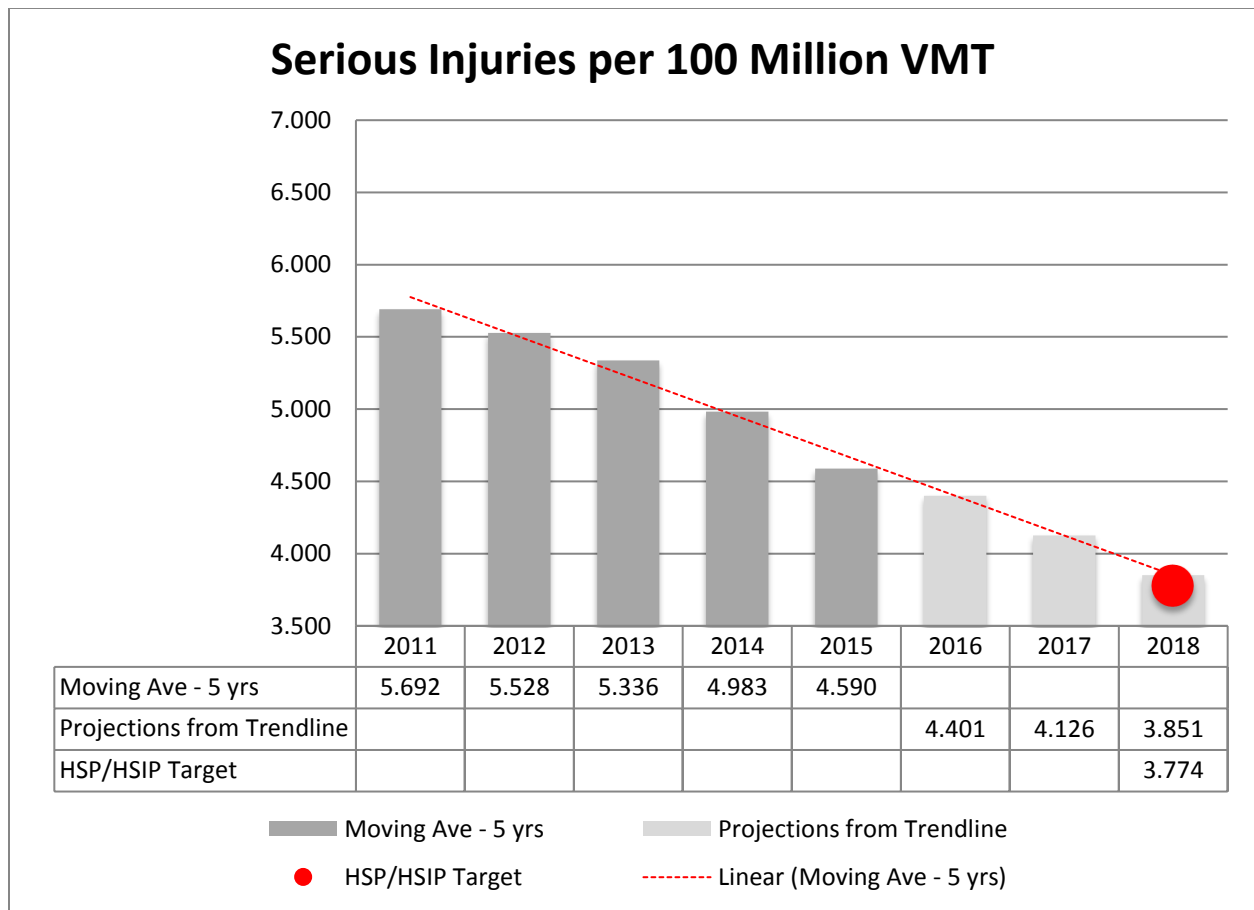
Fatality Rate per 100 million VMT (FARS):



Goal Statement

Fatality Rate per 100 million VMT: The 2018 five year moving average projection based upon the trend line indicates 1.17 fatalities per 100 million VMT. A one percent reduction in this projection will produce our goal of 1.16 fatalities per 100 million VMT in 2018. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2018 HSP and 2018 HSIP five-year moving average targets are equal.

Serious Injury Rate (KCARS/FARS):

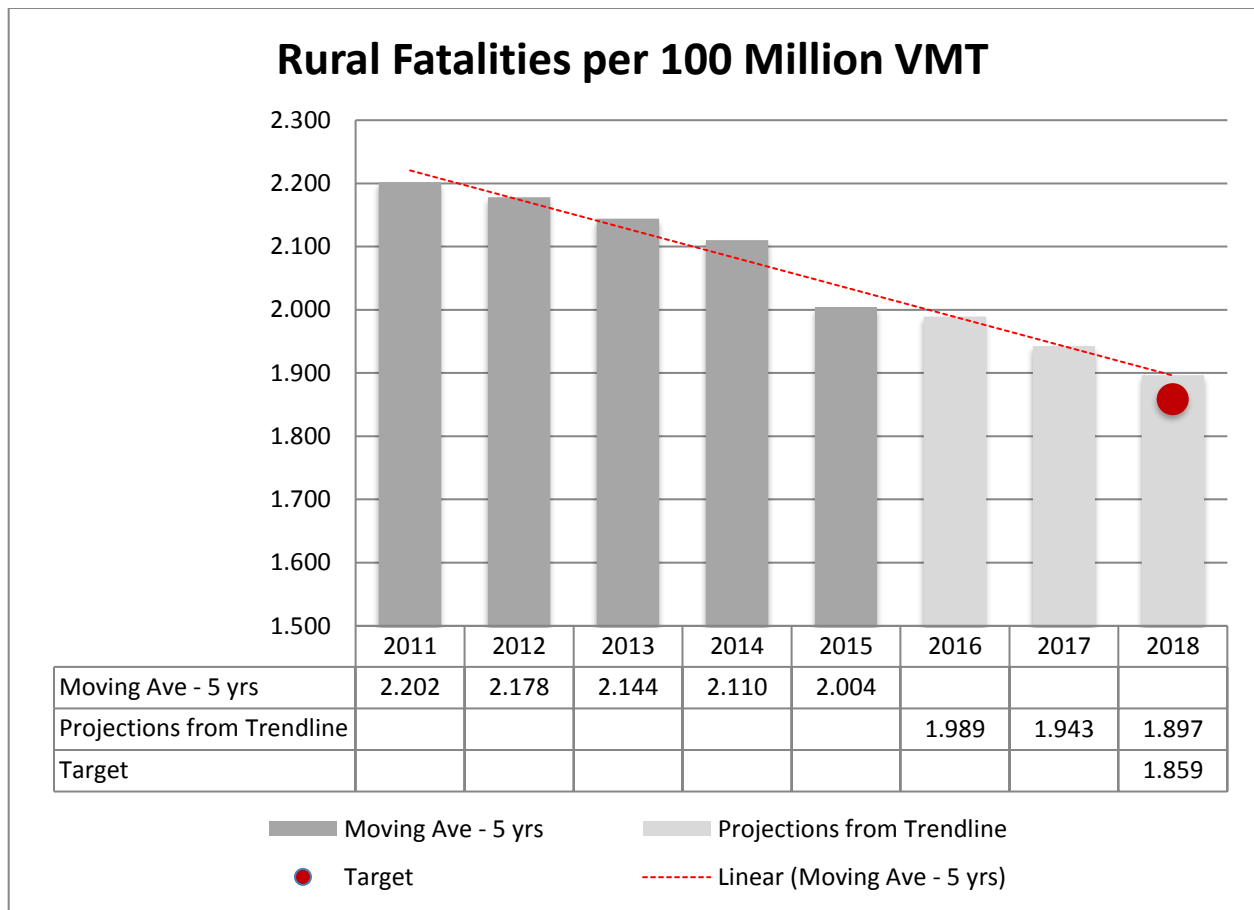


Goal Statement

Serious Injury Rate: The 2018 five year moving average projection based upon the trend line indicates 3.851 serious injury rate per 100 million VMT. A two percent reduction in this projection would lead to our goal of 3.774 serious injury rate per 100 million VMT in 2018. Based upon recent history, the trend line of the target, the two percent reduction goal is realistic and attainable. The 2018 HSP and 2018 HSIP five-year moving average targets are equal.

The data in this table reflect serious injuries as defined by the NHTSA/FHWA conversion table. In Kansas, that equates to the number of disabling injuries as recorded in our state crash database.

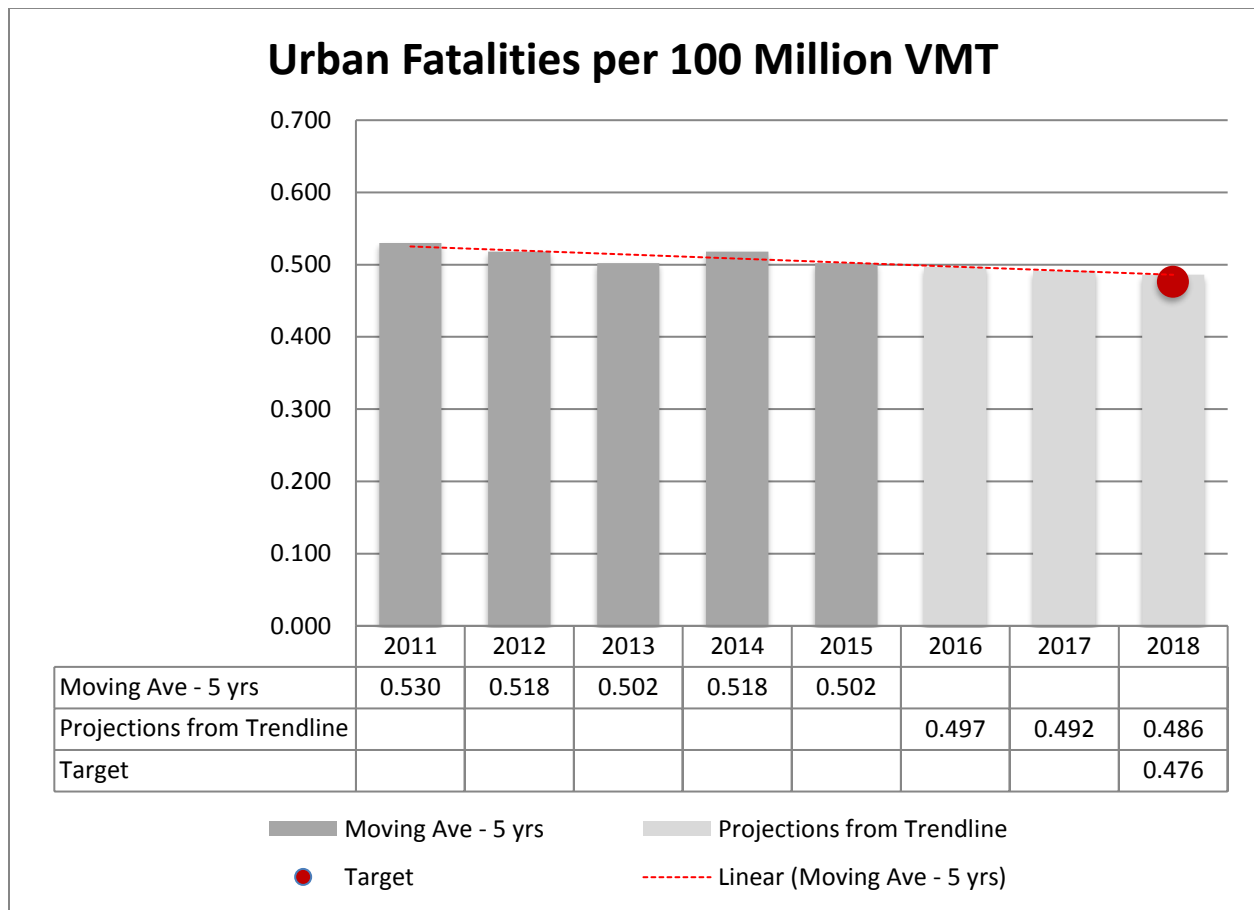
Rural Fatality Rate (FARS):



Goal Statement

Rural Fatalities per VMT Goal Statement: The five-year moving average 2018 projection based upon the trend line indicates 1.897 rural fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of 1.859 rural fatalities per 100 million VMT in 2018. This trend has stayed relatively flat and therefore a two percent reduction goal is realistic and attainable.

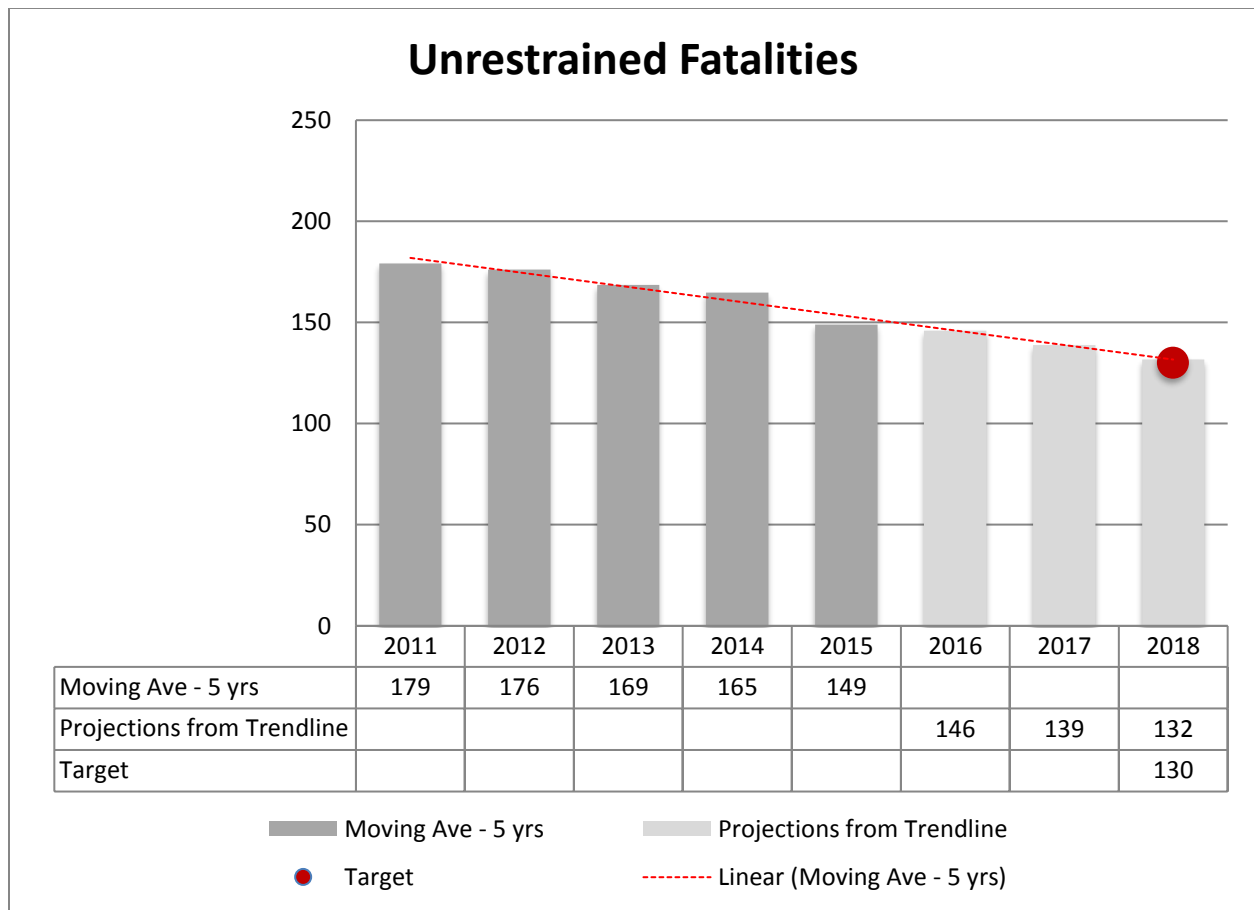
Urban Fatality Rate (FARS):



Goal Statement

Urban Fatalities per VMT Goal Statement: The five-year moving average 2018 projection based upon the trend line indicates .486 urban fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of .476 urban fatalities per VMT in 2018. Based upon recent history, the two percent reduction goal is realistic and attainable.

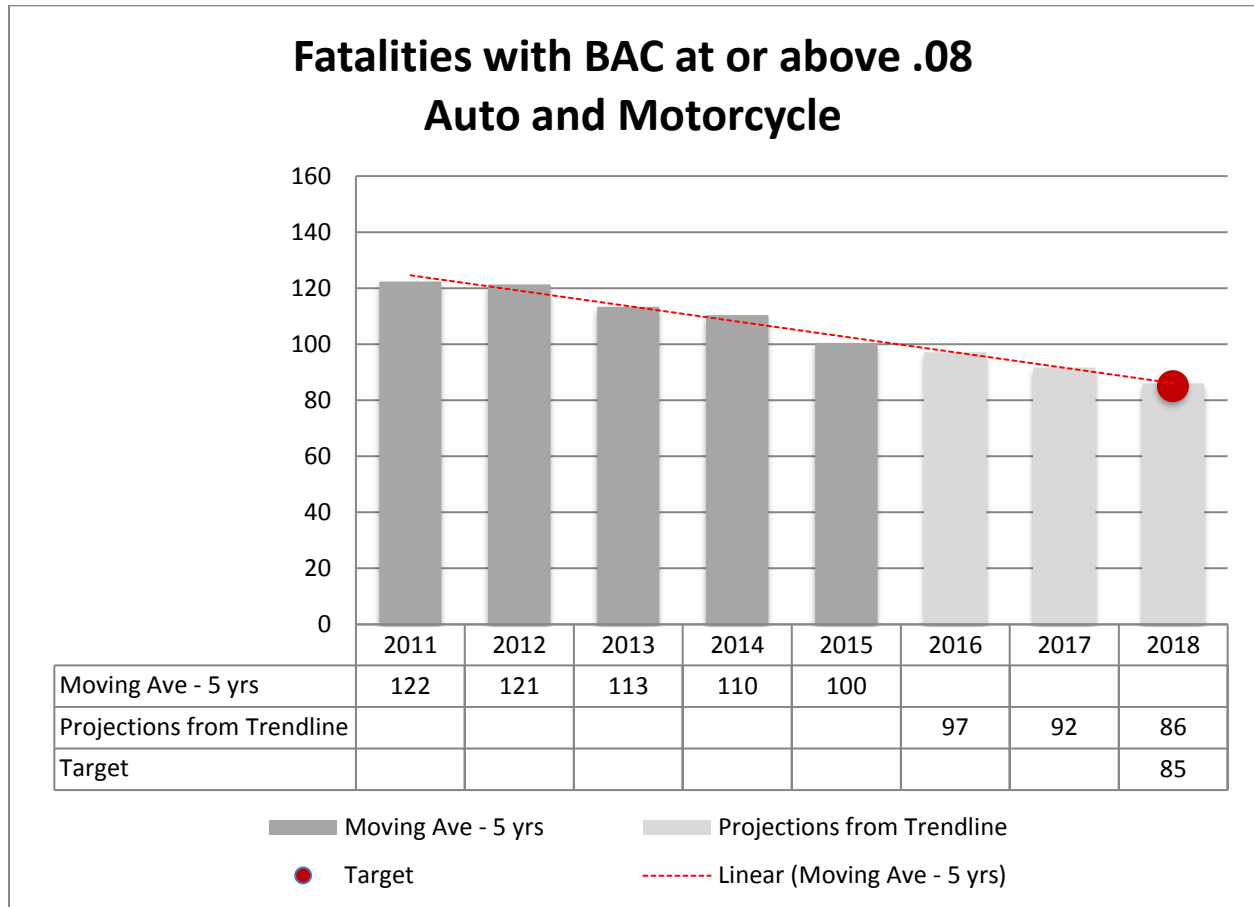
Unrestrained Fatalities All Positions (FARS):



Goal Statement

Unrestrained Fatalities all Positions: The five-year moving average for 2018 projection based upon the trend line indicates 132 unrestrained fatalities. A one percent reduction in this projection would equal our goal of 130 unrestrained fatalities in 2018. Based upon recent history, the recent moderate gains in the number of observed persons wearing their seatbelt, a one percent reduction goal is realistic and attainable.

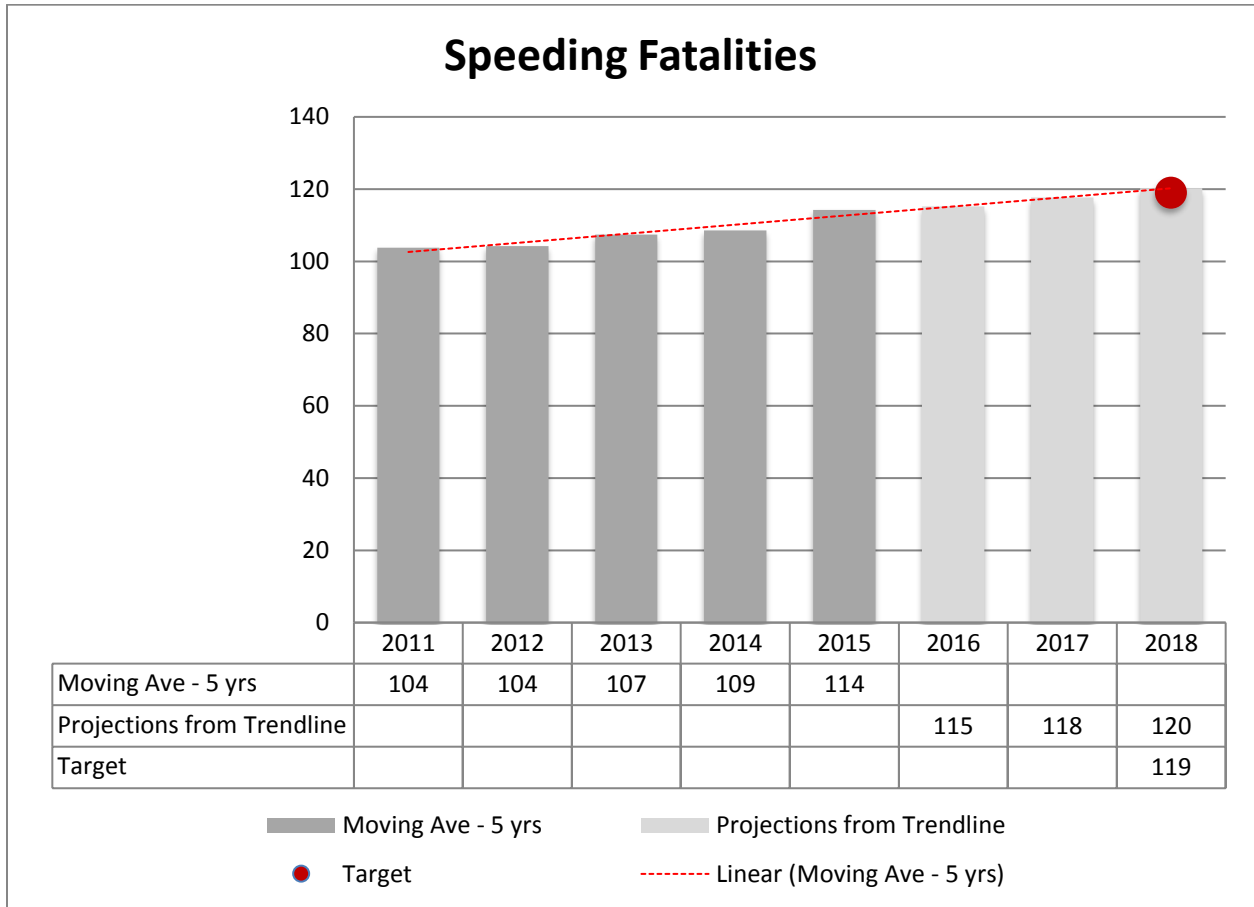
Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with BAC of .08 or above (FARS)



Goal Statements

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS): The five-year moving average for 2018 projection based upon the trend line indicates 86 alcohol-impaired fatalities. A one percent reduction in this projection would equal our goal of 85 alcohol impaired fatalities in 2018. Based upon recent history, the recent achievements in impaired driving legislation, a one percent reduction goal is realistic and attainable.

