State of Kansas

Highway Safety Plan FFY 2019

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The FFY 2019 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(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 combination of annual and five-year moving averages 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), TSS LELs (law enforcement liaisons), the 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.

	2012	2013	2014	2015	2016	2017	2018	2019
Crashes –Problems with or loss of Cargo	131	124	157	171	266			
Projections						265	297	328
Target							180	295

	2012	2013	2014	2015	2016	2017	2018	2019
Fatalities –Problems with or loss of Cargo	0	1	2	1	4			
Projections						4	5	6
Target								5

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.

	2012	2013	2014	2015	2016	2017
Fell Asleep or Fatigued Driving Crashes	817	867	969	948	1042	923

	2012	2013	2014	2015	2016	2017
Fell Asleep or Fatigued Driving Fatalities	16	13	18	12	15	19

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 26 counties and not only tracks belt use, but gender of front seat occupants, vehicle type and driver distractions. The 2017 study measured nearly 68,000 vehicles and more than 91,000 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 2017 Adult Study are:

> *Trucks, which account for about one in five vehicles observed, produce a substantially lower belt use rate (76%) than other vehicles (90%-91%), and male truck drivers are the lowest single category of belt users (75%). 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 6% were observed using a cell phone, about 2% are texting, dialing, or are otherwise looking at a cell phone while driving, and about 2% 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 2017 survey captured more than 33,000 children in 20 diversified counties. Excerpts from the 2017 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 23% 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 2016-2017 is about 88%. The 0-4 age group is buckled up at the highest rate, about 98%,*

followed by the 5-9 age group, with about 85% belt use rate. Among 10-14 year olds, about 85% were observed to be buckled up. And the 15-17 year olds were buckled up in about 85% 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 50 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. This conference will continue in 2019.

Beginning in FFY 18, KDOT hosted a Teen Traffic Safety Conference. The conference attracted 150 teens and an additional 50 teen sponsors. Belt use, underage drinking, impaired driving and distractions were the central topics of discussion. This conference will continue in 2019.

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 both the SHSP and HSP administrators are in the KDOT Bureau of Transportation Safety and Technology. Calculations of the four common performance targets used the five-year moving average 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.

Performance Plan

2019 Performance Measures

The state of Kansas is using 2012 – 2016 FARS and the state crash database to establish baseline and goals for the 2019 Highway Safety Plan. Additionally, we are using the 2017 statewide observational survey information to establish a baseline and establish the 2019 targets. The SHSP and HSP common measures are utilizing a five year moving average to calculate baseline and projections. All other measures defined in the HSP will use actual number for the same baseline period as referenced above. Each performance measure identifies the current trend, projections and goal. A percentage increase, decrease or no change in projection 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.

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Table 1

2019 Performance Measures

	Core Outcome Measures	2012-16 Baseline*	2016 Actual	2015-19 Projection*	2019 HSP Target	Target vs Projection Change
C-1	Number of Traffic Fatalities (FARS)	385	429	389	389	No Change
C-2	Number of Serious Injuries (KCARS)	1,312	1,137	990	980	1% Decrease
	Serious Injury Rate per 100 million VMT (KCARS)	4.247	3.552	3.062	3.000	2% Decrease
C-3	Fatalities/VMT (FARS/FHWA)	1.24	1.34	1.21	1.20	1% Decrease
	Rural Fatalities per 100 million VMT (FARS/FHWA)	1.956	1.896	1.787	1.751	1% Decrease
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.572	.82	.577	.555	1% Decrease
C-4	Number of unrestrained fatalities all positions (FARS)	150	150	125	123	1% Decrease
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	94	94	80	79	1% Decrease
C-6	Number of speeding fatalities (FARS)	106	106	114	113	1% Decrease
C-7	Number of motorcyclist fatalities (FARS)	52	52	54	53	2% Decrease
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	30	30	29	28	5% Decrease
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	55	55	48	47	3% Decrease
C-10	Number of pedestrian fatalities (FARS)	41	41	42	41	3% Decrease
C-11	Number of bicycle fatalities (FARS)	5	5	2	1	5% Decrease
Core Behavior Measure						
B-1	Observed seat belt use (FFY 17 State Survey)	82	82	87	88	5% Increase
FFY 17 Activity Measures						
A-1	Number of seat belt citations issued during grant-funded activities		20,356			
A-2	Number of impaired driving arrests made during grant-funded enforcement activities		543			
A-3	Number of speeding citations issued during grant-funded enforcement activities		6,335			
Kansas Specific Measures						
	Distracted Driving Crashes (KCARS)	17,497	17,497	19,017	18,827	1% Decrease

* Baseline is the 5 Year Moving Average for fatalities, fatality rate, serious injuries and serious injury rate. All other calculations utilize actual numbers for baseline, projections and targets.

Core Performance Measure Charts and Goals

Number of Traffic Fatalities (FARS):

Fatalities

	2013	2014	2015	2016	2017	2018	2019
Moving Ave - 5 yrs	392	391	376	385	396		
Projections from Trendline						389	389
HSP/HSIP Target							389

Legend: Moving Ave - 5 yrs ■ Projections from Trendline ■ HSP/HSIP Target ● Linear (Moving Ave - 5 yrs) ┈┈
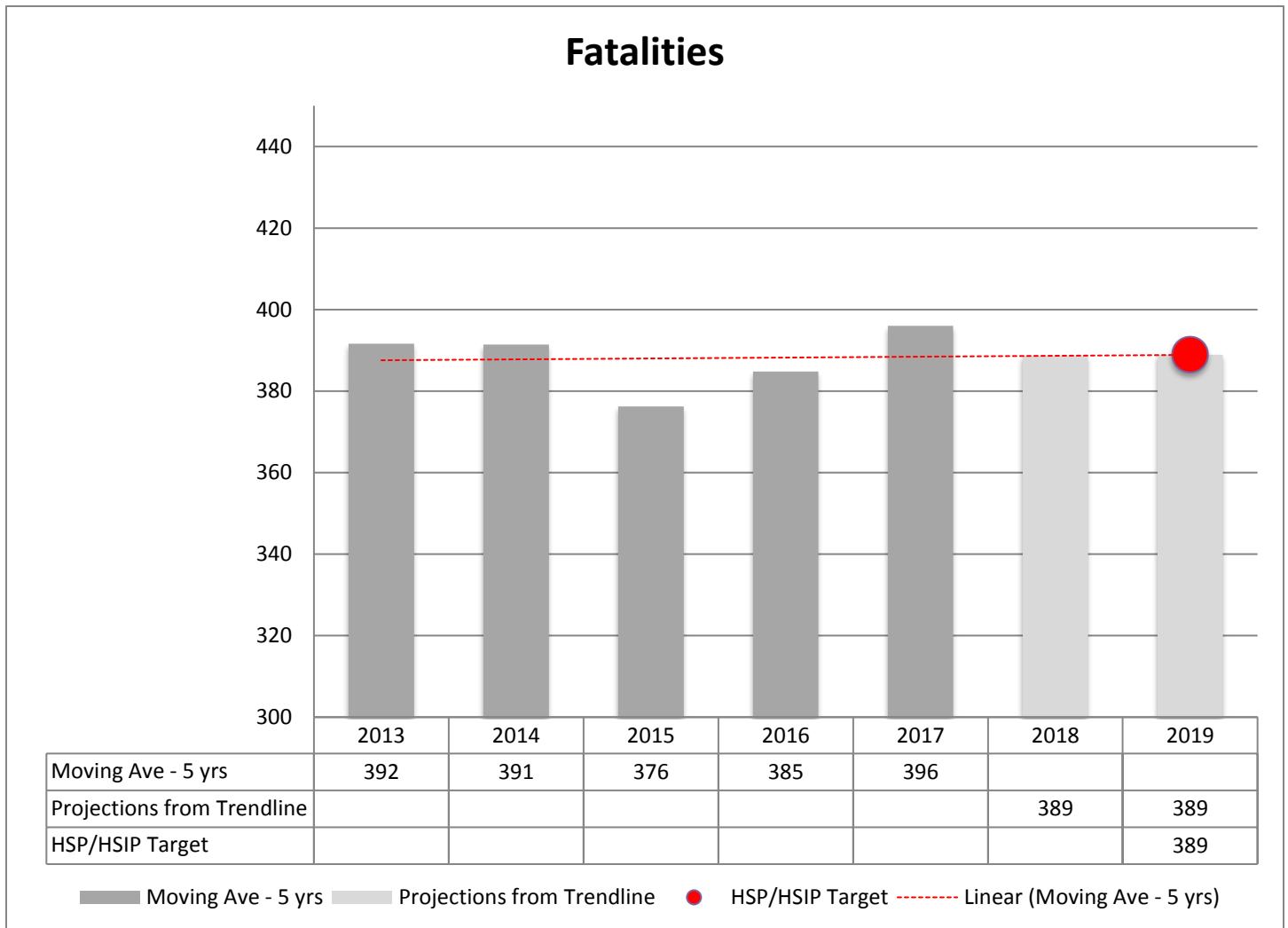
Goal Statement

Number of Traffic Fatalities: The 2019 five-year moving average projection based upon the trend line indicates 389 total fatalities. A zero percent reduction in this projection would derive our goal of 389 total fatalities in 2019. Based upon recent history, the trend line of the target, the zero percent reduction goal is realistic and attainable. The 2019 HSP and 2019 HSIP five-year moving average targets are equal.

Serious Injuries (KCARS):

Serious Injuries

	2013	2014	2015	2016	2017	2018	2019
Moving Ave - 5 yrs	1602	1507	1401	1312	1185		
Projections from Trendline						1093	990
HSP/HSIP Target							980

Legend: ■ Moving Ave - 5 yrs   ■ Projections from Trendline   ● HSP/HSIP Target   ------ Linear (Moving Ave - 5 yrs)
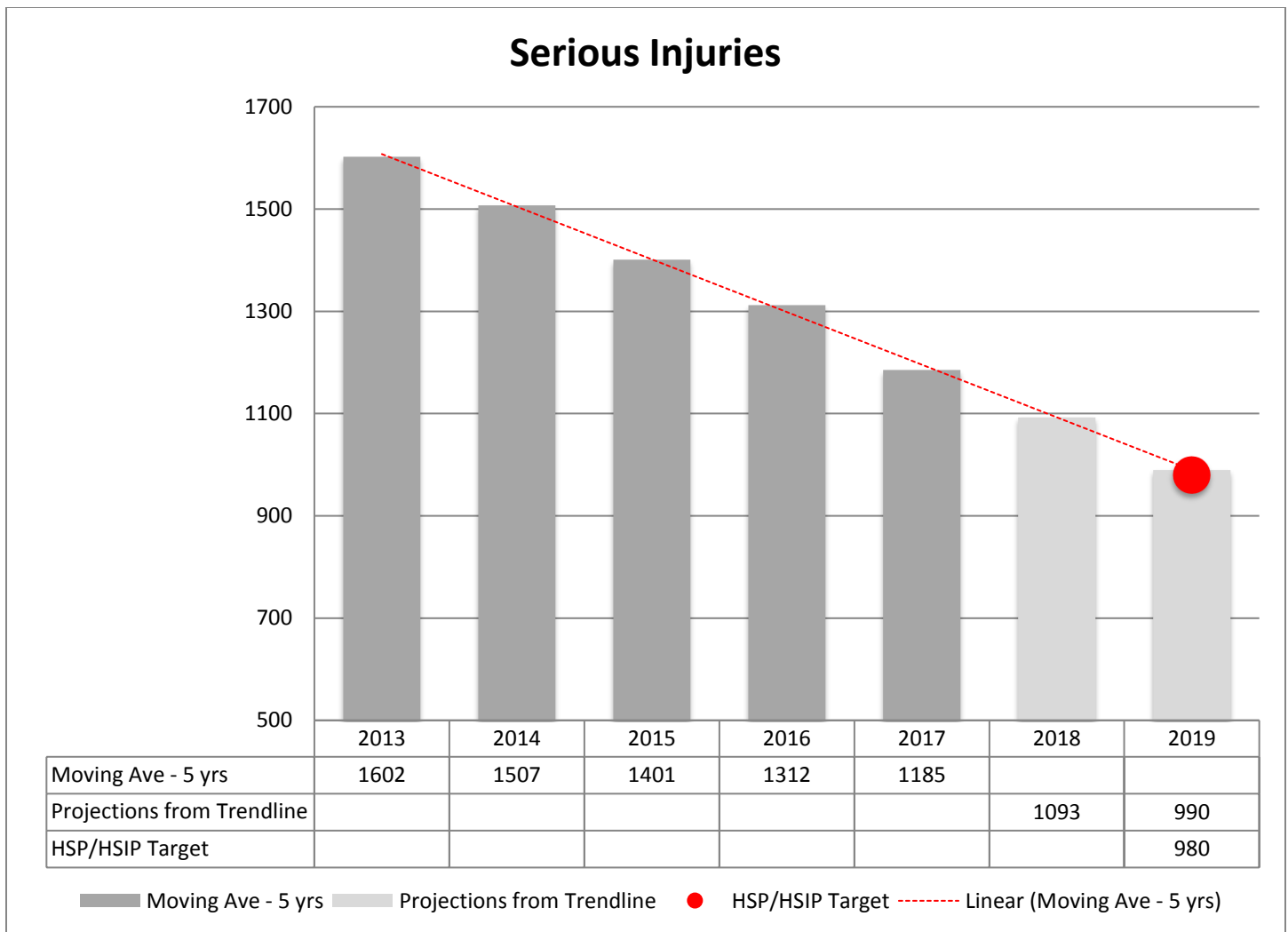
Goal Statement

Number of Serious Injuries: The 2019 five-year moving average projection based upon the trend line indicates 990 serious injuries. A one percent reduction in this projection would derive our goal of 980 serious injuries in 2019. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2019 HSP and 2019 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):

Fatalities per 100 Million VMT

	2013	2014	2015	2016	2017	2018	2019
Moving Ave - 5 yrs	1.30	1.29	1.23	1.24	1.26		
Projections from Trendline						1.22	1.21
HSP/HSIP Target							1.20

Legend: Moving Ave - 5 yrs, Projections from Trendline, ● HSP/HSIP Target, ----- Linear (Moving Ave - 5 yrs)

Goal Statement

Fatality Rate per 100 million VMT: The 2019 five-year moving average projection based upon the trend line indicates 1.21 fatalities per 100 million VMT. A one percent reduction in this projection will produce our goal of 1.20 fatalities per 100 million VMT in 2019. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2019 HSP and 2019 HSIP five-year moving average targets are equal.
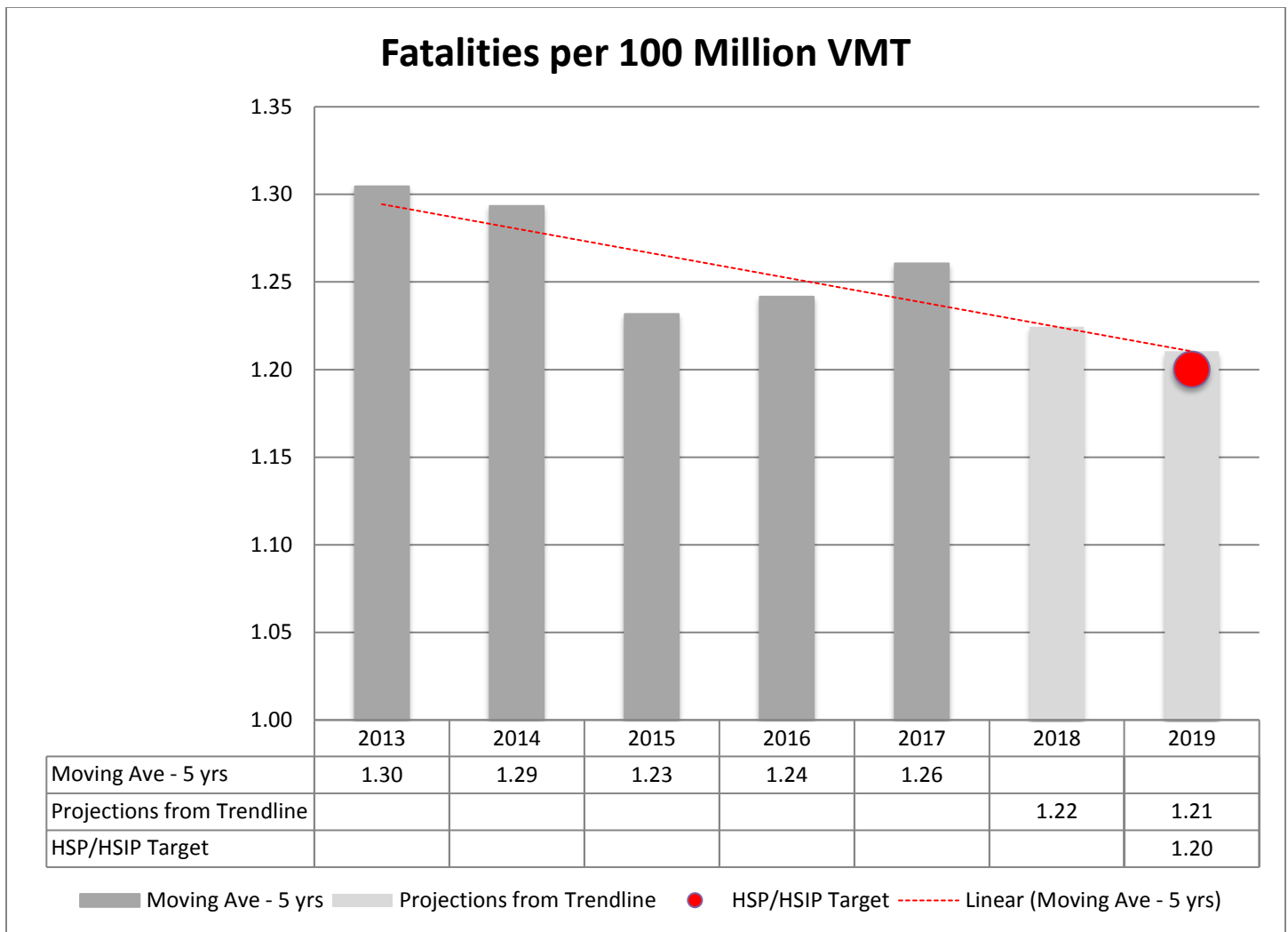
Serious Injury Rate (KCARS/FARS):

