

# State of Kansas

## Highway Safety Plan FFY 2020

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The FFY 2020 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 and 405.

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.

	2013	2014	2015	2016	2017	2018	2019	2020
<b>Crashes –Problems with or loss of Cargo</b>	124	157	171	266	174			
<b>Projections</b>						241	262	283
<b>Target</b>								255

	2013	2014	2015	2016	2017	2018	2019	2020
<b>Fatalities –Problems with or loss of Cargo</b>	1	2	1	4	3			
<b>Projections</b>						4	5	5
<b>Target</b>								4

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
<b>Fell Asleep or Fatigued Driving Crashes</b>	817	867	969	948	1042	923

	2012	2013	2014	2015	2016	2017
<b>Fell Asleep or Fatigued Driving Fatalities</b>	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 2018 study measured more than 56,000 vehicles and more than 71,000 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 2018 Adult Study are:

*Trucks, which account for about one in five vehicles observed, produce a substantially lower belt use rate (77%) than other vehicles (90%-91%), and male truck drivers are the lowest single category of belt users (76%). 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 4% were observed using a cell phone, about 2% are texting, dialing, or are otherwise looking at a cell phone while driving, and about 3% are displaying other forms of distracted driving, including eating, looking for something, adjusting the sound system, etc. About 90% of drivers displayed no distraction while observed. Even among the younger drivers – the most distracted group, about 87% of drivers display no distraction.*

*Law Enforcement produced a belt use rate of about 91%.*

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 2018 survey results captured more than 33,000 children in 20 diversified counties. Excerpts from the 2018 child survey are:

*Children are much more likely to be buckled up if the driver is also belted. If the driver is belted, about 97% of the children are also belted. If the driver is not belted, only about 29% 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 2017-2018 is about 90%. The 0-4 age group is buckled up at the highest rate, about 98%, followed by the 5-9 age group, with about 88% belt use rate. Among 10-14 year olds, about 86% 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 2020.

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 2020.

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 2013 – 2017 FARS and the state crash database to establish baseline and goals for the 2020 Highway Safety Plan. Additionally, we are using the 2018 statewide observational survey information to establish a baseline and establish the 2020 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.





Table 1

<b>2020 Performance Measures</b>						
	<b>Core Outcome Measures</b>	<b>2011-15 Baseline*</b>	<b>2017 Actual</b>	<b>2016-20 Projection*</b>	<b>2020 HSP Target</b>	<b>Projection vs Target Change</b>
<b>C-1</b>	Number of Traffic Fatalities (FARS)	355	461	411	411	No Change
<b>C-2</b>	Number of Serious Injuries (KCARS)	1,195	1,027	916	907	1% Decrease
	Serious Injury Rate per 100 million VMT (KCARS)	3.808	3.188	2.777	2.750	1% Decrease
<b>C-3</b>	Fatalities/VMT (FARS/FHWA)	1.13	1.43	1.26	1.25	1% Decrease
	Rural Fatalities per 100 million VMT (FARS/FHWA)	1.842	2.061	1.827	1.791	2% Decrease
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.48	.84	.635	.623	2% Decrease
<b>C-4</b>	Number of unrestrained fatalities all positions (FARS)	127	169	171	170	1% Decrease
<b>C-5</b>	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	82	102	98	97	1% Decrease
<b>C-6</b>	Number of speeding fatalities (FARS)	104	104	104	103	1% Decrease
<b>C-7</b>	Number of motorcyclist fatalities (FARS)	56	56	70	69	2% Decrease
<b>C-8</b>	Number of un-helmeted motorcyclist fatalities (FARS)	32	32	42	41	2% Decrease
<b>C-9</b>	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	54	54	56	54	3% Decrease
<b>C-10</b>	Number of pedestrian fatalities (FARS)	24	33	46	45	3% Decrease
<b>C-11</b>	Number of bicycle fatalities (FARS)	3	5	3	2	33% Decrease
	<b>Core Behavior Measure</b>					
<b>B-1</b>	Observed seat belt use (FFY 18 State Survey)	82	84	83	86	3% Increase
	<b>FFY 18 Activity Measures</b>					
<b>A-1</b>	Number of seat belt citations issued during grant-funded activities		17,883			
<b>A-2</b>	Number of impaired driving arrests made during grant-funded enforcement activities		666			
<b>A-3</b>	Number of speeding citations issued during grant-funded enforcement activities		7,263			
	<b>Kansas Specific Measures</b>					
	Distracted Driving Crashes (KCARS)	16,480	16,255	17,892	17,713	1% Decrease

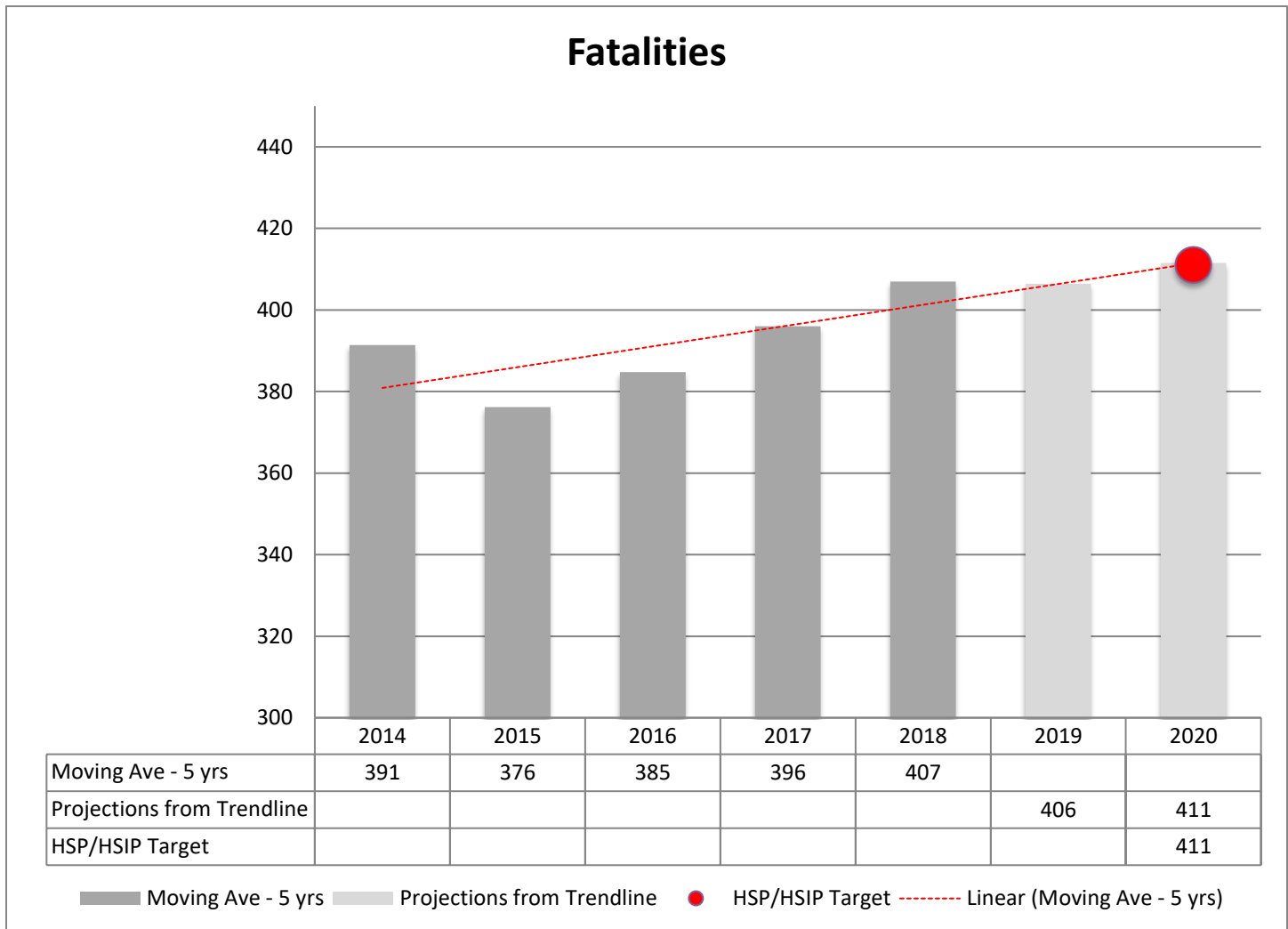
\* Baseline is the 5 Year Moving Average for fatalities, fatality rate, serious injuries and serious injury rate. All other calculations utilize actual numbers for baseline, projections and targets.