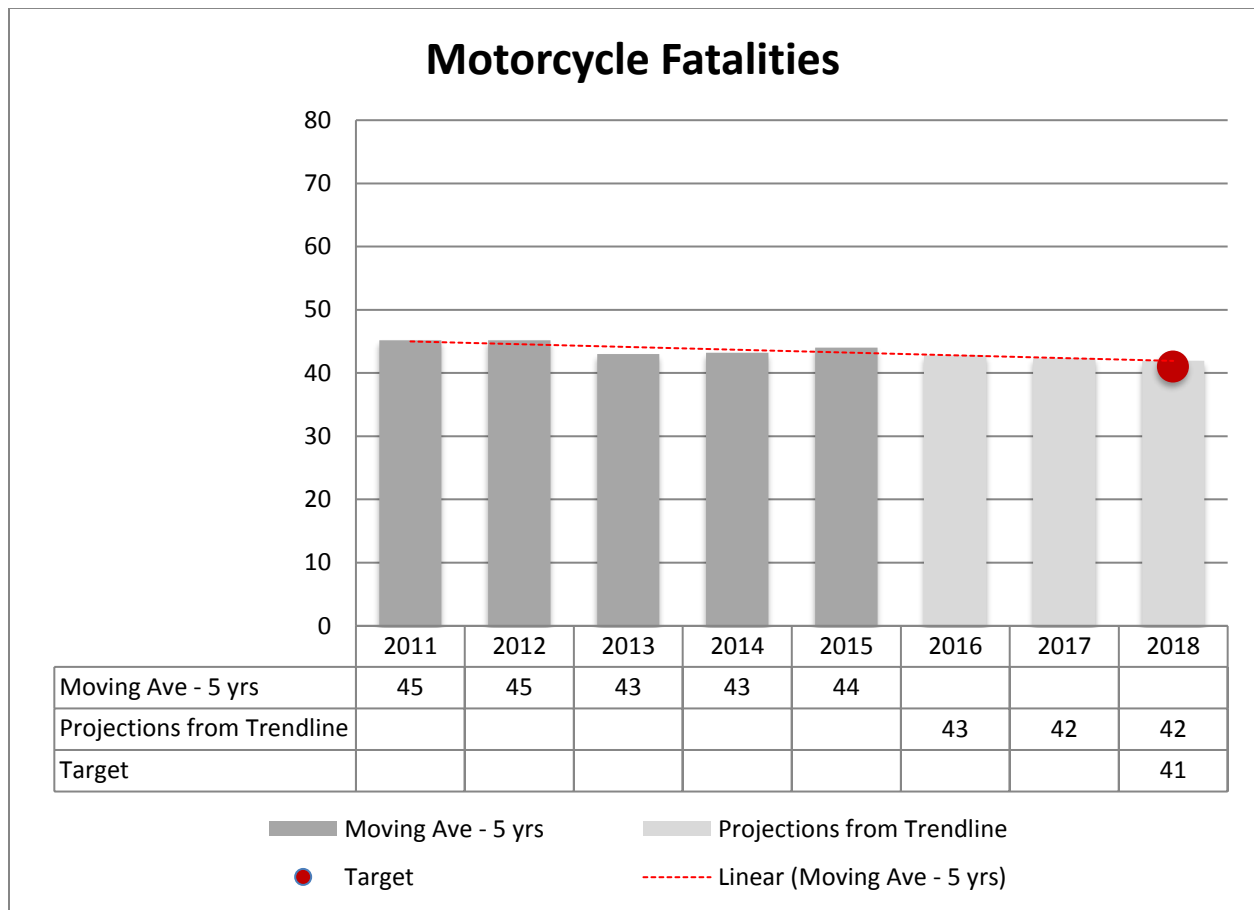
Speeding Fatalities (FARS):



Goal Statement

Speeding Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates 120 speeding fatalities. A one percent reduction in this projection would equal our goal of 119 speeding fatalities in 2017. Based upon recent history and absent any recent law changes, a one percent reduction goal is realistic and attainable.

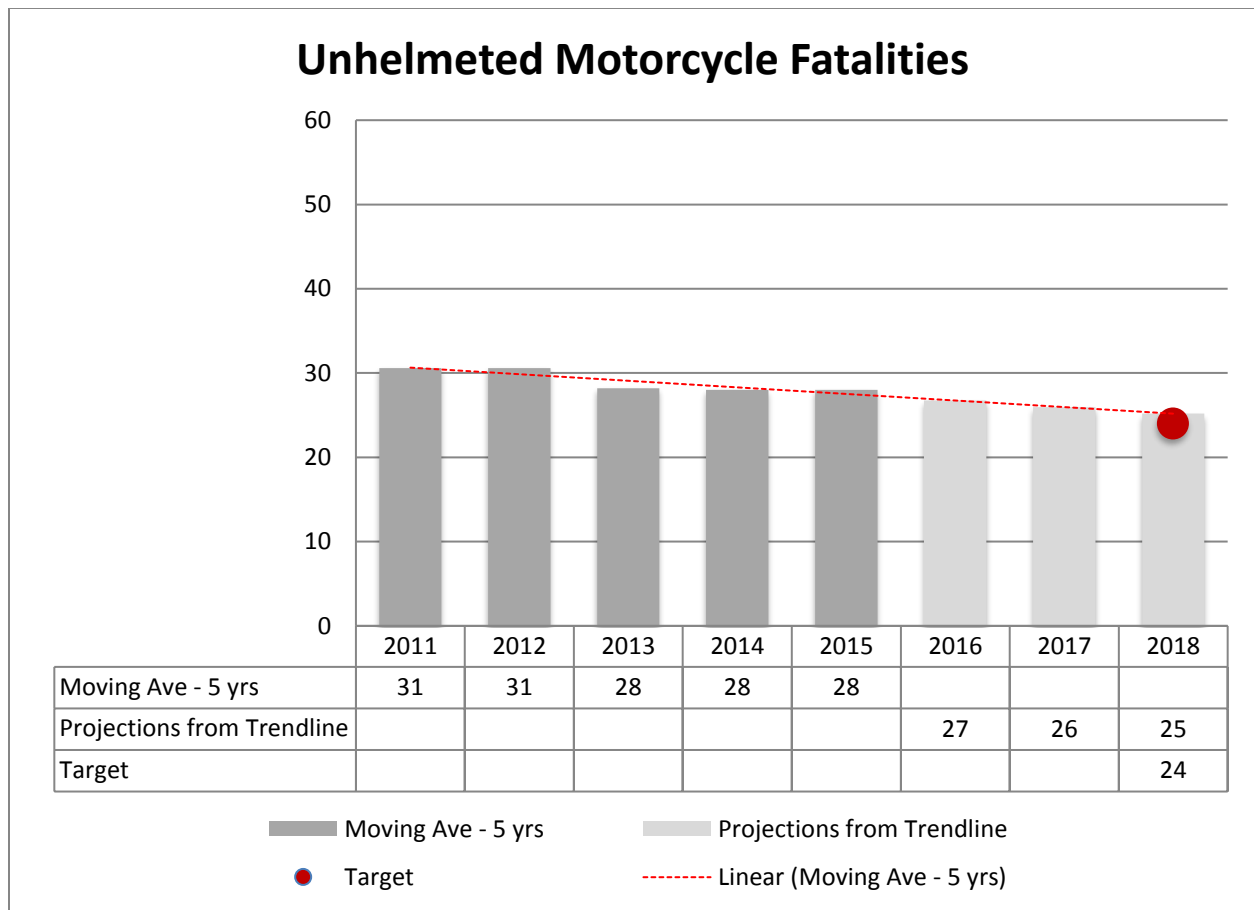
Number of Motorcyclist Fatalities (FARS):



Goal Statement

Motorcycle Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates 42 motorcyclist fatalities. A two percent reduction in this projection would equal our goal of 41 motorcyclist fatalities in 2018. Based upon recent history, a two percent reduction goal is realistic and attainable.

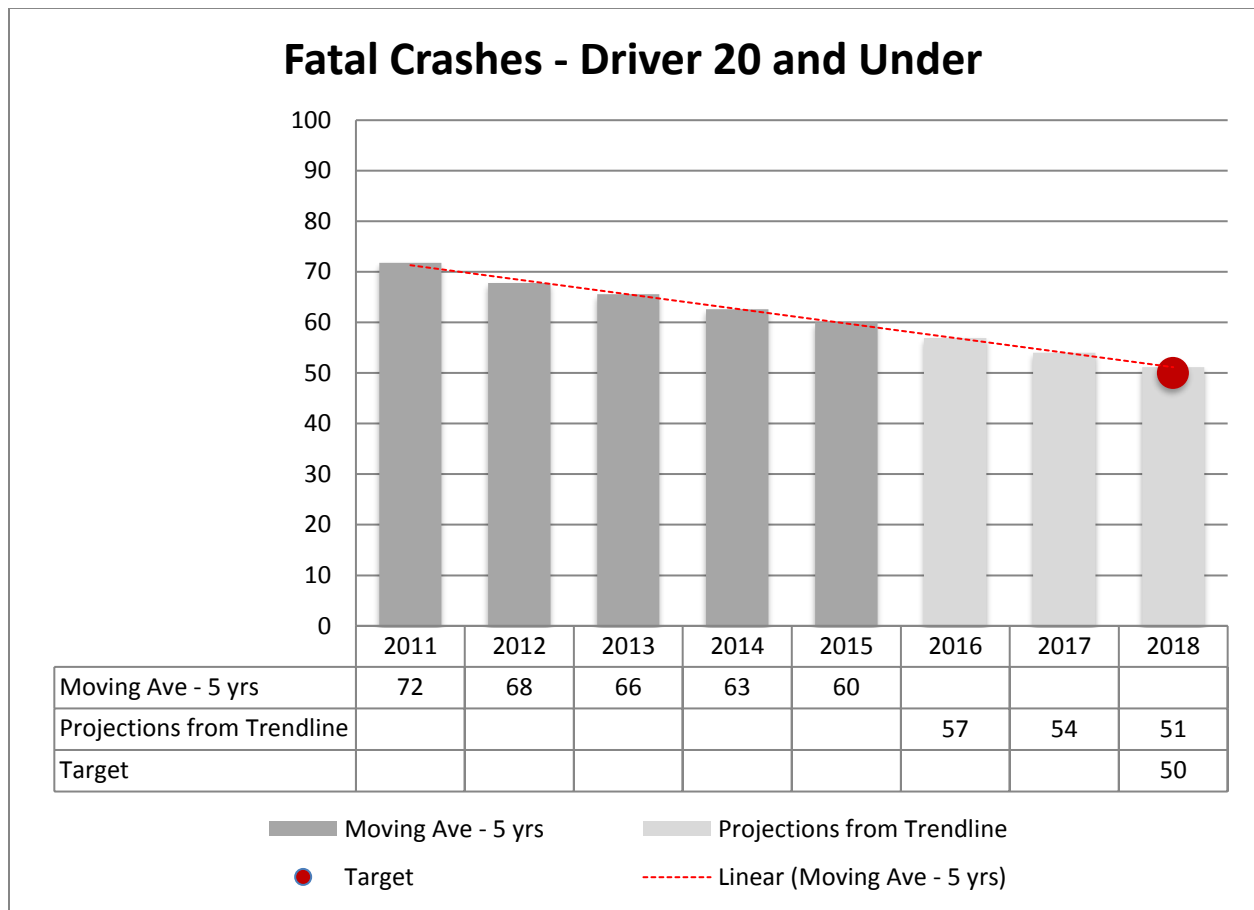
Number of un-helmeted Motorcyclist Fatalities (FARS):



Goal Statement

Un-helmeted Motorcycle Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates 25 un-helmeted motorcyclist fatalities. A five percent reduction in this projection would equal our goal of 24 un-helmeted motorcyclist fatalities in 2018. Based upon recent history, and absent a universal helmet law, a five percent reduction goal is realistic and attainable.

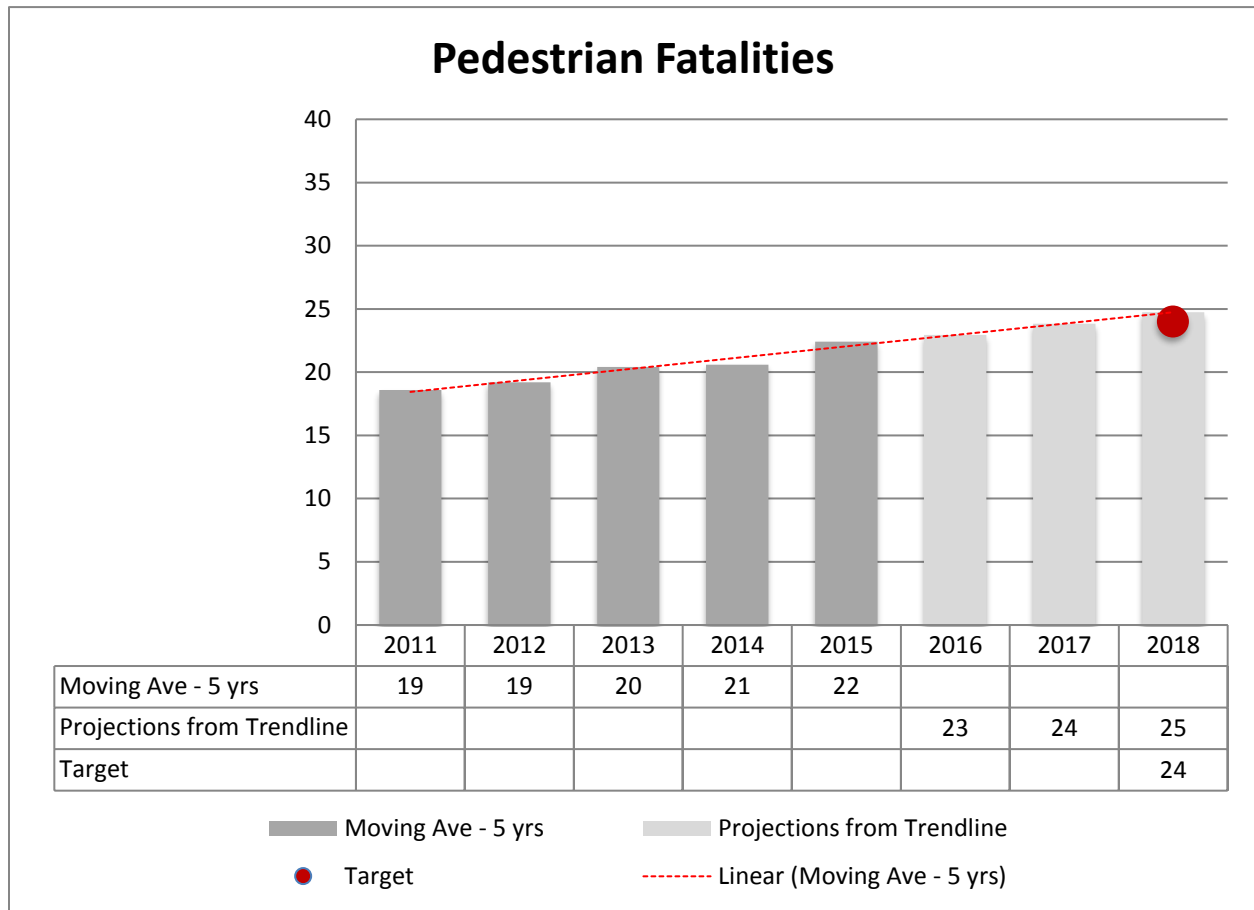
Number of Fatalities with Driver 20 or under (FARS):



Goal Statement

Fatalities with Driver 20 or Under: The five-year moving average for 2018 projection based upon the trend line indicates 51 fatalities with a driver age 20 or under. A two percent reduction in this projection would equal our goal of 50 fatalities with a driver age 20 or under in 2018. Based upon recent history, the recent legislative achievements in our GDL law and expansion of the SAFE program, a two percent reduction goal is realistic and attainable.

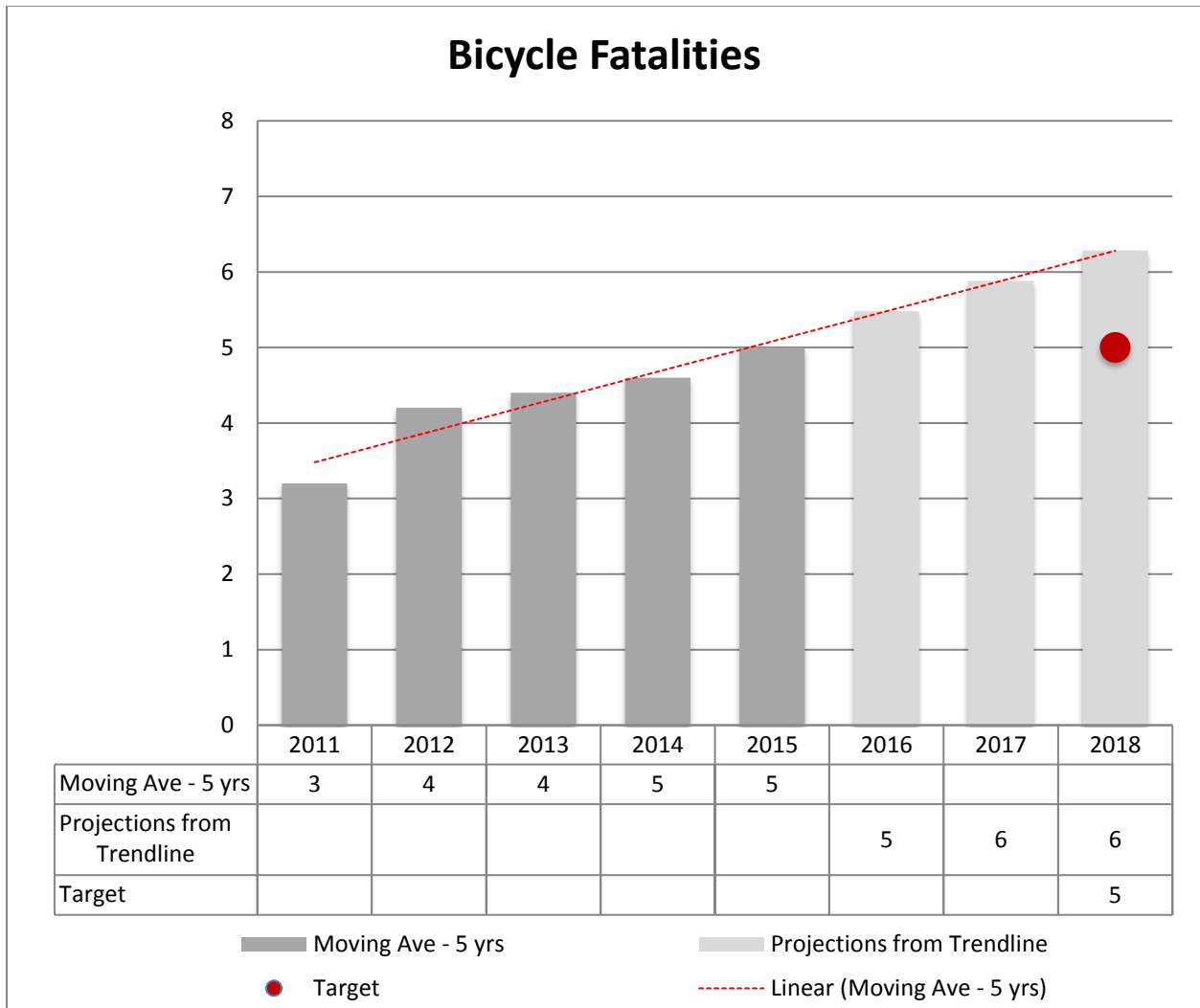
Pedestrian Fatalities (FARS):



Goal Statement

Pedestrian Fatalities: The five-year moving average for the 2018 projection based upon the trend line indicates 25 pedestrian fatalities. A three percent reduction in this projection would equal our goal of 24 pedestrian fatalities in 2018. Based upon recent history, and relatively small number of pedestrian fatalities, a three percent reduction goal is realistic and attainable.

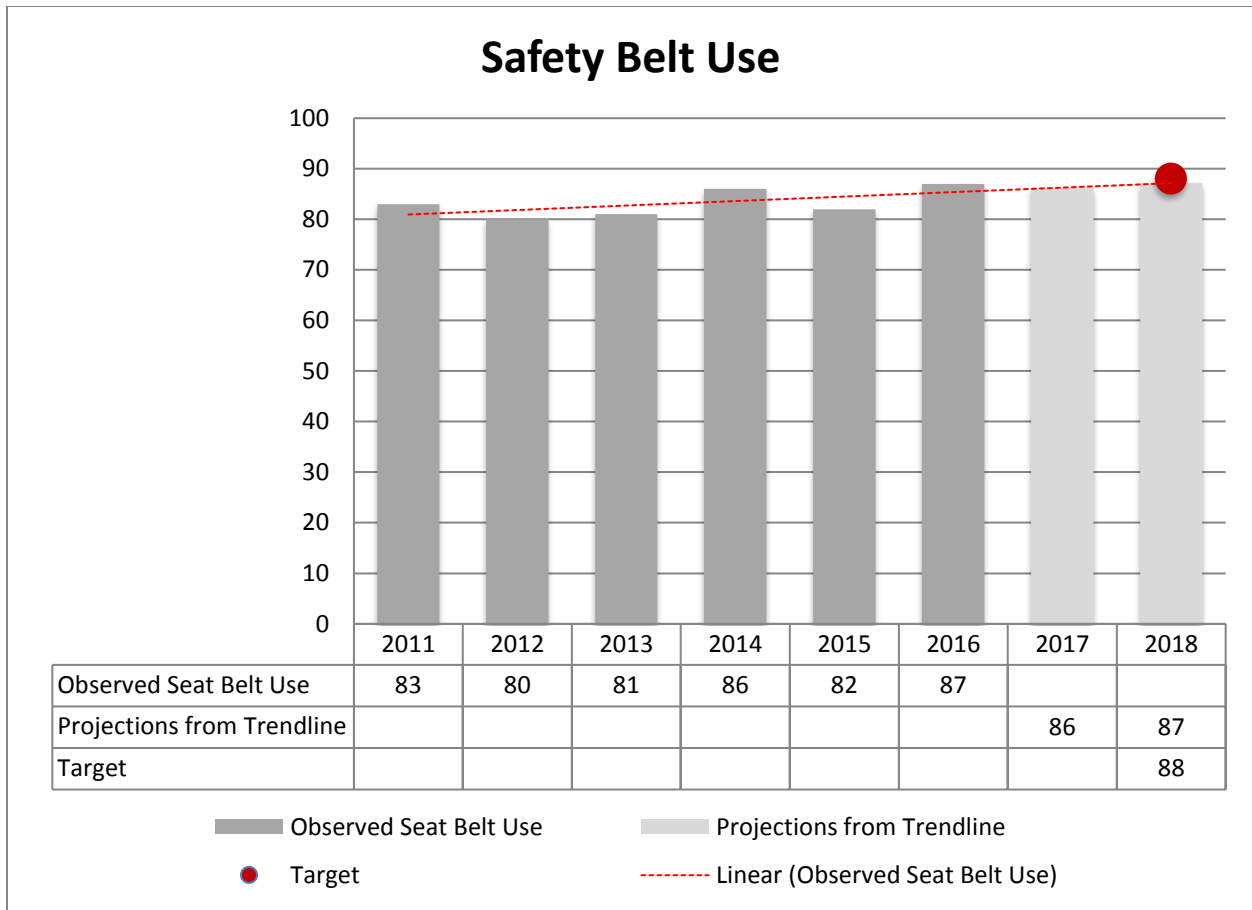
Bicycle Fatalities (FARS):



Goal Statement

Bicycle Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates six bicycle fatalities. A twenty percent reduction in this projection would equal our goal of five bicycle fatalities in 2018. Based upon recent history, and relatively small number of bicycle fatalities, a twenty percent reduction goal is realistic and attainable.

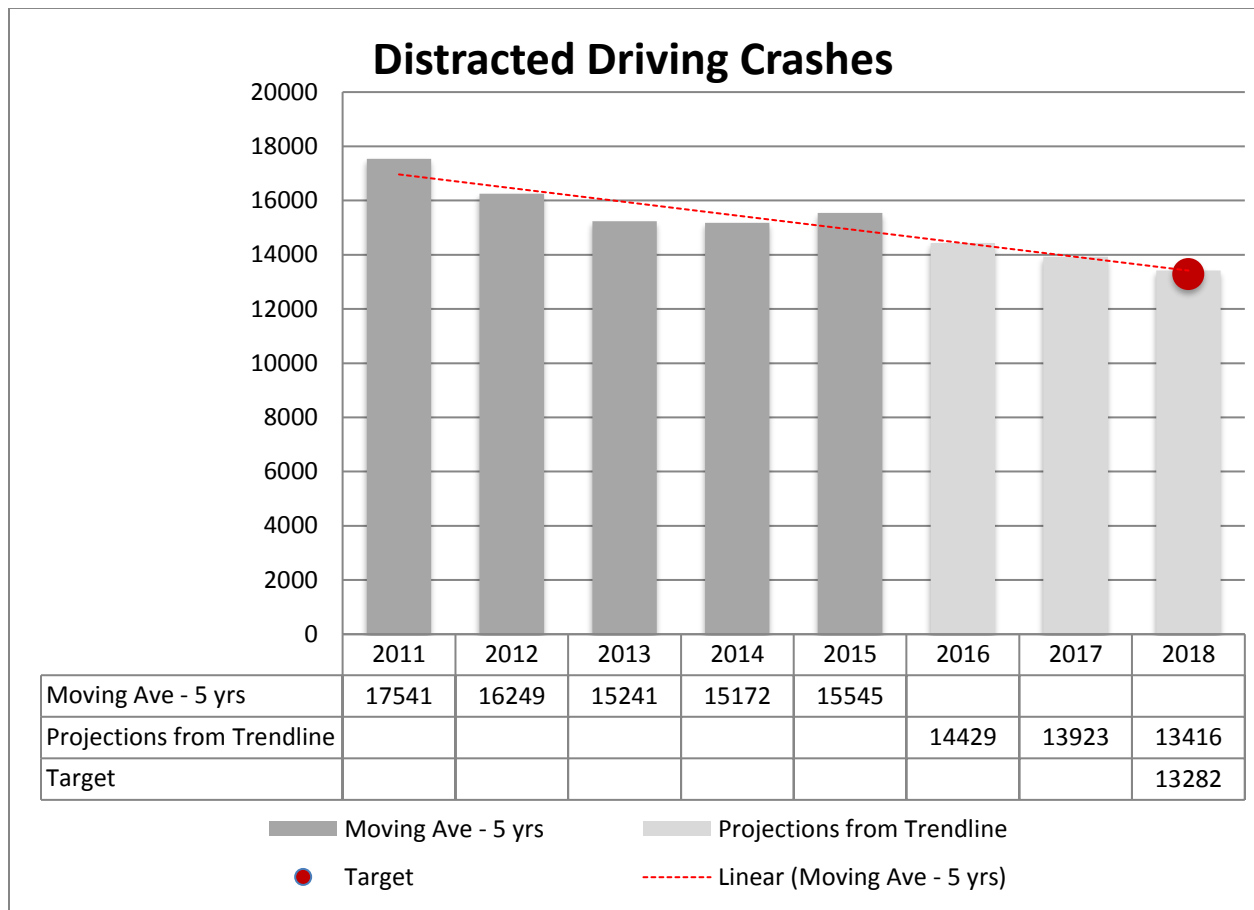
Seatbelt Use Rate (State Survey):



Goal Statement

Seat Belt Usage: The five-year moving average for 2018 projection based upon the trend line indicates an 87 percent observed belt use rate. A one percent increase in this projection would equal our goal of an 88 percent observed belt use rate in 2018. Based upon recent history, and relatively small recent gains in the number of observed persons wearing seat belts, a one percent increase is realistic and attainable.