Serious Injuries per 100 Million VMT

	2013	2014	2015	2016	2017	2018	2019
Moving Ave - 5 yrs	5.336	4.983	4.590	4.247	3.794		
Projections from Trendline						3.444	3.062
HSP/HSIP Target							3.000

Legend: Moving Ave - 5 yrs | Projections from Trendline | ● HSP/HSIP Target | ------- Linear (Moving Ave - 5 yrs)

Goal Statement

Serious Injury Rate: The 2019 five-year moving average projection based upon the trend line indicates 3.062 serious injury rate per 100 million VMT. A two percent reduction in this projection would lead to our goal of 3.000 serious injury rate per 100 million VMT in 2019. Based upon recent history, the trend line of the target, the two percent reduction goal is realistic and attainable. The 2019 HSP and 2019 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.
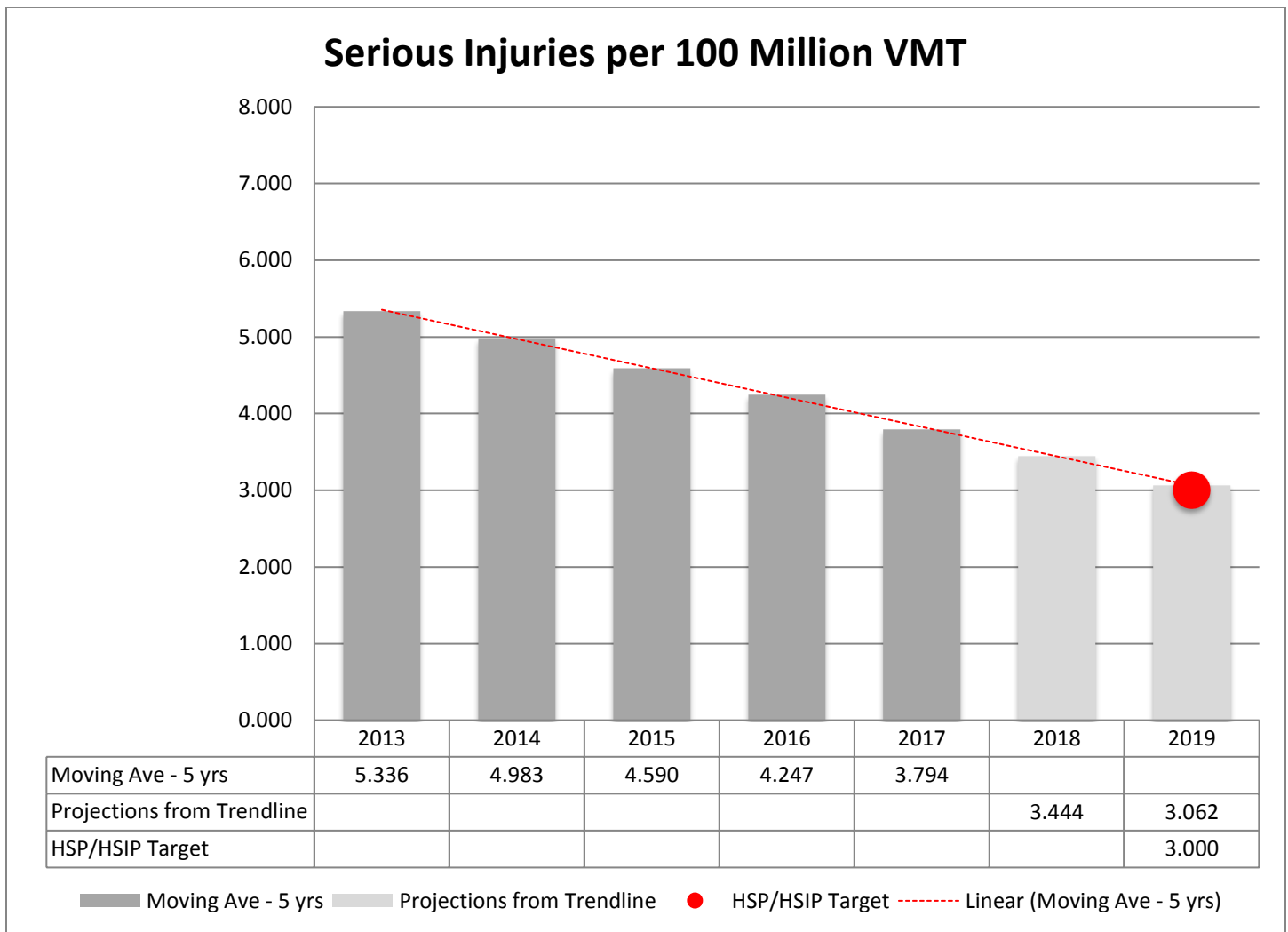
Rural Fatality Rate (FARS):
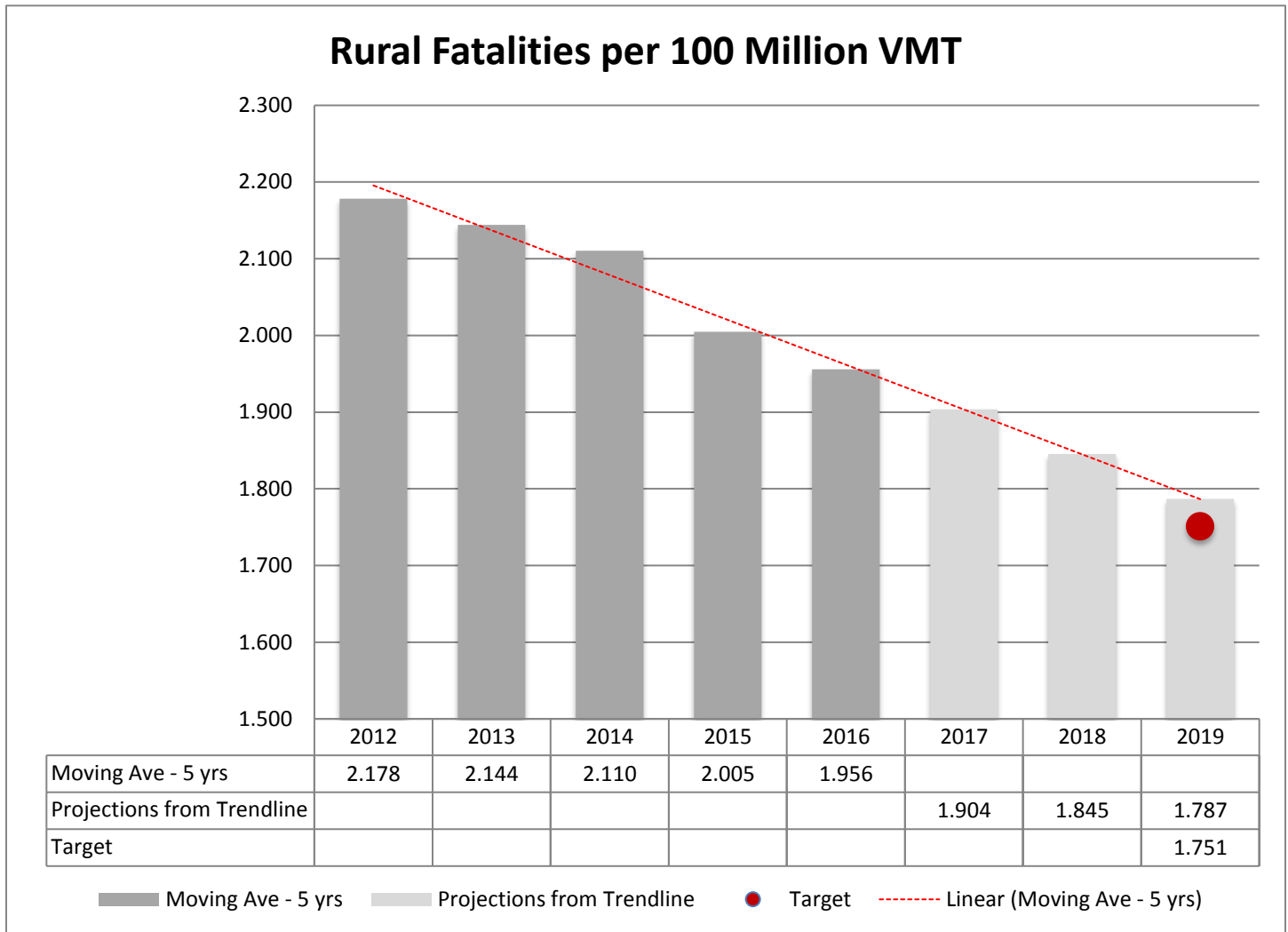
Rural Fatalities per 100 Million VMT

	2012	2013	2014	2015	2016	2017	2018	2019
Moving Ave - 5 yrs	2.178	2.144	2.110	2.005	1.956			
Projections from Trendline						1.904	1.845	1.787
Target								1.751

Legend: Moving Ave - 5 yrs | Projections from Trendline | Target | Linear (Moving Ave - 5 yrs)

Goal Statement

Rural Fatalities per VMT Goal Statement: The five-year 2019 projection based upon the trend line indicates 1.787 rural fatalities per 100 million VMT. A one percent reduction in this projection would equal our goal of 1.751 rural fatalities per 100 million VMT in 2019. This trend has stayed relatively flat and therefore a one percent reduction goal is realistic and attainable.

Urban Fatality Rate (FARS):

Urban Fatalities per 100 Million VMT

	2012	2013	2014	2015	2016	2017	2018	2019
Moving Ave - 5 yrs	0.518	0.502	0.518	0.502	0.572			
Projections from Trendline						0.555	0.566	0.577
Target								0.555

Legend: Moving Ave - 5 yrs ▪ Projections from Trendline ▪ Target ● Linear (Moving Ave - 5 yrs) ------

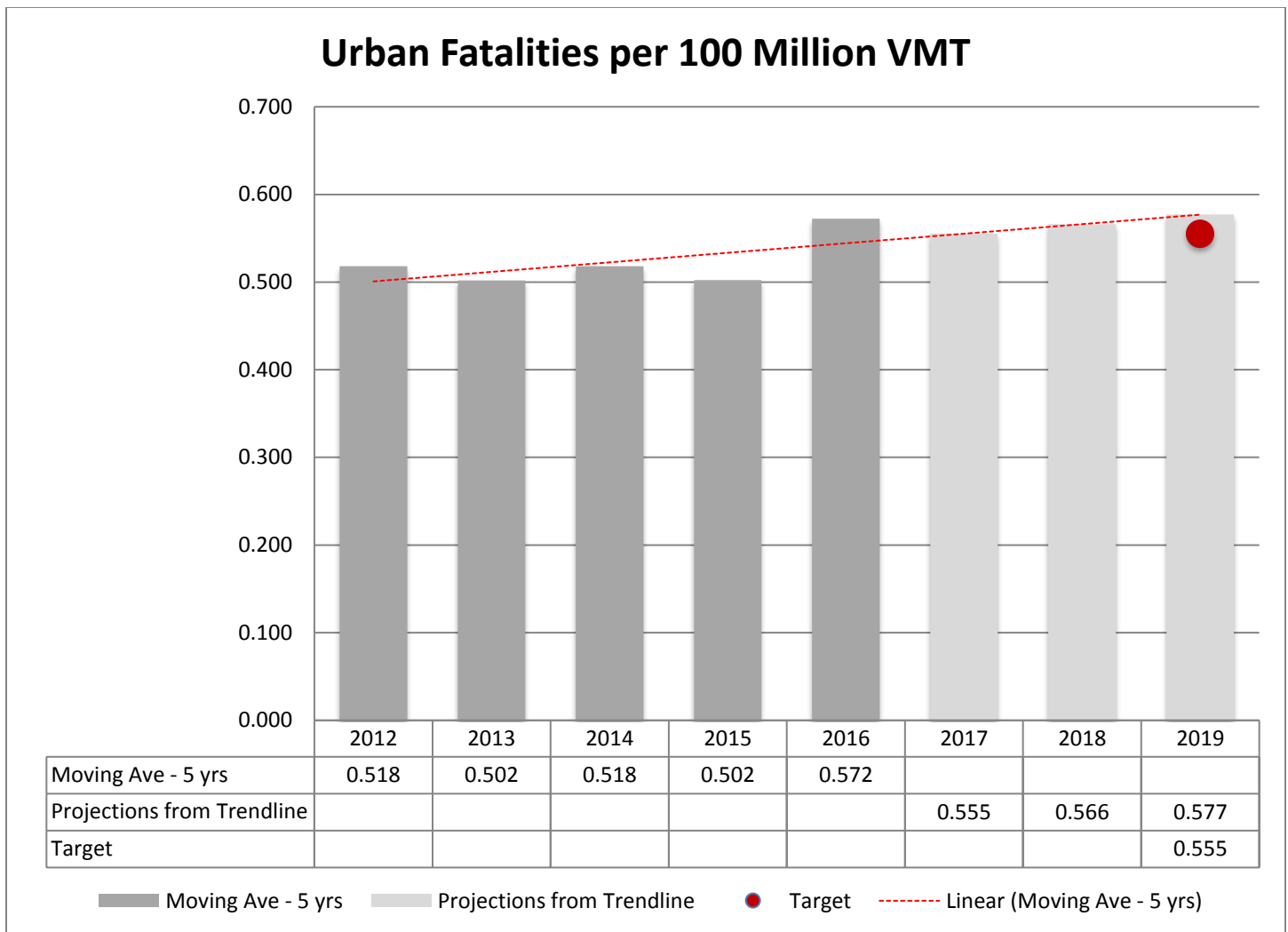**Goal Statement**

Urban Fatalities per VMT Goal Statement: The five-year 2019 projection based upon the trend line indicates .577 urban fatalities per 100 million VMT. A one percent reduction in this projection would equal our goal of .555 urban fatalities per VMT in 2019. Based upon recent history, the one percent reduction goal is realistic and attainable.