## Performance Report

<b>FFY 19 Kansas Performance Measures, Goals and Performance Report</b>				
	<b>Core Outcome Measures</b>	<b>2012-16 Baseline*</b>	<b>2017 Actual</b>	<b>2019 HSP Target</b>
<b>C-1</b>	Number of Traffic Fatalities (FARS)	385	461	389
<b>C-2</b>	Number of Serious Injuries (KCARS)	1,312	1,027	980
	Serious Injury Rate per 100 million VMT (KCARS)	4.247	3.118	3.000
<b>C-3</b>	Fatalities/VMT (FARS/FHWA)	1.24	1.43	1.20
	Rural Fatalities per 100 million VMT (FARS/FHWA)	1.956	2.061	1.751
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.572	.84	.555
<b>C-4</b>	Number of unrestrained fatalities all positions (FARS)	150	169	123
<b>C-5</b>	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	94	102	79
<b>C-6</b>	Number of speeding fatalities (FARS)	106	104	113
<b>C-7</b>	Number of motorcyclist fatalities (FARS)	52	56	53
<b>C-8</b>	Number of un-helmeted motorcyclist fatalities (FARS)	30	32	28
<b>C-9</b>	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	55	54	47
<b>C-10</b>	Number of pedestrian fatalities (FARS)	41	33	41
<b>C-11</b>	Number of bicycle fatalities (FARS)	5	5	1
	<b>Core Behavior Measure</b>			
<b>B-1</b>	Observed seat belt use (FFY 18 State Survey)	82	84	88
	<b>FFY 18 Activity Measures</b>			
<b>A-1</b>	Number of seat belt citations issued during grant-funded activities	17,883		
<b>A-2</b>	Number of impaired driving arrests made during grant-funded enforcement activities	666		
<b>A-3</b>	Number of speeding citations issued during grant-funded enforcement activities	7,263		
	<b>Kansas Specific Measures</b>			
	Distracted Driving Crashes (KCARS)	17,497	16,225	18,827

## Core Performance Measure Charts and Goals

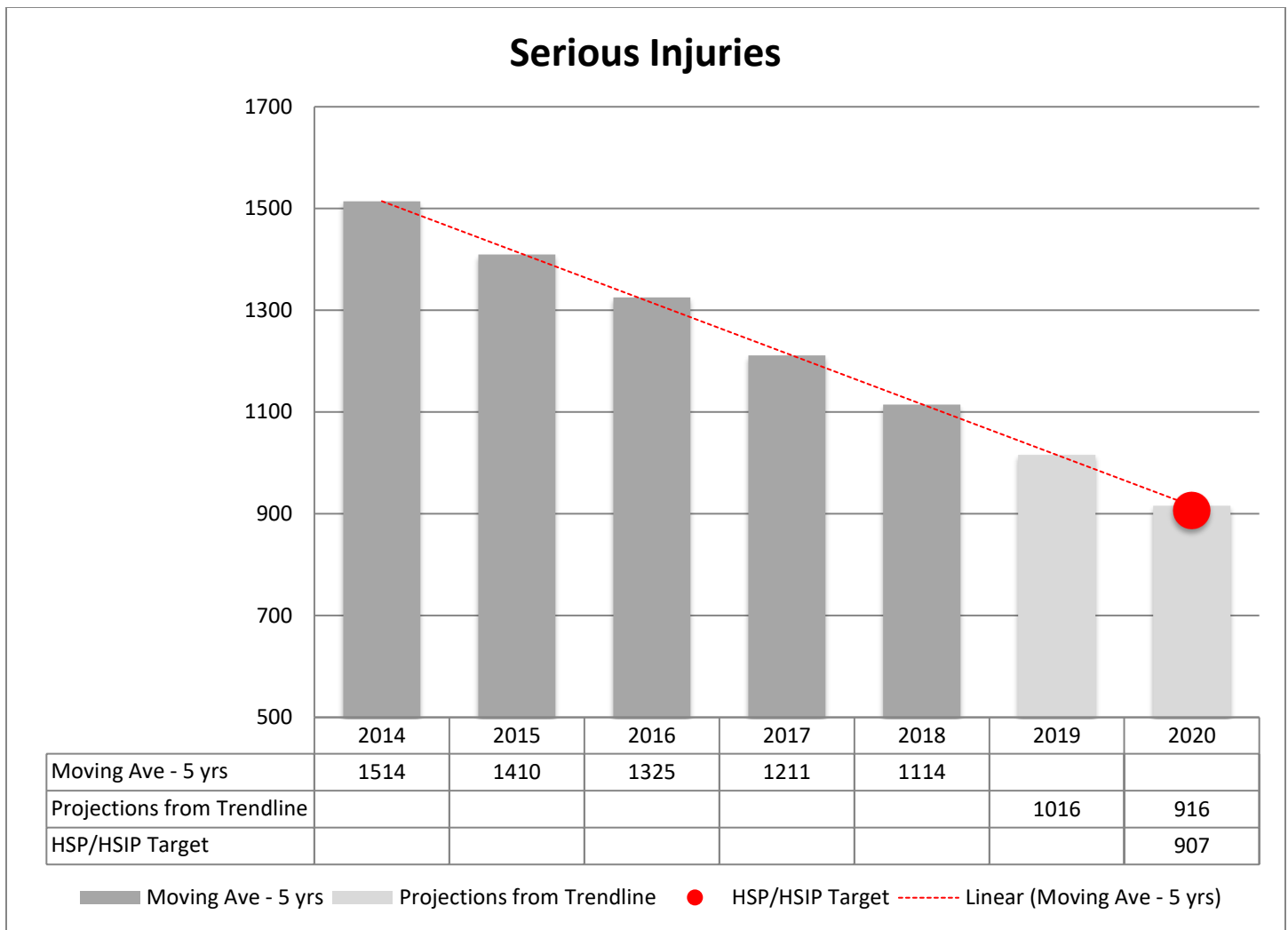
### Number of Traffic Fatalities (FARS):



### Goal Statement

**Number of Fatalities:** The 2020 five-year moving average projection based upon the trend line indicates 411 fatalities. A flat projection would derive our goal of 411 fatalities in 2020. Based upon recent history, the trend line of the target, the flat projection is realistic and attainable. The 2020 HSP and 2020 HSIP five-year moving average targets are equal.

**Serious Injuries (KCARS):**

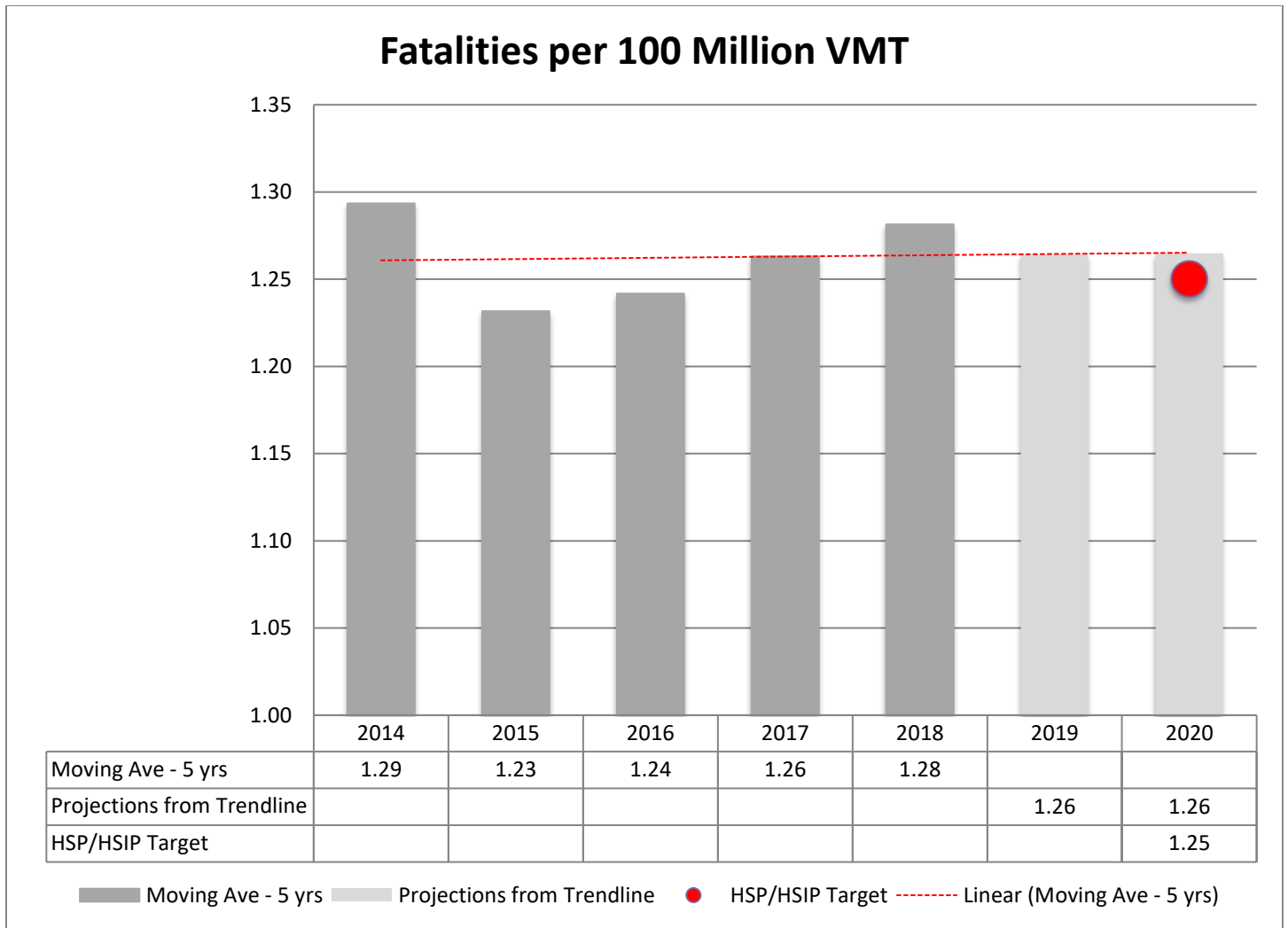


**Goal Statement**

**C-2 Number of Serious Injuries:** The 2020 five-year moving average projection based upon the trend line indicates 916 serious injuries. A one percent reduction in this projection would derive our goal of 907 serious injuries in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2020 HSP and 2020 HSIP five-year moving average targets are equal.