Distracted Driving Crashes (KCARS):



Goal Statement

Distracted Driving Crashes: The five-year moving average for 2018 projection based upon the trend line indicates 13,416 distracted driving crashes. A one percent reduction in this projection would equal our goal of 13,282 distracted driving crashes in 2018. Based upon recent history, and increased number of distractions in our vehicles, a one percent reduction goal is realistic and attainable.

Evidence-based Traffic Safety Enforcement Program (TSEP)

The state of Kansas relies upon proven countermeasures when implementing programs. Kansas participates in the national STEP enforcement campaigns – Click it or Ticket and DUI crackdown – along with the Thanksgiving week occupant restraint-DUI campaign. Each of the mobilizations follows the proven “Click it or Ticket” formula of high visibility education/media, paid media and enforcement. The Seatbelts Are For Everyone (SAFE) program, targeting teen seat belt use, uses the same Click it or Ticket methodology. When implementing new programs, staff utilizes other proven programs and can reference the latest countermeasures that work document prepared by NHTSA. Collaboration with the SHSP has led to new programs in support of their proven or new strategies. As part of their contract, each grantee is required to report activity. This activity allows KDOT to evaluate the individual program and determine effectiveness toward reaching not only an individual performance measure, but examine the effectiveness towards reaching our statewide performance measures. The TSS has and will continue to constantly monitor the implemented programs and will deploy new countermeasures as problems change and/or shift in the state. Annually, KDOT examines crash data and this analysis influences the deployment of law enforcement resources in locations represented in the counties as referenced in tables 4-6.

This plan was developed using the most current data available. Throughout the year, existing enforcement activities through our current contractors and new data may emerge that could lead to change in target groups, geographic location or deployment strategies. The SHSO constantly reviews the activity reports from law enforcement contractors including enforcement data and contacts per hour. In the event significant circumstances change, the program and/or enforcement plans will be altered to meet the current need. Through this data gathering, the SHSO updates the countermeasures strategies and projects in the HSP. When the state has identified a problem, further research and data gathering are the next step to determining appropriate proven countermeasures. As referenced in several of the following tables, KDOT has and will continue to engage partners in the counties that make up the largest percentage of total crashes, fatal crashes and impaired crashes. Seat belt observational data will also be used to engage and target partners focused on increasing the seat belt rate in a specific county and statewide.

The TSS is also actively involved in several Emphasis Area Teams that support the SHSP. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. The Emphasis Area Teams meet at least twice a year, are diversified and include representatives from private and public entities and are common advocates when it comes to identifying strategies and resources to address traffic safety problems in the HSP and SHSP. The entities involved in the emphasis area teams include: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Office, Kansas Traffic Safety Resource Prosecutors, AAA of Kansas and the Mid-America Regional Council. These entities or organizations represent the key stakeholders in reducing death and injury on Kansas roads. Therefore, an examination of the HSP and SHSP will show many similar strategies, objectives and needed resources utilized to implement both plans.

Crash and Data Analysis for TSEP

Total Crashes

The state of Kansas experiences about 60,000 crashes annually. Table 4 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These twenty counties represent more than 75 percent of all crashes in 2016. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well-proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has and will continue to engage law enforcement partners in these counties to establish overtime enforcement grants targeting all crashes, providing training opportunities through our Traffic Safety Resource Prosecutors, and working with the local media to address the problem.

Table 4

Rank	County	Total Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	JOHNSON	12,144	19.77%	19.77%	Yes	Yes	Yes
2	SEDGWICK	11,363	18.50%	38.28%	Yes	Yes	Yes
3	SHAWNEE	4,469	7.28%	45.55%	Yes	Yes	Yes
4	DOUGLAS	2,965	4.83%	50.38%	Yes	Yes	Yes
5	WYANDOTTE	2,006	3.27%	53.65%	Yes		
6	BUTLER	1,428	2.33%	55.97%	Yes		
7	RENO	1,409	2.29%	58.26%	Yes	Yes	Yes
8	LEAVENWORTH	1,308	2.13%	60.39%	Yes	Yes	
9	SALINE	1,278	2.08%	62.48%	Yes	Yes	
10	RILEY	1,277	2.08%	64.55%		Yes	
11	COWLEY	920	1.50%	66.05%	Yes		
12	LYON	868	1.41%	67.47%	Yes		
13	MONTGOMERY	781	1.27%	68.74%	Yes	Yes	Yes
14	FORD	780	1.27%	70.01%	Yes	Yes	Yes
15	ELLIS	708	1.15%	71.16%	Yes	Yes	
16	FINNEY	684	1.11%	72.27%	Yes		
17	GEARY	641	1.04%	73.32%	Yes	Yes	Yes
18	SUMNER	630	1.03%	74.34%	Yes		
19	CRAWFORD	614	1.00%	75.34%	Yes		
20	MIAMI	592	0.96%	76.31%	Yes	YES	

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving Week; Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

***Nighttime Seatbelt Enforcement Program- conducts overtime enforcement targeting unbelted drivers throughout the year.

Fatal Crashes

The state of Kansas experienced 322 fatal crashes in 2015. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These forty-one counties represent more than 80 percent of all fatal crashes in 2015. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has engaged law enforcement partners in these counties to establish overtime enforcement grants targeting all crashes, providing training opportunities through our Traffic Safety Resource Prosecutor and working with the local media to address the problem.

Table 5

2015 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP	IDDP	NSEP
1	SEDGWICK	44	13.66%	13.66%	STEP	IDDP	NSEP
2	JOHNSON	23	7.14%	20.81%	STEP	IDDP	NSEP
3	WYANDOTTE	17	5.28%	26.09%	STEP		
4	SHAWNEE	11	3.42%	29.50%	STEP	IDDP	NSEP
5	LEAVENWORTH	9	2.80%	32.30%	STEP	IDDP	
6	BUTLER	8	2.48%	34.78%	STEP		
7	DOUGLAS	7	2.17%	36.96%	STEP	IDDP	NSEP
8	MIAMI	7	2.17%	39.13%	STEP	IDDP	
9	CHEROKEE	6	1.86%	40.99%	STEP		
10	HARVEY	6	1.86%	42.86%	STEP		
11	JEFFERSON	6	1.86%	44.72%			
12	MCPHERSON	6	1.86%	46.58%	STEP		
13	RILEY	6	1.86%	48.45%		IDDP	
14	BARTON	5	1.55%	50.00%	STEP		
15	SALINE	5	1.55%	51.55%	STEP	IDDP	
16	WILSON	5	1.55%	53.11%	STEP		
17	CHASE	4	1.24%	54.35%			
18	COWLEY	4	1.24%	55.59%	STEP		
19	CRAWFORD	4	1.24%	56.83%	STEP		
20	DICKINSON	4	1.24%	58.07%			
21	FINNEY	4	1.24%	59.32%	STEP		
22	FORD	4	1.24%	60.56%	STEP	IDDP	NSEP
23	GEARY	4	1.24%	61.80%	STEP	IDDP	NSEP
24	JACKSON	4	1.24%	63.04%	STEP		
25	LABETTE	4	1.24%	64.29%	STEP		
26	MONTGOMERY	4	1.24%	65.53%	STEP	IDDP	NSEP
27	PRATT	4	1.24%	66.77%	STEP		
28	RENO	4	1.24%	68.01%	STEP	IDDP	NSEP
29	CHAUTAUQUA	3	0.93%	68.94%			
30	FRANKLIN	3	0.93%	69.88%	STEP		

31	GRAY	3	0.93%	70.81%			
32	HODGEMAN	3	0.93%	71.74%			
33	LYON	3	0.93%	72.67%	STEP		
34	MARION	3	0.93%	73.60%			
35	MORRIS	3	0.93%	74.53%			
36	NEMAHA	3	0.93%	75.47%			
37	NEOSHO	3	0.93%	76.40%	STEP		
38	POTTAWATOMIE	3	0.93%	77.33%			
39	RICE	3	0.93%	78.26%	STEP		
40	RUSSELL	3	0.93%	79.19%	STEP		
41	SEWARD	3	0.93%	80.12%	STEP		NSEP

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving, Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

***Nighttime Seatbelt Enforcement Program- conducts overtime enforcement targeting unrestrained occupants throughout the year.

Impaired Driving Crashes

Impaired driving continues to be a problem in the state. Table 6 ranks Kansas counties by the number of alcohol-related crashes and a percent of the total number of alcohol related crashes in the state. These twenty-two counties represent more than 80 percent of alcohol-related crashes in 2015. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has engaged law enforcement partners in these counties to establish overtime enforcement grants targeting impaired driving, providing training opportunities through our Traffic Safety Resource Prosecutor and worked with the local media to address the problem.

Table 6

2015 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulat ed Percent	STEP	IDDP	NSEP
1	SEDGWICK	443	18.92%	18.92%	STEP	IDDP	NSEP
2	JOHNSON	390	16.65%	35.57%	STEP	IDDP	NSEP
3	WYANDOTTE	192	8.20%	43.77%	STEP		
4	DOUGLAS	151	6.45%	50.21%	STEP	IDDP	NSEP
5	SHAWNEE	146	6.23%	56.45%	STEP	IDDP	NSEP
6	LEAVENWORTH	67	2.86%	59.31%	STEP	IDDP	
7	RILEY	47	2.01%	61.32%		IDDP	
8	RENO	42	1.79%	63.11%	STEP	IDDP	NSEP
9	BUTLER	39	1.67%	64.77%	STEP		
10	SALINE	37	1.58%	66.35%	STEP	IDDP	
11	MONTGOMERY	36	1.54%	67.89%	STEP	IDDP	NSEP
12	ELLIS	34	1.45%	69.34%	STEP	IDDP	

13	LYON	34	1.45%	70.79%	STEP		
14	COWLEY	32	1.37%	72.16%	STEP		
15	FORD	28	1.20%	73.36%	STEP	IDDP	NSEP
16	GEARY	28	1.20%	74.55%	STEP	IDDP	NSEP
17	MIAMI	26	1.11%	75.66%	STEP	IDDP	
18	HARVEY	22	0.94%	76.60%	STEP		
19	JACKSON	22	0.94%	77.54%	STEP		
20	POTTAWATOMIE	22	0.94%	78.48%			
21	FINNEY	20	0.85%	79.33%	STEP		
22	CRAWFORD	19	0.81%	80.15%	STEP		

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving, Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

Belt Use Rates for S1200 Roads Only

An S1200 road is generally defined as a non-interstate route, considered a main artery and usually a US or state highway. This road type was selected for county comparisons because it is the only road type observed in all 35 observed Kansas Counties of our federally required observational survey. Using the county figures that include interstates, which are only present in some counties, and/or local roads, which are observed also in only a subset of Kansas counties, may make a county look better or worse, as a function of the types of roads observed. Secondary roads are main arteries, usually in the U.S. Highway, State Highway or County Highway system. These roads have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number. The belt use numbers by county, by this specific road type, were derived from our 2016, NHTSA approved, adult survey. Utilizing this data, TSS has and will continue to work with our law enforcement liaisons, identify media opportunities and engage law enforcement partners to increase the belt use in these counties.

Table 2

2016 Belt Use Rates for S1200 Roads Only by County										
Rank	County	Percent		Rank	County	Percent		Rank	County	Percent
1	Johnson	96		13	Rush	86		25	Jefferson	81
2	Seward	94		14	Geary	86		26	Cherokee	81
3	Ford	93		15	Barton	85		27	Ness	81
4	Ellis	91		16	Leavenworth	85		28	Saline	80
5	Riley	91		17	Wyandotte	85		29	Harvey	79
6	Shawnee	91		18	Gray	85		30	Lyon	75
7	Franklin	90		19	Butler	84		31	Atchison	74
8	Miami	89		20	Crawford	84		32	Thomas	73
9	Cowley	89		21	Sedgwick	83		33	McPherson	67
10	Douglas	87		22	Sumner	82		34	Greenwood	63
11	Montgomery	87		23	Chase	82		35	Labette	61
12	Reno	86		24	Kearny	81				

Adult Observational Survey

As Federally required, Kansas performs an adult observational seat belt survey immediately following the national Click it or Ticket mobilization. This data not only gives us our statewide observational use number, but allows us to target counties with low belt use. Coupled with state crash data and the seat belt survey numbers, the SHSO or law enforcement liaisons will reach out to the counties and offer assistance in the form of overtime enforcement, enhanced education, media or other proven countermeasures.

Table 3

2016 Direct Observational Survey Results by County								
Rank	County	Percent	Rank	County	Percent	Rank	County	Percent
1	Johnson	96	13	Sumner	87	25	Butler	82
2	Seward	94	14	Lyon	87	26	Kearny	81
3	Ford	93	15	Leavenworth	86	27	Cherokee	81
4	Ellis	92	16	Rush	86	28	Ness	81
5	Shawnee	92	17	Reno	86	29	Chase	79
6	Franklin	90	18	Barton	85	30	Harvey	79
7	Thomas	89	19	Gray	85	31	Jefferson	76
8	Cowley	89	20	Crawford	84	32	Atchison	74
9	Riley	89	21	Geary	84	33	McPherson	73
10	Douglas	88	22	Miami	83	34	Greenwood	63
11	Saline	87	23	Sedgwick	82	35	Labette	61
12	Montgomery	87	24	Wyandotte	82			

High Visibility Enforcement

Enforcement plays a critical role in changing behavior. Problem identification based upon all the available data, including the information listed above assisted KDOT in planning targeted enforcement programs. These programs are based upon data proven countermeasures that enable KDOT to target cities, counties and specific behavior. A strong enforcement campaign will include an educational component. Enforcement activities follow the proven strategy of: educate, enforce and report in all enforcement programs. All enforcement grants are required to submit activity reports after each mobilization. This data allows KDOT to continuously monitor contractors and update performance of each grantee. This data also provides a baseline for allocating resources in the future. Annually, KDOT examines crash data and targets state and local law enforcement grants in locations represented in the counties as referenced in tables 4-6.

The Special Traffic Enforcement Program (STEP) will support the high-visibility enforcement campaigns, including the national Click it Or ticket mobilization. The current list of grantees can be referenced in the Police Traffic Services section of the HSP, table 9. In FFY 18, our planned expansion of at least 20 agencies includes data driven locations for recruitment efforts. Additional information on the Kansas STEP program can be found in the Police Traffic Services Program area of the HSP.

In coordination with the national mobilizations, the state of Kansas will conduct three high-visibility enforcement campaigns in FFY 18. As referenced in the NHTSA communications calendar, these campaigns will include: Thanksgiving, Click it Or ticket and the Impaired/Alcohol Crackdown. The Thanksgiving and Click it Or ticket mobilizations will have a primary focus on seat belt use and a secondary focus on the impaired driver. The Impaired/Alcohol Crackdown will focus primarily on the impaired driver and a secondary focus on seat belts. Each of these campaigns will be supported with earned and paid media. Additional information on the media plans and budgets for the high-visibility enforcement campaigns can be found in the Paid Media program area of the HSP.

KDOT developed an internal rating system for our STEP contractors. This system tracks number of citations, number of contacts, number of hours of enforcement and expenditures. Annually, KDOT evaluates each contract. This evaluation is completed with the assistance of the assigned law enforcement liaison. If an agency is underperforming, KDOT and/or our assigned LEL will reach out to the entity to discuss expectations and re-emphasize the importance of the enforcement focus. Historical enforcement, crash location and man-power data are all used when developing new and renewing existing contracts. Enforcement grants contain a performance measure relating to the number of expected contacts (stops) per hour during grant funded activities and can be rewarded for outstanding performance.

Traffic Safety Impact Assessment

The state of Kansas utilizes the most recent Countermeasures that Work document to develop and implement programs targeting data driven problem areas. Consistent with NHTSA guidelines, the Countermeasures that Work document provides invaluable insight into the types of programs that will positively impact our performance measures. In the Program Area section of this document, each proven countermeasure that relates to a specific program has been identified.

Maintenance of Effort

The Kansas Department of Transportation is responsible for the administration of NHTSA funding for the state and is designated the lead state agency for Occupant Protection 405(b), State Traffic Safety Information System Improvements 405(c) and Impaired Driving Countermeasures 405(d). As the agency responsible for the administration of the funding, the SHSO is heavily involved in the administration of funding for occupant protection, State Traffic Safety Information System Improvements and Impaired Driving Countermeasures. The Kansas Department of Transportation will maintain its aggregate expenditures for their program area at or above the average level of such expenditures in fiscal years 2014 and 2015.

Planning and Administration

Program staff needs resources to receive additional training and travel opportunities to further the existing programs and potentially implement new strategies to address Traffic Safety in the state. This program area will also allow new and current staff to attend NHTSA required training, including: Program Management, Managing Federal Finances and Data Evaluation. SHSO personnel costs are 100% state funded.

Funding Summary:

Planning and Administration	
Education	\$20,000
Total	\$20,000

Education Countermeasures:

Project Summary

Project Name:	Travel and Training	Description:	See Below
Sub-Recipient:	KDOT	Funding Sources:	Section 402 PA
Funding Amounts:	\$20,000	Match:	\$20,000
Indirect Cost:	N/A	Local Benefit:	N/A
Project Number:	SP-1400-18	Program Funding Code:	Planning and Administration

This project enables Section staff to obtain training, attend key conferences in other states and travel to monitor grantees. This will allow new staff training on the Grant Management Solutions Suite, Program Management and individual program area specialties.

Alcohol

Tackling the impaired driving problem in the state requires a combination of education and enforcement. The state of Kansas will dedicate considerable resources to reduce the number of impaired driving fatalities. Included in this effort is the continuation of an Impaired Driving Taskforce. The taskforce contains representatives from many state and local agencies. The state of Colorado passed the use of recreational use marijuana in 2014. This legislation has been one of the main topics the task force is addressing. Additionally, the Task Force will continue to look at proven methods of addressing recidivism including implementation of a 24/7 program in a mid to large municipal or district court.

KDOT will continue its grant with a media contractor to develop and increase traditional and non-traditional media opportunities targeting the 18-34-year-old male and high school students. Educating court personnel will also be addressed through training from our Kansas Traffic Safety Resource Prosecutors. The state has a significant investment in the DRE program and will continue to fund training and provide education opportunities for these officers through the KHP Breath Alcohol Unit.

As referenced in the Problem Identification Section of the plan, Kansas ranked all counties by alcohol-involved crashes as a percent of all crashes. The state of Kansas has, and will continue to offer and support overtime enforcement-based DUI reduction grant opportunities to all counties, with special emphasis on those included in Table 6, above. KDOT will continue to equip and utilize our law enforcement liaisons in this effort.

Core Performance Measure Goal:

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS): The five-year moving average for 2018 projection based upon the trend line indicates 86 alcohol-impaired fatalities. A one percent reduction in this projection would equal our goal of 85 alcohol impaired fatalities in 2018. Based upon recent history, the recent achievements in impaired driving legislation, a one percent reduction goal is realistic and attainable.

The Kansas Department of Transportation is the Lead State Agency for any Maintenance of Effort administration in support of 405(d) projects. This amount will be determined at a later date.

Authority and Basis for Operation of Task Force

The Statewide Impaired Driving Task Force has the authority as promulgated by the Secretary of Transportation to set the priorities for impaired driving initiatives for Kansas in support of the Strategic Highway Safety Plan and the Highway Safety Plan. This is accomplished by majority rule and each member has one vote for setting goals, initiatives, priorities, and determine problem statements based upon data presented to them. Administrative functions of this task force remain with the Kansas Department of Transportation Traffic Safety Section with general oversight from the State Highway Safety Engineer.

Impaired Driving Task Force

NAME	E-MAIL	ORGANIZATION & TITLE
Steven Buckley	sbuckley@ksdot.org	Kansas Department of Transportation- State Highway Safety Engineer
Chris Bortz	cbortz@ksdot.org	Kansas Department of Transportation- Manager State Highway Safety Office
Gary Herman	gherman@ksdot.org	Kansas Department of Transportation- Traffic Safety Assistant Program Manager
Dave Corp	Dcorp1@cox.net	Kansas Department of Transportation- Law Enforcement Liaison
Troy Wells	Wellsd0537@cox.net	Kansas Department of Transportation- Law Enforcement Liaison
Terry Parks	tparks319@yahoo.com	Kansas Department of Transportation- Law Enforcement Liaison
Bob Hamilton	bobhlel@gmail.com	Kansas Department of Transportation- Law Enforcement Liaison
Jeff Halloran	Jeff.Halloran@dot.gov	NHTSA REGION 7 Office- Deputy Administrator
Lori Marshall	Lori.Marshall@madd.org	Director, MADD KANSAS
Deputy Aaron Miller	admiller@sedgwick.gov	SEDGWICK County Sheriff Office DUI Supervisor
Lt. Mark French	MFrench@rileycountypolice.org	Riley County Police Department Supervisor
Capt. Jimmy Atkinson	Jimmy.Atkinson@ks.gov	Kansas Highway Patrol Breath Alcohol Unit Troop Commander
Lt. Dave Weed	Dave.Weed@ks.gov	Kansas Highway Patrol Breath Alcohol Supervisor
Ted Smith	ted.smith@kdor.ks.gov	Kansas Department of Revenue Driver's License Attorney
Jeff Collier	jcollier@classicnet.net	Kansas Highway Patrol Breath Alcohol Unit
Larry Mann	Larry.mann@kbi.state.ks.us	Kansas Bureau of Investigation Director Forensics Laboratory
Leslie Moore	Leslie.Moore@kbi.state.ks.us	Kansas Bureau of Investigation Forensics Laboratory
Jennifer Haugh	jhaugh@aaa-alliedgroup.com	AAA KANSAS Director
Laurie Martinez	Laurie.Martinez@kdor.gov	Kansas Department of Revenue Ignition Interlock Program
Christine Houston	CHouston@kdheks.gov	Kansas Department of Health and Environment Supervisor Breath Alcohol Unit
Jodie Soldan	Jodie.Soldan@kdor.ks.gov	Kansas Department of Revenue Driver's Solutions Supervisor
Kent Selk	kent.selk@kdor.ks.gov	Kansas Department of Revenue Driver's License Bureau Supervisor
Janelle Robinson	Janelle.Robinson@kdor.ks.gov	Kansas Department of Revenue Driver's License Bureau Supervisor

Sgt Kenneth Kooser	Kenneth.Kooser@sedgwick.gov	SEDGWICK County Sheriff Office DUI Supervisor
Greg Benefiel	greg.benefiel@ag.ks.gov	Kansas Attorney General Traffic Safety Resource Prosecutor (Adjudication)
Corey Kenney	corey.kenney@ag.ks.gov	Kansas Attorney General Traffic Safety Resource Prosecutor (Adjudication)

Funding Summary:

Alcohol	
Education	\$1,315,000
Enforcement	\$3,480,000
Total	\$4,795,000

Education Countermeasures:

Project Name:	Education and Awareness	Description:	See Below
Sub-Recipient:	KDOT	Funding Sources:	Section 405(d)
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4700-18	Program Funding Code:	405d Impaired Driving Mid

Project enables the Traffic Safety Section to print selected materials, coordinate public information and education committees, conduct or help sponsor special events and support activities related to prevention of impaired driving.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Court Monitoring	Description:	See Below
Sub-Recipient:	MADD	Funding Sources:	Section 405(d)
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:		Local Benefit:	\$0
Project Number:	SP-4703-18	Program Funding Code:	405d Impaired Driving Mid

This contract will assist the Kansas MADD to maintain and expand a durable, volunteer/student intern-based program for monitoring felony DUI trials and driver license suspension hearings in the state. These programs are aimed at, in the first case, reducing DUI recidivism and, in the second case, improving DUI prosecution and adjudication, and removing impairment-prone drivers from the roadways.

Countermeasure Selection/Impact Assessment:

- **Court Monitoring******

Project Name:	Breath Testing	Description:	See Below
Sub-Recipient:	Kansas Department of Health and Environment	Funding Sources:	Section 405(d)
Funding Amounts:	\$15,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4702-18	Program Funding Code:	405d Mid BAC Testing/Reporting

This contract will assist the Kansas Department of Health and Environment Breath Testing Unit with training supplies and attendance at National conferences. New for 2018 and in conjunction with the 2016 purchase of all new Stationary Evidentiary Breath Testing Instruments, is the connectivity of these units that will allow for electronic submission of DUI arrest reports, data and monitoring.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Traffic Safety Resource Prosecutor	Description:	See Below
Sub-Recipient:	Kansas Attorney General's Office	Funding Sources:	Section 405(d)
Funding Amounts:	\$500,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4709-18	Program Funding Code:	405d Mid Court Support

The Traffic Safety Resource Prosecutors (TSRP) will assist prosecutors in the adjudication of the traffic laws with an emphasis on “impaired driving.” These two positions will provide continuing legal education programs, technical assistance and other services to the Criminal Justice Community to improve their ability to prosecute violations of traffic laws. The TSRP’s will also offer specific training to law enforcement agencies concerning the proper documentation of a DUI arrest to ensure the strongest case possible.