Unrestrained Fatalities All Positions (FARS):

Unrestrained Fatalities

	2012	2013	2014	2015	2016	2017	2018	2019
# Unrestrained Fatalities	163	146	150	127	150			
Projections from Trendline						134	129	125
Target								123

Legend: # Unrestrained Fatalities — Projections from Trendline — Target — Linear (# Unrestrained Fatalities)
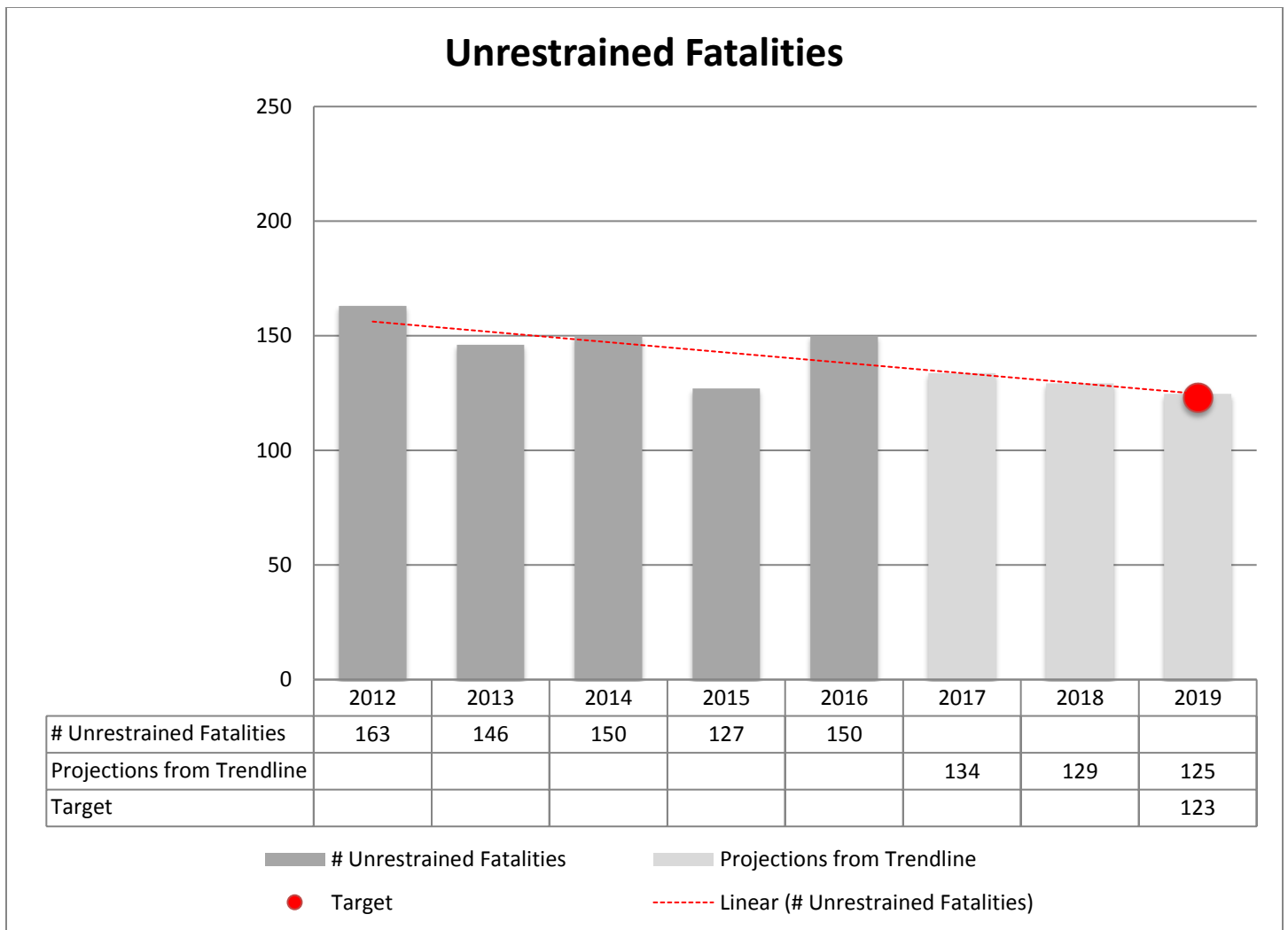
Goal Statement

Unrestrained Fatalities all Positions: The five-year 2019 projection based upon the trend line indicates 125 unrestrained fatalities. A one percent reduction in this projection would equal our goal of 123 unrestrained fatalities in 2019. 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)

Fatalities with BAC at or above .08
Auto and Motorcycle

	2012	2013	2014	2015	2016	2017	2018	2019
# Fatalities at or above .08	104	98	108	83	94			
Projections from Trendline						87	83	80
Target								79

Legend: # Fatalities at or above .08 | Projections from Trendline | Target | Linear (# Fatalities at or above .08)
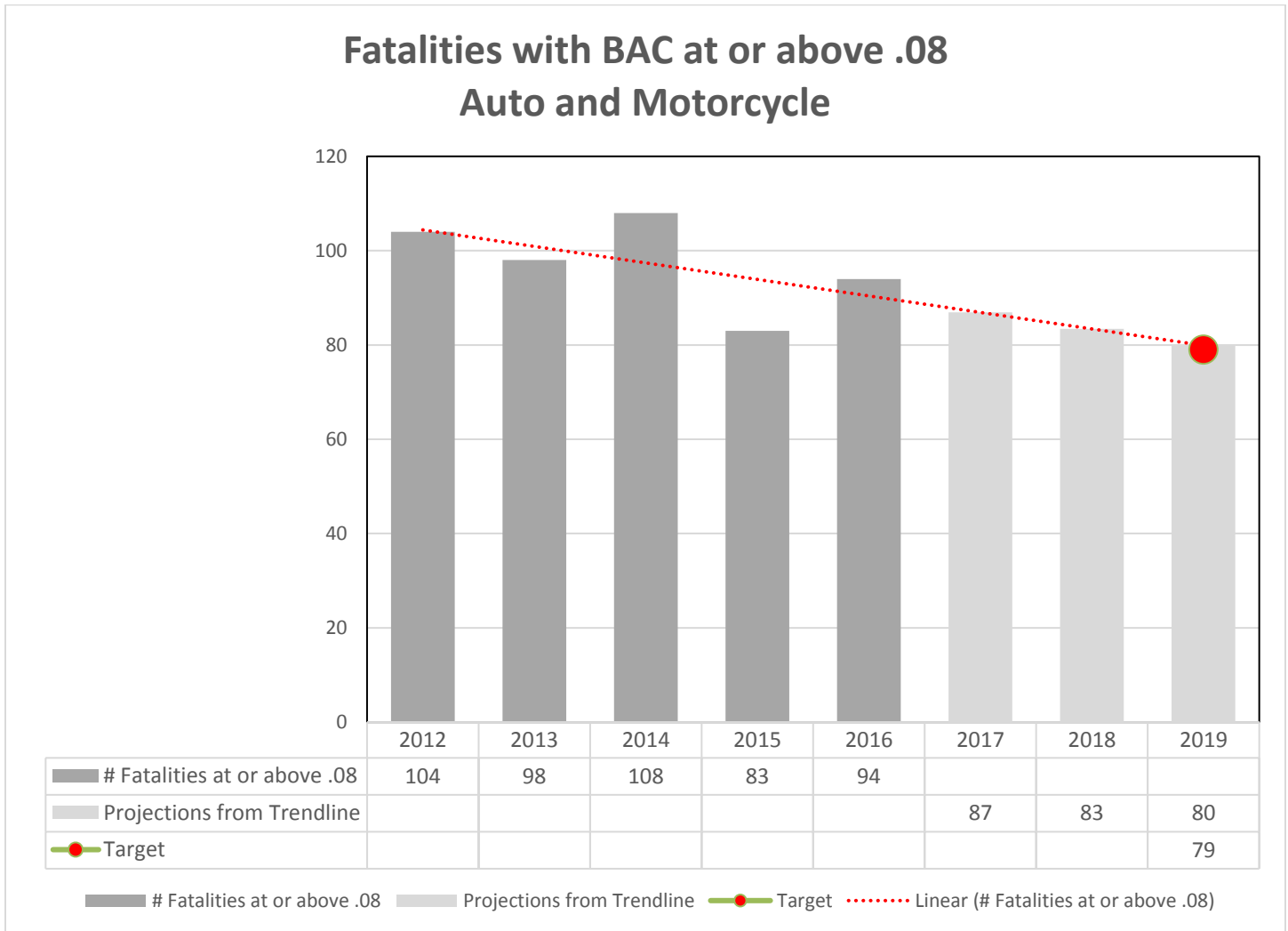
Goal Statements

Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS): The five-year 2019 projection based upon the trend line indicates 80 alcohol-impaired fatalities. A one percent reduction in this projection would equal our goal of 79 alcohol impaired fatalities in 2019. Based upon recent history, the recent achievements in impaired driving legislation, a one percent reduction goal is realistic and attainable.

Speeding Fatalities (FARS):
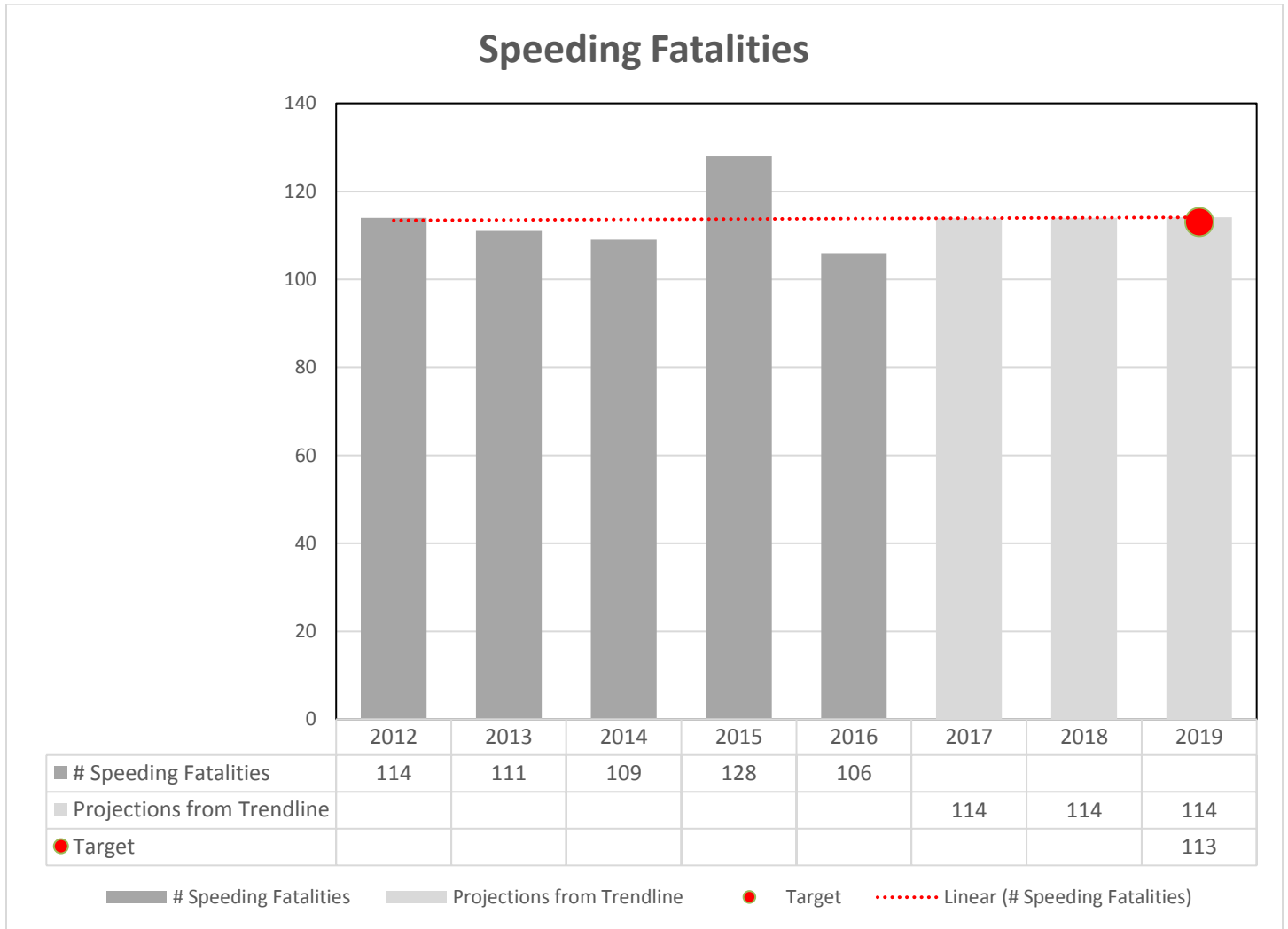
Speeding Fatalities

	2012	2013	2014	2015	2016	2017	2018	2019
# Speeding Fatalities	114	111	109	128	106			
Projections from Trendline						114	114	114
Target								113

Legend: # Speeding Fatalities | Projections from Trendline | Target | Linear (# Speeding Fatalities)

Goal Statement

Speeding Fatalities: The annual 2019 projection based upon the trend line indicates 114 speeding fatalities. A one percent reduction in this projection would equal our goal of 113 speeding fatalities in 2019. Based upon recent history and absent any recent law changes, a one percent reduction goal is realistic and attainable.

Number of Motorcyclist Fatalities (FARS):

Motorcycle Fatalities

	2012	2013	2014	2015	2016	2017	2018	2019
# Motorcycle Fatalities	48	35	48	44	52			
Projections from Trendline						51	52	54
Target								53

Legend: # Motorcycle Fatalities   Projections from Trendline   ● Target   ········· Linear (# Motorcycle Fatalities)
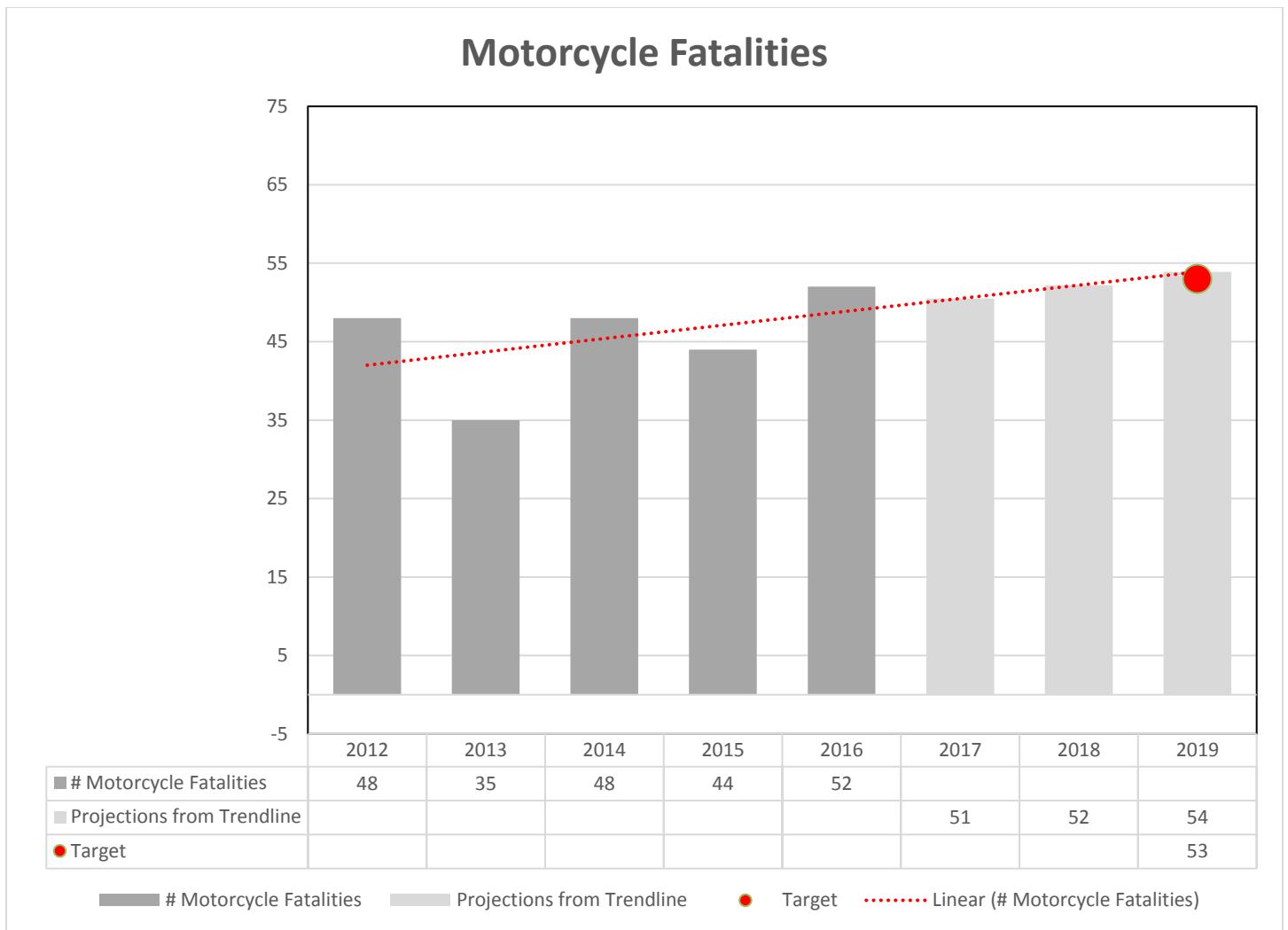
Goal Statement

Motorcycle Fatalities: The annual 2019 projection based upon the trend line indicates 54 motorcyclist fatalities. A one percent reduction in this projection would equal our goal of 53 motorcyclist fatalities in 2019. Based upon recent history, a one percent reduction goal is realistic and attainable.