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

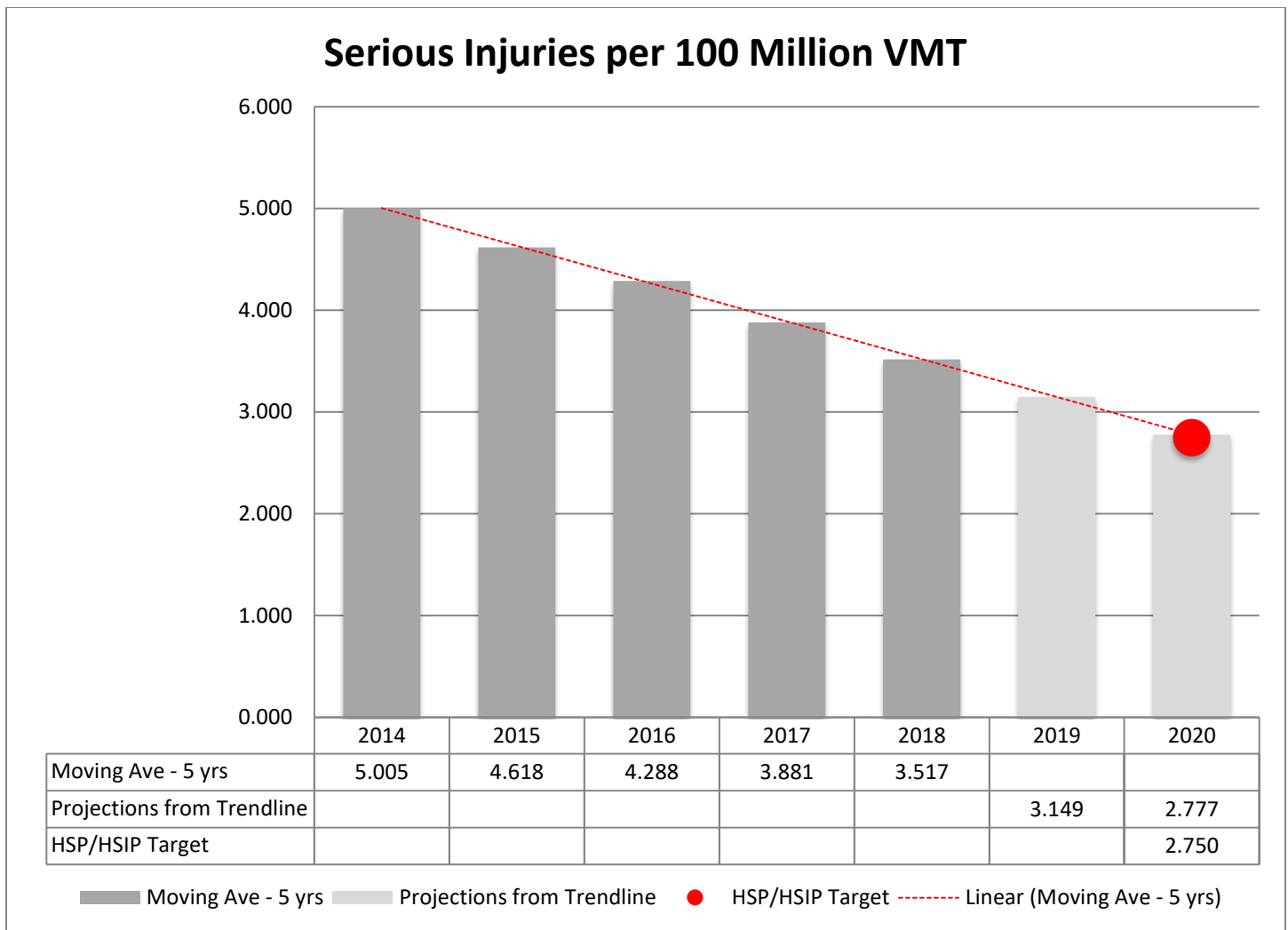
**Fatality Rate per 100 million VMT (FARS):**



**Goal Statement**

**C-3 Fatality Rate:** The 2020 five-year moving average projection based upon the trend line indicates a fatality rate of 1.26. A one percent reduction in this projection would derive our goal of 1.25 fatality rate in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2020 HSP and 2020 HSIP five-year moving average targets are equal.

**Serious Injury Rate (KCARS/FARS):**

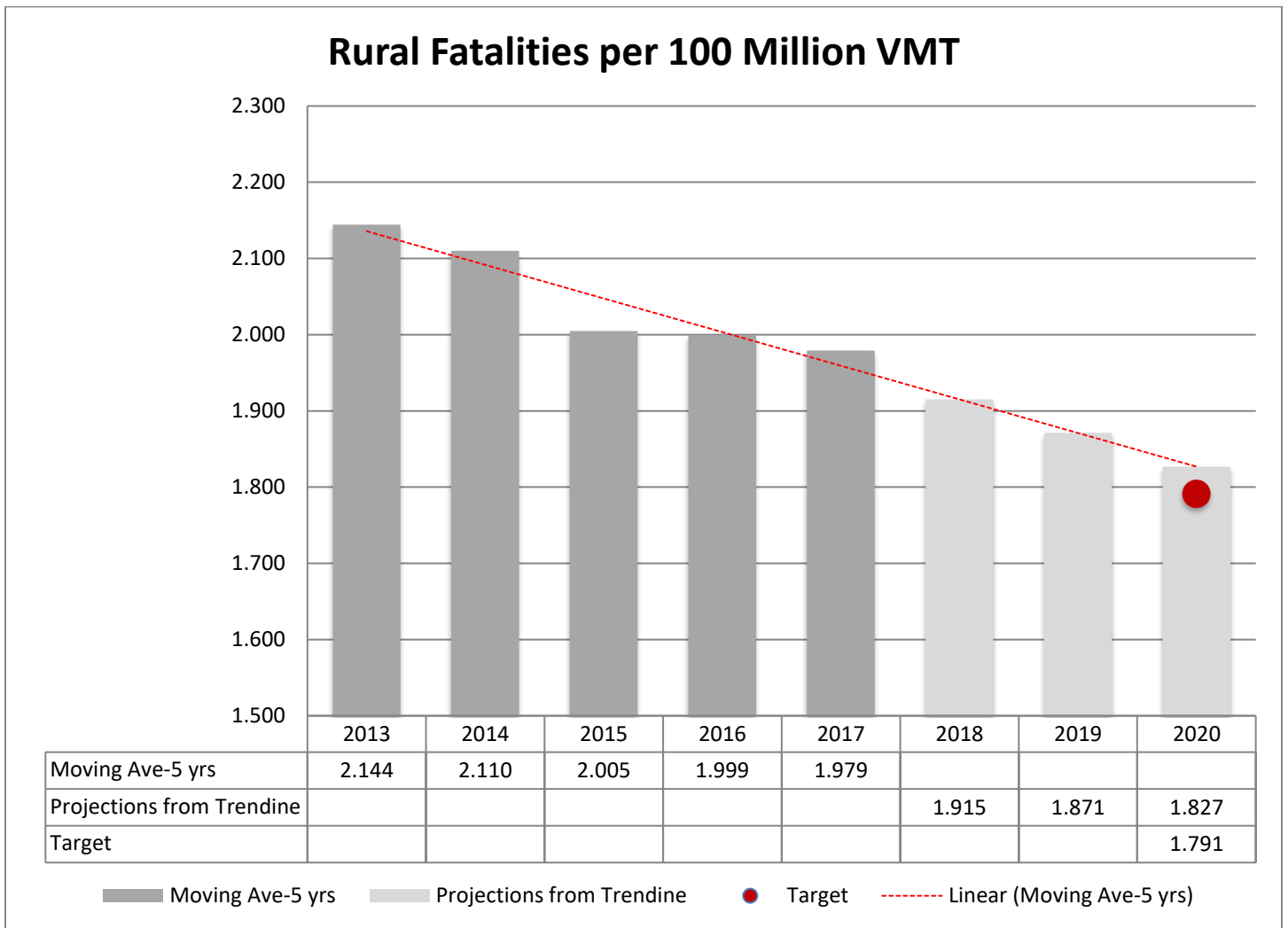


**Goal Statement**

**Serious Injury Rate:** The 2020 five-year moving average projection based upon the trend line indicates 2.77 serious injury rate per 100 million VMT. A one percent reduction in this projection would lead to our goal of 2.75 serious injury rate per 100 million VMT in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2020 HSP and 2020 HSIP five-year moving average targets are equal.