Countermeasure Selection/Impact Assessment:

- **Alcohol-impaired driving law review****
- **Communications and Outreach**

Project Name:	24/7/Judge's Training	Description:	See Below
Sub-Recipient:	TBD	Funding Sources:	Section 405(d)
Funding Amounts:	\$400,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	TBD	Program Funding Code:	405d Mid 24-7 Sobriety Program

This project will establish a 24/7 program in the state and support training for judges. The 24/7 program has been proven in other states and KDOT will reach out to a medium size municipal or district court for implementation. The training enhances and provides information to municipal and district court judges and court personnel on new laws and the current techniques and resources utilized to remove impaired drivers from Kansas roadways. The 24/7 Program will be managed from the Kansas Attorney General’s Office. The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration and administered by KDOT.

Countermeasure Selection/Impact Assessment:

- Alcohol problem assessment, treatment*****
- DWI offender monitoring****
- Communications and Outreach

Enforcement Countermeasures:

Section 405(d)

Project Name:	Impaired Driving Deterrence and Equipment Program	Description:	See Below
Sub-Recipient:	Local Law Enforcement	Funding Sources:	Section 405(d)
Funding Amounts:	\$1,600,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	100%
Project Number:	SP-4704-18	Program Funding Code:	405d Mid HVE

This project provides overtime funding and equipment for approximately twenty local law enforcement agencies to conduct an agreed upon number of saturation patrols and sobriety checkpoints throughout the grant year. These agencies were identified through crash data analysis. An allowance is also provided for traffic safety commodities needed to conduct impaired driving traffic activities. See Table 7 for a listing of participating agencies.

Countermeasure Selection/Impact Assessment:

- Sobriety Checkpoints*****
- Saturation Patrols****
- Preliminary Breath Test devices*****
- Passive Alcohol Sensors****
- Communications and Outreach

Project Name:	Drug and Alcohol Evaluation Unit	Description:	See Below
Sub-Recipient:	Kansas Highway Patrol	Funding Sources:	Section 405(d)
Funding Amounts:	\$800,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4706-18	Program Funding Code:	405d Mid HVE

Provides support resources for local sobriety checkpoints and saturation patrols. In addition, provides support for SFST (Standardized Field Sobriety Testing) and ARIDE (Advanced Roadside Impaired Driving Enforcement) programs. The unit also coordinates the DRE (Drug Recognition Expert) program, targeting metropolitan and major corridor areas. Another function of the unit is to present/train at educational institutions on drugs in the academic environment. The BAU (Breath Alcohol Unit) will work to teach the “Drugs in the Academic Environment” curriculum.

Countermeasure Selection/Impact Assessment:

- Sobriety Checkpoints*****
- Communications and Outreach

Project Name:	Roving Aggressive Violation Enforcement	Description:	See Below
Sub-Recipient:	Kansas Highway Patrol	Funding Sources:	Section 405(d)
Funding Amounts:	\$350,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4707-18	Program Funding Code:	405d Mid HVE

The Kansas Highway Patrol supports impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE). Very often this is done in concert with scheduled patrols or checkpoints conducted by local law enforcement agencies. This program is directed to schedule their efforts in areas of the state with identified impaired driving problems.

Countermeasure Selection/Impact Assessment:

- **Saturation Patrols******

Project Name:	Ignition Interlock Admin	Description:	See Below
Sub-Recipient:	Kansas Department of Revenue	Funding Sources:	Section 405(d) Int
Funding Amounts:	\$500,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-XXXX-18	Program Funding Code:	405d Int Ignition Interlock

KDOT will partner with the Kansas Department of Revenue on a program designed to hold impaired drivers accountable. This program will provide tools for testing and resources to ensure impaired drivers are following the terms of their conviction with an emphasis on ignition interlock compliance.

Countermeasure Selection/Impact Assessment:

- **DWI Offender Monitoring******



Project Name:	Sedgwick County Forensics Lab Instruments	Description:	See Below
Sub-Recipient:	Sedgwick County	Funding Sources:	Section 405(d)
Funding Amounts:	\$230,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	100%
Project Number:	SP-4705-18	Program Funding Code:	405d Impaired Driving Mid

This grant will provide drug testing instruments to the 2nd largest county in the state. This data will aid law enforcement and prosecutors in prosecuting the impaired driver.

Youth Alcohol Countermeasures

Impaired driving in Kansas accounts for about 30 percent of all fatalities. Education and enforcement of underage drinking laws and impaired driving continue to be a focus for the state. Enforcement of the underage drinking laws is a key component in reducing underage drinking and KDOT will partner with three law enforcement agencies to tackle this issue.

Funding Summary:

Alcohol	
Education	\$10,000
Enforcement	\$65,000
Total	\$75,000

Youth Alcohol Education Countermeasures:

Project Name:	Education and Awareness	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 402 YA
Funding Amounts:	\$10,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-2251-18	Program Funding Code:	Youth Alcohol

These funds will allow KDOT to maintain the underage drinking tip-line, 1-866-MUSTBE-21. This line allows for anonymous callers to report underage drinking parties. This project will also allow for the purchase of educational materials focused on reducing underage drinking in the state.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Youth Alcohol Enforcement Countermeasures:

Project Name:	Underage Drinking Enforcement	Description:	See Below
Sub-Recipient:	Various	Funding Sources:	Section 402 YA
Funding Amounts:	\$30,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-2252-18/SP-2253-18	Program Funding Code:	Youth Alcohol

This project provides overtime funding for the Alcoholic Beverage Control and the Pottawatomie County Sheriff's office to enforcement the underage drinking laws at the Country Stampede. This three-day event draws more than 150,000 concert goers annually. Funding through this grant also enables the Alcoholic Beverage Control to enforce the underage drinking laws at other venues or events around the state throughout the year.

Countermeasure Selection/Impact Assessment:

- **High Visibility Enforcement*******

Project Name:	Teen Angel	Description:	See Below
Sub-Recipient:	Overland Park Police Department	Funding Sources:	Section 402 YA
Funding Amounts:	\$35,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	100%
Project Number:	SP-2254-18	Program Funding Code:	Youth Alcohol

The Overland Park Police Department will utilize this grant to educate and enforce the underage drinking laws in the state. Through a coordinated effort, this agency will focus on reducing access, provide education and enforce the underage drinking laws in their jurisdiction.

Countermeasure Selection/Impact Assessment:

- **High Visibility Enforcement*******
- **Communication and Outreach**

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Kansas Dept of Health and Environment	State and Federal	Assist in the administration of breath testing units, serve on the Impaired Driving Task Force
Kansas Dept of Revenue	State	Administer Drivers Licensing and Ignition Interlock programs in the state, serve on the Impaired Driving Task Force
Kansas Bureau of Investigation	State and Federal	Perform blood testing and house criminal history database, serve on the Impaired Driving Task Force
Office of the Kansas Attorney General	State and Federal	Traffic Safety Resource Prosecutors, adjudication, serve on the Impaired Driving Task Force
Mothers Against Drunk Driving	State and Local	Provide victim assistance and court monitoring
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Serve on the Impaired Driving Task Force, enforcement
National Highway Traffic Safety Administration	Federal	Serve on the Impaired Driving Task Force

Table 7

Impaired Driving Deterrence Program (IDDP) Grantees, by County			
Funding Source		County	Grantee
405(d)	SP-4704-18	DG	Lawrence Police Department
405(d)	SP-4704-18	EL	Hays Police Department
405(d)	SP-4704-18	GE	Junction City Police Department
405(d)	SP-4704-18	FO	Dodge City Police Department
405(d)	SP-4704-18	JO	Gardner Police Department
405(d)	SP-4704-18	JO	Johnson County Sheriff's Office
405(d)	SP-4704-18	JO	Mission Police Department
405(d)	SP-4704-18	JO	Olathe Police Department
405(d)	SP-4704-18	JO	Overland Park Police Department
405(d)	SP-4704-18	JO	Shawnee Police Department
405(d)	SP-4704-18	LV	Tonganoxie Police Department
405(d)	SP-4704-18	MG	Coffeyville Police Department
405(d)	SP-4704-18	RL	Riley County Police Department
405(d)	SP-4704-18	RN	Hutchinson Police Department
405(d)	SP-4704-18	RN	Reno County Sheriff
405(d)	SP-4704-18	SA	Saline County Sheriff's Office
405(d)	SP-4704-18	SG	Sedgwick County Sheriff
405(d)	SP-4704-18	SG	Wichita Police Department
405(d)	SP-4704-18	SN	Shawnee County Sheriff
405(d)	SP-4704-18	SN	Topeka Police Department

Distracted Driving

Distracted driving is listed as a contributing circumstance for about 25 percent of all reported crashes in the state. The state of Kansas does have a graduated driver’s license law addressing wireless communication devices. A driver in the learners or restricted portion of the law is prohibited from using a wireless device while driving. Typically, this restriction which applies to any wireless communication device is lifted around the age of 17 when the individual reaches full, unrestricted license status. Additionally, the state of Kansas passed a texting ban for all drivers in 2012.

Goal:

Distracted Driving Crashes: The five-year moving average for 2018 projection based upon the trend line indicates 13,416 distracted driving crashes. A one percent reduction in this projection would equal our goal of 13,282 distracted driving crashes 2018. Based upon recent history, and increased number of distractions in our vehicles, a one percent reduction goal is realistic and attainable.

Funding Summary:

Distracted Driving	
Education	\$203,000
Total	\$203,000

Education Countermeasures:

Project Name:	Distracted Driving Awareness	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 405(e)
Funding Amounts:	\$203,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4901-18	Program Funding Code:	405e Distracted Driving

These funds will assist in efforts to emphasize the dangers of distracted driving through paid media, public awareness, enforcement and educational initiatives targeting novice drivers and the general driving public.

Countermeasure Selection/Impact Assessment:

- **GDL Requirements for beginning drivers*******
- **Text messaging laws****
- **Distracted Driving***

Motorcycle Safety

The state of Kansas has established a multi-disciplined task force to address the issue of motorcycle safety. The task force meets quarterly and gives the state direction on ways to combat the problem. This number has remained relatively stagnant over the past several years. KDOT will continue to utilize a comprehensive statewide media campaign to remind drivers and motorcyclists to Share the Road. An enforcement campaign will be conducted in the summer of 2018 in the Kansas City, Wichita and Topeka areas targeting impaired driving and riding. Law enforcement partners will include the Highway Patrol and several local agencies.

Core Performance Measure Goals:

Motorcycle Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates 42 motorcyclist fatalities. A two percent reduction in this projection would equal our goal of 41 motorcyclist fatalities in 2018. Based upon recent history, a two percent reduction goal is realistic and attainable.

Un-helmeted Motorcycle Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates 25 un-helmeted motorcyclist fatalities. A five percent reduction in this projection would equal our goal of 24 un-helmeted motorcyclist fatalities in 2018. Based upon recent history, and absent a universal helmet law, a five percent reduction goal is realistic and attainable.

State Data/Performance Measures:

Motorcycle Crashes involving other vehicles: There were just over 1,000 motorcycle/moped crashes/46 fatalities in 2015, with 478 of those crashes involving a motorcycle and at least one other vehicle, resulting in 19 multi-vehicle fatalities. This data shows the state should target “Share the Road” education and enforcement resources in Sedgwick, Johnson and Shawnee Counties, which comprise more than half of all multi-vehicle motorcycle crashes and fatalities. The expected outcome is to reduce the number of multi-vehicle motorcycle crashes by 2 percent to 468, and to reduce fatalities by 5 percent to 18.

2015 Motorcycle Crashes in Kansas (involving at least one other vehicle)						
County	CRASHES				PEOPLE	
	Total	Fatal	Injury	PDO	Deaths	Injuries
SEDGWICK	135	5	107	23	5	124
JOHNSON	97	1	65	31	1	73
SHAWNEE	39	4	24	11	4	30
WYANDOTTE	32	2	21	9	2	28
DOUGLAS	19	0	13	6	0	15
LEAVENWORTH	16	0	14	2	0	18
GEARY	13	1	9	3	1	11
RILEY	13	0	9	4	0	10
BUTLER	12	0	7	5	0	10
SALINE	12	0	7	5	0	8

RENO	8	0	6	2	0	6
CHEROKEE	7	2	5	0	2	5
MCPHERSON	7	0	7	0	0	9
BOURBON	4	0	3	1	0	3
ELLIS	4	0	3	1	0	3
FORD	4	0	4	0	0	4
ATCHISON	3	0	2	1	0	4
CLOUD	3	0	3	0	0	4
LYON	3	0	1	2	0	1
MONTGOMERY	3	0	1	2	0	1
NEOSHO	3	1	1	1	1	1
POTTAWATOMIE	3	0	3	0	0	5
BARTON	2	1	0	1	1	0
BROWN	2	0	2	0	0	3
COFFEY	2	0	1	1	0	1
COWLEY	2	0	2	0	0	4
CRAWFORD	2	1	1	0	1	2
ELLSWORTH	2	0	1	1	0	2
GOVE	2	0	1	1	0	2
HARVEY	2	0	1	1	0	1
JEFFERSON	2	0	2	0	0	10
MIAMI	2	0	2	0	0	2
SEWARD	2	0	1	1	0	4
SUMNER	2	0	2	0	0	2
CHASE	1	0	1	0	0	2
DICKINSON	1	0	1	0	0	2
DONIPHAN	1	0	1	0	0	1
FINNEY	1	0	1	0	0	1
FRANKLIN	1	0	1	0	0	1
JEWELL	1	0	1	0	0	3
LINN	1	0	0	1	0	0
MARSHALL	1	0	1	0	0	1
NORTON	1	0	0	1	0	0
OSAGE	1	0	0	1	0	0
PAWNEE	1	1	0	0	1	2
RUSSELL	1	0	1	0	0	2
SHERMAN	1	0	1	0	0	1
WABAUNSEE	1	0	0	1	0	0
TOTAL 2015	478	19	340	119	19	422

Impaired Riding: There were 31 impaired motorcycle operator crashes in 2015, resulting in 9 fatalities. This data shows the state should target impaired-motorcycle education and enforcement resources in Johnson, Sedgwick and Shawnee Counties, which comprise more than half of all impaired motorcycle crashes and fatalities. The expected outcome is to reduce the number of impaired motorcycle crashes by 3 percent to 30 and to reduce fatalities by 10 percent to 8.

2015 Impaired Motorcyclist Crashes/Fatalities

County	Crashes Involving Motorcycles	Crashes where MC Operator Has BAC = .08+	MC Fatalities in Crashes	Fatalities where MC Operator Has BAC = .08+
JOHNSON	167	6	6	3
SEDGWICK	239	6	7	1
SHAWNEE	83	5	5	1
LEAVENWORTH	37	4	2	1
DOUGLAS	36	2	1	1
JEFFERSON	13	2	0	0
ATCHISON	9	1	2	0
BARTON	4	1	1	1
BUTLER	24	1	0	0
ELLSWORTH	3	1	0	0
PAWNEE	4	1	1	1
WYANDOTTE	67	1	2	0
ALLEN	6	0	0	0
ANDERSON	3	0	0	0
BOURBON	7	0	0	0
BROWN	2	0	0	0
CHASE	4	0	0	0
CHAUTAUQUA	2	0	2	0
CHEROKEE	13	0	2	0
CHEYENNE	1	0	0	0
CLAY	1	0	0	0
CLOUD	6	0	1	0
COFFEY	6	0	0	0
COWLEY	13	0	0	0
CRAWFORD	7	0	1	0
DICKINSON	8	0	0	0
DONIPHAN	2	0	0	0
ELLIS	14	0	0	0
FINNEY	2	0	0	0
FORD	6	0	0	0
FRANKLIN	6	0	1	0
GEARY	29	0	2	0
GOVE	2	0	0	0
GRANT	1	0	0	0
GREENWOOD	3	0	0	0
HARVEY	7	0	0	0
JACKSON	2	0	0	0
JEWELL	1	0	0	0
KEARNY	1	0	0	0
KINGMAN	2	0	0	0
LABETTE	2	0	0	0
LANE	1	0	1	0
LINCOLN	1	0	0	0
LINN	2	0	0	0
LOGAN	2	0	0	0
LYON	5	0	0	0
MARION	2	0	0	0
MARSHALL	2	0	0	0
MCPHERSON	12	0	0	0
MIAMI	9	0	1	0

MONTGOMERY	13	0	0	0
MORRIS	4	0	1	0
NEMAHA	1	0	0	0
NEOSHO	9	0	1	0
NORTON	4	0	0	0
OSAGE	4	0	0	0
OTTAWA	4	0	0	0
PHILLIPS	1	0	0	0
POTTAWATOMIE	7	0	0	0
PRATT	1	0	0	0
RENO	29	0	0	0
REPUBLIC	2	0	1	0
RILEY	23	0	1	0
ROOKS	1	0	0	0
RUSH	1	0	0	0
RUSSELL	2	0	0	0
SALINE	32	0	1	0
SEWARD	6	0	0	0
SHERIDAN	1	0	1	0
SHERMAN	2	0	0	0
SUMNER	11	0	0	0
THOMAS	3	0	0	0
TREGO	1	0	0	0
WABAUNSEE	4	0	1	0
WALLACE	1	0	0	0
WASHINGTON	1	0	0	0
WILSON	3	0	1	0
WOODSON	1	0	0	0
TOTAL	1053	31	46	9

Funding Summary:

Motorcycle Safety	
Education	\$202,000
Enforcement	\$240,000
Total	\$442,000

Education Countermeasures:

Project Name:	Motorcycle Awareness	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 405(f)
Funding Amounts:	\$132,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4800-18	Program Funding Code:	405f Motorcyclist Awareness

This project will enable KDOT, with the assistance of an established task force, to promote motorcycle awareness to all drivers. A media effort including outdoor signage, social media, digital and/or radio advertising focusing on Share the Road will be coordinated with this funding. While traditional initiatives will be targeted in the 3 counties with highest numbers of motorcycle crashes and fatalities involving a motorcycle and another vehicle,

those radio stations reach many outlying counties. Combining the radio advertising with a robust social media effort and outdoor advertising, Kansas will have a comprehensive state-wide campaign.

Countermeasure Selection/Impact Assessment:

- **Other driver awareness of motorcyclists***

Project Name:	Motorcycle Awareness	Description:	See Below
Sub-Recipient:	Kansas Traffic Safety Resource Office	Funding Sources:	Section 405(f)
Funding Amounts:	\$70,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4801-18	Program Funding Code:	405f Motorcycle Programs

The KTSRO will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will provide educational materials at public events. Educational materials may include “Look Twice” yard signs and cards with Share the Road, Rider Safety Course listings and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road.

Countermeasure Selection/Impact Assessment:

- **Motorcycle rider licensing***
- **Motorcycle rider training***
- **Conspicuity and protective clothing***
- **Other driver awareness of motorcyclists***

Enforcement Countermeasures:

Project Name:	Motorcycle Enforcement	Description:	See Below
Sub-Recipient:	Local Law Enforcement	Funding Sources:	Section 402 PT
Funding Amounts:	\$240,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$240,000
Project Number:	SP-1300-18	Program Funding Code:	Police Traffic Services

This funding will provide overtime law enforcement in the greater Kansas City, Wichita, and Topeka metro areas which, together, represent over 50 percent of the state’s motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2018 aimed at deterring impaired driving behaviors for all vehicle operators.

Impaired Motorcycle Operator Enforcement		
SP-1300-18	Gardner Police Department	\$10,000
SP-1300-18	Johnson County Sheriff’s Office	\$10,000
SP-1300-18	Kansas City Police Department	\$10,000
SP-1300-18	Lenexa Police Department	\$10,000
SP-1300-18	Olathe Police Department	\$10,000
SP-1300-18	Overland Park Police Department	\$20,000
SP-1300-18	Sedgwick County Sheriff’s Office	\$20,000
SP-1300-18	Shawnee County Sheriff’s Office	\$20,000

SP-1300-18	Shawnee Police Department	\$20,000
SP-1300-18	Topeka Police Department	\$30,000
SP-1300-18	Wichita Police Department	\$30,000
SP-1300-18	Kansas Highway Patrol	\$50,000
Total		\$240,000

Countermeasures Selected/Impact Assessment:

- **Alcohol Impaired Motorcyclists: Detection, Enforcement and Sanctions*****
- **Saturation Patrols******

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
National Highway Traffic Safety Administration	Federal	Serve on the Motorcycle Safety Task Force
Motorcycle Rider Organizations (ABATE, GWRRA, CMA), Motorcycle Safety Instructors	State and Federal	Serve on the Motorcycle Safety Task Force and support training
Kansas Department of Education	State	Serve on the Motorcycle Safety Task Force and administer the motorcycle training fund
Kansas Department of Revenue	State	Serve on the Motorcycle Safety Task Force and administer motorcycle licensing
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Serve on the Motorcycle Safety Task Force and enforcement

Occupant Protection

The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 64% of adults in 2005 to 87% in 2016. This increase is due in large part to the adoption and implementation, in much of our programming, of the “Click it or Ticket Model” with its emphasis on high visibility education and enforcement, followed by reporting and evaluation. As such, there has been a steady increase in the level and diversity of media opportunities utilizing a trend we expect will continue in 2018.

Providing teeth to our educational efforts has been a healthy increase in participation by the law enforcement community in our Special Traffic Enforcement Program (STEP), which has grown from just 16 agencies in FFY 2000 – at a cost of \$45,482 – to the point where the program has stabilized at around 160 participating agencies – at a 2016 cost of \$575,862. Over that 17-year period, these agencies issued 201,856 occupant restraint citations (70,260 were prior to the implementation of primary belt legislation in July of 2010). Supplementing STEP has been the 2012 creation of a close derivative, the Nighttime Seatbelt Enforcement Program (NSEP) and the voluntary, no-cost, school day (30 minutes before & after classes) High School and Middle School Enforcement Campaigns (March and September), begun in 2013. In FFY 2016, nine NSEP participating agencies generated 540 tickets, while the no-cost spring and fall school campaigns attracted participation by 131 police agencies, which collectively issued 1,950 restraint citations.

The direct observational survey also provides the state with specific county data. This data is used to program resources including media and enforcement. The following table depicts the statewide observed rate in the 35 counties where the new fatality based survey is conducted. Additional information in this survey includes rural vs. urban rates and confirms that male pick-up truck drivers have the lowest observed rate.

All motor vehicle occupants age 17 and under are required by law to be buckled up or be in an age appropriate child safety seat. These laws are primary in the state, apply to any seating position, and carry a fine of \$60.

Countermeasure Selection/Impact Assessment:

- **Implement child restraint laws*******
- **Coverage: seating position, vehicles, ages*******

Direct Observational Survey							
Year	2012	2013	2014	2015	2016	2017*	2018*
Percent	80	81	86	82	87	84	88

*Projected

Unrestrained Fatalities (FARS)								
Year	2011	2012	2013	2014	2015	2016*	2017*	2018*
Fatalities	159	163	146	150	159	153	148	130

*Projected

Core Performance Measure Goals:

Seat Belt Usage: The five-year moving average for 2018 projection based upon the trend line indicates an 87 percent observed belt use rate. A one percent increase in this projection would equal our goal of an 88 percent observed belt use rate in 2018. Based upon recent history, and relatively small recent gains in the number of observed persons wearing seat belts, a one percent increase is realistic and attainable.

Unrestrained Fatalities all Positions: The five-year moving average for 2018 projection based upon the trend line indicates 132 unrestrained fatalities. A one percent reduction in this projection would equal our goal of 130 unrestrained fatalities in 2018. Based upon recent history, the recent moderate gains in the number of observed persons wearing their seatbelt, a one percent reduction goal is realistic and attainable.

The Kansas Department of Transportation is the Lead State Agency for any Maintenance of Effort administration in support of 405(b) projects. This amount will be determined at a later date.

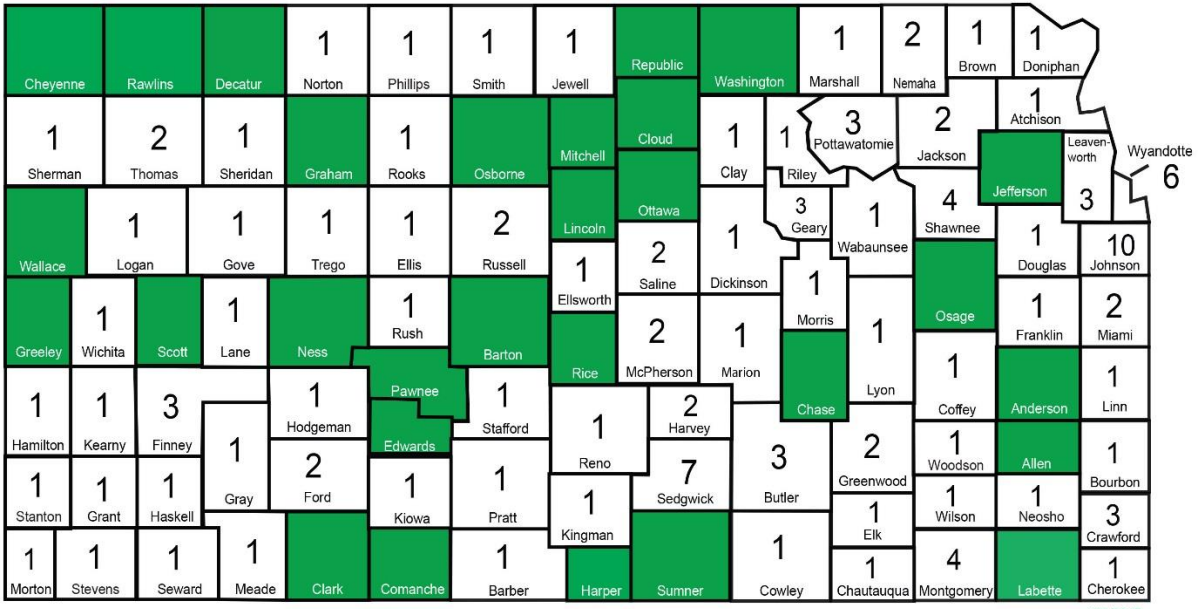
Child Restraint Inspection Stations and Child Passenger Safety Technicians

Inspection stations are located throughout the state and reach over 90 percent of the population. While the goal is to meet the needs of every driver/caregiver in the state, special emphasis is placed in reaching those in the high-risk population, with specific emphasis on providing seats to children in low income families.