Number of un-helmeted Motorcyclist Fatalities (FARS):

Unhelmeted Motorcycle Fatalities

	2012	2013	2014	2015	2016	2017	2018	2019
Unhelmeted MC Fatalities	34	18	28	28	30			
Projections from Trendline						28	28	29
Target								28

Legend: Unhelmeted MC Fatalities — Projections from Trendline — Target — Linear (Unhelmeted MC Fatalities)

Goal Statement

Un-helmeted Motorcycle Fatalities: The annual 2019 projection based upon the trend line indicates 29 un-helmeted motorcyclist fatalities. A one percent reduction in this projection would equal our goal of 28 un-helmeted motorcyclist fatalities in 2019. Based upon recent history, and absent a universal helmet law, a one percent reduction goal is realistic and attainable.
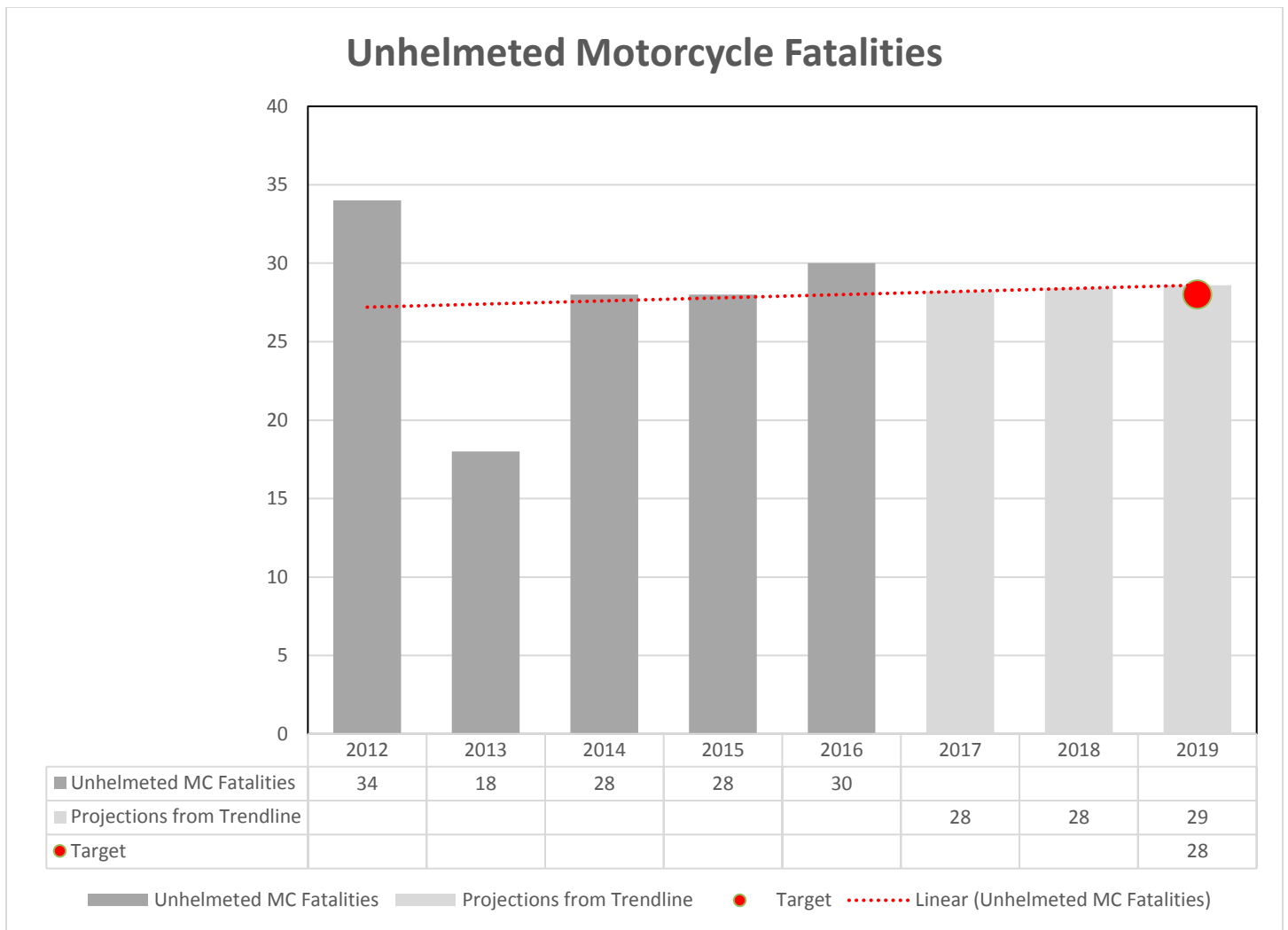
20

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

Fatal Crashes - Driver 20 and Under

	2012	2013	2014	2015	2016	2017	2018	2019
■ Fatal Crashes, Driver LE 20	68	54	55	60	55			
■ Projections from Trendline						52	50	48
● Target								47

Legend: ■ Fatal Crashes, Driver LE 20   ■ Projections from Trendline   ● Target   ┄┄ Linear (Fatal Crashes, Driver LE 20)
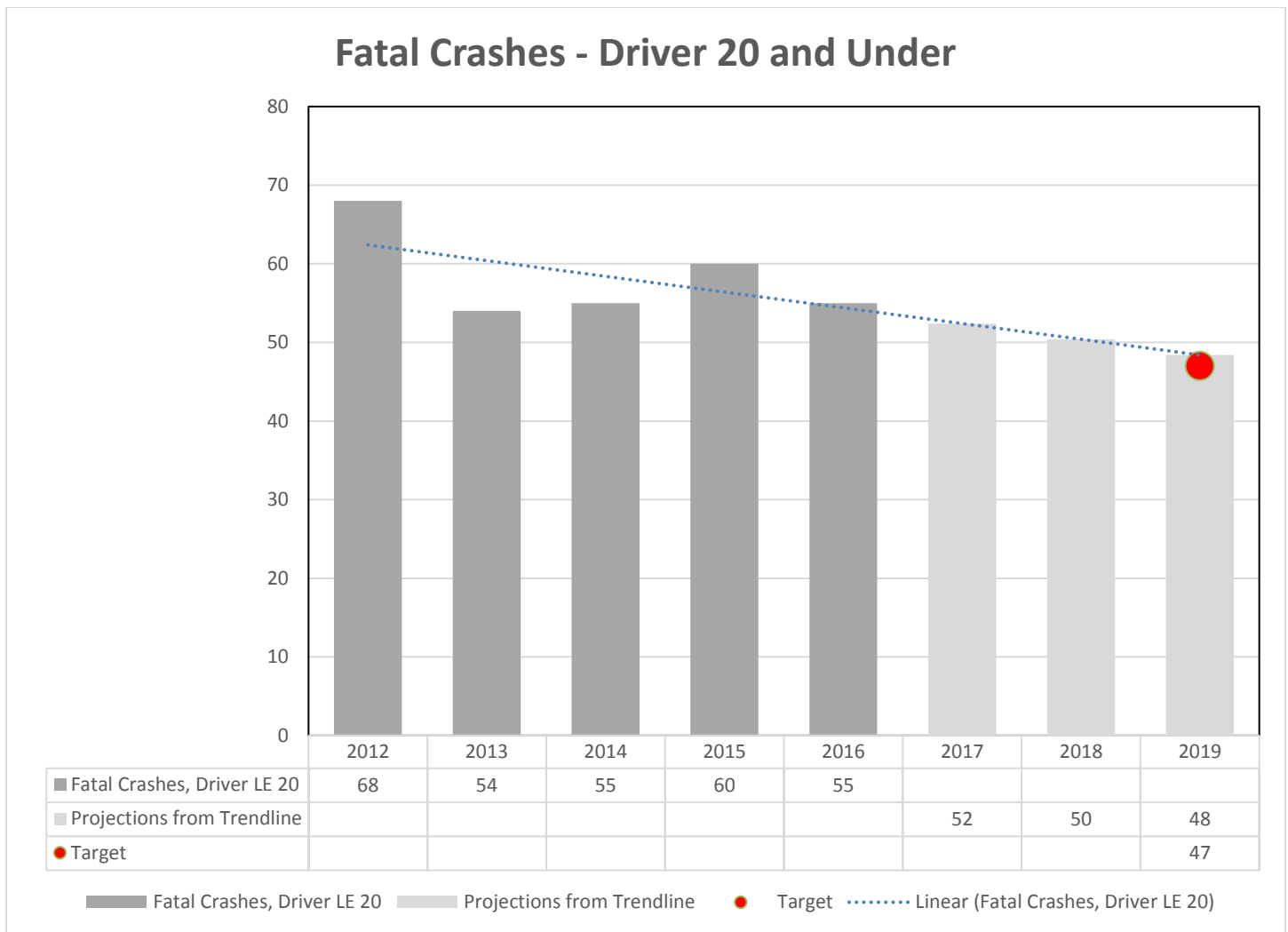
Goal Statement

Fatalities with Driver 20 or Under: The 2019 annual projection based upon the trend line indicates 48 fatalities with a driver age 20 or under. A one percent reduction in this projection would equal our goal of 47 fatalities with a driver age 20 or under in 2019. Based upon recent history, the recent legislative achievements in our GDL law and expansion of the SAFE program, a one percent reduction goal is realistic and attainable.

Pedestrian Fatalities (FARS):

Pedestrian Fatalities

	2012	2013	2014	2015	2016	2017	2018	2019
Pedestrian Fatalities	26	25	23	24	41			
Projections from Trendline						37	39	42
Target								41

Legend: Pedestrian Fatalities | Projections from Trendline | Target | ⋯⋯ Linear (Pedestrian Fatalities)
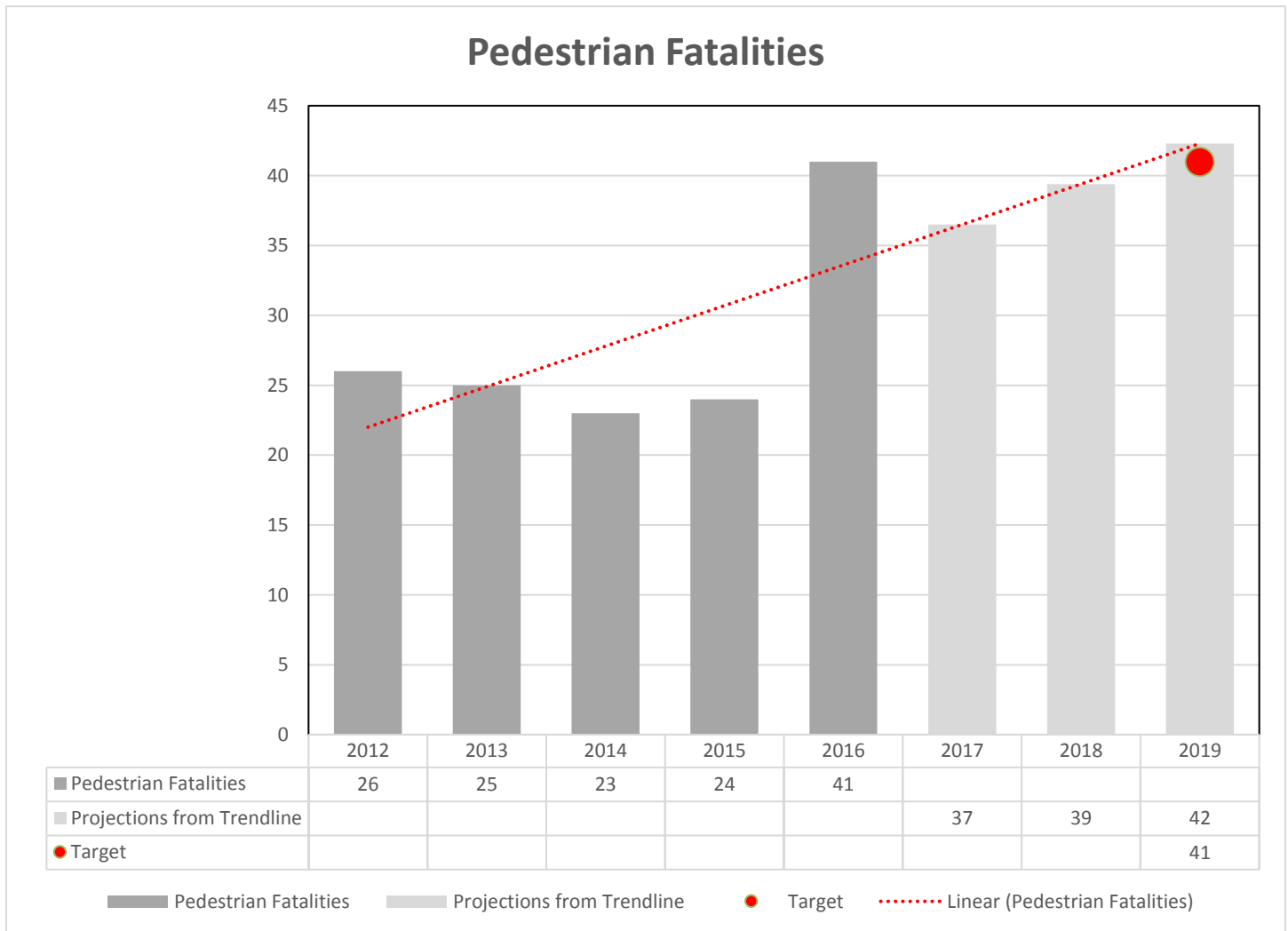
Goal Statement

Pedestrian Fatalities: The 2019 annual projection based upon the trend line indicates 42 pedestrian fatalities. A one percent reduction in this projection would equal our goal of 41 pedestrian fatalities in 2019. Based upon recent history, and relatively small number of pedestrian fatalities, a one percent reduction goal is realistic and attainable.
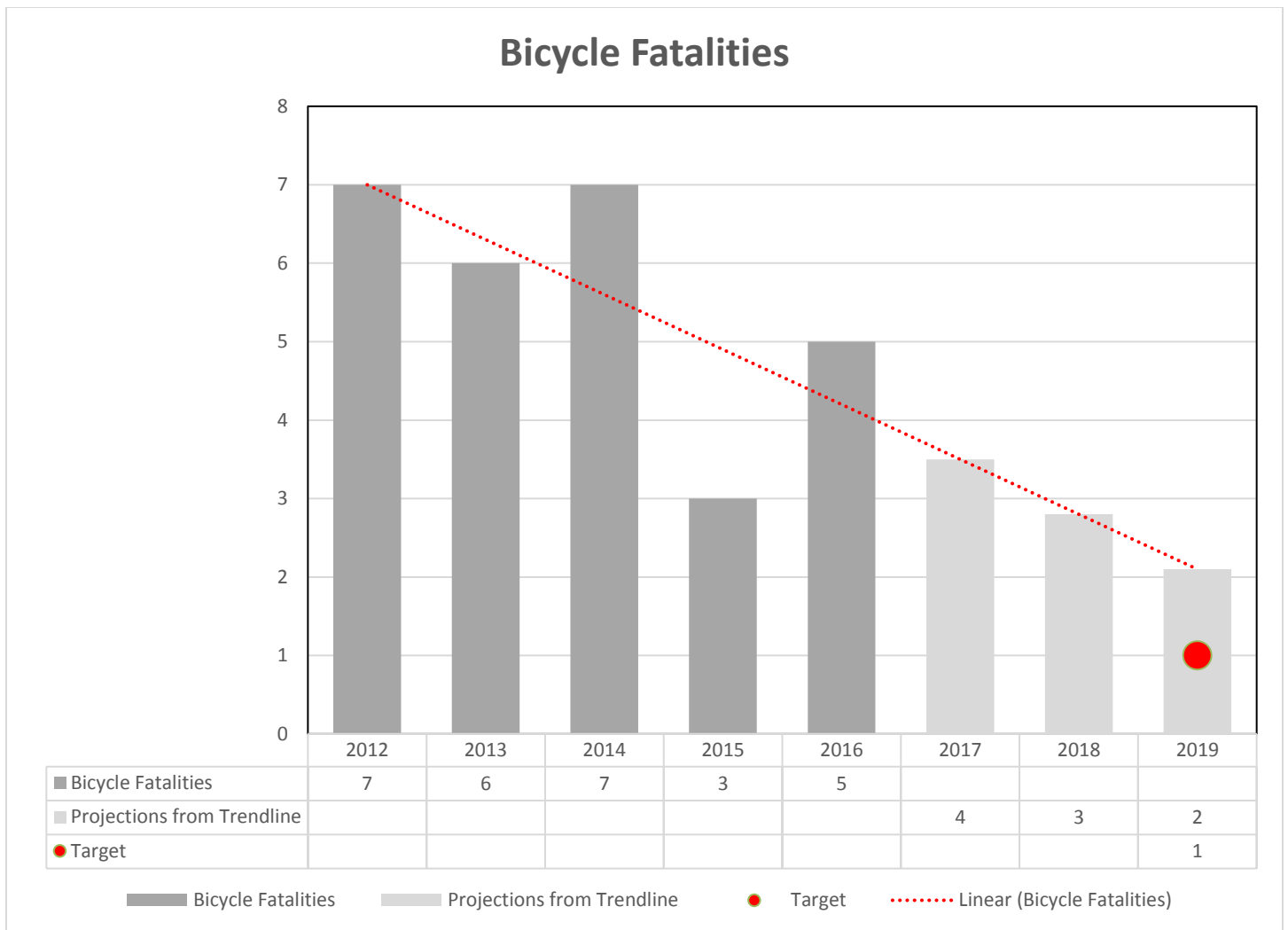
Bicycle Fatalities (FARS):

Bicycle Fatalities

	2012	2013	2014	2015	2016	2017	2018	2019
■ Bicycle Fatalities	7	6	7	3	5			
▨ Projections from Trendline						4	3	2
● Target								1