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

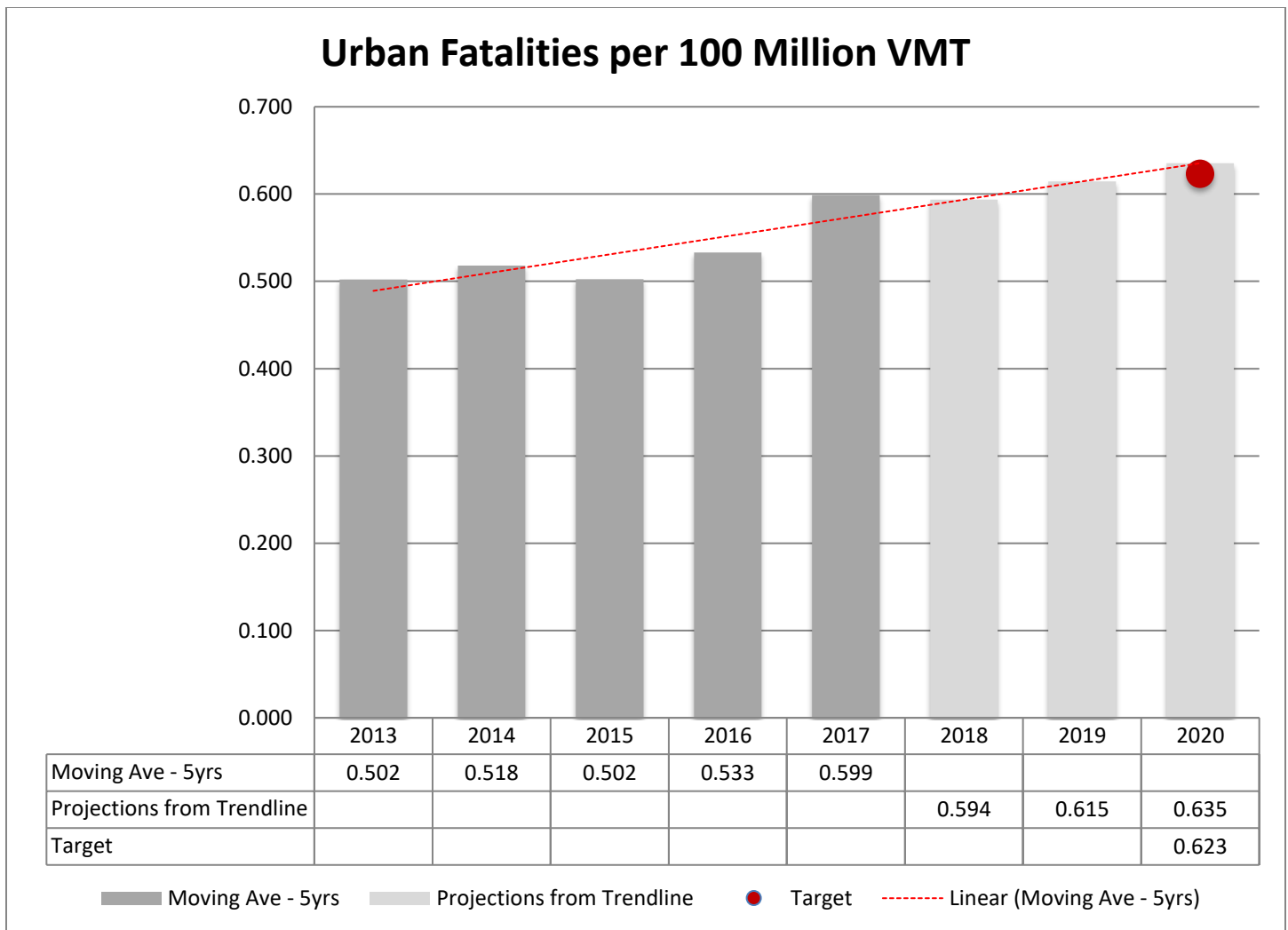
**Rural Fatality Rate (FARS):**



**Goal Statement**

**Rural Fatalities per VMT Goal Statement:** The five-year 2020 projection based upon the trend line indicates 1.827 rural fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of 1.791 rural fatalities per 100 million VMT in 2020. This trend has stayed relatively flat and therefore a two percent reduction goal is realistic and attainable.

**Urban Fatality Rate (FARS):**

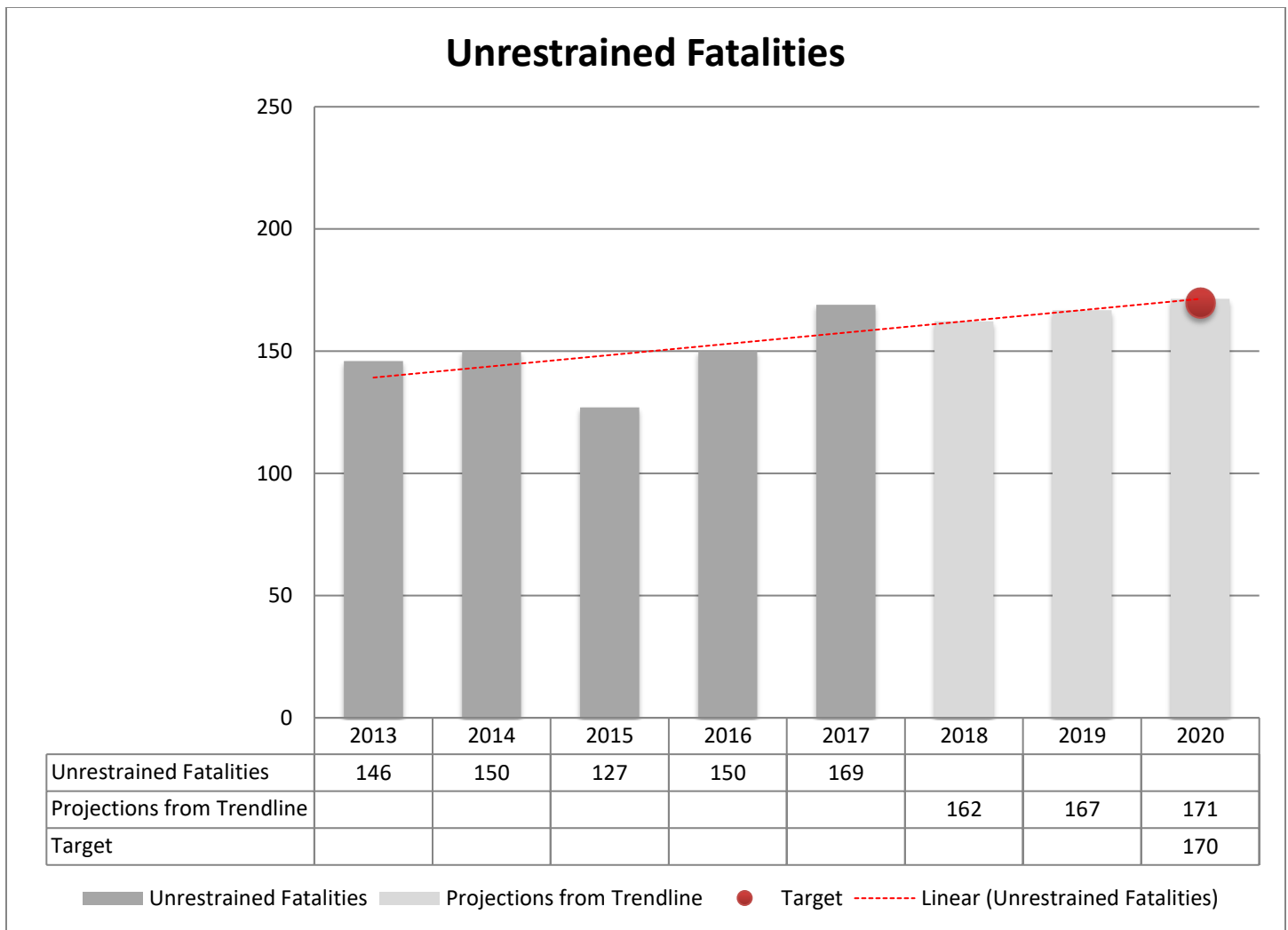


**Goal Statement**

**Urban Fatalities per VMT Goal Statement:** The five-year 2020 projection based upon the trend line indicates .635 urban fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of .623 urban fatalities per VMT in 2020. Based upon recent history, the two percent reduction goal is realistic and attainable.



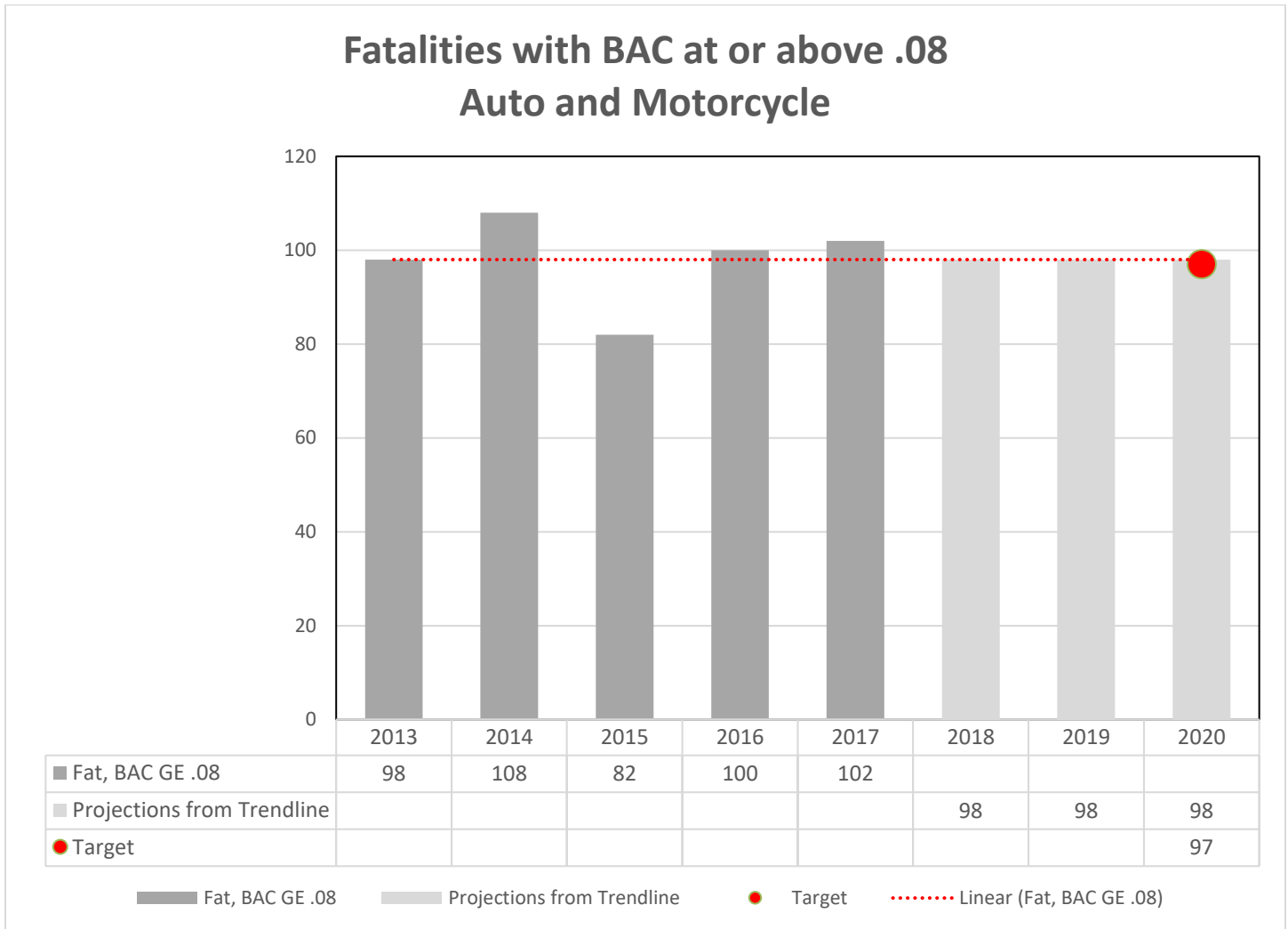
**Unrestrained Fatalities All Positions (FARS):**



**Goal Statement**

**C-4 Number of Unrestrained Fatalities:** The 2020 five-year average projection based upon the trend line indicates 171 unrestrained fatalities. A one percent reduction in this projection would derive our goal of 170 unrestrained fatalities in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.