The state of Kansas currently has more than 600 CPS Technicians to meet the needs of each inspection station and check-up event. Additionally, the Kansas Highway Patrol has a certified technician in each of the troop locations and can reach out to assist counties with current inspection stations and the small number of counties that currently don't have an inspection station. To meet the needs, each inspection station may either be available by appointment or have regularly-scheduled hours.

The Kansas Traffic Safety Resource Office recruits and maintains a list of all CPS technicians and instructors around the state. Through correspondence, the KTSRO keeps this group of specialized individuals apprised of upcoming trainings, seat recalls and other important information relating to child passenger safety. Each year, the KTSRO hosts and/or assists with the 3-day CPS Technician Certification Course, the 1-day Renewal Course, and the Tech Update Trainings, as well as other special certification trainings. Additionally, KTSRO maintains several continuing education training opportunities on their website. Through the KTSRO newsletter, promotion of the CPS program at our annual Transportation Safety Conference, Safe Kids events, medical and law enforcement communities, and check lanes conducted around the state, the instructors and technicians will identify new professionals to be recruited. Special effort is given to plan trainings in areas of the state where there are no techs or inspection stations.

CPS Inspection Stations in Kansas



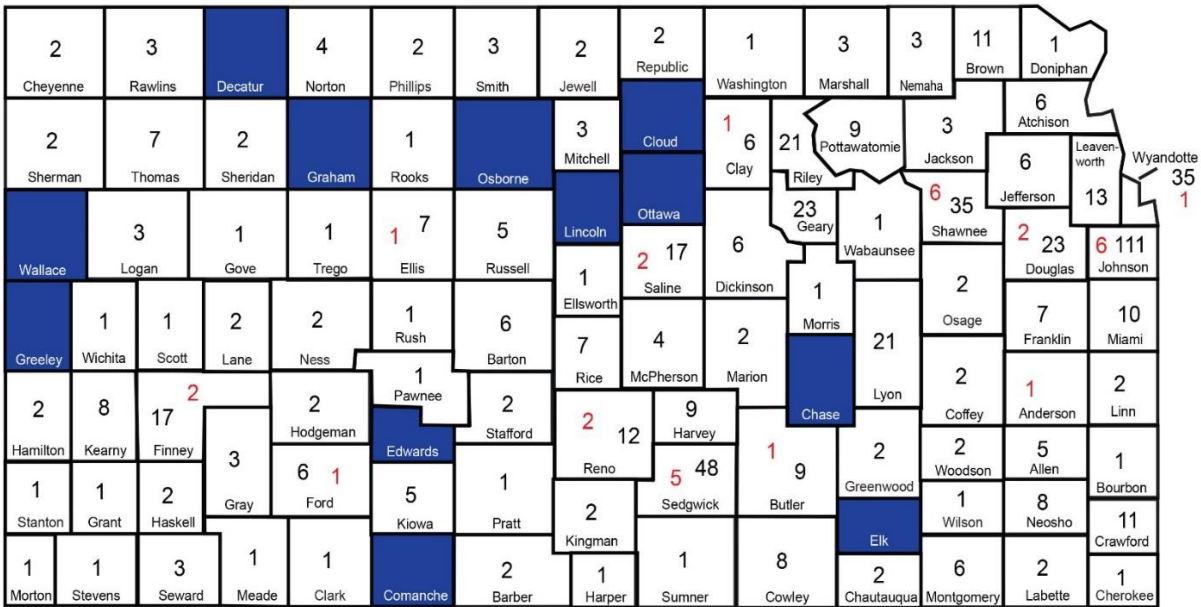
4/30/2017

124 Total CPS Inspection Stations 76 Counties with CPS Inspection Stations

www.ktsro.org/child-passenger-safety

800-416-2522

CPS Instructor and Technician Count



4/30/2017

12 counties with no technicians 647 Technicians 31 Instructors

2018 CPS Planned Training Schedule		
Proposed Date	NHTSA 3-Day Child Passenger Safety Certification Classes (KTSRO)	Estimated Attendance
Oct 2017	Cloud County	10
Nov 2017	Kansas Law Enforcement Training Center (Statewide)	20
Nov 2017	Allen County	10
Dec 2017	Shawnee County	10
Feb 2017	Pratt County	10
Mar 2018	Kansas Law Enforcement Training Center (Statewide)	20
May 2018	Thomas County	10
Jun 2018	Ford County	10
		100
NHTSA 3-Day Child Passenger Safety Certification Classes (Outside Agency)		
Jan 2018	North Kansas City Fire Dept.	15
Apr 2018	North Kansas City Fire Dept.	15
Apr 2018	Wesley Hospital, Wichita	10
May 2018	WY Co. Health Dept.	15
Jun 2018	N Wichita Fire Dept., Park City	15
Sep 2018	Leawood PD	15
		85
NHTSA 1-Day Renewal CPS Classes		
Jan 2018	Topeka, Mission Township FD	10
Mar 2018	Kansas Highway Patrol, Hays, KS	10
Sep 2018	Leawood PD	10
		30
2018 Kansas Child Passenger Safety Technician Update Trainings		
Apr 2018	Kansas 2018 CPS Technician Update (Topeka)	150
Apr 2018	Greater KC CPS Tech Update	40
		190
Safe Travel for All Children: Transporting Children with Special Healthcare Needs		
Jun 2018	Sedgwick County	15
Jul 2018	Greater KC Area	15
		30
Total estimated attendance, all in-person trainings		435
KTSRO CPS Online Webinars		
	Recorded CPS Technician Update Trainings	150
	Child Care Transportation Training	50
	Misc. topics as needed	20
Total estimated attendance, all on-line trainings		220

Child Restraint Inspection Stations by Population

Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population July 1, 2015	County/ies Served	Multi-lingual	Hearing Impaired Assistance	Special Needs Description
Atchison CO SO	Atchison	16,398	Atchison			
Barber CO HD	Barber	4,823	Barber			
Fort Scott PD	Bourbon	14,712	Bourbon			
Brown CO SO	Brown	9,776	Brown			
Andover PD	Butler	66,741	Butler, Sedgwick			
Butler CO SO	Butler		Butler			
El Dorado PD	Butler		Butler			
Chautauqua CO HD	Chautauqua	3,402	Chautauqua & Elk			
Cherokee CO SO	Cherokee	20,533	Cherokee			
Clay CO EMS	Clay	8,347	Clay			
Coffey Health System	Coffey	8,384	Coffey			
City-Cowley CO HD	Cowley	35,788	Cowley	Spanish, Laotian, Vietnamese, Guatemalan		Safe Travel
American Family Insurance	Crawford	39,217	Crawford, Cherokee			
Pittsburg PD	Crawford		Crawford, Cherokee, Labette			
Via Christi Hospital	Crawford		Crawford, Cherokee			
Dickinson CO EMS/Safe Kids Dickinson CO	Dickinson	19,303	Dickinson			
Doniphan CO HD/Home Health	Doniphan	7,797	Doniphan		Yes	If needed
Safe Kids Douglas CO / Lawrence Memorial Hospital	Douglas	118,053	Douglas, Franklin, Jefferson, Leavenworth	Spanish by Appt.		
Elk CO HD	Elk	2,605	Elk & Chautauqua			
Kansas Highway Patrol Troop D	Ellis	29,029	Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace			
Ellsworth CO HD	Ellsworth	6,343	Ellsworth			
Garden City FD	Finney	37,118	Finney			
Garden City PD	Finney		Finney	Spanish		
Kansas Highway Patrol Troop E	Finney		Clark, Comanche, Edwards, Finney, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Kiowa, Lane, Meade, Morton, Ness, Pawnee, Rush, Scott, Seward, Stanton, Stevens, Wichita			
Dodge City FD	Ford	34,536	Ford			
Ford CO SO	Ford		Ford	As needed		
Franklin CO HD	Franklin	25,609	Franklin, Osage, Miami, Anderson			
Fort Riley Safety Office	Geary	37,030	Geary, Riley			
Geary CO HD	Geary		Geary	Spanish		
Junction City FD	Geary		Geary, Riley, Dickinson			
Gove CO HD	Gove	2,640	Gove	Spanish		
Grant CO HD	Grant	7,733	Grant	Spanish		

Gray CO HD	Gray	6,133	Gray	Spanish		
Greenwood CO HD	Greenwood	6,244	Greenwood			
Greenwood CO SO	Greenwood		Greenwood			
Hamilton CO HD	Hamilton	2,474	Hamilton			
Harvey CO HD	Harvey	35,073	Harvey	Spanish, Gujarati		
Newton Medical Center	Harvey		Harvey, Marion, Reno			
Haskell CO HD	Haskell	4,064	Haskell, Gray, Stevens, Grant, Finney, Scott	Spanish		
Hodgeman CO HD	Hodgeman	1,893	Hodgeman			
Holton PD	Jackson	13,338	Jackson	German		
Prairie Band Potawatomi Tribal Police	Jackson		Jackson			
Jewell CO HD	Jewell	2,970	Jewell			
Gardner PD	Johnson	580,159	Johnson			
Johnson CO Dept Health & Environment	Johnson		Johnson & Miami			
Johnson CO SO	Johnson		Johnson			
Kansas Highway Patrol Troop A	Johnson		Wyandotte, Johnson, Miami, Leavenworth			
Lenexa PD	Johnson		Johnson			
Merriam PD	Johnson		Johnson			
New Birth Company	Johnson		Johnson			
Nick Reed State Farm Agency	Johnson		Johnson, Wyandotte, Leavenworth			
Overland Park PD	Johnson		Johnson			
St. Luke's South	Johnson		Johnson, Jackson, Wyandotte			
Kearny CO Hospital	Kearny	3,956	Kearny, Hamilton, Finney, Grant, Wichita	Spanish		
Kingman CO HD	Kingman	7,687	Kingman			
Kiowa CO EMS, Safe Kids Kiowa CO	Kiowa	2,564	Kiowa			
Lane CO HD	Lane	1,670	Lane		YES	
Lansing PD	Leavenworth	79,315	Leavenworth			
Leavenworth CO HD	Leavenworth		Leavenworth			
Leavenworth PD	Leavenworth		Leavenworth			
Linn CO SO	Linn	9,536	Linn			
NKESC Head Start	Logan	2,825	Norton, Sherman, Gove, Thomas, Trego, Wallace, Graham, Decatur, Logan, Rawlins, Sheridan, Cheyenne	Spanish by Appt.		
Emporia PD/Safe Kids Emporia	Lyon	33,339	Lyon	upon request		Safe Travel
Marion CO HD	Marion	12,103	Marion			
Marshall CO HD	Marshall	9,936	Marshall, Washington, Nemaha	Some Spanish		
City of Moundridge	McPherson	28,941	McPherson			
Safe Kids McPherson CO/McPherson EMS	McPherson		McPherson			
Meade CO HD	Meade	4,330	Meade	Spanish		
Louisburg PD	Miami	32,553	Miami			
Miami CO SO	Miami		Miami			
Coffeyville FD	Montgomery	33,314	Montgomery			
Four CO Mental Health Center, Inc./Safe Kids Montgomery-Elk CO	Montgomery		Montgomery and Elk			
Montgomery CO HD	Montgomery		Montgomery (Coffeyville)			
Montgomery CO HD	Montgomery		Montgomery (Independence)			
Morris CO HD	Morris	5,645	Morris			

Morton CO SO	Morton	3,007	Morton			
Nemaha CO SO	Nemaha	10,227	Nemaha			Safe Travel
Nemaha Valley Community Hospital	Nemaha		Nemaha			
Kansas Highway Patrol Troop H	Neosho	16,346	Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Neosho, Wilson, Woodson		YES	
Norton CO Hospital	Norton	5,550	Norton, Graham, Phillips, Decatur, Rooks			
Phillips CO Health Systems	Phillips	5,428	Phillips			
Pottawatomie CO HD/ Safe Kids Pott CO	Pottawatomie	23,298	Pottawatomie			
Pottawatomie CO SO	Pottawatomie		Pottawatomie			
Wamego PD	Pottawatomie		Pottawatomie			
Pratt PD	Pratt	9,691	Pratt			
Reno CO HD	Reno	63,718	Reno	Spanish avail.	YES	
Riley CO PD	Riley	75,247	Riley			
Rooks CO HD	Rooks	5,174	Rooks	By Appt.	YES	
Rush CO SO	Rush	3,130	Rush			
Russell CO HD	Russell	7,039	Russell			
Russell CO SO	Russell		Russell			
Kansas Highway Patrol Troop C	Saline	55,691	Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, Marshall, McPherson, Mitchell, Morris, Ottawa, Republic, Riley, Saline, Washington			
Saline CO SO	Saline		Saline			
Airmen & Family Readiness Center	Sedgwick	511,574	Sedgwick, Butler			
Derby PD	Sedgwick		Sedgwick			
Haysville PD	Sedgwick		Sedgwick	Spanish		
Kansas Highway Patrol Troop F	Sedgwick		Barber, Barton, Butler, Cowley, Harper, Harvey, Kingman, Pratt, Reno, Rice, Sedgwick, Stafford, Sumner			
Rainbows United, Inc.	Sedgwick		Sedgwick, Butler			Safe Travel
Via Christi Hospital/Safe Kids Wichita Area	Sedgwick		Sedgwick, Sumner, Harvey, Butler			Safe Travel
Wichita Children's Home	Sedgwick		Sedgwick			
Seward CO HD	Seward	23,152	Seward	Spanish		
City of Topeka FD	Shawnee	178,725	Shawnee			
Kansas Highway Patrol Troop B	Shawnee		Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Nemaha, Osage, Pottawatomie, Shawnee, Wabaunsee			
KTSRO	Shawnee		Shawnee	Spanish		
Mission Township FD	Shawnee		Shawnee			
Sheridan CO Public Health	Sheridan	2,512	Sheridan			
Sherman CO SO	Sherman	5,983	Sherman			
Smith CO EMS	Smith	3,704	Smith			
Stafford CO HD	Stafford	4,236	Stafford			
Stanton CO HD	Stanton	2,072	Stanton	Spanish		
Stevens CO HD	Stevens	5,806	Stevens			
Colby PD	Thomas	7,904	Thomas			
Thomas CO HD	Thomas		Thomas	Spanish by appt		
Trego CO HD	Trego	2,927	Trego			
Wabaunsee CO HD	Wabaunsee	6,951	Wabaunsee			

Wichita CO SO	Wichita	2,157	Wichita	Spanish by appt		
Fredonia PD/Safe Kids Wilson CO	Wilson	8,856	Wilson			
Yates Center PD	Woodson	3,115	Woodson			
New Birth Company (KCK)	Wyandotte	163,369	Wyandotte			
Providence Medical Center	Wyandotte		Wyandotte			
USD 500	Wyandotte		Wyandotte			
Wyandotte CO HD	Wyandotte		Wyandotte	All languages		Safe Travel
Wyandotte CO Infant-Toddler Services	Wyandotte		Wyandotte	Spanish		
Wyandotte CO SO	Wyandotte		Wyandotte	Spanish	YES	
POPULATION OF COUNTIES WITH INSPECTION STATIONS		2,692,568	<ul style="list-style-type: none"> Total Number of Inspection Stations is 124 Total Number of Inspection Stations that service rural, urban and at-risk populations is 124 Counties under 5,000 population are considered rural At-Risk population served by Spanish designation 	NUMBER OF COUNTIES WITH INSPECTION STATIONS		76
POPULATION OF KANSAS		2,911,641		COUNTIES IN KANSAS		105
PERCENT OF POPULATION WITH INSPECTION STATIONS		92.5%		PERCENT OF COUNTIES WITH INSPECTION STATIONS		72%

COUNTIES WITH NO INSPECTION STATION, BY POPULATION			
Allen	12,717	Lincoln	3,105
Anderson	7,808	Mitchell	6,282
Barton	27,103	Ness	3,005
Chase	2,679	Osage	15,847
Cheyenne	2,679	Osborne	3,683
Clark	2,096	Ottawa	5,975
Cloud	9,219	Pawnee	6,838
Comanche	1,843	Rawlins	2,506
Decatur	2,932	Republic	4,725
Edwards	2,968	Rice	9,977
Graham	2,591	Scott	4,964
Greeley	1,330	Sumner	23,535
Harper	5,817	Wallace	1,518
Jefferson	18,930	Washington	5,598
Labette	20,803		
POPULATION OF COUNTIES WITH NO INSPECTION STATIONS	219,073	NUMBER OF COUNTIES WITH NO INSPECTION STATION	29
PERCENT OF POPULATION WITH NO INSPECTION STATION	7.5%	PERCENT OF COUNTIES WITH NO INSPECTION STATION	28%

Child Passenger Safety Technicians in Kansas, May 1, 2017

County	Population July 1, 2015	# CPS Techs	# CPST Instructors	Status	FirstName	LastName	Spanish Speaking	Special Needs Certified
Allen	12,717	5		Technician	Travis	Buck		
				Technician	Tim	Francis		
				Technician	Vicki	Howard		
				Technician	Brian	Plumlee		
				Technician	Tristan	Roegner		
Anderson	7,808		1	Instructor	Heather	Corley		
Atchison	16,398	6		Technician	Greg	Peterson		
				Technician	Adam	Potts		
				Technician	Tucker	Stone		
				Technician	Michael-Austin	Surritt		
				Technician	Melissa	Tull		
Barber	4,823	2		Technician	Joyce	Bell		
				Technician	Debra	Klenda		
Barton	27,103	6		Technician	Shane	Becker		
				Technician	Jefferson	Davis		
				Technician	Gary	Davis		
				Technician	Bryan	Horton		
				Technician	Connie	Miller		
Bourbon	14,712	1		Technician	Pamela	Stiles		
				Technician	Tim	Harper		
Brown	9,776	11		Technician	Brian	Guilliams		
				Technician	Libby	Helms		Yes
				Technician	Chelsea	James		
				Technician	Robert	Keller		
				Technician	Richard	Lehmkuhl		
				Technician	Chuck	Lowe		
				Technician	Brandon	Lowe		
				Technician	Darren	Meyers		
				Technician	Robert	Parker		
				Technician	Cody	Spire		
				Technician	Elizabeth	Thompson		
Butler	66,741	9	1	Technician	Tracy	Buchanan		
				Technician	Braxton	Hill		
				Technician	Heath	Kintzel		
				Instructor	Loneta	Krack		
				Technician	Patrick	McMurphy		
				Technician	Eugene	Ray		
				Technician	Dillon	Ryan		

				Technician	Tiah	Smith		
				Technician	John	Thompson		
				Technician	Michael	Windholz		
Chautauqua	3,402	2		Technician	Annie-mae	Blankinship		
				Technician	Joleen	Edens		
Cherokee	20,533	1		Technician	Justin	Noel		
Cheyenne	2,679	2		Technician	Betty	Waite		
				Technician	Deanna	Wilson		
Clark	2,096	1		Technician	Chad	Lorenz		
Clay	8,347	6	1	Technician	Jeffrey	Browne		
				Technician	Patsy	Charest		
				Technician	Courtnee	Kadlecik		
				Instructor	Pamela	Kemp		
				Technician	Larissa	Paulson		
				Technician	Alec	Trembath		
				Technician	Tanya	VanWey		
Coffey	8,384	2		Technician	Anna	Blanton		Yes
				Technician	Angela	Lankton		
Cowley	35,788	8		Technician	Amber	Benavides		
				Technician	Rylee	Blanton		
				Technician	Karen	Knowles		
				Technician	Ariel	Lynn		
				Technician	Jeffery	Poss		
				Technician	Josephine	Tijerina		
				Technician	Charissa	Wall		
				Technician	Patty	Wimmer		
Crawford	39,217	11		Technician	Tammy	Alcantar		
				Technician	Amy	Back		
				Technician	Miranda	Caskey	Yes	
				Technician	Katie	Douglas		
				Technician	Christopher	Holtz		
				Technician	Christopher	Kmiec		
				Technician	Hunter	Peterson		
				Technician	Natalie	Ritchal		
				Technician	Rhonda	Viets		
				Technician	Charleen	Workman		
				Technician	John	Young		
Dickinson	19,303	6		Technician	Brandon	Hurt		
				Technician	Winter	Kuehn		
				Technician	Renae	Riedy		
				Technician	Jeanne'	Schantz		
				Technician	Cory	Ward		
				Technician	Christi	Wicks		
Doniphan	7,797	1		Technician	Kay	Smith		

Douglas	118,053	23	2	Technician	Dena	Bracciano		
				Instructor	Sherri	Cannon		Yes
				Technician	Gwendolyn	Craig		
				Instructor	John	Drees		
				Technician	Robyn	Elder		
				Technician	Mary	Evans		
				Technician	Rachael	Eve		
				Technician	Suzy	Green		
				Technician	Holly	Hackney		
				Technician	Ann	Johannes		
				Technician	Allison	Koonce		
				Technician	Emma	Kruger		
				Technician	Barbara	Kruger		
				Technician	Philip	Mathis		
				Technician	Jake	Montney		
				Technician	Patrick	Orrick		
				Technician	Audrey	Pool		
				Technician	Charissa	Robertson		
				Technician	Emily	Rockhold		
				Technician	LeRonda	Roome	Yes	
				Technician	Stacy	Simmons		
				Technician	Heather	Terrell		
				Technician	Jessica	Watson		
				Technician	Chris	Wech		
				Technician	Ana	Williams		Yes
Ellis	29,029	7	1	Technician	Lexi	David		
				Technician	John	Gizzarelli		
				Instructor	Tod	Hileman		
				Technician	Christopher	Krom		
				Technician	Matthew	Meagher		
				Technician	Doris	Rack		
				Technician	Bob	Shubert		
				Technician	Kelli	Sprague		
Ellsworth	6,343	1		Technician	Debra	Habiger		
Finney	37,118	17	2	Technician	Gayle	Anderson		
				Technician	Teresa	Anthony		
				Technician	Brittani	Barrett		
				Technician	Yohana	Calderon	Yes	
				Technician	Hunter	Carson		
				Technician	Melissa	Dahlke		
				Instructor	Troy	Davis		Yes
				Technician	Francisca	Devora	Yes	
				Technician	Gregory	Etris		
				Technician	Jacob	Gonzales		

				Technician	Casey	Harmon		
				Technician	Martha	Hernandez	Yes	
				Technician	Carina	Hernandez	Yes	
				Technician	Ashley	Martell		
				Technician	Layla	Mumgaard	Yes	
				Technician	Estrella	Padilla		
				Technician	Jeremiah	Proberts		
				Instructor	Michael	Racy		
				Technician	Alan	Wagner		
Ford	34,536	6	1	Technician	Michael	Brown		
				Instructor	Eric	Fisher		Yes
				Technician	Haley	Jackson		
				Technician	Matthew	Peterson		
				Technician	Kyle	Springer		
				Technician	Justin	Warkentin		Yes
				Technician	Karen	Wellbrock		
Franklin	25,609	7		Technician	Larabe	Alexander		
				Technician	Tera	Brooks		
				Technician	Miranda	Gillaspie		
				Technician	Missy	Mourek		
				Technician	Neil	Stanley		
				Technician	Leah	Thomas		
				Technician	Jennifer	Wolzen		
Geary	37,030	23		Technician	Chuck	Alvarez		
				Technician	Thomas	Anderson	Yes	
				Technician	Bradley	Andres		
				Technician	Alex	Bender		
				Technician	Terry	Bohanan		
				Technician	Mark	Brown		
				Technician	Ronald	Clasberry		
				Technician	Rodrigo	Cruz		
				Technician	Stephon	Dailing		
				Technician	Dawn	Douglas		
				Technician	Amanda	Fitzgeralds		
				Technician	Nicole	Graham		
				Technician	Linda	Hakala		
				Technician	Richard	Hearron		
				Technician	Julie	Hettinger		
				Technician	Walter	Hill		
				Technician	Sarah	Holmes		
				Technician	Ivan	May		
				Technician	Nicole	Merlino		
				Technician	Mary	Reves	Yes	
				Technician	Richard	Rook		