Legend: ▬ Bicycle Fatalities   ▬ Projections from Trendline   ● Target   ·····Linear (Bicycle Fatalities)
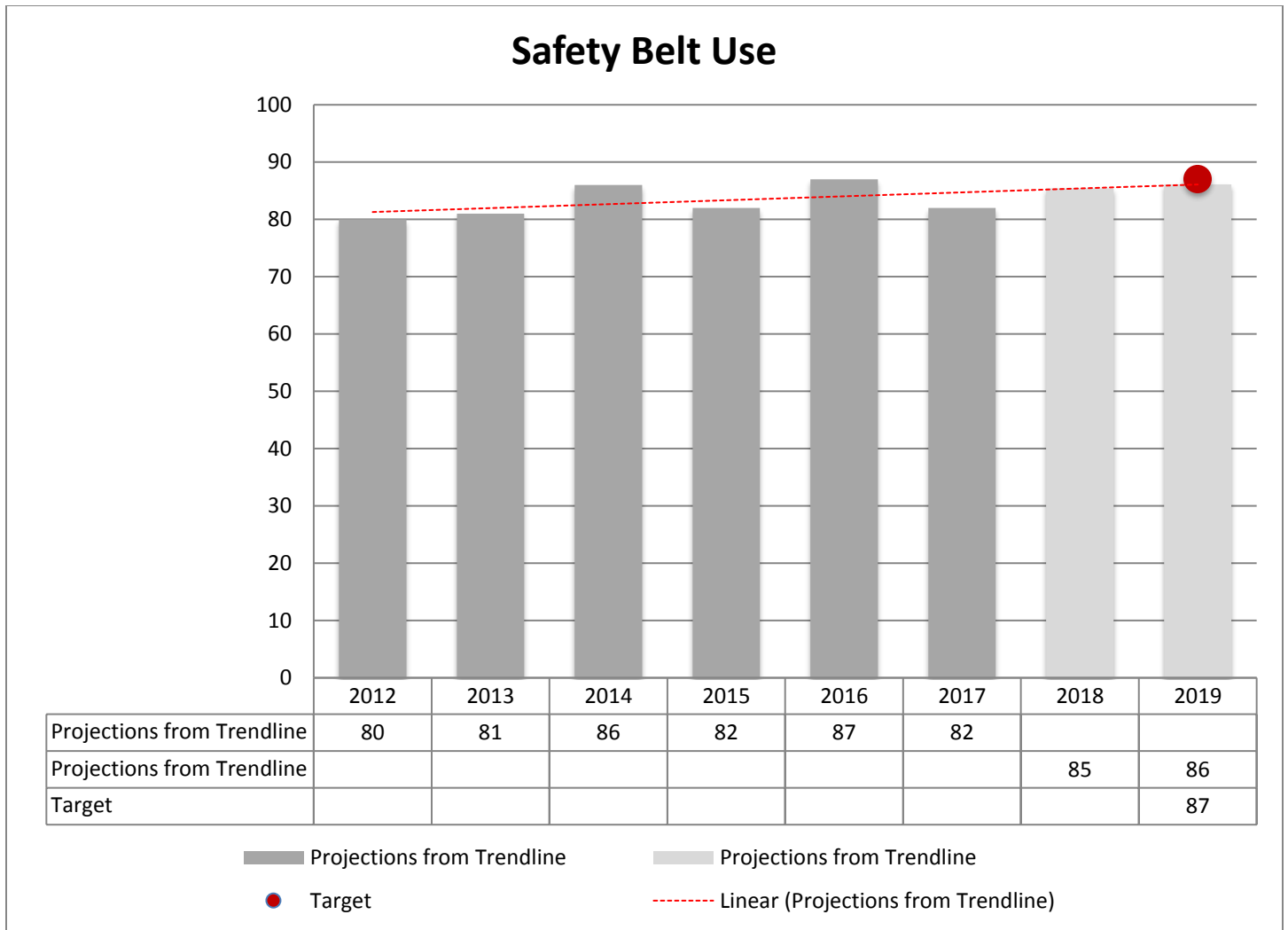
Goal Statement

Bicycle Fatalities: The 2019 annual projection based upon the trend line indicates two bicycle fatalities. A fifty percent reduction in this projection would equal our goal of one bicycle fatality in 2019. Based upon recent history, and relatively small number of bicycle fatalities, a fifty percent reduction goal is realistic and attainable.

Seatbelt Use Rate (State Survey):

Safety Belt Use

	2012	2013	2014	2015	2016	2017	2018	2019
Projections from Trendline	80	81	86	82	87	82		
Projections from Trendline							85	86
Target								87

Legend:
- Projections from Trendline
- Projections from Trendline
- Target
- Linear (Projections from Trendline)

Goal Statement

Seat Belt Usage: The 2019 annual projection based upon the trend line indicates an 86 percent observed belt use rate. A five percent increase in this projection would equal our goal of an 87 percent observed belt use rate in 2019. Based upon recent history, and recent gains in the number of observed persons wearing seat belts, a five percent increase is realistic and attainable.

Distracted Driving Crashes (KCARS):

Distracted Driving Crashes

	2012	2013	2014	2015	2016	2017	2018	2019
Distracted Driving Crashes	15,198	15,399	16,312	16,480	17,497			
Projections from Trendline						17881	18449	19017
Target								18827

Legend: Distracted Driving Crashes | Projections from Trendline | Target | Linear (Distracted Driving Crashes)
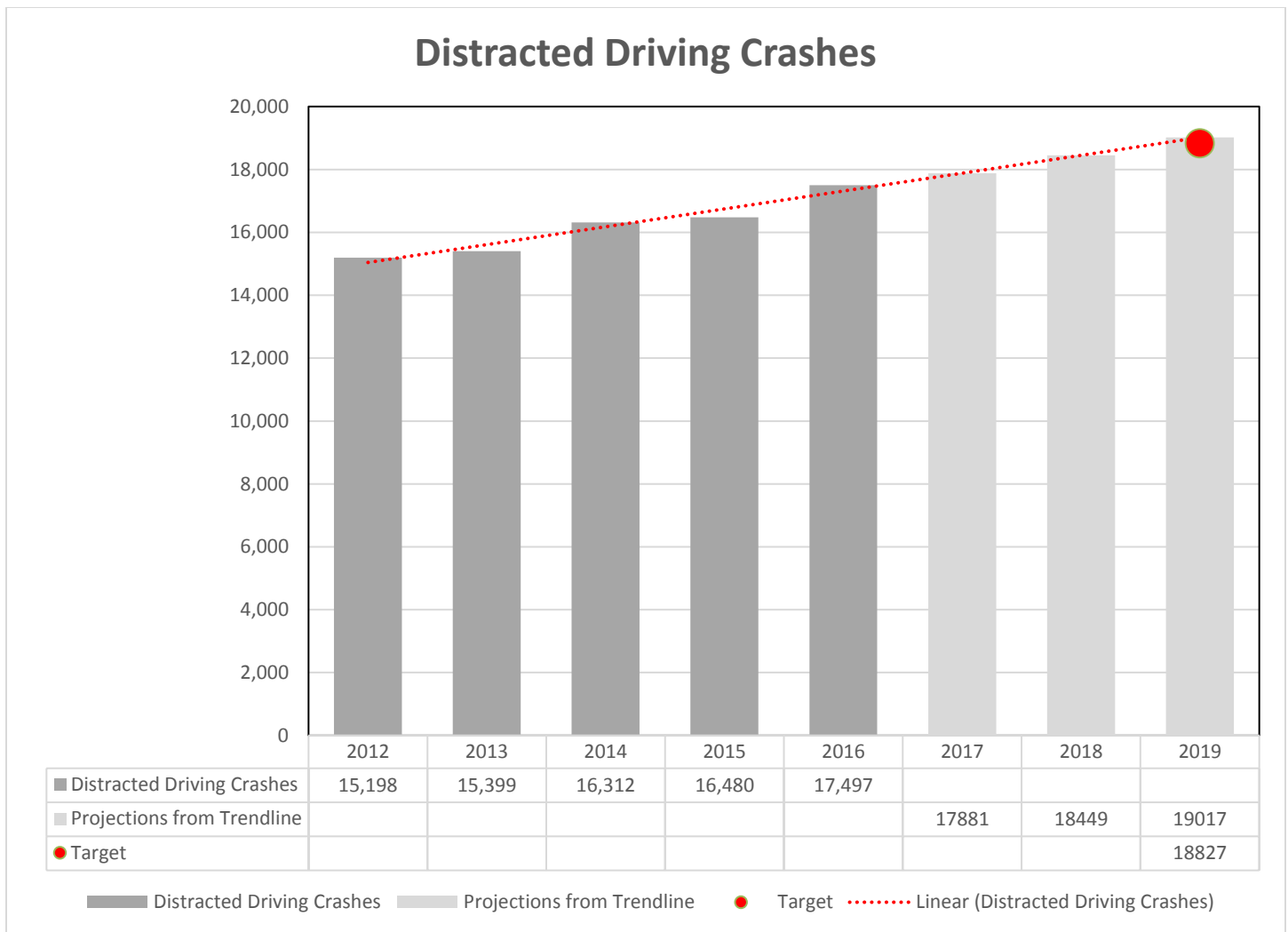
Goal Statement

Distracted Driving Crashes: The 2019 annual projection based upon the trend line indicates 19,017 distracted driving crashes. A one percent reduction in this projection would equal our goal of 18,827 distracted driving crashes in 2019. 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 centered on Labor Day and Holiday DUI crackdown focused on New Year's Eve. Additionally, the state provides overtime grants for 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 referenced in our problem identification.

The TSEP 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 problem identification data 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		
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, Alcohol Crackdown and December Holiday 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.

Fatal Crashes

The state of Kansas experienced 381 fatal crashes in 2016. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These thirty-six counties represent more than 80 percent of all fatal 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 established overtime enforcement grants with law enforcement partners in these counties in an effort to reduce crashes, provide training opportunities through our Traffic Safety Resource Prosecutor and work with local media to address traffic challenges.

Table 5

2016 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP	IDDP	NSEP
1	SEDGWICK	55	14.44%	14.44%	STEP	IDDP	NSEP
2	JOHNSON	29	7.61%	22.05%	STEP	IDDP	NSEP
3	SHAWNEE	26	6.82%	28.87%	STEP	IDDP	NSEP
4	WYANDOTTE	18	4.72%	33.60%	STEP		
5	SALINE	13	3.41%	37.01%	STEP	IDDP	
6	LEAVENWORTH	12	3.15%	40.16%	STEP	IDDP	
7	RENO	12	3.15%	43.31%	STEP	IDDP	NSEP
8	MONTGOMERY	11	2.89%	46.19%	STEP	IDDP	NSEP
9	BUTLER	9	2.36%	48.56%	STEP		
10	FRANKLIN	9	2.36%	50.92%	STEP		
11	CRAWFORD	8	2.10%	53.02%	STEP		
12	MCPHERSON	7	1.84%	54.86%	STEP		
13	FINNEY	6	1.57%	56.43%	STEP		
14	JEFFERSON	6	1.57%	58.01%			
15	SUMNER	6	1.57%	59.58%	STEP		

16	DOUGLAS	5	1.31%	60.89%	STEP	IDDP	NSEP
17	SEWARD	5	1.31%	62.20%	STEP		NSEP
18	WABAUNSEE	5	1.31%	63.52%	STEP		
19	BROWN	4	1.05%	64.57%	STEP		
20	CHASE	4	1.05%	65.62%			
21	CHEROKEE	4	1.05%	66.67%	STEP		
22	COWLEY	4	1.05%	67.72%	STEP		
23	FORD	4	1.05%	68.77%	STEP	IDDP	NSEP
24	GEARY	4	1.05%	69.82%	STEP		
25	LABETTE	4	1.05%	70.87%	STEP		
26	MIAMI	4	1.05%	71.92%	STEP	IDDP	
27	RILEY	4	1.05%	72.97%		IDDP	
28	ALLEN	3	0.79%	73.75%	STEP		
29	BARTON	3	0.79%	74.54%	STEP		
30	CLOUD	3	0.79%	75.33%	STEP		
31	GRAY	3	0.79%	76.12%			
32	GREENWOOD	3	0.79%	76.90%	STEP		
33	KEARNY	3	0.79%	77.69%			
34	LYON	3	0.79%	78.48%	STEP		
35	MORRIS	3	0.79%	79.27%			
36	NEMAHA	3	0.79%	80.05%	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.

***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 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 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

2016 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP	IDDP	NSEP
1	JOHNSON	396	18.07%	18.07%	STEP	IDDP	NSEP
2	SEDGWICK	387	17.66%	35.72%	STEP	IDDP	NSEP
3	SHAWNEE	143	6.52%	42.24%	STEP	IDDP	NSEP
4	DOUGLAS	120	5.47%	47.72%	STEP		
5	WYANDOTTE	120	5.47%	53.19%	STEP		
6	LEAVENWORTH	65	2.97%	56.16%	STEP		
7	SALINE	56	2.55%	58.71%	STEP	IDDP	
8	RILEY	55	2.51%	61.22%	STEP	IDDP	
9	BUTLER	48	2.19%	63.41%	STEP		
10	LYON	44	2.01%	65.42%	STEP		
11	RENO	44	2.01%	67.43%	STEP	IDDP	NSEP
12	COWLEY	43	1.96%	69.39%	STEP		
13	FINNEY	35	1.60%	70.99%	STEP		
14	FORD	34	1.55%	72.54%	STEP	IDDP	NSEP
15	GEARY	28	1.28%	73.81%	STEP		
16	ELLIS	26	1.19%	75.00%	STEP	IDDP	
17	MIAMI	24	1.09%	76.09%	STEP	IDDP	
18	FRANKLIN	23	1.05%	77.14%	STEP		

19	MONTGOMERY	21	0.96%	78.10%	STEP	IDDP	NSEP
20	HARVEY	19	0.87%	78.97%	STEP		
21	SUMNER	19	0.87%	79.84%	STEP		
22	MCPHERSON	17	0.78%	80.61%	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.
***Nighttime Seatbelt Enforcement Program-conducts overtime enforcement centered on night time drivers and passengers.

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 26 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 2017, 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.

Yearly Belt Use Rates, S1200 Road Type 2017 Belt Use Rate, Descending			
County	**2015**	**2016**	**2017**
Reno	83.63%	86.45%	94.81%
Johnson	78.98%	96.45%	94.35%
Coffey*			91.19%
Leavenworth	86.82%	85.30%	89.83%
Cowley	86.24%	89.16%	89.26%
Shawnee	77.58%	91.23%	88.89%
Douglas	96.40%	88.62%	87.58%
Harvey	82.79%	79.22%	87.53%
Saline	86.65%	80.42%	86.82%
Jefferson	81.86%	80.64%	86.10%
Seward	96.16%	93.54%	85.89%

Sedgwick	94.64%	82.62%	85.87%
Butler	88.61%	84.27%	84.55%
Riley	82.58%	90.96%	84.39%
Franklin	88.56%	90.16%	84.33%
Ellsworth*			82.07%
Haskell*			81.73%
Wyandotte	78.85%	84.59%	80.41%
Lyon	71.25%	75.38%	79.48%
Labette	74.90%	60.96%	79.03%
Atchison	74.11%	73.81%	78.16%
Wabaunsee*			77.66%
Crawford	68.20%	84.38%	74.03%
Chase	74.61%	81.62%	71.39%
Montgomery	86.60%	87.13%	67.78%
Gove*			56.57%
*New to 2017 Site Sample			

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.

Belt Use Rates, Ranked by Percent Belted - 2017			
County	**S1100**	**S1200**	**S1400**	***Percent Belted**
Reno		94.81%	92.16%	94.28%
Johnson	94.55%	94.35%	87.90%	93.34%
Leavenworth	95.00%	89.83%	83.42%	90.22%
Ellsworth	94.87%	82.07%	85.00%	89.41%
Shawnee	91.53%	88.89%	75.00%	88.20%
Cowley		89.26%	83.60%	88.12%
Franklin	95.83%	84.33%	63.16%	88.09%
Saline	91.94%	86.82%	76.47%	87.82%
Jefferson		86.10%	90.98%	86.85%
Coffey	82.88%	91.19%	72.50%	86.38%
Gove	94.49%	56.57%	25.00%	86.12%
Douglas	87.60%	87.58%	74.55%	85.89%
Harvey	84.98%	87.53%	81.82%	85.85%

Sedgwick	86.74%	85.87%	78.91%	84.78%
Riley	94.49%	84.39%	77.64%	82.33%
Wyandotte	85.11%	80.41%	72.15%	82.14%
Butler	78.90%	84.55%	62.07%	80.49%
Chase	86.28%	71.39%	44.00%	80.17%
Atchison		78.16%	85.19%	79.70%
Haskell		81.73%	69.77%	79.46%
Wabaunsee	82.39%	77.66%	18.75%	79.37%
Lyon	82.89%	79.48%	48.39%	78.53%
Seward		85.89%	44.44%	77.83%
Labette		79.03%	60.34%	76.16%
Crawford		74.03%	53.85%	70.13%
Montgomery		67.78%	48.21%	64.65%
*Weighted by Road Type				

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 NHTSA's three high-visibility enforcement campaigns, each of which is tied to a national holiday: Click It or Ticket (Memorial Day) and DUI mobilizations tied to New Year's Eve and Labor Day. Preceding these, in the program year, will be Kansas' Thanksgiving Safe Arrival, with its dual focus on occupant protection and DUI. Each of these campaigns will be supported with earned and paid media. Additional information on the media plans and budgets for these HVE mobilizations can be found in the Paid Media program area of the HSP. The current list of grantees can be referenced in the Police Traffic Services section of the HSP. In FFY 19, our planned expansion by at least 10 police agencies includes data driven locations for recruitment efforts. Additional information on Kansas STEP can be found in the Police Traffic Services 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-1400-19**	**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 crashes and fatalities. Included in this effort is the continuation of the Impaired Driving Taskforce. The Taskforce contains representatives from many state and local agencies including non-profits. Colorado's legalization of recreational marijuana in 2012 has been one of the main topics the task force is addressing because of the increase of marijuana found in Kansas. 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 and Roadside Oral Fluids Testing for law enforcement to test for drugs during a traffic stop.