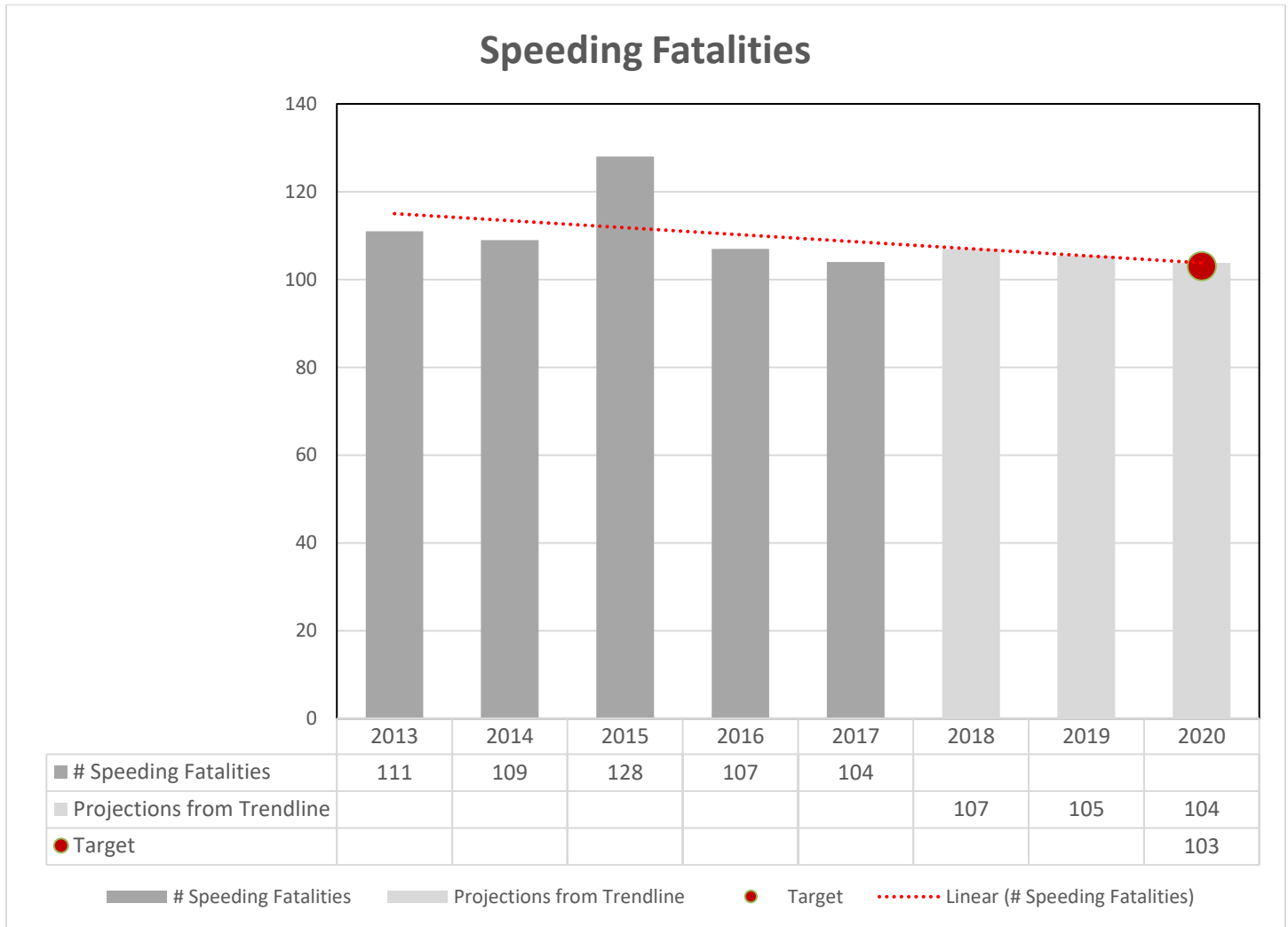
**Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with BAC of .08 or above (FARS)**



**Goal Statements**

**C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above:** The 2020 five-year average projection based upon the trend line indicates 98 fatalities with a BAC of .08 or above. A one percent reduction in this projection would derive our goal of 97 fatalities with a BAC of .08 or above in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.

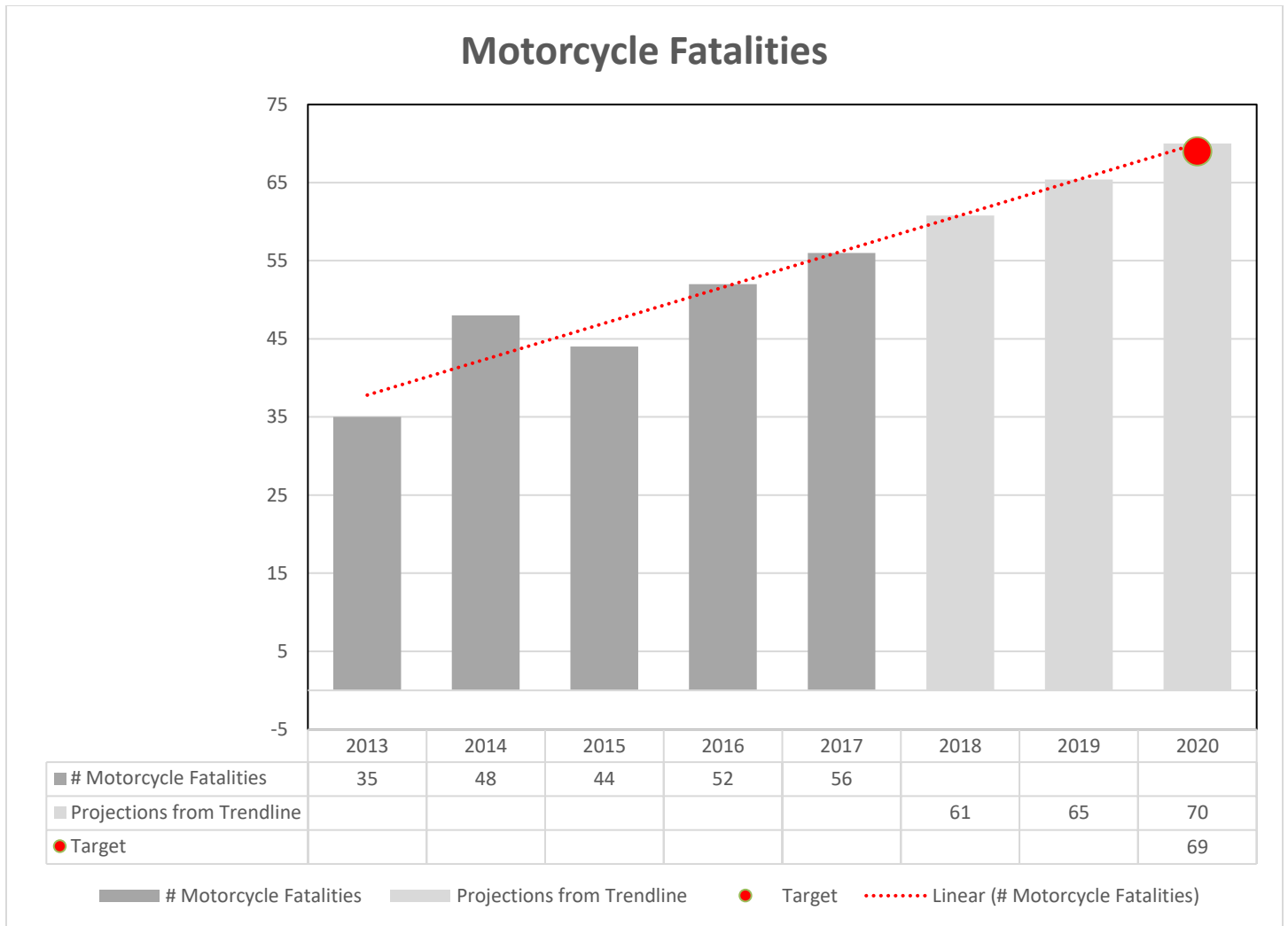
**Speeding Fatalities (FARS):**



**Goal Statement**

**C-6 Number of Speeding Fatalities:** The 2020 five-year average projection based upon the trend line indicates 104 speeding fatalities in 2020. A one percent reduction in this projection would derive our goal of 103 speeding fatalities in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.