				Technician	Shadd	Snyder		
				Technician	Richard	Watson		
Gove	2,640	1		Technician	Denise	Lovelady		
Grant	7,733	1		Technician	Lynette	Metcalfe		
Gray	6,133	3		Technician	Denice	Cragg		
				Technician	Jill	Hemmert		
				Technician	Kari	McManess		
Greenwood	6,244	2		Technician	Mary	Harrison		
				Technician	Buffy	Kuhn		
Hamilton	2,474	2		Technician	Travis	Cheatum		
				Technician	Mike	Wilson		
Harper	5,817	1		Technician	Cassie	Lyon		
Harvey	35,073	9		Technician	Jonathan	Adkins		
				Technician	Brittany	Buller		
				Technician	Victoria	Clare		
				Technician	Skip	Cowan		
				Technician	Amber	Jackson		
				Technician	Alpa	Patel	Yes	
				Technician	Claudia	Ramos		
				Technician	Alexis	Schmidt		
				Technician	Tera	Stucky		
Haskell	4,064	2		Technician	Vanessa	Chavarria	Yes	
				Technician	Misti	Hall		
Hodgeman	1,893	2		Technician	Dacia	Bradshaw		
				Technician	Ashley	Burns		Yes
Jackson	13,338	3		Technician	Jamison	Honeycutt		
				Technician	John	Hurla		
				Technician	Christopher	Swenson		
Jefferson	18,930	6		Technician	Joshua	Bodenheimer		
				Technician	Ruth	Bodenheimer		
				Technician	Nicole	Meyer		
				Technician	Michael	Moreno		
				Technician	Valerie	Moreno		
				Technician	Jana	Petty		
Jewell	2,970	2		Technician	Joshua	Alcorn		
				Technician	Angela	Murray		
Johnson	580,159	111	6	Technician	Andrea	Allison		
				Technician	Robert	Armitage		
				Technician	John	Arnett		
				Technician	Jenna	Attwood		
				Technician	William	Bailliff		
				Technician	Rick	Barthol		
				Technician	Jamie Lee	Baum		
				Technician	Chris	Beas		

				Technician	Sarah	Bell		
				Technician	Dony	Bielak		
				Technician	Stacey	Billings		
				Technician	Lucas	Borkowski		
				Technician	Andrew	Bouse		
				Instructor	Candice	Breshears		
				Technician	Jaime	Brokaw		
				Technician	Mark	Brown		Yes
				Technician	Laura	Bussell		
				Technician	Lisa	Cavin Wainscott		
				Technician	Weslie	Clark		
				Technician	Ryan	Clark		
				Technician	Mary Jo	Cline		
				Technician	Ardis	Cook		
				Technician	Thomas	Cooper		
				Instructor	Jordan	Couturier		Yes
				Technician	Jeanie	Craig		
				Technician	Irv	Craig		
				Technician	Austin	Crockett		
				Technician	Katherine	Davidson		
				Technician	Christine	De le Torre	Yes	
				Technician	Chris	Dennis		
				Technician	Zachary	Devenny		
				Instructor	Howard	Dickinson		Yes
				Technician	Ricky	Dilks		
				Technician	Jill	Donn		
				Technician	Greg	Egan		
				Technician	Christina	Farquhar		
				Technician	Jay	Fleer		
				Technician	Thomas	Foxworthy		
				Technician	Diane	Gadberry		
				Technician	Kristie	Gatlin		
				Technician	Michael	Gillett		
				Technician	Kaitlyn	Gillihan		
				Instructor	Susie	Girten		
				Technician	Tiffany	Graham		
				Technician	Jolene	Granfors		
				Technician	Cheryl	Gwartney		
				Technician	Michael	Hamilton		
				Technician	Kristina	Hamilton		
				Technician	Krystal	Hardman		Yes
				Technician	Kimberly	Hayes		
				Technician	Amy	Heinen		
				Technician	Kimberley	Holm		

				Technician	Debra	Hoops		
				Technician	Byron	Hull		
				Technician	Nicholas	Irwin		
				Instructor	Kristen	Jarvis		Yes
				Technician	Dave	Jennings		
				Technician	Steven	Jensen		
				Technician	Joel	Johnson		
				Technician	Jessica	Johnson		
				Technician	Jesse	Johnson		
				Technician	Louise	Jones		
				Technician	Elijah	Kennedy		
				Technician	Naomi	Kent		
				Technician	Lindsay	Kiely		
				Technician	Jamie	Kim		
				Technician	Stephanie	King		
				Technician	Mary	Lara	Yes	
				Instructor	Phyllis	Larimore		Yes
				Technician	Meagan	Lecki		
				Technician	Jason	Livengood		
				Technician	Chad	Loughman		
				Technician	Lauren	Marquardt		
				Technician	Kimberly	Mason		Yes
				Technician	SHERI	MCCARTNEY		
				Technician	Gretchen	McInay		
				Technician	Linda	Miller		
				Technician	Matt	Misemer		
				Technician	John	Moncayo	Yes	
				Technician	David	Morrison		
				Technician	Rusty	Morton		
				Technician	Greg	Moyer	Yes	
				Technician	Lindsey	Murphy		
				Technician	Ladonna	Myers		
				Technician	George	Naylor		
				Technician	Amanda	O'Conner		
				Technician	Kevin	Reed		
				Technician	Nick	Reed		
				Technician	Elizabeth	Reese		
				Technician	David	Reindl		
				Technician	Curtis	Rice		
				Technician	Alexis	Rivera		
				Technician	Zachary	Roberts		
				Technician	Michael	Saylor		
				Technician	Jon	Schulze		
				Technician	Lynsey	Sciolaro		

				Technician	Charles	Seawood		
				Technician	Jaime	Sherwood		Yes
				Technician	Nick	Shurmantine		
				Technician	Daniella	Silver		
				Technician	Dennis	Soto	Yes	
				Technician	Robert	Stotts		
				Technician	Elizabeth	Sumpter		
				Technician	Christopher	Suther		
				Technician	Joshua	Taylor		
				Technician	JENIFER	TRACY		
				Technician	Laura	Vrabac-Harris		
				Technician	Lindsey	Wannamaker		
				Technician	Alexander	Ware		
				Technician	Ryan	Warkentin		
				Technician	Lisa	Wenstrand		
				Technician	Rachael	Whalen		
				Technician	Barry	Wheeler		
				Technician	Michael	Williams		
				Technician	Jason	Wohlgemuth		
				Technician	Charlie	Yocum		
				Technician	Brian	Zeff		
				Technician	Andrew	Zeller		
Kearny	3,956	8		Technician	Cookie	Altman		
				Technician	Saphire	Gaytan	Yes	
				Technician	Patty	Hoover		
				Technician	Edward	LaBarbera		
				Technician	Manuel	Loera	Yes	
				Technician	Tanya	Luna		
				Technician	Megan	Renz		
				Technician	Elyssa	Yousey		
Kingman	7,687	2		Technician	Amber	Barratti		
				Technician	Rebecca	Teegarden		
Kiowa	2,564	5		Technician	Kaylan	Jones		
				Technician	Kyla	McDonald		
				Technician	Kari Beth	Neuhold		
				Technician	Rosa	Spainhour		
				Technician	Christina	Thronesbery		
Labette	20,803	2		Technician	Dennis	Dodd		
				Technician	Casey	Keele		
Lane	1,670	2		Technician	Melva	Barnett		
				Technician	Crystal	Hoffman		
Leavenworth	79,315	13		Technician	April	Connel		
				Technician	Wendy	Cook		
				Technician	Sarah	Flaherty		

				Technician	Heather	Flickinger		
				Technician	John	Groves		
				Technician	Mike	Heuer		
				Technician	Mary	Lane		
				Technician	Bill	Linn		
				Technician	Charity	McDaniel		
				Technician	Zach	Phillips		
				Technician	Greg	Rader		
				Technician	Janet	Sears		
				Technician	Ralph	Sorrell		
Linn	9,536	2		Technician	Dennis	Hardy		
				Technician	Bobby	Johnson		
Logan	2,825	3		Technician	Lance	Goodman		
				Technician	Stacy	Scheetz		
				Technician	Robin	Whelchel		
Lyon	33,339	21		Technician	Jaffar	Agha		
				Technician	Justin	Carr		
				Technician	Larry	Clay		Yes
				Technician	Sarah	Fager		
				Technician	Christina	Farr		
				Technician	Marcial	Hernandez	Yes	
				Technician	Jeffrey	Illk		Yes
				Technician	Matthew	Johnson		
				Technician	Richard	Johnson		
				Technician	William	Kent		
				Technician	Beverly	Long		
				Technician	Ronald	Magana	Yes	
				Technician	Jody	Meyers		
				Technician	Charles	Moore		
				Technician	Kale	Neis		
				Technician	Drew	Nyman		
				Technician	Jess	Penn		
				Technician	Kim	Pock		
				Technician	Gayla	Proehl		
				Technician	Nathan	Rankin		
				Technician	Lisa	Sage		
Marion	12,103	2		Technician	Clinton	Jeffrey		
				Technician	Sondra	Mayfield		
Marshall	9,936	3		Technician	Elizabeth	Parthemer		
				Technician	Cheryl	Skalla		
				Technician	Tami	Stowell		
McPherson	28,941	4		Technician	Tammie	Henson		
				Technician	Stan	Neufeld		
				Technician	Heidi	Schmidt		

				Technician	Frances	Sparks		
Meade	4,330	1		Technician	Betty	Ross		
Miami	32,553	10		Technician	Donnie	Basore		
				Technician	Jacob	Bell		
				Technician	Colt	Chase		
				Technician	Chris	Curry		
				Technician	Dave	Ellis		
				Technician	Michael	Graves		
				Technician	Matthew	Kelly		
				Technician	Jason	Lindsey		
				Technician	Julie	Strausbaugh		
				Technician	Richard	Wray		
Mitchell	6,282	3		Technician	Lisa D	Blad		
				Technician	Scott	Davies		
				Technician	Kristen	Kadel		
Montgomery	33,314	6		Technician	Damon	Athey		
				Technician	Chris	Furr		
				Technician	Todd	Hayes		
				Technician	Christina	Johnson		
				Technician	Shon	Price		
				Technician	Lisa	Shoop		
Morris	5,645	1		Technician	Lori	Dalquest		
Morton	3,007	1		Technician	Marcos	Espinoza		
Nemaha	10,227	3		Technician	Jessica	Atwood		Yes
				Technician	Dana	Deters		
				Technician	Cheri	Key		
Neosho	16,346	8		Technician	Julie	Dorneker		
				Technician	Jacody	Helton		
				Technician	Tyler	Riggs		
				Technician	Jeffrey	Scott		
				Technician	William	Thweatt		
				Technician	Alisha	Turner		
				Technician	Rick	Wingate		
				Technician	Chris	Woods		
Ness	3,005	2		Technician	Travis	Bailey		
				Technician	William	Sutton		
Norton	5,550	4		Technician	Angie	Annon		
				Technician	Cami	Cornelius		
				Technician	Klare	Givens		
				Technician	Judy	Wenzl		
Osage	15,847	2		Technician	Blake	Reker		
				Technician	Debora	Romine		Yes
Pawnee	6,838	1		Technician	Brent	Hemken		
Phillips	5,428	2		Technician	Michelle	Brown		

				Technician	Edali	Ratzlaff		
Pottawatomie	23,298	9		Technician	Doug	Adams		
				Technician	Jenni	Ebert		
				Technician	Tammy	Hafenstein		
				Technician	Emily	Hermreck-Cassel		
				Technician	Lisa	Kenworthy		
				Technician	Meagan	Smith		
				Technician	Crystian	Torres		
				Technician	Brandi	Wesley		
				Technician	Justin	Young		
Pratt	9,691	1		Technician	Misty	Piester		
Rawlins	2,506	3		Technician	JoEllyn	Argabright		
				Technician	Emily	Green		
				Technician	Brian	Withington		
Reno	63,718	12	2	Technician	Brenda	Alfaro		
				Technician	Heath	Allen		
				Technician	Sarah	Berkley		
				Technician	Mikel	Bohringer		
				Technician	Jennifer	Garland		
				Technician	Brian	Hirt		
				Technician	Shelly	Meyer		
				Technician	Heather	Peterson		
				Technician	Kylee	Raleigh		
				Technician	Matthew	Rucker		
				Technician	Brian	Salmans		
				Technician	Christopher	Shultz		
				Instructor	Alvin	Sowers		Yes
				Instructor	Gary	Warner		Yes
Republic	4,725	2		Technician	Sierra	Callahan		
				Technician	Danielle	White		
Rice	9,977	7		Technician	Roger	Atteberry		
				Technician	Justin	Carter		
				Technician	Chad	Johanning		
				Technician	Rose	Kendrick		
				Technician	Cory	Ryan		
				Technician	Nicholas	Sowers		
				Technician	Richard	Tommer		Yes
Riley	75,247	21		Technician	Aleksey	Akoyev		
				Technician	Beverly	Boller		
				Technician	Derek	Cid	Yes	
				Technician	Jamie	Dickson		
				Technician	Jamie	Douglass		
				Technician	Matthew	Droge		
				Technician	Michelle	Fischer		

				Technician	Michael	Fry		
				Technician	Andrew	Girard		
				Technician	Sonia	Gregoire		
				Technician	Jill	Hynek		Yes
				Technician	Lori	Knapp		
				Technician	Christine	McNutt		
				Technician	Will	Moore		
				Technician	Jessica	Page		
				Technician	Herbert	Presley		
				Technician	Wes	Proctor		
				Technician	KayLee	Proctor		
				Technician	Michelle	Rutherford		
				Technician	Barb	Sanderson		
				Technician	Andrea	Witherell		
Rooks	5,174	1		Technician	Lisa	Gilmore		
Rush	3,130	1		Technician	Mark	Baalmann		
Russell	7,039	5		Technician	Tracy	Axtell		
				Technician	Scott	Axtell		
				Technician	Crystal	Dana		
				Technician	Jennifer	Funk		
				Technician	Andrew	Van Der Wege		
Saline	55,691	17	2	Technician	Sara	Allen		
				Technician	Adam	Carey		
				Technician	Jeff	Daily		
				Technician	Dora	Diebel		
				Instructor	Benjamin	Gardner		
				Technician	Amanda	Gerhardt		
				Technician	Crystal	Hornseth		Yes
				Technician	Jason	Kennedy		
				Technician	Robert	Little		
				Technician	Jonathon	Livengood		
				Technician	Troy	Long		
				Instructor	J.L	Riedel		
				Technician	Joey	Ruppert		
				Technician	Angela	Ryan-Davis		
				Technician	Marcus	Seirer		
				Technician	Casey	Stephenson		
				Technician	Kristina	Sunderlin		
				Technician	Wade	VanMeter		
				Technician	Tait	Walker		
Scott	4,964	1		Technician	Kristin	Jessup		
Sedgwick	511,574	48	5	Technician	David	Almy		
				Technician	Lisa	Baldwin-Bateman		Yes
				Technician	Connie	Bishop		

				Instructor	Catherine	Bitter		Yes
				Technician	Dana	Burns		
				Technician	Kimberly	Callaway-Schock		
				Technician	Chad	Case		
				Technician	Linda	Cathey		Yes
				Technician	Tracy	Cleary		
				Technician	Jaime	Converse		
				Technician	Tonya	Cordt		
				Technician	Matthew	Cox		
				Instructor	Chad	Crittenden		
				Technician	Glen	Davidson		
				Technician	Cindi	Delaney		
				Technician	Michelle	Demitras		
				Technician	Michelle	Dold		
				Technician	Jill	Downey		
				Technician	Tim	Engle		
				Technician	Brenda	Gibson		
				Technician	Elisabeth	Goebel		
				Technician	Kimberly	Gorton		
				Technician	Ashley	Graf		Yes
				Technician	Rochelle	Groom		
				Technician	Martin	Gutierrez		
				Technician	Stephen	Hagler		
				Technician	Tim	Hallacy		
				Instructor	Carol	Hancock		
				Technician	Justin	Hehnke		
				Technician	Justin	Jacks		
				Technician	tiffany	kieso		
				Technician	Ryan	Lamar		
				Technician	Chris	Lies		
				Instructor	Ronda	Lusk		Yes
				Technician	Jack	Marchetti		
				Technician	Chelsie	McCall		
				Technician	Clarence	Moore		
				Technician	Jamie	Morales		
				Technician	Rachel	Mull		
				Technician	Nicole	Myers		
				Technician	Thomas	Oldenettel		
				Technician	Kimberly	Reed		
				Technician	Bethany	Regier		
				Instructor	Lenny	Rose		
				Technician	Jessica	Rose		
				Technician	Candy	Samaniego		
				Technician	Aaron	Schultz	Yes	

				Technician	Beth	Schutte		
				Technician	Brady	Simmons		
				Technician	Tabitha	Smades		
				Technician	Ryan	Tauer		
				Technician	Ashley	Toomey		
				Technician	Marissa	Wood		
Seward	23,152	3		Technician	Robert	Krause		
				Technician	Tina	Ortiz	Yes	
				Technician	Andrea	Rodriguez	Yes	
Shawnee	178,725	35	6	Technician	Shayna	Anderson		
				Technician	Rachel	Ault		
				Technician	Tanner	Blakesley		
				Technician	Dray	Carlton		
				Technician	Gilberto	Chabarria	Yes	Yes
				Technician	Brenda	Courtois		
				Technician	Jared	Cripe		
				Technician	Jory	Custar		
				Technician	Sarah	Dahlstrom		
				Technician	Kathy	Dehn		
				Technician	Justin	Dobler		
				Technician	Doug	Fehr		
				Technician	Erin	Finlay		
				Technician	Cassandra	Gaddis		
				Technician	Chris	Hamilton		
				Technician	Lori	Haskett		
				Technician	Cheryl	Hawkins		
				Technician	Chris	Herrera		
				Technician	Daina	Hodges		Yes
				Instructor	Amanda	Horner	Yes	Yes
				Instructor	Donald	Hughes		
				Technician	VonTresa	Jones		
				Technician	Leanne	Kilmer		Yes
				Technician	Hollie	Kirkwood		
				Technician	Barbara	Mah		
				Technician	Phyllis	Marotta		Yes
				Instructor	Timothy	McCool		Yes
				Technician	Cody	McKnight		
				Technician	Mitchell	Paige		
				Technician	Kathleen	Payne		
				Technician	Jordan	Plachecki		
				Technician	Lynda	Raikes		
				Technician	Tina	Ruecker		
				Instructor	Emily	Rupple		
				Instructor	Cherie	Sage		Yes

				Technician	Marcus	Scheid		
				Technician	Jennifer	Shipp		Yes
				Technician	Dennis	Tate		
				Technician	Teresa	Taylor		
				Technician	Forrest	Walter		
				Instructor	Norraine	Wingfield		Yes
Sheridan	2,512	2		Technician	Ann	Burr		
				Technician	Crystal	Smith		Yes
Sherman	5,983	2		Technician	Bob	Juleson		
				Technician	Zachary	Mader		
Smith	3,704	3		Technician	James	Chance		
				Technician	Patrick	Eastes		
				Technician	Kenneth	Pennington		
Stafford	4,236	2		Technician	Jeffrey	Schawe	Yes	
				Technician	Dawn	Westfahl		
Stanton	2,072	1		Technician	Adeline	Licon	Yes	
Stevens	5,806	1		Technician	Cammie	Heaton		
Sumner	23,535	1		Technician	James	Wiggins		
Thomas	7,904	7		Technician	Christopher	Bustillos		
				Technician	Jake	Cox		
				Technician	Laurel	Jackson		
				Technician	Jerad	Lange		
				Technician	Maureen	Ostmeyer		
				Technician	Samantha	Shepherd		
				Technician	Denise	Singer		
Trego	2,927	1		Technician	Kelsey	Howard		
Wabaunsee	6,951	1		Technician	Melissa	McKenna		
Washington	5,598	1		Technician	Scott	Fischer		
Wichita	2,157	1		Technician	Kristopher	Casper		
Wilson	8,856	1		Technician	Stacie	Edens		
Woodson	3,115	2		Technician	Gayle	Green		
				Technician	Michael	Strode		
Wyandotte	163,369	35	1	Technician	Tiffany	Alexander		
				Technician	Brandon	Beebe		
				Instructor	Shannon	Bernal		
				Technician	Wanda	Bibbs		
				Technician	Charity	Bond		
				Technician	Stacy	Brooks		
				Technician	Courtney	Burdette		
				Technician	Jazmine	Cedeno	Yes	Yes
				Technician	Shirley	Chase		
				Technician	Kyndal	Costello		
				Technician	Leonae	DeLaTorre		
				Technician	Crystal	Doran		

				Technician	Michael	Fogarty		
				Technician	Courtney	Hale		
				Technician	Khou	Herr		
				Technician	Khalila	Hicks		
				Technician	Heather	Holguin		Yes
				Technician	Edward	Johnson III		
				Technician	Donald "Paul"	Jones		
				Technician	Laura	Kienzle	Yes	
				Technician	Sonia	Lopez		
				Technician	Andrea	Manlove		
				Technician	Blanca	Menendez	Yes	
				Technician	Patricia	Moore		
				Technician	Elaine	Moore		
				Technician	Nene	Nave		
				Technician	Monica	Ortiz	Yes	
				Technician	Robert	Peck		
				Technician	Garina	Plakio		
				Technician	Rachel	Pollock		
				Technician	Elaine	Randel		
				Technician	Dedra	Serda		
				Technician	Sara	Siegele		
				Technician	Michelle	Smith		
				Technician	Amber	Thompson		Yes
93 Counties	Population 2,871,193	647 Technicians	31 Instructors	32 Language	43 SP Needs			

Counties with no CPS Techs	
Chase	2,679
Cloud	9,219
Comanche	1,843
Decatur	2,932
Edwards	2,968
Elk	2,605
Graham	2,591
Greeley	1,330
Lincoln	3,105
Osborne	3,683
Ottawa	5,975
Wallace	1,518
12 Counties	40,448

Total Kansas Population: 2,911,641
Percent of Population with CPS Techs: 98.6%
Total number of Kansas Counties: 105
Percent of Counties with CPS Techs: 88.6%

Countermeasure Selection/Impact Assessment:

- **Inspection Stations****

Teen Drivers

During the 2008-09 school year, the state of Kansas implemented the Seatbelts Are for Everyone (SAFE) program in six schools in one county. By the end of the 2015-16 school year, the state had expanded SAFE into 142 schools in 62 counties. KDOT will continue to promote and expand the program in FFY 2018 and beyond. In 2009, the observed 15-17-year-old seat belt use rate was 61 percent. By 2016, that rate had improved to 86 percent. In 2008, the 5-year rolling Kansas average for the number of drivers, ages 14-19, involved in fatal crashes was 90. In 2016, that average was reduced to 42. It is believed that the expansion and vitality of the SAFE program has been a principal ingredient in the improvement in teen seat belt use, teen fatalities and teen driver involvement in fatal and serious injury crashes over the past several years. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high risk population.

SAFE is a program led by students with guidance and participation from law enforcement and school administration. Monthly, students receive reminders of the importance of seat belt use and are eligible for a gift card drawing if they sign a pledge card stating they will wear their seat belt. Each school conducts an observational use survey administered by the students, one in the fall and one in the late spring. These surveys not only give baseline data, but also aid in determining the rate change for the year. Students at the school with the highest use rate and largest increase per county are eligible for the grand prizes. Grants with the Kansas Department of Health and Environment, AAA Kansas, State Farm Insurance, local prosecutors and local businesses fund the monthly and grand prizes. Through the KTSRO grant, KDOT funds a full-time coordinator and half-time assistant for this program.

Recruitment for schools to participate in the SAFE program has been done through a combination of efforts by KTSRO staff and KDOT LELs, with the goal of having the program in every county across the state.