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. Education school professionals with the KHP BAU will continue to occur via "Drugs in the Educational Environment" curriculum. 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 identified in our problem identification. 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 annual trend for 2019 projection based upon the trend line indicates 80 alcohol-impaired fatalities. A one percent reduction in this projection would equal our goal of 79 alcohol impaired fatalities in 2019. 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 oversite from the State Highway Safety Engineer.

Impaired Driving Task Force

NAME	E-MAIL	ORGANIZATION & TITLE
Steven Buckley	Steven.Buckley@ks.gov	Kansas Department of Transportation- State Highway Safety Engineer
Chris Bortz	Chris.Bortz@ks.gov	Kansas Department of Transportation- Manager State Highway Safety Office
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Sgt Kenneth Kooser	Kenneth.Kooser@sedgwick.gov	Sedgwick County Sheriff Office DUI Supervisor
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-4700-19**	**Program Funding Code:**	**405d Mid Range**

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-4703-19**	**Program Funding Code:**	**405d Mid Range**

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-4702-19**	**Program Funding Code:**	**405d Mid Range**

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-4709-19**	Program Funding Code:	**405d Mid Range**

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:
- **Prosecutor Training**
- **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:	**SP-4710-19**	Program Funding Code:	**405d Mid Range**

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*******
- **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-4704-19	Program Funding Code:	405d Mid Range

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.

Countermeasure Selection/Impact Assessment:
- **High Visibility Enforcement*******

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-4706-19	Program Funding Code:	405d Mid Range

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

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-4707-19	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:
- **High Visibility Enforcement*******

Project Name:	Ignition Interlock Admin	Description:	See Below
Sub-Recipient:	Kansas Department of Revenue	Funding Sources:	Section 405(d) II

Funding Amounts:	$250,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number:	SP-9999-19	Program Funding Code:	405d 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******

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-2251-19	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**

Youth Alcohol Enforcement Countermeasures:

Project Name:	**Underage Drinking Enforcement**	**Description:**	**See Below**
Sub-Recipient:	**Various**	**Funding Sources:**	**Section 402 YA**
Funding Amounts:	**$65,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number:	**SP-2252-19/SP-2253-19**	**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-2254-19**	**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*******

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-4704-19	DG	Lawrence Police Department
405(d)	SP-4704-19	EL	Hays Police Department
405(d)	SP-4704-19	FO	Dodge City Police Department
405(d)	SP-4704-19	JO	Johnson County Sheriff's Office
405(d)	SP-4704-19	JO	Mission Police Department
405(d)	SP-4704-19	JO	Olathe Police Department
405(d)	SP-4704-19	JO	Overland Park Police Department
405(d)	SP-4704-19	JO	Shawnee Police Department
405(d)	SP-4704-19	LV	Tonganoxie Police Department
405(d)	SP-4704-19	MG	Coffeyville Police Department
405(d)	SP-4704-19	RL	Riley County Police Department
405(d)	SP-4704-19	RN	Hutchinson Police Department
405(d)	SP-4704-19	RN	Reno County Sheriff
405(d)	SP-4704-19	SA	Saline County Sheriff's Office
405(d)	SP-4704-19	SG	Sedgwick County Sheriff
405(d)	SP-4704-19	SG	Wichita Police Department
405(d)	SP-4704-19	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 2019 annual projection based upon the trend line indicates 19,017 distracted driving crashes. A one percent reduction in this projection would equal our goal of 18,827 distracted driving crashes in 2019. 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-4901-19**	**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:
- o **Texting Enforcement*******
- o **Communication Campaign**

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 2019 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 trend for 2019 projection based upon the trend line indicates 54 motorcyclist fatalities. A one percent reduction in this projection would equal our goal of 53 motorcyclist fatalities in 2019. Based upon recent history, a one percent reduction goal is realistic and attainable.

Un-helmeted Motorcycle Fatalities: The five-year trend for 2019 projection based upon the trend line indicates 29 un-helmeted motorcyclist fatalities. A one percent reduction in this projection would equal our goal of 28 un-helmeted motorcyclist fatalities in 2019. Based upon recent history, and absent a universal helmet law, a one percent reduction goal is realistic and attainable.

State Data/Performance Measures:

Motorcycle Crashes involving other vehicles: There were 1095 motorcycle/moped crashes/53 fatalities in 2016, with 511 of those crashes involving a motorcycle and at least one other vehicle, resulting in 27 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 (56%) of all multi-vehicle motorcycle crashes and fatalities.

2016 Motorcycle/Moped Crashes involving another motor vehicle, by County			
County	Crashes	County	Crashes
SEDGWICK	166	CLOUD	2
JOHNSON	83	DICKINSON	2
SHAWNEE	35	RUSSELL	2
SALINE	23	SUMNER	2
RILEY	18	THOMAS	2
DOUGLAS	17	ALLEN	1
RENO	15	CHASE	1
WYANDOTTE	10	CHEYENNE	1
CRAWFORD	8	DONIPHAN	1
LEAVENWORTH	8	EDWARDS	1
FORD	7	ELLSWORTH	1

JEFFERSON	7	GOVE	1
LYON	6	GREENWOOD	1
BUTLER	5	HAMILTON	1
CHEROKEE	5	HARPER	1
ELLIS	5	LABETTE	1
FRANKLIN	5	LANE	1
GEARY	5	LINN	1
MCPHERSON	5	MARION	1
MONTGOMERY	5	MARSHALL	1
COWLEY	4	MEADE	1
HARVEY	4	MORRIS	1
JACKSON	4	OSAGE	1
BARTON	3	PAWNEE	1
FINNEY	3	POTTAWATOMIE	1
KINGMAN	3	PRATT	1
MIAMI	3	SEWARD	1
NEMAHA	3	SHERMAN	1
NEOSHO	3	WABAUNSEE	1
ANDERSON	2	WASHINGTON	1
BOURBON	2	WILSON	1
BROWN	2	WOODSON	1
Total number of crashes involving another vehicle			**511**
50% of total = 256 (Top 3 counties = 284)			

Impaired Riding: There were 25 impaired motorcycle operator crashes in 2016, resulting in 11 fatalities. This data shows the state should target impaired-motorcycle educational and enforcement resources in Johnson, Sedgwick, Shawnee and Ford Counties, which will reach more than half of all impaired motorcycle crashes and fatalities.

2016 Alcohol-Related Motorcycle Crashes/Fatalities				
County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
JACKSON	4	3	0	0
SEDGWICK	269	3	14	3
MEADE	3	2	2	2
WYANDOTTE	35	2	2	0
SHAWNEE	76	1	2	1
FORD	9	1	0	0

JOHNSON	161	1	5	0
BROWN	7	1	2	1
DICKINSON	4	1	1	1
GEARY	23	1	0	0
HASKELL	1	1	0	0
LEAVENWORTH	31	1	1	0
MIAMI	12	1	0	0
MITCHELL	2	1	1	1
NEMAHA	8	1	1	1
RENO	31	1	0	0
RUSSELL	6	1	1	1
SALINE	44	1	0	0
WABAUNSEE	3	1	0	0
ALLEN	2	0	1	0
ANDERSON	6	0	1	0
ATCHISON	2	0	0	0
BARTON	8	0	0	0
BOURBON	3	0	0	0
BUTLER	19	0	1	0
CHASE	2	0	0	0
CHEROKEE	12	0	0	0
CHEYENNE	2	0	0	0
CLAY	2	0	0	0
CLOUD	6	0	1	0
COFFEY	2	0	0	0
COWLEY	11	0	1	0
CRAWFORD	13	0	0	0
DONIPHAN	3	0	0	0
DOUGLAS	42	0	1	0
EDWARDS	1	0	0	0
ELK	2	0	1	0
ELLIS	13	0	0	0
ELLSWORTH	1	0	0	0
FINNEY	9	0	0	0
FRANKLIN	12	0	1	0
GOVE	1	0	0	0
GRAY	2	0	0	0

GREENWOOD	2	0	0	0
HAMILTON	1	0	0	0
HARPER	1	0	0	0
HARVEY	12	0	1	0
JEFFERSON	19	0	1	0
KINGMAN	5	0	0	0
KIOWA	1	0	0	0
LABETTE	4	0	0	0
LANE	3	0	1	0
LINCOLN	1	0	0	0
LINN	5	0	0	0
LOGAN	1	0	0	0
LYON	15	0	1	0
MARION	3	0	0	0
MARSHALL	4	0	0	0
MCPHERSON	12	0	2	0
MONTGOMERY	14	0	3	0
MORRIS	4	0	0	0
NEOSHO	4	0	0	0
NESS	1	0	0	0
OSAGE	1	0	0	0
OSBORNE	1	0	0	0
OTTAWA	4	0	0	0
PAWNEE	1	0	0	0
PHILLIPS	1	0	0	0
POTTAWATOMIE	8	0	1	0
PRATT	1	0	0	0
RICE	2	0	0	0
RILEY	35	0	0	0
ROOKS	2	0	1	0
RUSH	1	0	0	0
SEWARD	2	0	0	0
SHERMAN	1	0	1	0
SMITH	1	0	0	0
STAFFORD	1	0	0	0
SUMNER	6	0	1	0
THOMAS	3	0	0	0

TREGO	1	0	0	0
WALLACE	1	0	0	0
WASHINGTON	1	0	0	0
WILSON	3	0	0	0
WOODSON	1	0	0	0
TOTAL	1095	25	53	11

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

The 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 second project led by Kansas Traffic Safety Resource Office 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:
- **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**

Funding will be provided to fund overtime to 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 2019 aimed at deterring impaired driving behaviors for all vehicle operators.

Impaired Motorcycle Operator Enforcement		
SP-1300-19	Gardner Police Department	$10,000
SP-1300-19	Johnson County Sheriff's Office	$10,000
SP-1300-19	Kansas City Police Department	$10,000
SP-1300-19	Lenexa Police Department	$10,000
SP-1300-19	Olathe Police Department	$10,000
SP-1300-19	Overland Park Police Department	$20,000
SP-1300-19	Sedgwick County Sheriff's Office	$20,000
SP-1300-19	Shawnee County Sheriff's Office	$20,000
SP-1300-19	Shawnee Police Department	$20,000
SP-1300-19	Topeka Police Department	$30,000
SP-1300-19	Wichita Police Department	$30,000
SP-1300-19	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 82% in 2017. 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 2019.

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 participating agencies in FFY 2000 to the point where, in 2018, participation has surpassed 170 police agencies. Over that period, participating agencies have issued 219,726 occupant restraint citations. 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 2017, nine NSEP participating agencies generated 1,106 tickets, while the statewide spring and fall school campaigns engaged the efforts of 131 agencies, which collectively issued 1,518 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 26 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	2013	2014	2015	2016	2017	2018*	2019*
Percent	81	86	82	87	82	85	87

*Projected

Unrestrained Fatalities (FARS)							
Year	2012	2013	2014	2015	2016	2017*	2018*	2019*
Fatalities	163	146	150	159	153	148	135	123

*Projected

Core Performance Measure Goals:

Seat Belt Usage: The 2019 annual projection based upon the trend line indicates an 86 percent observed belt use rate. A five percent increase in this projection would equal our goal of an 87 percent observed belt use rate in 2019. Based upon recent history, and recent gains in the number of observed persons wearing seat belts, a five percent increase is realistic and attainable.

Unrestrained Fatalities all Positions: The five-year 2019 projection based upon the trend line indicates 125 unrestrained fatalities. A one percent reduction in this projection would equal our goal of 123 unrestrained fatalities in 2019. 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 nearly 650 CPS Technicians to meet the needs of each inspection station and check-up event. Included in this number, 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
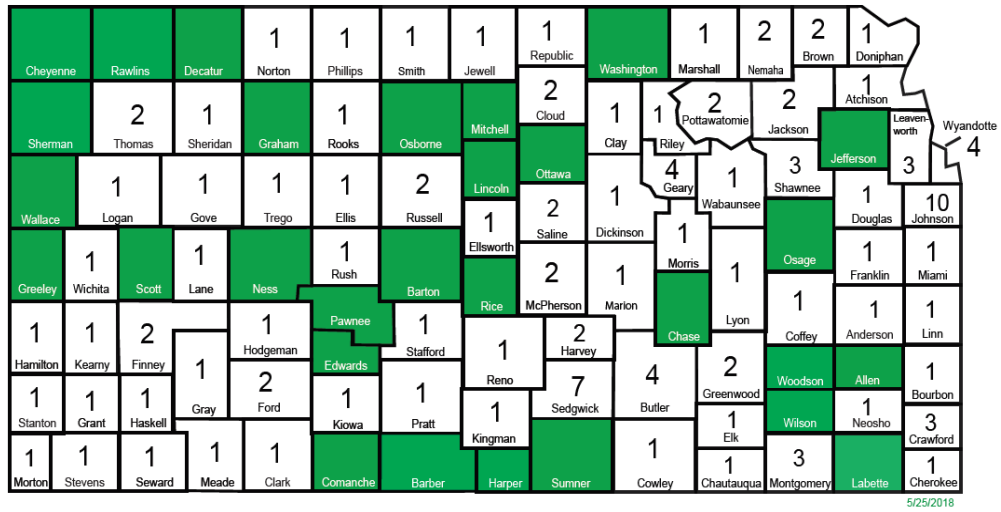
121 Total CPS Inspection Stations

76 Counties with CPS Inspection Stations

www.ktsro.org/child-passenger-safety   800-416-2522

CPS Instructor and Technician Count
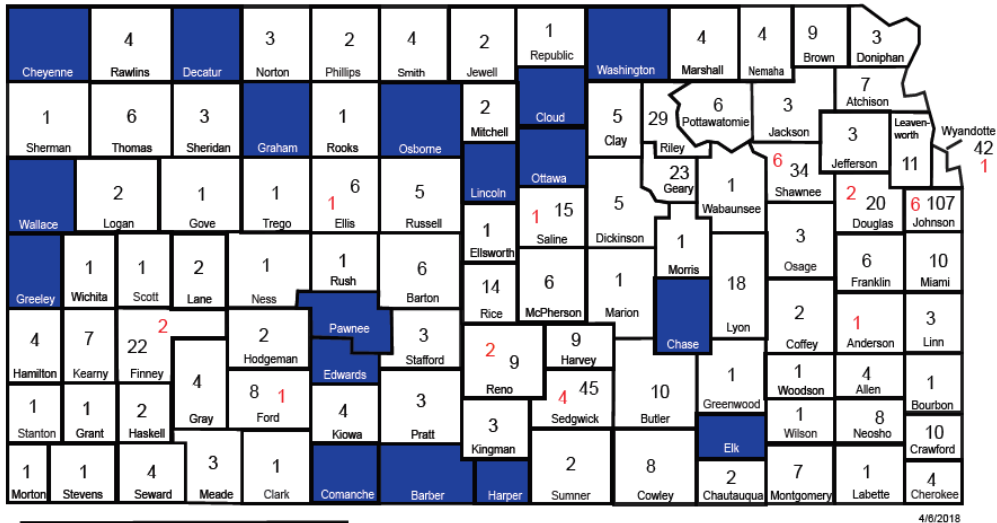
17 counties with no technicians

647 Technicians   27 Instructors

FY2019 CPS Planned Training Schedule		
Proposed Date	**NHTSA 3-Day Child Passenger Safety Certification Classes (KTSRO)**	**Estimated Attendance**
11/7/2018	Kansas Law Enforcement Training Center	16
2/26/2019	Garden City	12
3/5/2019	Kansas Law Enforcement Training Center	16
4/9/2019	Independence	12

7/16/2019	Topeka	16
		72

NHTSA 3-Day Child Passenger Safety Certification Classes (Outside Agency)		
5/7/2019	Kansas City	20
6/4/2019	Leawood	20
8/1/2019	Wichita	16
		56

NHTSA 1-Day Renewal CPS Classes		
5/6/2019	Kansas City	8
7/15/2019	Topeka	8
		16

2018 Kansas Child Passenger Safety Technician Update Trainings		
4/1/2019	Statewide Update-Wichita	150
5/23/2019	Kansas City	60
		210

Safe Travel for All Children: Transporting Children with Special Healthcare Needs		
5/14/2019	Kansas City	10
8/13/2019	Wichita	10
		20
Total estimated attendance, all in-person trainings		**374**

KTSRO CPS Online Webinars		
	Recorded CPS Technician Update Trainings	30
	Child Care Transportation Training	75
	Misc. topics as needed	25
Total estimated attendance, all on-line trainings		**130**