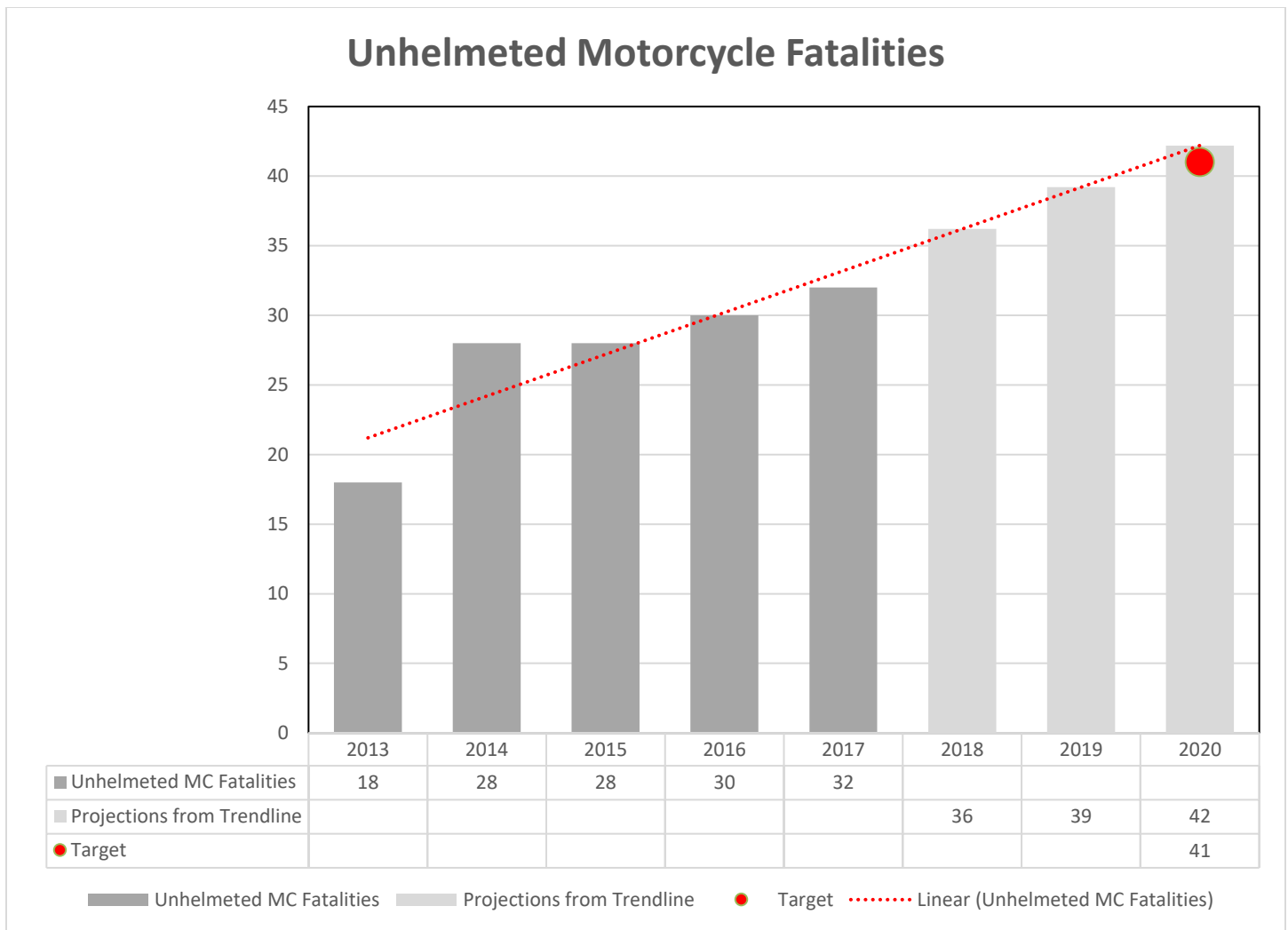
**Number of Motorcyclist Fatalities (FARS):**



**Goal Statement**

**C-7 Number of Motorcycle Fatalities:** The 2020 five-year average projection based upon the trend line indicates 70 motorcycle fatalities in 2020. A two percent reduction in this projection would derive our goal of 69 motorcycle fatalities in 2020. Based upon recent history, the trend line of the target, the two percent reduction goal is realistic and attainable.

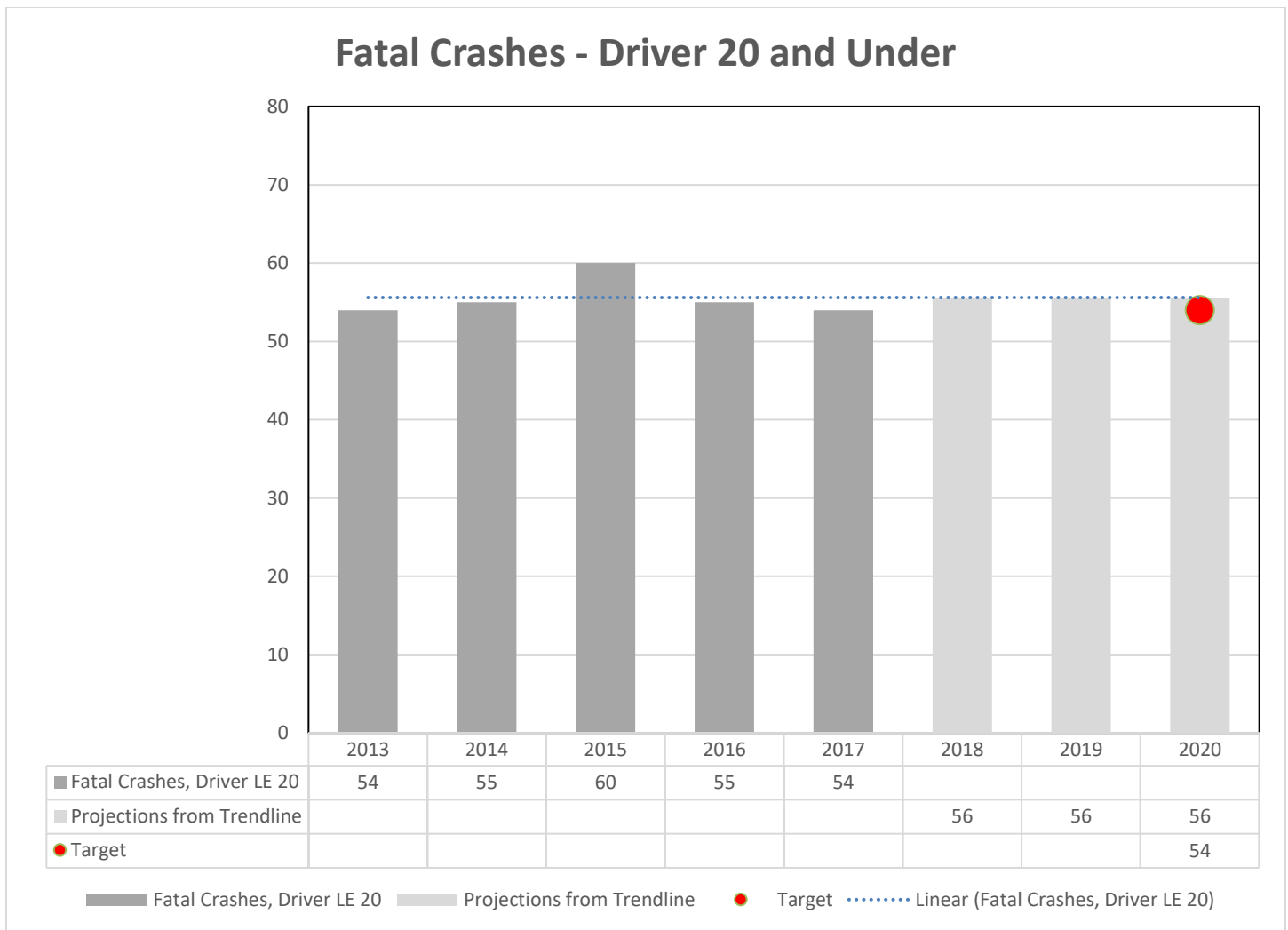
**Number of un-helmeted Motorcyclist Fatalities (FARS):**



**Goal Statement**

**C-8 Number of Unhelmeted Motorcycle Fatalities:** The 2020 five-year average projection based upon the trend line indicates 42 unhelmeted motorcycle fatalities in 2020. A two percent reduction in this projection would derive our goal of 41 serious unhelmeted motorcycle fatalities in 2020. Based upon recent history, the trend line of the target, the two percent reduction goal is realistic and attainable.

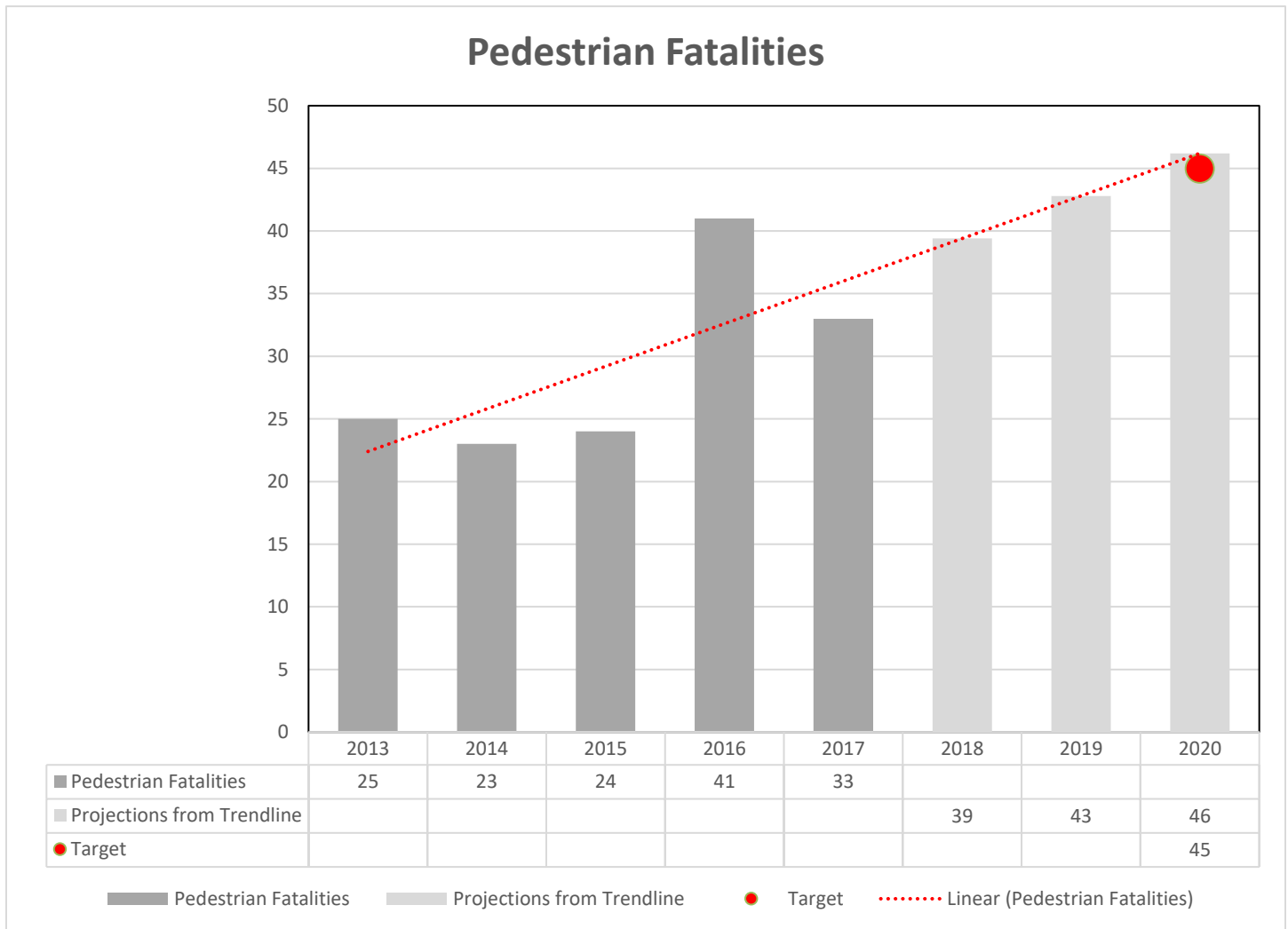
**Number of Fatalities with Driver 20 or under (FARS):**



**Goal Statement**

**C-9 Goal Statement Number of Drivers, 20 or under, Involved in Fatal Crashes:** The 2020 five-year average projection based upon the trend line indicates 56 drivers, 20 or under, involved in a fatal crash. A two percent reduction in this projection would derive our goal of 54 drivers, 20 or under, involved in a fatal crash in 2020. Based upon recent history, the trend line of the target, the two percent reduction goal is realistic and attainable.