Countermeasure Selection/Impact Assessment:

- **High-Visibility Enforcement*******
- **Communication Outreach Supporting Enforcement*******
- **School Programs*****

Cloud	9,219	Clifton Clyde High School	70	80	10
Coffey	8,384	Waverly High School	84	87	3
		Burlington High School	89	97	8
		Lebo High School	69	80	11
		Southern Coffey County High School	69	78	9
Cowley	35,788	Dexter High School	77	83	6
		Udall High School	82	91	9
		Arkansas City High School	85	88	3
Crawford	39,217	Arma/Northeast High School	90	94	4
		Pittsburg High School	91	99	8
		Frontenac High School	86	83	-3
		Girard High School	84	94	10
		St. Mary's - Colgan High School	94	99	5
Dickinson	19,303	Chapman High School	81	97	16
		Herington High School	91	94	3
		Doniphan West High School	61	60	-1
Doniphan	7,797	Riverside High School	79	93	14
		Kinsley High School	85	80	-5
Edwards	2,968	Hays High School	99	96	-3
Ellis	29,029	Bucklin High School	62	64	2
		Dodge City High School	86	86	0
Ford	34,536	Ottawa High School	84	92	8
Franklin	25,609	Junction City High School	83	95	12
Geary	37,030	Wheatland High School	91	80	-11
Gove	2,640	Ulysses High School	48	63	15
Grant	7,733	South Gray High School	71	95	24
		Cimarron JR/SR High School	68	88	20
Greenwood	6,244	Madison High School	89	88	-1
Harvey	35,073	Sedgwick High School	89	94	5
		Newton High School	90	90	0
Haskell	4,064	Sublette High School	57	75	18
		Satanta High School	41	68	27
Jackson	13,338	Holton High School	89	96	7
		Jackson Heights High School	100	98	-2
		Royal Valley High School	94	97	3
Jefferson	18,930	Valley Falls High School	71	80	9
		Jefferson West High School	95	99	4
		McLouth High School	92	89	-3
		Perry-Lecompton High School	90	96	6
		Oskaloosa High School	82	87	5
Jewell	2,970	Rock Hills High School	81	90	9
Johnson	580,159	Lakewood Middle School	85	83	-2
		De Soto High School	96	98	2

		Overland Trail Middle School	91	89	-2
		Spring Hill High School	97	93	-4
Kearny	3,956	Deerfield High School	94	94	0
		Lakin High School	68	76	8
Labette	20,803	Labette County High School	95	88	-7
Leavenworth	79,315	Pleasant Ridge High School	93	97	4
		Basehor-Linwood High School	89	91	2
Linn	9,536	Pleasanton Jr/Sr High School	71	91	20
Logan	2,825	Oakley High School	74	74	0
Lyon	33,339	Emporia High School	92	92	0
		Olpe High School	81	89	8
		Hartford High School	88	90	2
		Northern Heights High School	97	99	2
Marshall	9,936	Marysville Jr/Sr High School	66	77	11
McPherson	28,941	McPherson High School	95	94	-1
Meade	4,330	Meade High School	64	70	6
Miami	32,553	Osawatomie High School	78	85	7
		Paola High School	91	92	1
Mitchell	6,282	Beloit Jr/Sr High School	79	81	2
Montgomery	33,314	Tyro Christian School	96	91	-5
		Independence High School	86	85	-1
Nemaha	10,227	Centralia High School	73	85	12
		Nemaha Central High School	84	89	5
		Sabetha High School	89	93	4
		Wetmore Academic Center	84	94	10
Neosho	16,346	Erie High School	80	89	9
		Chanute High School	91	88	-3
Norton	5,550	Norton Community High School	79	82	3
Osage	15,847	Lyndon High School	91	93	2
		Osage City High School	77	82	5
Osborne	3,683	Osborne Jr/Sr High	61	60	-1
		Lakeside Jr/Sr High School	69	80	11
		Natoma High School	63	68	5
Ottawa	5,975	Bennington High School	72	77	5
		Minneapolis High School	83	88	5
Pawnee	6,838	Larned High School	72	82	10
Phillips	5,428	Phillipsburg High School	78	74	-4
Pottawatomie	23,298	Rock Creek Junior/Senior High School	98	99	1
		Flint Hills Christian School	96	97	1
		Onaga High School	89	69	-20
		St. Marys Jr/Sr High School	79	72	-7
		Wamego High School	87	91	4
Pratt	9,691	Pratt High School	87	87	0
Reno	63,718	Hutchinson High School	88	93	5

Riley	75,247	Riley County High School	87	91	4
		Blue Valley Randolph High School	72	84	12
Russell	7,039	Russell High School	74	70	-4
Saline	55,691	Salina South High School	89	95	6
		Salina High School Central	82	88	6
		Southeast of Saline High School	94	95	1
		Ell-Saline High School	96	98	2
		Sacred Heart High School	100	100	0
Sedgwick	511,574	Maize High School	84	92	8
		Cheney High School	77	83	6
		Goddard High School	92	93	1
		Valley Center High School	97	99	2
		Wichita East High School	85	88	3
		Clearwater High School	94	94	0
		Eisenhower High School	91	97	6
		Cheney Middle School	68	80	12
		Derby High School	93	91	-2
Shawnee	178,725	Rossville High School	96	97	1
		Hayden High School	95	97	2
		Shawnee Heights High School	93	94	1
		Seaman High School	96	96	0
		Washburn Rural High School	93	94	1
		Silver Lake High School	92	93	1
Smith	3,704	Smith Center Jr/Sr High School	82	77	-5
		Thunder Ridge High School	74	82	8
Stafford	4,236	Macksville High School	81	84	3
		St. John High School	68	83	15
		Stafford High School	41	63	22
Sumner	23,535	Wellington High School	94	96	2
Wabaunsee	6,951	Mission Valley Jr/Sr High School	93	93	0
		Wabaunsee High School	79	89	10
Wichita	2,157	Wichita County Jr/Sr High School	61	65	4
Wilson	8,856	Fredonia High School	84	73	-11
		Neodesha High School	89	93	4
Wyandotte	163,369	Sumner Academy High School	77	65	-12
		Bonner Springs High School	83	93	10
		Wyandotte High School	78	86	8
		Turner High School	70	73	3
		Washington High School	54	79	25
		F.L. Schlagle High School	88	73	-15
		JC Harmon High School	82	84	2
		Bishop Ward High School	80	92	12
TOTAL: 64 Counties		150 Schools	82.7%	86.6%	4.0%

Countermeasure Selection/Impact Assessment:

- **Supporting enforcement*******
- **Strategies for low-belt-use groups*******

Funding Summary:

Occupant Protection	
Education	\$1,725,000
Enforcement	\$200,000
Total	\$1,925,000

Education Countermeasures:

In 2010, the state passed a primary seat belt law for all front seat occupants age 18 and over. This law is actively enforced throughout the state throughout the year. Back seat occupants over the age of 18 are covered with a secondary law. A bill was recently passed and signed which raises the \$10 fine for not wearing a seat belt to \$30, effective July 1, 2017. The bill also established a seat belt safety fund, administered by the Secretary of Transportation, to be used for education of occupant protection among children.

Countermeasure Selected/Impact Assessment:

- **State Primary enforcement belt use law*******
- **Increased seat belt use law penalties*******
- **Coverage: seating position, vehicles, ages***

Project Name:	Education and Awareness	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 402 OP
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1301-18	Program Funding Code:	Occupant Protection

These project funds will enable the Traffic Safety Section to purchase and distribute printed materials, support occupant protection initiatives that have an occupant protection message to both the general public as well as various target populations. Counties in Kansas identified as having the biggest problem in the area of occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program. This project also enables KDOT to administer our statewide law enforcement recruitment lunches. These lunches serve as a building block for KDOT to promote the STEP and other federal aid programs designed to increase belt use and reduce crashes.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Child Safety Seats	Description:	See Below
Sub-Recipient:	Vehicle Maintenance	Funding Sources:	Section 402 OP
	Program, Inc.		
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$100,000
Project Number:	SP-1304-18	Program Funding Code:	Occupant Protection

Approximately 1,700 seats are purchased and distributed each year to inspection stations throughout the state. These inspection stations work with low-income families, and must have qualified Child Passenger Safety Technicians to install the seats and instruct parents on their use.

Countermeasures Selection/Impact Assessment:

- **Child Restraint distribution programs****

Project Name:	Observational Seatbelt	Description:	See Below
	Surveys		
Sub-Recipient:	TBD	Funding Sources:	Section 405(b)
Funding Amounts:	\$295,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4506-18	Program Funding Code:	405b OP Low

This contract is responsible for conducting a direct observational occupant protection survey in 35 counties in the state using the current NHTSA uniform criteria. The adult survey has a total of 544 sites. In addition, this contract will administer an observational survey for ages 0 to 18 in 20 identified counties.

Countermeasure Selection/Impact Assessment:

- **Research Based**

Project Name:	Booster Seat Awareness	Description:	See Below
Sub-Recipient:	Kansas Department of	Funding Sources:	Section 405(b)
	Transportation		
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4501-18	Program Funding Code:	405b Low Public
			Education

This project will strive to educate the traveling public of the importance of booster seats and raise awareness of all child occupant protection issues. KDOT is working with local advocates to determine needs and proper utilization of these funds.

Countermeasure Selection/Impact Assessment:

- **Strategies for Booster Seat Use****
- **Communications and Outreach**

Project Name:	Child Passenger Safety Outreach	Description:	See Below
Sub-Recipient:	TBD	Funding Sources:	Section 405(b)
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4502-18	Program Funding Code:	405b Low Public Education

Utilizing crash data as the basis for selection, this program is designed to raise awareness to children, parents and care givers on the importance of child passenger safety and occupant protection.

Countermeasures Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Child Passenger Safety Paid Media	Description:	See Below
Sub-Recipient:	Blue Window & JNA	Funding Sources:	Section 405(b)
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4500-18	Program Funding Code:	405b Low HVE

This project will focus on advertising mediums to specifically target child passenger safety at athletic events.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Safe Kids Buckle Up	Description:	See Below
Sub-Recipient:	Kansas Department of Health & Environment	Funding Sources:	Section 405(b)
Funding Amounts:	\$50,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4503-18	Program Funding Code:	405b Low CSS Purchase/Distribution

This project will support local Safe Kids Coalitions initiatives that will facilitate Child passenger safety events/activities in their jurisdictions. Activities such as child safety check-up events, child restraint surveys, Booster Rooster events, etc. will be considered for funding.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	KTSRO Child Passenger Safety	Description:	See Below
Sub-Recipient:	TBD	Funding Sources:	Section 405(b)
Funding Amounts:	\$250,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4504-18	Program Funding Code:	405b Low Community CPS Services

The KTSRO will support child passenger safety efforts around the state. Support will include promotion of CPS technician classes and updates, CPS checklanes and educational materials designed to increase child passenger safety compliance rates.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Occupant Protection Initiatives	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 405(b)
Funding Amounts:	\$400,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4501-18	Program Funding Code:	405b Low Public Education

These funds will be allocated to promote seat belt laws in the state and assist in evaluation of our occupant protection program. These funds will also be available for new and innovative approaches to reach various target audiences, such as minority populations. Efforts will be made to utilize these funds in areas of the state with large populations in our target demographics, including those areas with low seat belt usage rates and high numbers of unbelted fatalities and serious injuries.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Enforcement Countermeasures:

Number of Vehicle Occupant Fatalities									
	Daytime (6am to 5:59pm)					Nighttime (6pm to 5:59am)			
	Total	Belted	Unbelted	Percent Belted		Total	Belted	Unbelted	Percent Belted
2014	175	88	87	50%		121	40	81	33%
2015	155	84	71	54%		109	33	76	30%
2016	185	96	89	52%		135	51	84	38%

Project Name:	Nighttime Seatbelt Enforcement	Description:	See Below
Sub-Recipient:	Local Law Enforcement	Funding Sources:	Section 405(b)
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$200,000
Project Number:	SP-4505-18	Program Funding Code:	405b Low HVE

This program is a continuation of the Nighttime Seatbelt Enforcement Program, initiated in FFY 2012, and is projected to fund 13 local law enforcement agencies of various sizes to conduct sustained after-dark saturation patrols and/or spotter call-out type enforcement activities during the year (excluding STEP campaign dates). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. See Table 8 at end of section for list of current grantees. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.

Countermeasure Selection/Impact Assessment:

- **Short-term high-visibility belt law enforcement*******
- **Combined enforcement, nighttime*******
- **Sustained enforcement*****

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
AAA Kansas – Traffic Safety Fund	Business based	Provides funding in support of the SAFE program, as well as strong educational and enforcement messages stressing proper seatbelt and child safety restraint use.
State Farm Insurance	Business based	Provides funding in support of the SAFE program, as well as staffing for the Bucks for Buckles program.
KDHE Trauma Program	Federal and State	Provides funding in support of the SAFE program
Schools/SROs	State	Provide support of the SAFE program
Safe Kids Kansas	State	Provides support of the CPS Inspection Stations and CPS check-up events
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Provide non-KDOT funded enforcement of seatbelt laws for SAFE and other targeted enforcements that are not part of the national campaign. Many agencies also have CPS Inspection Stations, and Technicians and Instructors who assist at CPS check-up events.

Table 8

Night-Time Seat Belt Enforcement Program, by County *			
Funding Source		County	Agency
405b OP	SP-4505-16	EL	Hays PD
405b OP	SP-4505-18	DG	Lawrence PD
405b OP	SP-4505-18	FO	Dodge City PD
405b OP	SP-4505-18	JO	Overland Park SO
405b OP	SP-4505-18	MG	Coffeyville PD
405b OP	SP-4505-18	RN	Hutchinson PD
405b OP	SP-4505-18	RN	Reno County SO
405b OP	SP-4505-18	SG	Wichita PD
405b OP	SP-4505-18	SN	Topeka PD
405b OP	SP-4505-18	SW	Liberal PD

Paid Media

Changing driver behavior requires a diversified approach including education and enforcement. Paid media plays a critical role in educating the public, specifically the 18 to 35-year-old male. KDOT will continue to partner with universities in promoting seat belt usage and deterring impaired driving. Campaigns will also be developed and implemented around the national enforcement campaigns. KDOT plans to increase utilization of non-traditional mediums to reach the target audience. While paid media will still be utilized to promote improving the driver behavior, earned media still plays a large role in changing the culture. KDOT will partner with our media contractor to plan and execute a minimum of two statewide press events focused on the kick-off of Click it or Ticket and You Drink, You Drive, You LOSE.

Funding Summary:

Paid Media	
Education	\$2,500,000
Total	\$2,500,000

Education Countermeasures:

Project Name:	General/University Advertising	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 402 PM
Funding Amounts:	\$480,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1500-18	Program Funding Code:	Paid Advertising

These funds will enable KDOT to purchase advertising to raise the awareness of impaired driving and occupant protection in the state. These funds will also allow for advertising at the three large universities in the state (Kansas State, Kansas and Wichita State). This funding stream can also be utilized to discourage distracted driving.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Project Name:	MARC Advertising	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 402 PM
Funding Amounts:	\$20,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1505-18	Program Funding Code:	Paid Advertising

These funds will enable KDOT to purchase advertising through the Mid America Regional Council (MARC) to raise the awareness of impaired driving and occupant protection in the greater Kansas City area.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Project Name:	Occupant Protection Advertising	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 405 (b)
Funding Amounts:	\$700,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4500-18	Program Funding Code:	405b OP Low

This project will allow KDOT to utilize Click it or Ticket paid media at venues or mediums that cater to our target audience of 18 to 34-year-old males. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with lack of restraint use. This project will also support our media effort surrounding the national Click it. Or ticket enforcement mobilization.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Project Name:	Impaired Driving/Riding Ad Campaign	Description:	See Below
Sub-Recipient:	JNA	Funding Sources:	Section 405 (d)
Funding Amounts:	\$600,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4708-18	Program Funding Code:	405d Mid Paid/Earned Media

Secure air time, as well as non-traditional media, for a targeted effort to support local law enforcement's Labor Day campaign combating impaired driving and riding. Utilization of other media outlets which encompass our target audience of 18 to 34-year-old males will also be targeted with our impaired driving message. This project will be coordinated by the KDOT media contractor.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Project Name:	Impaired Driving Sports Media	Description:	See Below
Sub-Recipient:	Blue Window	Funding Sources:	Section 405 (d)
Funding Amounts:	\$700,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4710-18	Program Funding Code:	405d Mid Paid/Earned Media

Secure air time, as well as non-traditional media, for a targeted effort at sporting venues that cater to our target audience of 18 to 34-year-old male. This project will be coordinated by a KDOT media contractor.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****

Evaluation

Evaluations will be conducted to support the media efforts described in the Paid Media section. Each paid media buy will include the reach/frequency, gross rating points, total audience reached for each media outlet focusing on the target audience, and will be approved by KDOT prior to any placement agreement. Typically, the “buys” generate free media space due to the large amount of funds expended. KDOT will detail the buy plans and results in the annual report.

Earned media plays an important role in promoting positive driver behavior. KDOT will strive to maximize earned media in all the campaigns we administer with emphasis on Click it or Ticket and the Alcohol crackdown.

Pedestrian and Bicycle Safety

Compared with national statistics, the state of Kansas doesn't have a significant pedestrian or bicycle fatality problem. Efforts in the state are centered on education through production and distribution of brochures and bike helmets at community events.

Funding Summary:

Pedestrian and Bicycle Safety	
Education	\$105,000
Total	\$105,000

Core Performance Goals:

Pedestrian Fatalities: The five-year moving average for the 2018 projection based upon the trend line indicates 25 pedestrian fatalities. A three percent reduction in this projection would equal our goal of 24 pedestrian fatalities in 2018. Based upon recent history, and relatively small number of pedestrian fatalities, a three percent reduction goal is realistic and attainable.

Bicycle Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates six bicycle fatalities. A twenty percent reduction in this projection would equal our goal of five bicycle fatalities in 2018. Based upon recent history, and relatively small number of bicycle fatalities, a twenty percent reduction goal is realistic and attainable.

Education Countermeasures:

Project Name:	Pedestrian and Bike Public Info and Education	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 402 PS
Funding Amounts:	\$10,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1600-18	Program Funding Code:	Pedestrian/Bicycle Safety

These project funds enable Traffic Safety staff to produce and distribute printed materials, other educational items and support bicycle and pedestrian safety. Most prominent is the *Tips for Fun and Safe Biking* hang tag card which is distributed to bicycle rodeo sponsors, retailers, cycling clubs, families, and events like the spring Kansas Kids Fitness and Safety Day. Geared to motorists is a downloadable poster, available in two versions, which features share-the-road messaging highlighting bicyclists and pedestrians. In addition, this program also supports the International Walk Your Child to School Day with the purchase and distribution of educational materials.

Countermeasure Selection/Impact Assessment:

- **Bicycle education for children****

Project Name:	Bike Helmets	Description:	See Below
Sub-Recipient:	Kansas Department of Health & Environment	Funding Sources:	Section 402 PS
Funding Amounts:	\$15,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1601-18	Program Funding Code:	Pedestrian/Bicycle Safety

This grant is with the Safe Kids Kansas coalition. Safe Kids Kansas promotes bicycle education and the proper fit and operation of helmets and bicycles. The program will purchase around 1,600 bicycle helmets for distribution around the state at child safety events.

Countermeasure Selection/Impact Assessment:
Promote bicycle helmet use with education**

Project Name:	Wichita and Topeka Pedestrian and Bike	Description:	See Below
Sub-Recipient:	TBD	Funding Sources:	Section 402 PS
Funding Amounts:	\$80,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1602-18	Program Funding Code:	Pedestrian/Bicycle Safety

These grants will aid two of the largest cities in the state to address pedestrian and bicycle crashes and fatalities. Efforts tied to these grants will consist of educational and support items, bike helmets and paid media.

Countermeasure Selection/Impact Assessment:

- **Conspicuity enhancement*****
- **Driver training***

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Local Safe Kids Kansas Chapters	State and Local	Support local events promoting bicycle safety
City of Wichita and Topeka	Local	Support local events promoting driver awareness and conspicuity

Police Traffic Services

Law enforcement places a crucial role in changing poor driver behavior. Beyond enforcement, law enforcement needs the resources and tools to enforce traffic safety laws in the state. These resources would include traffic safety training and equipment. KDOT will continue to utilize our four law enforcement liaisons – each of them a retired career LEO – to maintain and recruit additional law enforcement partners and aid in identifying and addressing traffic enforcement problem areas. Enforcement efforts will include a grant with the Kansas Highway Patrol designed to target aggressive driving behaviors.

Funding Summary:

Police Traffic Services	
Education	\$490,000
Enforcement	\$1,075,000
Total	\$1,565,000

Core Performance Goal

Speeding Fatalities: The five-year moving average for 2018 projection based upon the trend line indicates 120 speeding fatalities. A one percent reduction in this projection would equal our goal of 119 speeding fatalities in 2017. Based upon recent history and absent any recent law changes, a one percent reduction goal is realistic and attainable.

Education Countermeasures:

Project Name:	Operation Impacts/Local Training	Description:	See Below
Sub-Recipient:	Local Law Enforcement	Funding Sources:	Section 402 PT
Funding Amounts:	\$80,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$80,000
Project Number:	SP-1701-18	Program Funding Code:	Police Traffic Services

Expenditures in this contract will support the two current Operation Impacts in Kansas City and Sedgwick County. Funds may also be utilized to expand the program to other regions of the state and provide support for the annual spring law enforcement recruitment lunches. These funds enable KDOT to reimburse local jurisdictions for special traffic-related training opportunities.

Countermeasure Selection/Impact Assessment:

- Community Outreach
- **Community Outreach**

Project Name:	Law Enforcement Liaison	Description:	See Below
Sub-Recipient:	Law Enforcement	Funding Sources:	Section 402 PT
Funding Amounts:	\$260,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1700-18	Program Funding Code:	Police Traffic Services

KDOT has a complement of four LELs – each one an independent contractor. These retired traffic enforcement veterans represent KDOT Traffic Safety and its programming to a diverse group of over 300 law enforcement agencies scattered over 82,000+ square miles. They are actively involved in the promotion of traffic enforcement as the most efficient way to reduce serious roadway injury, while at the same time reducing the incidence of multiple types of crime. In this pursuit, they are available to consult with any police agency. Not only do they promote the value and tactics of effective traffic enforcement to police agencies, but they also represent KDOT traffic enforcement programming and the other resources which are available to them (e.g., SAFE – Seatbelts Are for Everyone – STEP, IDDP, and NSEP).

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

Law Enforcement Liaisons		
SP-1700-18	TBD	\$60,000
SP-1700-18	TBD	\$60,000
SP-1700-18	TBD	\$70,000
SP-1700-18	Wells, Troy	\$70,000
Total		\$260,000

Project Name:	Crash Reconstruction Training	Description:	See Below
Sub-Recipient:	Kansas Highway Patrol	Funding Sources:	Section 402 PT
Funding Amounts:	\$50,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1702-18	Program Funding Code:	Police Traffic Services

Expenditures in this contract will support the Kansas Highway Patrol crash reconstruction training. This training will assist the KHP and local law enforcement on the latest training and equipment utilized to conduct crash reconstruction.

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

Project Name:	KLETC Driving Simulator	Description:	See Below
Sub-Recipient:	Kansas Law Enforcement Training Center	Funding Sources:	Section 402 PT
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1704-18	Program Funding Code:	Police Traffic Services

This project will provide a driving simulator to the Kansas Law Enforcement Training Center. This simulator will high-light the importance of traffic safety and provide officers the tools necessary to navigate a motor vehicle in a safe and instructional environment. This project will continue the partnership between KDOT and the KLETC on providing educational opportunities targeting law enforcement and traffic safety.

Countermeasure Selection/Impact Assessment:

- **Community Outreach**

Enforcement Countermeasures:

Project Name:	Special Traffic Enforcement Program (OP)	Description:	See Below
Sub-Recipient:	Law Enforcement	Funding Sources:	Section 402 PT
Funding Amounts:	\$1,000,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$700,000
Project Number:	SP-1300-18	Program Funding Code:	Police Traffic Services

This program will provide funds for about 170 local police agencies and the Kansas Highway Patrol to participate in three reimbursable overtime national traffic enforcement campaigns in FFY 2018, Thanksgiving, Click It Or Ticket and the Alcohol Crackdown. Depending on location, several of these agencies may also participate in other overtime enforcement activities targeting specific corridors. Table 9 has a list of grantees, the population they serve and collectively, reach more than 90 percent of the state population.

Project Name:	STEP Law Enforcement Equipment	Description:	See Below
Sub-Recipient:	Law Enforcement	Funding Sources:	Section 402 PT
Funding Amounts:	\$300,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$300,000
Project Number:	SP-0931-18	Program Funding Code:	Police Traffic Services

In conjunction with our STEP contractors, SP-1300-18, this project supports law enforcement agency activities by funding needed traffic safety equipment to fulfill individual law enforcement contracts. Utilizing past performance, data driven problem identification and agency needs are all considered when awarding the grants. The amount of funding and type of equipment is based on project requirements, need and activities conducted to fulfill KDOT contracts. All equipment purchases will meet State and Federal procurement requirements.