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, 2016**	**County/ies Served**	**Multi-lingual**	**Hearing Impaired Assistance**	**Special Needs Description**
Southeast Kansas Multi-County HD	Anderson	7,827	Anderson, Woodson, Allen, Bourbon			
Atchison CO SO	Atchison	16,380	Atchison			
Fort Scott PD	Bourbon	14,617	Bourbon			
Brown CO SO	Brown	9,684	Brown			
Hiawatha Community Hospital	Brown		Brown			
Andover PD	Butler	67,025	Butler, Sedgwick			
Butler CO SO	Butler		Butler			

Butler County EMS	Butler		Butler			
El Dorado PD	Butler		Butler			
Chautauqua CO HD	Chautauqua	3,374	Chautauqua & Elk			
Cherokee CO SO	Cherokee	20,246	Cherokee			
Clark County SO	Clark	2072	Clark, Comanche, Meade			
Clay CO EMS	Clay	8,143	Clay			
Cloud County Health Department	Cloud	9150	Cloud		Yes	
Concordia Fire Department	Cloud		Cloud			
Coffey Health System	Coffey	8,433	Coffey			
City-Cowley CO HD	Cowley	35,753	Cowley	Spanish, Laotian, Vietnamese, Guatemalan		Safe Travel
American Family Insurance	Crawford	39,164	Crawford, Cherokee			
Pittsburg PD	Crawford		Crawford, Cherokee, Labette			
Via Christi Hospital	Crawford		Crawford, Cherokee			
Dickinson CO EMS/Safe Kids Dickinson CO	Dickinson	19,064	Dickinson			
Doniphan CO HD/Home Health	Doniphan	7,664	Doniphan		Yes	If needed
Safe Kids Douglas CO / Lawrence Memorial Hospital	Douglas	119,440	Douglas, Franklin, Jefferson, Leavenworth	Spanish by Appt.		
Elk CO HD	Elk	2,547	Elk & Chautauqua			
Kansas Highway Patrol Troop D	Ellis	28,893	Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace			
Ellsworth CO HD	Ellsworth	6,328	Ellsworth			
Garden City FD	Finney	36,722	Finney			
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	33,971	Ford			
Ford CO SO	Ford		Ford	As needed		
Franklin CO HD	Franklin	25,560	Franklin, Osage, Miami, Anderson			
Fort Riley Department of Public Health	Geary	35,586	Geary, Riley	can be arranged for any language		
Fort Riley Safety Office	Geary		Geary, Riley			
Geary CO HD	Geary		Geary	Spanish		
Junction City FD	Geary		Geary, Riley, Dickinson			
Gove CO HD	Gove	2,589	Gove	Spanish		
Grant CO HD	Grant	7,646	Grant	Spanish		
Gray CO HD	Gray	6,034	Gray	Spanish		
Greenwood CO HD	Greenwood	6,151	Greenwood			
Greenwood CO SO	Greenwood		Greenwood			
Hamilton CO HD	Hamilton	2,536	Hamilton			
Harvey CO HD	Harvey	34,913	Harvey	Spanish, Gujarati		

Newton Medical Center	Harvey		Harvey, Marion, Reno			
Haskell CO HD	Haskell	4,006	Haskell, Gray, Stevens, Grant, Finney, Scott	Spanish		
Hodgeman CO HD	Hodgeman	1,870	Hodgeman			
Holton PD	Jackson	13,291	Jackson	German		
Prairie Band Potawatomi Tribal Police	Jackson		Jackson			
Jewell CO HD	Jewell	2,901	Jewell			
Gardner PD	Johnson	584,451	Johnson			
Johnson CO SO	Johnson		Johnson			
Kansas Highway Patrol Troop A	Johnson		Wyandotte, Johnson, Miami, Leavenworth			
Lenexa PD	Johnson		Johnson			
Merriam PD	Johnson		Johnson			
Mission 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	3,917	Kearny, Hamilton, Finney, Grant, Wichita	Spanish		
Kingman CO HD	Kingman	7,467	Kingman			
Kiowa CO EMS, Safe Kids Kiowa CO	Kiowa	2,483	Kiowa			
Lane CO HD	Lane	1,636	Lane		YES	
Lansing PD	Leavenworth	80,204	Leavenworth			
Leavenworth CO HD	Leavenworth		Leavenworth			
Leavenworth PD	Leavenworth		Leavenworth			
Linn CO SO	Linn	9,558	Linn			
NKESC Head Start	Logan	2,831	Norton, Sherman, Gove, Thomas, Trego, Wallace, Graham, Decatur, Logan, Rawlins, Sheridan, Cheyenne	Spanish by Appt.		
Emporia PD/Safe Kids Emporia	Lyon	33,510	Lyon	upon request		Safe Travel
Marion CO HD	Marion	12,112	Marion			
Marshall CO HD	Marshall	9,836	Marshall, Washington, Nemaha	Some Spanish		
City of Moundridge	McPherson	28,804	McPherson			
Safe Kids McPherson CO/McPherson EMS	McPherson		McPherson			
Meade CO HD	Meade	4,216	Meade	Spanish		
Miami CO SO	Miami	32,964	Miami			
Coffeyville FD	Montgomery	32,746	Montgomery			
Montgomery CO HD	Montgomery		Montgomery (Coffeyville)			
Montgomery CO HD	Montgomery		Montgomery (Independence)			
Morris CO HD	Morris	5,573	Morris			
Morton CO SO	Morton	2,848	Morton			
Nemaha CO SO	Nemaha	10,241	Nemaha			Safe Travel
Nemaha Valley Community Hospital	Nemaha		Nemaha			

Kansas Highway Patrol Troop H	Neosho	16,146	Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Neosho, Wilson, Woodson		YES	
Norton CO Hospital	Norton	5,493	Norton, Graham, Phillips, Decatur, Rooks			
Phillips CO Health Systems	Phillips	5,428	Phillips			
Pottawatomie CO HD/ Safe Kids Pott CO	Pottawatomie	23,661	Pottawatomie			
Pottawatomie CO SO	Pottawatomie		Pottawatomie			
Pratt PD	Pratt	9,584	Pratt			
Reno CO HD	Reno	63,220	Reno	Spanish available	YES	
Republic CO HD	Republic	4,699	Republic			
Riley CO PD	Riley	73,343	Riley			
Rooks CO HD	Rooks	5,076	Rooks	By Appt.	YES	
Farmers Insurance	Rush	3058	Rush			
Russell CO HD	Russell	6,988	Russell			
Russell CO SO	Russell		Russell			
Kansas Highway Patrol Troop C	Saline	55,142	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	511,995	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	22,709	Seward	Spanish		
Kansas Highway Patrol Troop B	Shawnee	178,146	Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Nemaha, Osage, Pottawatomie, Shawnee, Wabaunsee			
Kansas Traffic Safety Resource Office	Shawnee		Shawnee	Spanish		
Mission Township FD	Shawnee		Shawnee			
Hoxie Christian Church	Sheridan	2,509	Sheridan			Yes
Smith CO EMS	Smith	3,632	Smith			
Stafford CO HD	Stafford	4,208	Stafford			
Stanton CO HD	Stanton	2,062	Stanton	Spanish		
Stevens CO HD	Stevens	5,584	Stevens			
Colby PD	Thomas	7,892	Thomas			

Thomas CO HD	Thomas		Thomas	Spanish by appt		
Trego CO HD	Trego	2,872	Trego			
Wabaunsee CO HD	Wabaunsee	6,891	Wabaunsee			
Wichita CO SO	Wichita	2,112	Wichita	Spanish by appt		
New Birth Company (KCK)	Wyandotte	163,831	Wyandotte			
USD 500	Wyandotte		Wyandotte			
Wyandotte CO HD	Wyandotte		Wyandotte	All languages		Safe Travel
Wyandotte CO Infant-Toddler Services	Wyandotte		Wyandotte	Spanish		

POPULATION OF COUNTIES WITH INSPECTION STATIONS	**2,691,258**		**NUMBER OF COUNTIES WITH INSPECTION STATIONS**	**76**
POPULATION OF KANSAS	**2,907,289**		**NUMBER OF COUNTIES IN KANSAS**	**105**
PERCENT OF POPULATION WITH INSPECTION STATIONS	**92.6%**		**PERCENT OF COUNTIES WITH INSPECTION STATIONS**	**72%**

COUNTIES WITH NO INSPECTION STATION, BY POPULATION			
Allen	12,714	Ness	2,962
Barber	4,688	Osage	15,843
Barton	26,775	Osborne	3,642
Chase	2,669	Ottawa	5,920
Cheyenne	2,661	Pawnee	6,743
Comanche	1,862	Rawlins	2,549
Decatur	2,832	Rice	9,831
Edwards	2,938	Scott	5,032
Graham	2,564	Sherman	5,965
Greeley	1,296	Sumner	23,272
Harper	5,685	Wallace	1,497
Jefferson	18,897	Washington	5,546
Labette	20,444	Wilson	8,723
Lincoln	3,073	Woodson	3,165
Mitchell	6,243		
POPULATION OF COUNTIES WITH NO INSPECTION STATIONS	**115,341**	**NUMBER OF COUNTIES WITH NO INSPECTION STATION**	**29**
PERCENT OF POPULATION WITH NO INSPECTION STATION	**4.0%**	**PERCENT OF COUNTIES WITH NO INSPECTION STATION**	**28%**

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 2017-18 school year, the state had expanded SAFE into 160 schools in 72 counties. KDOT will continue to promote and expand the program in FFY 2019

and beyond. In 2009, the observed 15-17-year-old seat belt use rate was 61 percent. By 2017, that rate had improved to 85 percent. 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. Annually, local and state law enforcement conduct seat belt enforcement centered on teen drivers. 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 full-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*****

SAFE 2017 - 2018

2017 - 2018 SAFE Counties and Schools

County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage	Survey Change
Allen	12,714	Iola High School	69	84	15
		Marmaton Valley High School	96	98	2
Anderson	7,827	Anderson County Jr/Sr High School	77		
		Crest High School	80	97	17
Atchison	16,380	Atchison High School	76	81	5
		Atchison Co. Community High School	73	88	15
Barber	4,688	South Barber High School	74	80	6
		Medicine Lodge Jr/Sr High School	73	75	2
Bourbon	14,617	Uniontown High School	82	88	6
		Fort Scott High School	78	84	6
Brown	9,684	Horton High School	80	84	4
		Hiawatha High School	83	85	2
Butler	67,025	Flinthills High School	91	89	-2
		El Dorado High School	97	87	-10
		Andover High School	92	97	5
		Andover Central High School	96	97	1
Cherokee	20,246	Galena High School	75	85	10
		Baxter Springs High School	96	86	-10
		Riverton High School	74	84	10
		Columbus High School	85	87	2
Cloud	9,150	Concordia High School	91	90	-1
Coffey	8,433	Waverly High School	94	92	-2
		Burlington High School	90	94	4
		Lebo High School	67	72	5
		Southern Coffey County High School	67	72	5
Comanche	1862	South Central High School	78	82	4
Cowley	35,753	Dexter High School	84	85	1
		Udall High School	90	93	3
		Arkansas City High School	93	92	-1
Crawford	39,164	Arma/Northeast High School	95	96	1
		Pittsburg High School	90	73	-17
		Frontenac High School	84	80	-4
		Girard High School	91	90	-1
		St. Mary's - Colgan High School	89	96	7
		Southeast High School	90	95	5
Dickinson	19,064	Chapman High School	87	97	10
		Herington High School	97	97	0
Doniphan	7,664	Doniphan West High School	48	42	-6
		Riverside High School	71	81	10
Edwards	2,938	Kinsley High School	84	79	-5

Ellis	28,893	Hays High School	97	97	0
Ellsworth	6,328	Ellsworth Jr/Sr High School	87	91	4
Ford	33,971	Bucklin High School	63	64	1
		Dodge City High School	89	87	-2
Franklin	25,560	Ottawa High School	91	94	3
		West Franklin High School	98	87	-11
Geary	35,586	Junction City High School	86	86	0
Gove	2,589	Wheatland High School	84	86	2
		Quinter High School	72	76	4
Graham	2,564	Hill City High School	74	71	-3
Grant	7,646	Ulysses High School	54	57	3
Gray	6,034	Cimarron JR/SR High School	86	91	5
Greenwood	6,151	Eureka High School	98	98	0
		Madison High School	87	81	-6
Harvey	34,913	Sedgwick High School	96	93	-3
Haskell	4,006	Sublette High School	63	71	8
		Satanta High School	69	80	11
Hodgeman	1870	Hodgeman County High School	69	69	0
Jackson	13,291	Holton High School	94	95	1
		Jackson Heights High School	99	98	-1
		Royal Valley High School	99	98	-1
Jefferson	18,897	Valley Falls High School	80	81	1
		Jefferson West High School	94	95	1
		McLouth High School	92	92	0
		Perry-Lecompton High School	92	91	-1
		Oskaloosa High School	74	83	9
Jewell	2,901	Rock Hills High School	80	85	5
Johnson	584,451	Lakewood Middle School	85	76	-9
		De Soto High School	97	100	3
		Overland Trail Middle School	90	95	5
		Spring Hill High School	94	93	-1
		Blue Valley High School		90	
		Blue Valley North High School	94	94	0
		Blue Valley Northwest	94	98	4
		Blue Valley West High School	95	99	4
Kearny	3,917	Deerfield High School	95	94	-1
		Lakin High School	70	87	17
Kiowa	2483	Kiowa County High School	71	72	1
Leavenworth	80204	Basehor-Linwood High School	86	93	7
Lincoln	3073	Lincoln Jr/Sr High School	75	83	8
Linn	9,558	Pleasanton Jr/Sr High School	80	81	1
		Jayhawk-Linn High School	82		
Logan	2,831	Oakley High School	67	60	-7
Lyon	33,510	Emporia High School	88	91	3

		Olpe High School	84	91	7
		Hartford High School	87	93	6
		Northern Heights High School	73	81	8
Marshall	9,836	Marysville Jr/Sr High School		74	
McPherson	28,804	McPherson High School	90	91	1
Meade	4,216	Meade High School	67	78	11
Miami	32,964	Osawatomie High School	84	82	-2
		Paola High School	98	97	-1
Mitchell	6,243	Beloit Jr/Sr High School	84	81	-3
Montgomery	32,746	Tyro Christian School	99	96	-3
		Independence High School	85	91	6
Morton	2848	Elkhart High School	39	70	31
Nemaha	10,241	Centralia High School	90	95	5
		Nemaha Central High School	90	95	5
		Sabetha High School	83	84	1
		Wetmore Academic Center	90	84	-6
Neosho	16,146	Erie High School	91	91	0
Norton	5,493	Norton Community High School	74	70	-4
Osage	15,843	Lyndon High School	85	92	7
		Burlingame High School	76	76	0
Osborne	3,642	Natoma High School	60	84	24
Ottawa	5,920	Bennington High School	80	79	-1
		Minneapolis High School	88	87	-1
		Tescott High School	56	79	23
Pawnee	6,743	Larned High School	88	97	9
Phillips	5,428	Phillipsburg High School	72	80	8
Pottawatomie	23,661	Rock Creek Junior/Senior High School	99	95	-4
		Onaga High School	72	75	3
		Wamego High School	91	91	0
Reno	63,220	Hutchinson High School	86	87	1
Riley	73,343	Riley County High School	94	92	-2
Russell	6,988	Russell High School	71	69	-2
Saline	55,142	Salina South High School	91	95	4
		Salina High School Central	87	86	-1
		Southeast of Saline High School	95	95	0
		Ell-Saline High School	95	95	0
		Sacred Heart High School	97	100	3
Sedgwick	511,995	Maize High School	94	95	1
		Cheney High School	85	87	2
		Campus High School	87	90	3
		Goddard High School	94	95	1
		Valley Center High School	97	80	-17
		Wichita East High School	86	86	0
		Clearwater High School	98	98	0

County	Population	School			
		Eisenhower High School	91	93	2
		Cheney Middle School	71	78	7
		Derby High School	87	96	9
Shawnee	178,146	Rossville High School	92	91	-1
		Shawnee Heights High School	91	94	3
		Seaman High School	97	95	-2
		Washburn Rural High School	93	95	2
		Silver Lake High School	91	93	2
Sherman	5965	Goodland High School	63	82	19
Smith	3,632	Smith Center Jr/Sr High School	77		
		Thunder Ridge High School	83	83	0
Stafford	4,208	Macksville High School	79	86	7
		St. John High School	72	85	13
		Stafford High School	54	64	10
Sumner	23,272	Wellington High School	95	98	3
		South Haven High School	83	64	-19
Thomas	7892	Brewster High School	40	71	31
		Golden Plains High School	81	80	-1
Wabaunsee	6,891	Mission Valley Jr/Sr High School	89	96	7
		Wabaunsee High School	90	91	1
Washington	5546	Washington County High School	51	57	6
Wichita	2,112	Wichita County Jr/Sr High School	70	67	-3
Wilson	8,723	Fredonia High School	74	82	8
		Neodesha High School	84	86	2
Wyandotte	163,831	Sumner Academy High School	82	83	1
		Bonner Springs High School	91	91	0
		Wyandotte High School	63	82	19
		Turner High School	63	77	14
		Washington High School	73	77	4
		F.L. Schlagle High School	76	75	-1
		JC Harmon High School	74	82	8
		Robert E. Clark Middle School	91	91	0
TOTAL: 72 Counties		**160 Schools**	**82.9%**	**85.8%**	**2.9%**

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 passed in 2017 which raised the $10 fine for not wearing a seat belt to $30. 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******

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-1301-19	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 Program, Inc.	Funding Sources:	Section 402 OP
Funding Amounts:	$100,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$100,000
Project Number:	SP-1304-19	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 Surveys	Description:	See Below

Sub-Recipient:	**TBD**	**Funding Sources:**	**Section 405(b)**
Funding Amounts:	**$295,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number:	**SP-4506-19**	**Program Funding Code:**	**405b Low**

This contract is responsible for conducting a direct observational occupant protection survey in 26 counties in the state using the current NHTSA uniform criteria. The adult survey has a total of 552 sites. In addition, this contract will administer an observational survey for ages 0 to 18 in 20 identified counties encompassing 391 sites.