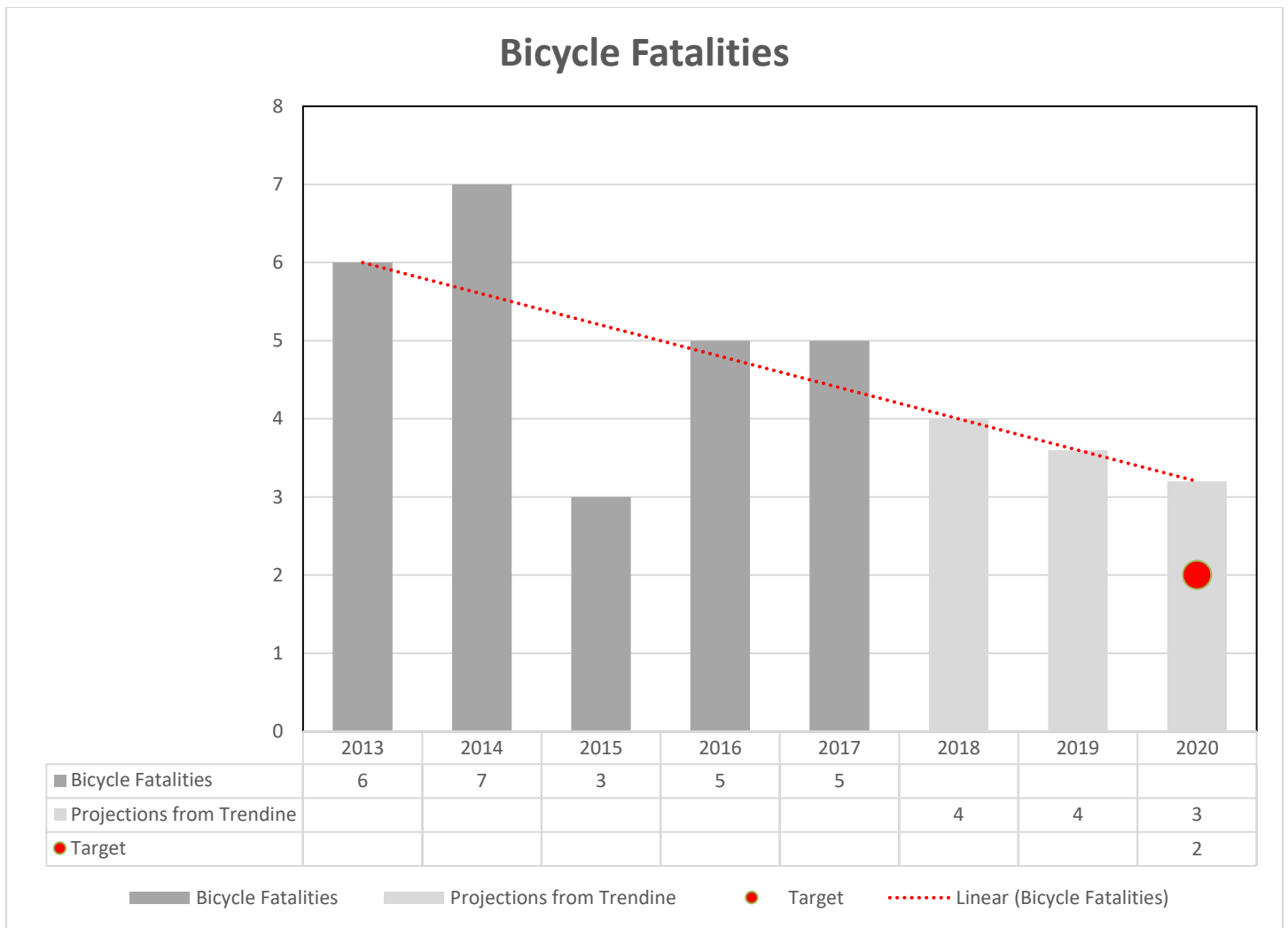
**Pedestrian Fatalities (FARS):**



**Goal Statement**

**C-10 Pedestrian Fatalities:** The 2020 annual projection based upon the trend line indicates 46 pedestrian fatalities. A three percent reduction in this projection would equal our goal of 45 pedestrian fatalities in 2020. Based upon recent history, and relatively small number of pedestrian fatalities, a three percent reduction goal is realistic and attainable.

**Bicycle Fatalities (FARS):**

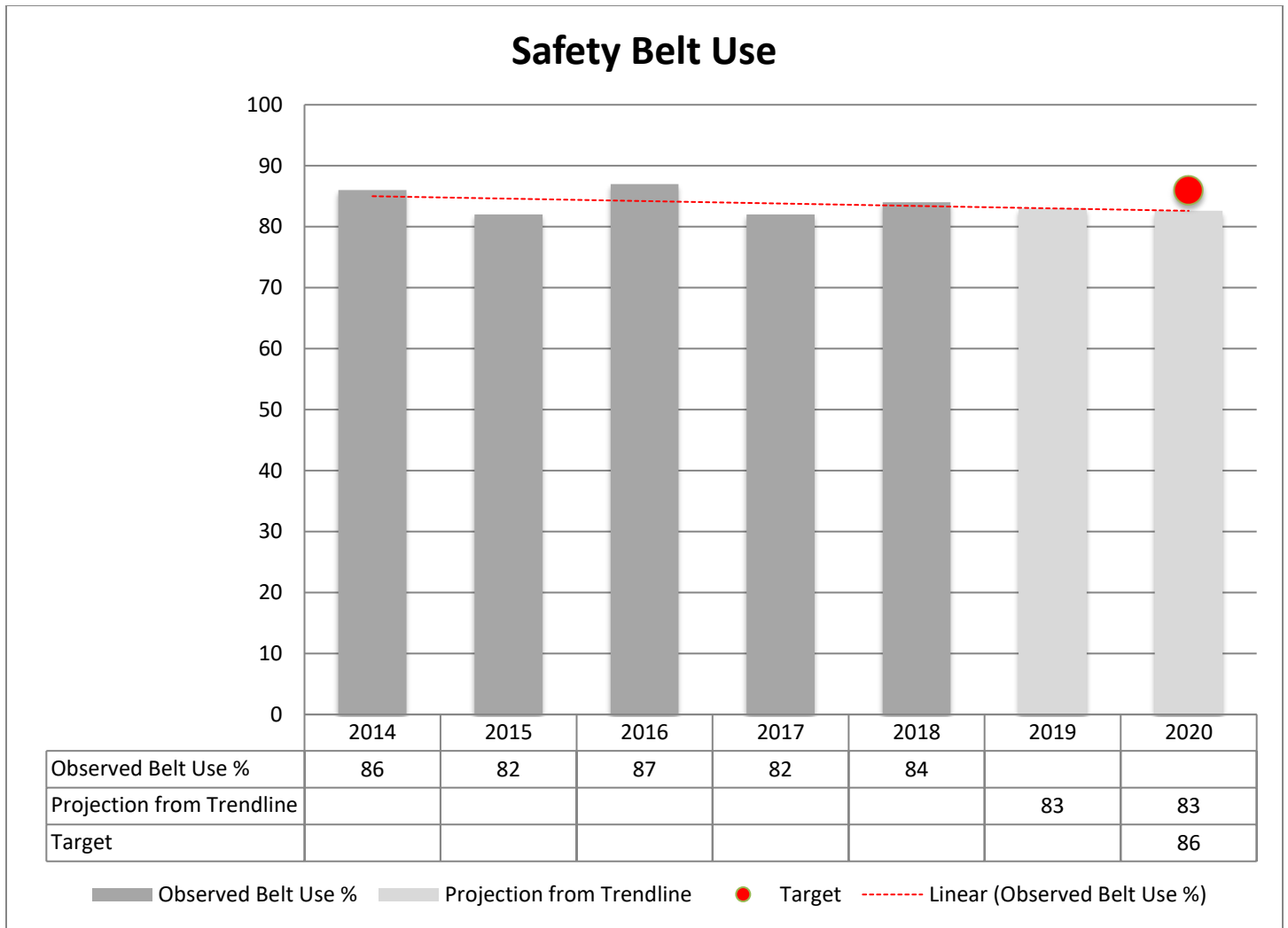


**Goal Statement**

**C-11 Bicycle Fatalities:** The 2020 annual projection based upon the trend line indicates three bicycle fatalities. A 33 percent reduction in this projection would equal our goal of two bicycle fatality in 2020. Based upon recent history, and relatively small number of bicycle fatalities, a 33 percent reduction goal is realistic and attainable.