Countermeasure Selection/Impact Assessment:

- **Short high-visibility belt law enforcement*******

Table 9

Special Traffic Enforcement Program (STEP) Grantees, by County				
Funding Source		County	County Population	Grantee
402 PT	SP-1300-18	AL	12,909	Allen Co SO
402 PT	SP-1300-18	AL		Iola PD
402 PT	SP-1300-18	AL		Moran PD
402 PT	SP-1300-18	AN	7,883	Anderson Co. SO
402 PT	SP-1300-18	AN		Garnett PD
402 PT	SP-1300-18	AT	16,513	Atchison PD
402 PT	SP-1300-18	BB	14,772	Bourbon Co SO
402 PT	SP-1300-18	BB		Fort Scott Dept. of Public Safety
402 PT	SP-1300-18	BR	9,815	Brown Co. SO
402 PT	SP-1300-18	BR		Hiawatha PD
402 PT	SP-1300-18	BR		Horton PD
402 PT	SP-1300-18	BT	27,385	Barton Co SO
402 PT	SP-1300-18	BU	66,227	Andover PD
402 PT	SP-1300-18	BU		Butler Co SO
402 PT	SP-1300-18	BU		El Dorado PD
402 PT	SP-1300-18	BU		Rose Hill PD
402 PT	SP-1300-18	CD	9,385	Cloud Co. SO
402 PT	SP-1300-18	CD		Concordia PD
402 PT	SP-1300-18	CK	20,787	Baxter Springs PD
402 PT	SP-1300-18	CK		Cherokee Co SO
402 PT	SP-1300-18	CK		Galena PD
402 PT	SP-1300-18	CL	35,963	Arkansas City PD
402 PT	SP-1300-18	CL		Udall PD
402 PT	SP-1300-18	CL		Winfield PD
402 PT	SP-1300-18	CR	39,290	Crawford Co SO
402 PT	SP-1300-18	CR		Frontenac
402 PT	SP-1300-18	CR		Pittsburg PD
402 PT	SP-1300-18	CY	8,317	Clay Center PD
402 PT	SP-1300-18	CY		Clay Co. SO
402 PT	SP-1300-18	CY		Wakefield PD
402 PT	SP-1300-18	DG	116,585	Baldwin City PD
402 PT	SP-1300-18	DG		Douglas Co. SO
402 PT	SP-1300-18	DG		Eudora PD
402 PT	SP-1300-18	DG		Kansas University Office of Public Safety
402 PT	SP-1300-18	DG		Lawrence PD

402 PT	SP-1300-18	DK	19,394	Chapman PD
402 PT	SP-1300-18	DP	7,874	Elwood PD
402 PT	SP-1300-18	DP		Highland PD
402 PT	SP-1300-18	DP		Wathena PD
402 PT	SP-1300-18	EL	29,013	Ellis Co. SO
402 PT	SP-1300-18	EL		Hays PD
402 PT	SP-1300-18	EW	6,392	Ellsworth
402 PT	SP-1300-18	FI	37,184	Garden City PD
402 PT	SP-1300-18	FO	34,795	Dodge City PD
402 PT	SP-1300-18	FR	25,611	Franklin Co. SO
402 PT	SP-1300-18	FR		Ottawa PD
402 PT	SP-1300-18	GE	36,713	Geary Co. SO
402 PT	SP-1300-18	GE		Grandview Plaza PD
402 PT	SP-1300-18	GE		Junction City PD
402 PT	SP-1300-18	GW	6,328	Greenwood Co. SO
402 PT	SP-1300-18	HV	34,820	Halstead PD
402 PT	SP-1300-18	HV		Harvey Co So
402 PT	SP-1300-18	HV		Newton PD
402 PT	SP-1300-18	JO	574,272	Gardner Dept. of Public Safety
402 PT	SP-1300-18	JO		Johnson Co. SO
402 PT	SP-1300-18	JO		Leawood PD
402 PT	SP-1300-18	JO		Lenexa PD
402 PT	SP-1300-18	JO		Merriam PD
402 PT	SP-1300-18	JO		Mission PD
402 PT	SP-1300-18	JO		Olathe PD
402 PT	SP-1300-18	JO		Overland Park PD
402 PT	SP-1300-18	JO		Prairie Village PD
402 PT	SP-1300-18	JO		Roeland Park PD
402 PT	SP-1300-18	JO		Shawnee PD
402 PT	SP-1300-18	JO		Spring Hill PD
402 PT	SP-1300-18	JO		Westwood PD
402 PT	SP-1300-18	LB		20,960
402 PT	SP-1300-18	LB	Parsons PD	
402 PT	SP-1300-18	LG	2,794	Logan Co. SO
402 PT	SP-1300-18	LG		Oakley PD
402 PT	SP-1300-18	LN	9,502	Linn Co. SO
402 PT	SP-1300-18	LN		Linn Valley PD
402 PT	SP-1300-18	LN		Pleasanton PD
402 PT	SP-1300-18	LV	78,797	Basehor PD

402 PT	SP-1300-18	LV		Lansing PD
402 PT	SP-1300-18	LV		Leavenworth PD
402 PT	SP-1300-18	LV		Leavenworth SO
402 PT	SP-1300-18	LV		Tonganoxie PD
402 PT	SP-1300-18	LY	33,212	Emporia PD
402 PT	SP-1300-18	LY		Lyon Co. SO
402 PT	SP-1300-18	ME	4,357	Meade Police Dept
402 PT	SP-1300-18	MG	34,065	Caney PD
402 PT	SP-1300-18	MG		Cherryvale PD
402 PT	SP-1300-18	MG		Coffeyville PD
402 PT	SP-1300-18	MG		Independence PD
402 PT	SP-1300-18	MI	32,822	Louisburg PD
402 PT	SP-1300-18	MI		Miami Co. SO
402 PT	SP-1300-18	MI		Osawatomie PD
402 PT	SP-1300-18	MI		Paola PD
402 PT	SP-1300-18	MP	29,241	McPherson PD
402 PT	SP-1300-18	MP		McPherson Co. SO
402 PT	SP-1300-18	MS	10,006	Marysville PD
402 PT	SP-1300-18	NM	10,148	Seneca PD
402 PT	SP-1300-18	NO	16,416	Chanute PD
402 PT	SP-1300-18	NO		Neosho Co. SO
402 PT	SP-1300-18	NT	5,560	Norton PD
402 PT	SP-1300-18	OB	3,756	Osborne PD
402 PT	SP-1300-18	OS	15,936	Carbondale PD
402 PT	SP-1300-18	OS		Overbrook PD
402 PT	SP-1300-18	PR	9,850	Pratt PD
402 PT	SP-1300-18	PR		Pratt Co. SO
402 PT	SP-1300-18	PT	22,897	Wamego PD
402 PT	SP-1300-18	RC	10,015	Lyons PD
402 PT	SP-1300-18	RC		Sterling PD
402 PT	SP-1300-18	RL	75,194	Kansas State University Police
402 PT	SP-1300-18	RN	63,794	Haven PD
402 PT	SP-1300-18	RN		Hutchinson PD
402 PT	SP-1300-18	RN		Reno Co. SO
402 PT	SP-1300-18	RN		South Hutchinson PD
402 PT	SP-1300-18	RO	5,155	Plainville PD
402 PT	SP-1300-18	RO		Rooks Co. SO
402 PT	SP-1300-18	SA	55,755	Salina PD
402 PT	SP-1300-18	SA		Saline Co. SO

402 PT	SP-1300-18	SG		Andale PD
402 PT	SP-1300-18	SG		Bel Aire PD
402 PT	SP-1300-18	SG		Cheney PD
402 PT	SP-1300-18	SG		Colwich PD
402 PT	SP-1300-18	SG		Derby PD
402 PT	SP-1300-18	SG		Eastborough PD
402 PT	SP-1300-18	SG	508,803	Goddard PD
402 PT	SP-1300-18	SG		Haysville PD
402 PT	SP-1300-18	SG		Kechi PD
402 PT	SP-1300-18	SG		Park City PD
402 PT	SP-1300-18	SG		Sedgwick Co. SO
402 PT	SP-1300-18	SG		Wichita PD
402 PT	SP-1300-18	SN		Rossville PD
402 PT	SP-1300-18	SN	178,406	Shawnee Co. SO
402 PT	SP-1300-18	SN		Topeka PD
402 PT	SP-1300-18	SU	23,528	Wellington PD
402 PT	SP-1300-18	SW	23,465	Liberal PD
402 PT	SP-1300-18	WB	7,053	Wabaunsee Co. SO
402 PT	SP-1300-18	WL		Fredonia PD
402 PT	SP-1300-18	WL	9,028	Neodesha PD
402 PT	SP-1300-18	WY		Bonner Springs PD
402 PT	SP-1300-18	WY	161,636	Edwardsville PD
402 PT	SP-1300-18	WY		Kansas City PD
402 PT	SP-1300-18	WY		Wyandotte Co. SO
402 PT	SP-1300-18	Statewide		Kansas Highway Patrol
129 Agencies + KHP		50 Counties	2,660,378	Population of Counties with STEP
			2,904,021	Population of Kansas

*These counties comprise 91% of the state's population and, accordingly, will account for 91% of total local law

Project Name:	Fatality Reduction	Description:	See Below
Sub-Recipient:	Kansas Highway Patrol	Funding Sources:	402 PT
Funding Amounts:	\$75,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1703-18	Program Funding Code:	

The Kansas Highway Patrol will use this overtime funding for enforcement efforts centered on reducing the overall number of fatalities in the state. Special emphasis will be placed on speeding and impaired driving in locations shown to have a high fatality number or incidence of impaired driving.

Roadside Safety

Partnering with the KDOT Bureau of Local Projects, NHTSA funding will continue to support training of local roadway engineers.

Funding Summary:

Roadway Safety	
Education	\$100,000
Total	\$100,000

Education Countermeasures:

Project Name:	Kansas State University	Description:	See Below
Sub-Recipient:	Kansas State University	Funding Sources:	Section 402 RS
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1402-18	Program Funding Code:	Roadway Safety

Provide training for Kansas local and state public works employees who have traffic safety responsibilities. A secondary objective is to develop and/or update workshop materials and handbooks to be used in these trainings and on-the-job activities. This training provides additional opportunities to incorporate data into their traffic safety problem identification.

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Local Traffic Engineering Staff	State and Local	Develop local engineering plans

Safe Communities

Safe Communities grants are implemented in support of reducing death and injury on Kansas roads and are focused on educating the public on recent traffic safety trends and identifying resources around the state. This program area also includes planning of media campaigns, research opportunities, administration of an adult and youth conference and implementing a safe community’s grant in Wyandotte County.

Funding Summary:

Safe Communities	
Education	\$2,530,000
Total	\$2,530,000

Education Countermeasures:

Project Name:	Kansas Traffic Safety Resource Office	Description:	See Below
Sub-Recipient:	TBD	Funding Sources:	Section 402 SA
Funding Amounts:	\$800,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1906-18	Program Funding Code:	Safe Communities

The Kansas Traffic Safety Resource Office (KTSRO) will work closely with KDOT, law enforcement and traffic safety advocates across the state to provide educational resources to all Kansas drivers and passengers. The KTSRO will also facilitate training opportunities to traffic safety professionals through on-site or web-based trainings. A coordinator for the SAFE (Seatbelts Are For Everyone) program targeting selected high schools across the state will be provided through this project. This contractor will facilitate and conduct a youth traffic safety conference. Another facet will be to identify and contact large employers in the state about the costs and benefits associated with promoting positive traffic safety efforts within their workforce. The KTSRO will also work to identify and locate at-risk minority populations in the state and work to increase compliance with traffic safety laws. The office will continue to maintain a website to promote all traffic safety initiatives, have the responsibility to promote traffic safety initiatives through social media outlets. They will publish a bi-monthly e-newsletter highlighting traffic safety issues, as well as a monthly e-newsletter geared specifically toward large employers in the state. The office will provide a Spanish translation for all publications and news releases. This contract also supports the state’s efforts targeting older drivers.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**
- **Employer Programs*******
- **School Programs (SAFE)*****
- **Law Enforcement Roles*****
- **Formal Courses for Older Drivers****
- **General Communications and Education****

Project Name:	Novice Driver Education	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 402 SA
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$100,000
Project Number:	SP-1900-18	Program Funding Code:	Safe Communities

This project is designed for KDOT to partner with the SROs statewide to provide consistent, thorough and reputable education and resources for novice drivers. The projects, focusing on topics such as impaired driving, seat belts, distracted driving, and other driver behaviors, will run in conjunction with major events such as holidays, Spring Break, Prom and the start and end of the school year.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Safe Driving Public Information & Education	Description:	See Below
Sub-Recipient:	Kansas Department of Transportation	Funding Sources:	Section 402 SA
Funding Amounts:	\$50,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1900-18	Program Funding Code:	Safe Communities

These funds enable KDOT to purchase, reproduce and distribute educational materials produced by media contractors, NHTSA, or other reputable sources targeting and supporting the awareness to the general driving public.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Wyandotte County Safe Communities	Description:	See Below
Sub-Recipient:	Unified Government of Wyandotte County	Funding Sources:	Section 402 SA
Funding Amounts:	\$44,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$44,000
Project Number:	SP-1901-18	Program Funding Code:	Safe Communities

A traffic safety grant has been made to the Unified Government Public Health Department of Wyandotte County to sponsor a coalition of safety advocates – area law enforcement agencies, Children’s Mercy Hospital, the Kansas Traffic Safety Resource Office, Kansas Department of Transportation, Mid-America Regional Council, and others – to bring awareness of, and improvement in, the many traffic safety challenges that plague this very fluid and most ethnically- and racially-diverse of Kansas counties.

The Safe Communities Grant has enabled this county to make progress in several traffic safety areas. According to the 2016 observational seat belt survey, Wyandotte County adult seat belt compliance rate was 82 percent – up from 58 percent in 2003. This county has seen the most change – 25 percentage points – of the five Kansas counties in the Kansas City MSA. Furthermore, compared with S1200 routes in the other observed counties, this county is in the top 25 percent for adult belt use. However, while restraint usage has improved dramatically, the

county’s fluid demographic profile – esp. as regards immigration – requires persistent attention on the part of the coalition. A less tractable area of concern is the county’s persistent ranking in the state’s top 25 percent of alcohol-related crashes as a percentage of total crashes.

Project Name:	Kansas Operation Lifesaver, Inc.	Description:	See Below
Sub-Recipient:	Kansas Operation Lifesaver, Inc.	Funding Sources:	Section 402 SA
Funding Amounts:	\$15,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1902-18	Program Funding Code:	Safe Communities

Kansas Operation Lifesaver, Inc. (KS OL) strives to reduce the number of injuries and fatalities at highway-rail grade crossings through various methods of Public Service Announcements, education, and videos. KS OL continues giving free safety presentations to all target groups across Kansas. This railroad safety message is intended to reach nearly 85,000 people through training and educational materials. “Always Expect a Train! Stay Off! Stay Away! Stay Alive!” “Look, Listen, Live!” Remember “Any Time is Train Time!”

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Comprehensive Media Campaign	Description:	See Below
Sub-Recipient:	Blue Window & JNA	Funding Sources:	Section 402 SA
Funding Amounts:	\$800,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1903-18	Program Funding Code:	Safe Communities

This contract provides for professional development of our messages concerning safe driving, occupant protection, distracted driving and impaired driving. The contractor will produce original TV, radio, and print material, or modify those produced by NHTSA or other entities, to fit the Kansas dynamics and population. They will assist in promoting KDOT’s safety messages through non-traditional media efforts. The contractor will be expected to purchase air time and print space in a manner that optimizes our media dollar by successfully reaching the target populations. Assessment and evaluation activities will also be conducted under this program. As part of the Performance Measures adopted by NHTSA and GHSA, our media contractor will administer an awareness/perception survey around the state. This survey will be designed to gauge the awareness of the programs offered by the state, specifically Click it or Ticket and You Drink, You Drive, You Lose.

Countermeasure Selection/Impact Assessment:

- **Mass Media Campaigns Effectiveness*****
- **Research Based**

Project Name:	Think First Injury Prevention Program	Description:	See Below
Sub-Recipient:	Research Foundation	Funding Sources:	Section 402 SA
Funding Amounts:	\$25,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1904-18	Program Funding Code:	Safe Communities

This grant will partner with the Research Foundation in the Kansas City area. The research foundation assists teens that have experienced a traumatic brain injury in a motor vehicle crash. These teens will present to other teens on the importance of occupant protection, the risks associated with impaired driving and distracted driving.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Kansas Transportation Safety Conference	Description:	See Below
Sub-Recipient:	University of Kansas	Funding Sources:	Section 402 SA
Funding Amounts:	\$156,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1905-18	Program Funding Code:	Safe Communities

This project provides for an annual two-day statewide transportation safety conference to support the implementation of identified safety strategies and improve communication among diverse transportation safety advocates, both youth and adult. Four concurrent tracks – Youth, Law Enforcement, Injury Control, and Roadway Safety – with five workshops each, along with three general session presentations provide ample opportunities for learning within and between specialties. Preceding the conference is a day of specialty training sessions, each three to six hours in length. Topics addressed are chosen by a diverse panel of practitioners representing each of the four tracks, and are intended as responses to current or near-future challenges. KU Center for Research, Inc. is contracted to provide support through the university’s Department of Continuing Education for all non-program functions such as marketing, registration, and meeting site negotiations and on-site logistics.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Project Name:	Electronic Grant Management System	Description:	See Below
Sub-Recipient:	TBD	Funding Sources:	Section 402 SA
Funding Amounts:	\$500,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1907-18	Program Funding Code:	Safe Communities

This project will fund an electronic grant administration and tracking system. Potential grantees will have the ability to submit grant applications, reimbursement vouchers and progress reports electronically. This system will also improve work flow, contract documentation, monitoring inside the Traffic Safety office.

Project Name:	Racial Profiling	Description:	See Below
Sub-Recipient:	Kansas Attorney General	Funding Sources:	Section 1906 Prohibit Racial Profiling
Funding Amounts:	\$20,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-2302-18	Program Funding Code:	1906 Prohibit Racial Profiling

Through this funding stream, Kansas will focus on gathering and making any racial profiling traffic stop data available for public viewing through the Attorney General's website.

Project Name:	Biased Based Policing	Description:	See Below
Sub-Recipient:	KU Center for Research	Funding Sources:	Section 1906 Prohibit Racial Profiling
Funding Amounts:	\$20,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-2303-18	Program Funding Code:	1906 Prohibit Racial Profiling

The Kansas Law Enforcement Training Center will continue their racial profiling training to teach the latest law enforcement curriculum developed by the Department of Justice on the subject of racial profiling. These trainers will then be available to teach the curriculum to the 7400+ law enforcement officers at selected locations across the state.

Countermeasure Selection/Impact Assessment:

- **Communications and Outreach**

Traffic Records

Development, coordination and availability of current traffic records is vital to problem identification. This program will support the Traffic Records Coordinating Committee (TRCC) and provide an avenue to promote sharing of relevant traffic safety data. The TRCC has representatives from many state and local entities all striving to breakdown the silos of information that current exist. The TRCC Strategic Plan and Performance Measures documents can be found in the state of Kansas Section 405(c) application.

TRCC Individuals, Agency, Title, Duties and Core Data set

Name	Agency	Title	Duties/ Responsibilities	Core Data Set
Aaron Bartlett	Mid-America Regional Council	Senior Transportation Planner	Regional Planner KC/Technology	Local Roadway/Local Crash
Al Thimmesch	Kansas Peace Officers Association	Secretary/Treasurer	Crime Prevention/ Legis. Advancement	Local Law Enforcement
Brian Coon	Wichita City Engineering Office	ADA Title II Coordinator	Public Works/Data Manager	Local Roadway/Local Crash
Capt. Lance Royer	Shawnee County Sheriff's Office	Captain	Crime Prevention/Data Manager	Local Crash/Local Crime
Carman Allen	KDHE, Preparedness and Trauma Systems	Director	Health & Wellness/Data User	Trauma
Lt Colonel. Randy Moon	Kansas Highway Patrol	Lieutenant Colonel	Crime Prevention/Data Administrator	Crash and Crime
Chief Todd Ackerman	Marysville Police Department	Chief	Crime Prevention/Data Administrator	Local Crash/Local Crime
Chris Bortz	KDOT, Bureau of Safety & Technology	Traffic Safety Program Manager	Traffic Safety/Data User	Crash
Capt. Chris Turner	Kansas Highway Patrol	Captain	Commercial Motor Vehicles Administrator	Crash, Crime and Commercial Motor Vehicle
David LaRoche	Federal Highway Administration/ US DOT	Safety Specialist	FHWA Data User	VMT
Don Cathey	Kansas Highway Patrol	Officer	Crime Prevention/Data Administrator	Crash and Crime
Doyle King	Kansas Association of Chiefs of Police	Executive Director	Law Enforcement	Local Law Enforcement

Ed Boring	KDOT, Federal Motor Carrier Safety Admin.	State Program Specialist	FMCSA/Data User	Commercial Vehicle
Ed Klumpp	Kansas Association of Chiefs of Police	Legislative Committee	Law Enforcement/Data Support	Local Law Enforcement
Gary Herman	KDOT, Bureau of Safety & Technology	Asst. Traffic Safety Program Manager	Traffic Safety/Data User	Crash
Glen Yancey	Kansas Health & Environment	IT Director	Health-Wellness/Data Administrator	Trauma
Gordon Lansford	Kansas Department of Administration	Director, KCJIS	Data Support	Crime
Jeff Neal	KDOT Information Technology	Chief Information Officer	Data/Technology Administrator	Crash and Roadway
Jeffrey Maxon	KDOR, Information Services	Information Security Officer	Data Security	Driver and Vehicle
Joe House	Emergency Medical Services	Deputy Director	Medical/Data Administrator	EMS
Joe Mandala	Kansas Bureau of Investigation	Chief Information Officer	Data/Technology Administrator	Crime and Criminal History
Joey Rangel	Kansas Corporation Commission	Applications Dev. Supervisor	Technology/Planner	Crime
Justin Bramlett	Kansas Highway Patrol	Captain	Law Enforcement/Data Administrator	Crash and Crime
Kelly O'Brien	Office of Judicial Administration	Director, Information Systems	Data/Technology Administrator	Courts
Ken Nelson	KU Dept. of Education/KS Geological Survey	Section Manager/DASC Manager	Program Manager	Roadway/GIS
Kevin Cronister	KDOR, Information Services	Chief Information Officer	Data/Technology Administrator	Driver and Vehicle
Kyle Gonterwitz	KDOT, Transportation Planning	GIS Manager	Data Manager	Roadway
Leslie Moore	Kansas Bureau of Investigation	Director, Information Serv.	Data/Technology Administrator	Crime and Criminal History
Lisa Kaspar	KDOR, Division of Vehicles	Director	Data User	Driver and Vehicle

Mark Thurman	Kansas Highway Patrol	Chief Information Officer	Data/Technology Administrator	Crash and Crime
Matthew Weatherford	ITERIS, Inc.	Program Manager	Technology/Planner	Consultant
Melanie Waters	Office of Judicial Administration	OJA Administrator	Data/Technology Administrator	Courts
Jeff Halloran	NHTSA, Region 7	Deputy Administrator	Federal Rep. Reg. VII	FARS
Sandy Horton	Kansas Sheriff's Administration	Executive Director	Crime Prevention/Data User	Local Law Enforcement
Scott Ekberg	KS 911 Coordinating Council	NG 911 Administrator	Program Administrator	Next Generation 911
Shawn Brown	KDOT, Information Technology Services	Infrastructure Support Mgr.	Data/Technology Administrator	Crash and Roadway
Steven Buckley	KDOT, Bureau of Safety & Technology	Traffic Safety Engineer	Traffic Safety/Data User	Crash
Thad Hoffman	ITERIS, Inc.	Program Manager	Technology/Planner	Consultant

The Kansas Department of Transportation is the Lead State Agency for any Maintenance of Effort administration in support of 405(c) projects. This amount will be determined at a later date.

Achievement of the Quantitative Improvement

Timeliness of Crash Reporting

The following table demonstrates the length of time it takes the crash data to enter the state crash database (KCARS). An improvement of 17 days from date of crash to crash database and available for data query was achieved.

Dates	Number of Crash Reports Processed	Average Days	Change
4/1/2015 to 3/31/2016	60,713	52 Days	
4/1/2016 to 3/31/2017	60,539	35 Days	Decrease of 17 Days

Timeliness and Completeness of EMS Data

The following table demonstrates the highest number of EMS providers participating/reporting in KEMSIS. An improvement of 31 agencies and increase of 28,200 reports received was achieved.

Dates	Number of EMS Providers	Change
4/1/2015 to 3/31/2016	111	
4/1/2016 to 3/31/2017	142	Increase of 31

Dates	Number of EMS Reports Received	Change
4/1/2015 to 3/31/2016	173,857	
4/1/2016 to 3/31/2017	202,057	Increase of 28,200

Countermeasures:

Project Name:	Electronic Citation Reporting	Description:	See Below
Sub-Recipient:	Analysts International	Funding Sources:	Section 405(c)
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4604-18	Program Funding Code:	405c Data Program

The eCitation portion of this contract has a couple distinct projects. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a Kansas Criminal Justice Information System (KCJIS) production environment.

Project Name:	eCitation Management	Description:	See Below
Sub-Recipient:	Kansas Bureau of Investigation	Funding Sources:	Section 405(c)
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4602-18	Program Funding Code:	405c Data Program

This project will enable the KBI to hire a person to manage the e-Citation repository. This position will be responsible for questions from local users or other citation data consumers.

Project Name:	KCJIS Security Architecture, Phase 2	Description:	See Below
Sub-Recipient:	Kansas Bureau of Investigation	Funding Sources:	Section 405(c)
Funding Amounts:	\$400,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4601-18	Program Funding Code:	405c Data Program

This project will execute, in a phased manner, KBI's strategic plan adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture. It will provide flexibility to our stakeholders, gain the ability to include a broader range of users, regain our footing as a leading security domain, and maintain our strong security footing.

Project Name:	GIS Mapping Integration	Description:	See Below
Sub-Recipient:	KU Center for Research	Funding Sources:	Traffic Records Enhancement Funds
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4200-18	Program Funding Code:	

GIS Mapping Integration is an efficient method to display crash locations to an internet audience with the context of a map. This has long been a goal for the TRCC, local public works, KDOT, NHSTA, FHWA and other safety advocates.

Project Name:	Crash Portal	Description:	See Below
Sub-Recipient:	Iteris Inc	Funding Sources:	Section 405(c)
Funding Amounts:	\$350,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-4603-18	Program Funding Code:	405c Data Program

These funds will provide for the framework for a new crash portal. This includes problem identification, proposed solutions, and implementation to insure system availability. Goals of this system are to increase the number of crash reports received electronically and improve the work flow of administering more than 60,000 reports annually.

Project Name:	Traffic Records RAPID	Description:	See Below
Sub-Recipient:	Analysts International	Funding Sources:	Section 408 Data Program SAFETEA-LU
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-2150-18	Program Funding Code:	408 Data Program Incentive

Report and Police Impaired Drivers (RAPID) system was developed to address deficiencies related to Driving Under the Influence (DUI) charges and prosecutions. It has improved the ability of courts to accurately charge and prosecute DUI by leveraging existing repositories and resources already provided by KCJIS data. Funds are also provided to create the interface between RAPID and the Office of Judicial Administration.

Project Name:	Crash Reporting and Form	Description:	See Below
Sub-Recipient:	TBD	Funding Sources:	Section 405(c)
Funding Amounts:	\$900,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-2150-18	Program Funding Code:	405c Data Program

KDOT in conjunction with the TRCC and our Federal partners will work to add additional elements to the current crash report.

Project Name:	Project Management	Description:	See Below
Sub-Recipient:	Iteris Inc	Funding Sources:	Section 405(c)
Funding Amounts:	\$300,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-2150-18	Program Funding Code:	405c Data Program

These funds support a Project Management Consultant. This consultant assists KDOT in management of the traffic records contracts and development of the Strategic Plan and Performance Measures documents.

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Kansas Department of Revenue	State	Dept of Motor Vehicles and Driver's Licensing
Kansas Highway Patrol	State and Federal	State Patrol, Traffic Data, Enforcement and develop and maintain Kansas Law Enforcement Reporting software

Office of Judicial Administration	State	Courts and Adjudication
Kansas Criminal Justice Information System	State	Governance of courts, criminal history and portal for criminal justice users
Kansas Board of Emergency Medical Services	State	Emergency Medical Services statewide
Kansas Bureau of Investigation	State	Traffic and Criminal Data repository
Kansas Department of Health and Environment	State	Trauma Registry statewide
Kansas Association of Chiefs of Police and Kansas Peace Officers Association	State	Law Enforcement
Kansas Sheriff's Association	State	Law Enforcement
Mid America Regional Council	Federal and State	Metropolitan Planning Organization in the Kansas City area