Countermeasure Selection/Impact Assessment:
- **Required by Law**

Project Name:	**Booster Seat Awareness**	**Description:**	**See Below**
Sub-Recipient:	**Kansas Department of Transportation**	**Funding Sources:**	**Section 405(b)**
Funding Amounts:	**$100,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number:	**SP-4501-19**	**Program Funding Code:**	**405b Low**

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:
- **Communications**

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-4502-19**	**Program Funding Code:**	**405b Low**

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**

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**

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

Countermeasure Selection/Impact Assessment:
- **Communications**

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-4503-19**	**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**

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-4504-19**	**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**

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:

	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%
2017	190	98	81	52%		165	57	87	35%

*(Table title: **Number of Vehicle Occupant Fatalities**)*

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-4505-19**	**Program Funding Code:**	**405b Low HVE**

The Nighttime Seatbelt Enforcement Program, initiated in FFY 2012, is projected to fund overtime enforcement efforts of 10 local law enforcement agencies consisting primarily of after-dark saturation patrols and spotter call-out 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. 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****

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-4505-19	DG	Lawrence PD
405b OP	SP-4505-19	FO	Dodge City PD
405b OP	SP-4505-19	JO	Overland Park SO
405b OP	SP-4505-19	MG	Coffeyville PD
405b OP	SP-4505-19	RN	Hutchinson PD
405b OP	SP-4505-19	RN	Reno County SO
405b OP	SP-4505-19	SG	Wichita PD
405b OP	SP-4505-19	SN	Topeka PD
405b OP	SP-4505-19	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 three statewide press events focused on the kick-off of Click it or Ticket and Alcohol Crackdown and New Year's Eve mobilizations.

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-1500-19	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-1505-19	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-4500-19	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-4708-19	Program Funding Code:	405d Mid Range

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-4710-19	Program Funding Code:	405d Mid Range

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 2019 annual projection based upon the trend line indicates 42 pedestrian fatalities. A one percent reduction in this projection would equal our goal of 41 pedestrian fatalities in 2019. Based upon recent history, and relatively small number of pedestrian fatalities, a one percent reduction goal is realistic and attainable.

Bicycle Fatalities: The 2019 annual projection based upon the trend line indicates two bicycle fatalities. A fifty percent reduction in this projection would equal our goal of one bicycle fatality in 2019. Based upon recent history, and relatively small number of bicycle fatalities, a fifty 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-1600-19**	**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-1601-19	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-1602-19	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 plays a crucial role in changing poor driver behavior by putting teeth to Kansas traffic laws and education activities. To make a significant impact requires additional enforcement resources beyond those available for day-to-day police operations. In Kansas, the TSS will continue to make programs and funds available for overtime traffic enforcement activities, traffic enforcement training, and traffic enforcement equipment and commodities. A key support component is its LEL (law enforcement liaison) program which utilizes four retired law enforcement officers to liaison with each of the 300+ law enforcement agencies in the state. These individuals function to retain and recruit additional law enforcement partners and aid in identifying and addressing traffic enforcement problem areas in their jurisdictions. Other enforcement efforts 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 annual 2019 projection based upon the trend line indicates 114 speeding fatalities. A one percent reduction in this projection would equal our goal of 113 speeding fatalities in 2019. 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-1701-19	Program Funding Code:	Police Traffic Services

Expenditures in this contract will support Operation Impact programs 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

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-1700-19	Program Funding Code:	Police Traffic Services

KDOT has a complement of four LELs – each 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 the TSS 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-1700-19	Ackerman, Al	$60,000
SP-1700-19	Hamilton, Bob	$60,000
SP-1700-19	Corp, Dave	$70,000
SP-1700-19	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-1702-19	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-1704-19	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-1300-19	Program Funding Code:	Police Traffic Services

This program will provide funds for about 180 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2019: Thanksgiving Safe Arrival, New Year's DUI Crackdown, 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-0931-19	Program Funding Code:	Police Traffic Services

In conjunction with our STEP contractors, SP-1300-19, 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 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		Allen Co SO
402 PT	SP-1300-18	AL	12,909	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		Atchison PD
402 PT	SP-1300-18	BA		Medicine Lodge 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		Brown Co. SO
402 PT	SP-1300-18	BR	9,815	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		Andover PD
402 PT	SP-1300-18	BU	66,227	Butler Co SO
402 PT	SP-1300-18	BU		El Dorado 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		Baxter Springs PD
402 PT	SP-1300-18	CK	20,787	Cherokee Co SO
402 PT	SP-1300-18	CK		Galena PD
402 PT	SP-1300-18	CL		Arkansas City PD
402 PT	SP-1300-18	CL	35,963	Udall PD
402 PT	SP-1300-18	CL		Winfield PD
402 PT	SP-1300-18	CR		Crawford Co SO
402 PT	SP-1300-18	CR	39,290	Frontenac PD
402 PT	SP-1300-18	CR		Pittsburg PD
402 PT	SP-1300-18	CY		Clay Center PD
402 PT	SP-1300-18	CY	8,317	Clay Co. SO
402 PT	SP-1300-18	CY		Wakefield PD
402 PT	SP-1300-18	DG		Baldwin City PD
402 PT	SP-1300-18	DG	116,585	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		Elwood PD
402 PT	SP-1300-18	DP	7,874	Highland PD
402 PT	SP-1300-18	DP		Wathena PD
402 PT	SP-1300-18	EL		Ellis Co. SO
402 PT	SP-1300-18	EL	29,013	Hays PD
402 PT	SP-1300-18	EW	6,392	Ellsworth PD
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		Franklin Co. SO
402 PT	SP-1300-18	FR	25,611	Ottawa PD
402 PT	SP-1300-18	GE		Geary Co. SO
402 PT	SP-1300-18	GE	36,713	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		Halstead PD
402 PT	SP-1300-18	HV	34,820	Newton PD
402 PT	SP-1300-18	JO		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	574,272	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		Labette Co. SO
402 PT	SP-1300-18	LB	20,960	Parsons PD
402 PT	SP-1300-18	LG	2,794	Logan Co. SO
402 PT	SP-1300-18	LN		Linn Co. SO
402 PT	SP-1300-18	LN	9,502	Linn Valley PD
402 PT	SP-1300-18	LN		Pleasanton PD
402 PT	SP-1300-18	LV		Basehor PD
402 PT	SP-1300-18	LV	78,797	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		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	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	PT	22,897	Wamego PD
402 PT	SP-1300-18	RC	10,015	Lyons PD
402 PT	SP-1300-18	RL	75,194	Kansas State University Police
402 PT	SP-1300-18	RN	63,357	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	490,864	Bel Aire PD
402 PT	SP-1300-18	SG		Derby PD
402 PT	SP-1300-18	SG		Eastborough PD
402 PT	SP-1300-18	SG		Goddard PD
402 PT	SP-1300-18	SG		Haysville PD
402 PT	SP-1300-18	SG		Kechi PD
402 PT	SP-1300-18	SG		Maize 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	SH	5,860	Goodland 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	WL	8,474	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	
		Population of Kansas	2,904,021	

*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:	**$150,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number:	**SP-1703-19**	**Program Funding Code:**	**Police Traffic Services**

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.

Countermeasure Selection/Impact Assessment:
- **Short high-visibility belt law enforcement*******

Roadside Safety

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

Goal Statement

Rural Fatalities per VMT Goal Statement: The five-year 2019 projection based upon the trend line indicates 1.787 rural fatalities per 100 million VMT. A one percent reduction in this projection would equal our goal of 1.751 rural fatalities per 100 million VMT in 2019. This trend has stayed relatively flat and therefore a one percent reduction goal is realistic and attainable.

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:**	**$100,000**
Indirect Cost:	**$0**	**Local Benefit:**	**$100,000**
Project Number:	**SP-1402-19**	**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

Community Traffic Safety Programs (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.

Goal Statement

Speeding Fatalities: The annual 2019 projection based upon the trend line indicates 114 speeding fatalities. A one percent reduction in this projection would equal our goal of 113 speeding fatalities in 2019. Based upon recent history and absent any recent law changes, a one percent reduction goal is realistic and attainable.

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-1906-19**	**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)*****
- **Formal Courses for Older Drivers****

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-1900-19	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:	Older 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-XXXX-19	Program Funding Code:	Safe Communities

This project is designed to address the older driver population. The 65+ segment of the driving population has fewer crashes than other age groups, bus since a higher percentage is fatal, we must address older driver needs and survivability. According to NHTSA, motor vehicle injuries persist as the leading cause of injury-related deaths among 65 to 74-year-olds and are the second leading cause (after falls) among 75 to 84-year-olds. The high fatality rate is attributed to an increased susceptibility to injury and medical complications which hampers their likelihood to recover from a crash.

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-1900-19	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-1901-19	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 2017 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 – 24 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.

    Countermeasure Selection/Impact Assessment:
- **Communications and Outreach**

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-1902-19	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-1903-19	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*****

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-1904-19	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 challenges of 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-1905-19	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-1907-19**	**Program Funding Code:**	**Safe Communities**

This project will fund the second year of 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.

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
Chief Todd Ackerman	Marysville Police Department	Chief	Crime Prevention/Data Administrator	Local Crash/Local Crime
Danielle Sass	KDHE, Trauma Program	Epidemiologist	EMS Program Consultant	Local Crash/EMS
Chris Bortz	KDOT, Bureau of Safety & Technology	Traffic Safety Program Manager	Traffic Safety/Data User	Crash
David LaRoche	Federal Highway Administratio n/ US DOT	Safety Specialist	FHWA Data User	VMT/Roadway
David Marshall	Kansas Criminal Justice Information Systems	Executive Director	KCJIS Administrator	Crash/Citation/EMS Administrator
Delaine Adkins	Iteris, Inc.	Program Manager	Technology/Planner	Consultant/Crash/Citation/E MS
Ed Klumpp	Kansas Association of Chiefs of Police	Legislative Committee	Law Enforcement/Data Support	Local Law Enforcement/Citation/DUI
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	EMS Trauma

Harold Sass	Kansas Department of Corrections	Chief Information Officer	Data/Technology Administrator	Citation/Driver/Vehicle
Jason Bonar	KDOT Transportation Planning	Application Developer	Technology/Data Support	Technology Support/Crash
Jeff Halloran	NHTSA, Region 7	Regional Program Manager	Fed. Rep.	FARS
Jeff Neal	KDOT Information Technology	Chief Information Officer	Data/Technology Administrator	Crash and Roadway
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/Citation/Crash
John Ostenson	Shawnee County Sherriff's Office	Lieutenant	Law Enforcement	Local Law Enforcement/Crash/Citation
Jon Payne	Kansas Department of Revenue	Chief Information Officer	Data/Technology Administrator	Technology Administrator/Driver
Kelly O'Brien	Office of Judicial Administration	Director, Information Systems	Data/Technology Administrator	Courts
Kelly Johnson	Kansas Highway Patrol	Director, Information Systems	Data/Technology Administrator	Crime and Criminal History/Crash/Vehicle/ Driver
Ken Nelson	KU Dept. of Education/KS Geological Survey	Section Manager/DASC Manager	Program Manager	Roadway/GIS
Kyle Gonterwitz	KDOT, Transportation Planning	GIS Manager	Data Manager	Roadway
Lacey Hane	KDOR, Driver Solutions	Resource Specialist	Program Manager	Driver/Vehicle
Laura Bohnenkemper	Kansas Bureau of Investigation	IT Project Analyst	Program Manager	Technology Crime and Criminal History/Citation
Leslie Moore	Kansas Bureau of Investigation	Director, Information Serv.	Data/Technology Administrator	Crime and Criminal History/Citation

Matthew Soper	Kansas Department of Revenue	Business Analyst	Data/Technology Support	Technology Support/Roadway/Driver
Melanie Waters	Office of Judicial Administratio n	OJA Administrator	Data/Technology Administrator	Courts
Michael Ronin	KDOT, Bureau of Trans. Safety & Technology	Crash Data Unit	Data/Technology	Technology Support/Crash
Mitch Beemer	Kansas Bureau of Investigation	Manager, IBR Unit	Data/Technology Manager	Technology Support/Citation
Scott Ekberg	KS 911 Coordinating Council	NG 911 Administrator	Program Administrator	Next Generation 911/EMS
Shawn Brown	KDOT, Information Technology Services	Infrastructure Support Mgr.	Data/Technology Administrator	Crash/Roadway
Steven Buckley	KDOT, Bureau of Safety & Technology	Traffic Safety Engineer	Traffic Safety/Data User	Crash/Roadway
Steve Zeller	Kansas Highway Patrol	Captain	Law Enforcement	Law Enforcement/Citation/Crash
Tammy Allen	Kansas Department of Revenue	CDL Program Specialist	Program Consultant	Driver/Vehicle
Terri Slater	KDOT, Transportatio n OITS	Application Developer	Data/Technology	Technology Support/Crash

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
    Crash Reporting
        The following table demonstrates the increase in the number of reports submitted in an electronic format rather than via paper-based forms. The submission of electronic crash reports reduces the amount of data entry and the time the information is available for query in our statewide crash database. Calculations are based on the number of crash reports submitted to KDOT electronically compared to the total number of crash reports submitted. An improvement of eight percent was achieved.

Dates	Number of Crash Reports Processed	Number of Electronic Crash Reports Processed	Percentage of Electronic Crash Reports Processed
4/1/2016 to 3/31/2017	63,510	35,818	56%
4/1/2017 to 3/31/2018	61,915	35,547	57%

Timeliness and Completeness of EMS Data

The following table demonstrates the highest number of EMS providers participating/reporting in KEMSIS. An improvement of 25 agencies and increase of 66,802 reports received was achieved.

Dates	Number of EMS Providers	Change
4/1/2016 to 3/31/2017	124	
4/1/2017 to 3/31/2018	149	Increase of 25

Dates	Number of EMS Reports Received	Change
4/1/2016 to 3/31/2017	180,893	
4/1/2017 to 3/31/2018	247,695	Increase of 19%

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-4604-19	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.

Countermeasure Selection/Impact Assessment:

- **Completeness**

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-4602-19	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 and will coordinate law enforcement token privileges.

Countermeasure Selection/Impact Assessment:

- **Completeness**

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.

Countermeasure Selection/Impact Assessment:

- **Accessibility**

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.

Countermeasure Selection/Impact Assessment:

- **Integration**

Project Name:	Statewide Aerial Imagery	Description:	See Below
Sub-Recipient:	Kansas NG911	Funding Sources:	Section 405(c)
Funding Amounts:	$100,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number:	SP-4606-18	Program Funding Code:	405c Data Program

The Data Access & Support Center began mapping crash location across the state in 2015 and this information has become dated and in need of refresh. The primary resource used to determine the crash locations was the Kansas Next Generation 911 road centerline file. This imagery supports the maintenance of the road centerline data, which improves the match rate and accuracy of the crash mapping data base.

Countermeasure Selection/Impact Assessment:

- **Accuracy**

Project Name:	Crash Reporting Form Updates	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-2150-19	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.

Countermeasure Selection/Impact Assessment:
- **Completeness**

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.

Countermeasure Selection/Impact Assessment:
- **Program Management**

Project Name:	Image Trend	Description:	See Below
Sub-Recipient:		Funding Sources:	TREF
Funding Amounts:	$26,800	Match:	$0
Indirect Cost:		Local Benefit:	$0
Project Number:	SP-4200-19	Program Funding Code:	

Image Trend is tasked with maintaining the TIRES software to provide seamless transition of electronically submitted crash reports. As directed by TRCC, the vendor will also provide technical support as needed.

Countermeasure Selection/Impact Assessment:
- **Accuracy**

Project Name:	eCitation Vendors	Description:	See Below
Sub-Recipient:		Funding Sources:	
Funding Amounts:	$200,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number:	SP-4210-19	Program Funding Code:	405c Data Program

This project will engage vendors currently supporting law enforcement electronic citation management. Project will center on receiving electronic citations from local law enforcement and populating this data into a central repository.

Countermeasure Selection/Impact Assessment:
- **Completeness**

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