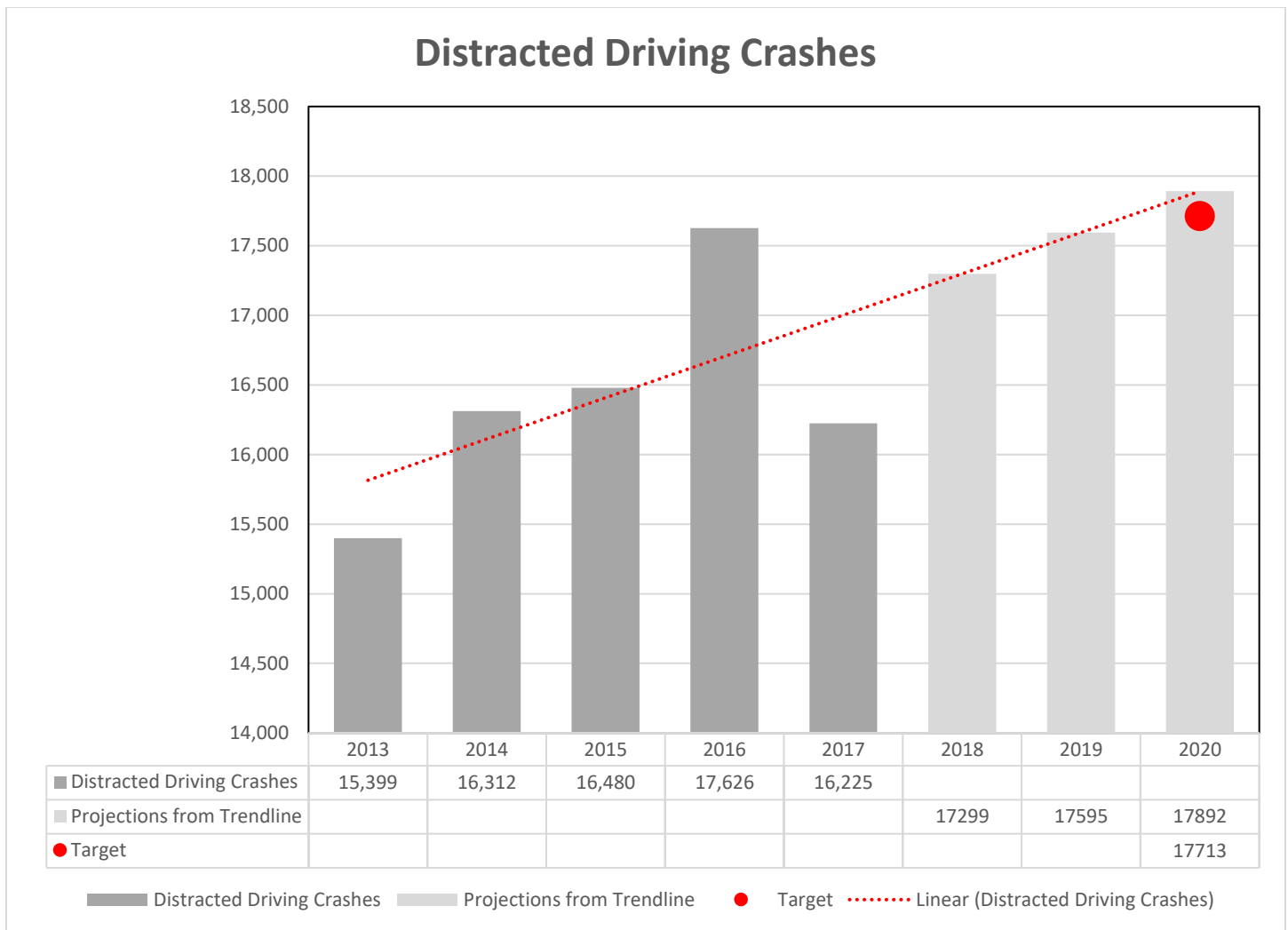
**Seatbelt Use Rate (State Survey):**



**Goal Statement**

**B-1 Observed Seat Belt Use:** The 2020 five-year average projection based upon the trend line indicates 84 percent observed belt use. A two percent increase in this projection would derive our goal of 86 percent observed belt use in 2020. Based upon recent history, the trend line of the target, the two percent goal is realistic and attainable.

**Distracted Driving Crashes (KCARS):**



**Goal Statement**

**Number of Distracted Driving Crashes:** The 2020 five-year average projection based upon the trend line indicates 17,892 distracted driving crashes. A one percent reduction in this projection would derive our goal of 17,713 distracted driving crashes in 2020. Based upon recent history, the trend line of the target, the 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 2017. 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

2017 Rank	County	Total Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	JOHNSON	11421	19.37%	19.37%	Yes	Yes	Yes
2	SEDGWICK	11226	19.04%	38.42%	Yes	Yes	Yes
3	SHAWNEE	4486	7.61%	46.03%	Yes	Yes	Yes
4	DOUGLAS	2954	5.01%	51.04%	Yes	Yes	Yes
5	BUTLER	1428	2.42%	53.46%	Yes	Yes	
6	LEAVENWORTH	1400	2.37%	55.83%	Yes		
7	WYANDOTTE	1381	2.34%	58.18%	Yes	Yes	Yes
8	RILEY	1316	2.23%	60.41%	Yes	Yes	
9	RENO	1274	2.16%	62.57%	Yes	Yes	
10	SALINE	1174	1.99%	64.56%	Yes	Yes	
11	COWLEY	902	1.53%	66.09%	Yes		
12	LYON	814	1.38%	67.47%	Yes		
13	FORD	770	1.31%	68.78%	Yes	Yes	
14	MONTGOMERY	698	1.18%	69.96%	Yes	Yes	Yes
15	ELLIS	654	1.11%	71.07%	Yes	Yes	
16	FINNEY	650	1.10%	72.18%	Yes		
17	GEARY	597	1.01%	73.19%	Yes		
18	SUMNER	597	1.01%	74.20%	Yes		
19	MIAMI	563	0.96%	75.16%	Yes		
20	HARVEY	535	0.91%	76.06%	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 407 fatal crashes in 2017. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These forty-two counties represent more than 80 percent of all fatal crashes in 2017. 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

2017 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP	IDDP	NSEP
1	SEDGWICK	56	13.76%	13.76%	STEP	IDDP	NSEP
2	JOHNSON	30	7.37%	21.13%	STEP	IDDP	NSEP
3	WYANDOTTE	28	6.88%	28.01%	STEP	IDDP	NSEP
4	SHAWNEE	15	3.69%	31.70%	STEP	IDDP	NSEP
5	BUTLER	12	2.95%	34.64%	STEP	IDDP	
6	DOUGLAS	10	2.46%	37.10%	STEP	IDDP	NSEP
7	POTTAWATOMIE	9	2.21%	39.31%	STEP	IDDP	NSEP
8	RENO	9	2.21%	41.52%	STEP	IDDP	
9	LEAVENWORTH	8	1.97%	43.49%	STEP		
10	MONTGOMERY	8	1.97%	45.45%	STEP		
11	COWLEY	7	1.72%	47.17%	STEP		
12	FORD	7	1.72%	48.89%	STEP		NSEP
13	FRANKLIN	7	1.72%	50.61%	STEP		
14	SUMNER	7	1.72%	52.33%			

15	ANDERSON	6	1.47%	53.81%	STEP		
16	BARTON	6	1.47%	55.28%	STEP	IDDP	NSEP
17	CRAWFORD	6	1.47%	56.76%	STEP		
18	EDWARDS	5	1.23%	57.99%	STEP		
19	ELLIS	5	1.23%	59.21%	STEP		
20	GREENWOOD	5	1.23%	60.44%			
21	HARPER	5	1.23%	61.67%	STEP		
22	JEFFERSON	5	1.23%	62.90%	STEP		
23	MARION	5	1.23%	64.13%	STEP	IDDP	NSEP
24	ALLEN	4	0.98%	65.11%	STEP		
25	BARBER	4	0.98%	66.09%	STEP		
26	CLAY	4	0.98%	67.08%	STEP	IDDP	
27	GEARY	4	0.98%	68.06%	STEP	IDDP	
28	GRAY	4	0.98%	69.04%	STEP		
29	JACKSON	4	0.98%	70.02%	STEP		
30	LABETTE	4	0.98%	71.01%	STEP		
31	MIAMI	4	0.98%	71.99%			
32	SEWARD	4	0.98%	72.97%	STEP		
33	WABAUNSEE	4	0.98%	73.96%			
34	BROWN	3	0.74%	74.69%	STEP		
35	COMANCHE	3	0.74%	75.43%			
36	DICKINSON	3	0.74%	76.17%	STEP		
37	GOVE	3	0.74%	76.90%			
38	HARVEY	3	0.74%	77.64%			
39	MCPHERSON	3	0.74%	78.38%			
40	MEADE	3	0.74%	79.12%			

41	MORRIS	3	0.74%	79.85%			
42	NEOSHO	3	0.74%	80.59%			

\*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 counties represent more than 80 percent of alcohol-related crashes in 2017. 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

2017 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP	IDDP	NSEP
1	JOHNSON	385	19.30%	19.30%	STEP	IDDP	NSEP
2	SEDGWICK	378	18.95%	38.25%	STEP	IDDP	NSEP
3	DOUGLAS	138	6.92%	45.16%	STEP	IDDP	NSEP
4	SHAWNEE	131	6.57%	51.73%	STEP	IDDP	NSEP
5	LEAVENWORTH	73	3.66%	55.39%	STEP		
6	RILEY	60	3.01%	58.40%	STEP		
7	WYANDOTTE	52	2.61%	61.00%	STEP	IDDP	
8	BUTLER	45	2.26%	63.26%	STEP	IDDP	
9	RENO	45	2.26%	65.51%	STEP		
10	SALINE	45	2.26%	67.77%	STEP		
11	FORD	39	1.95%	69.72%	STEP	IDDP	NSEP
12	LYON	35	1.75%	71.48%	STEP		

13	FINNEY	28	1.40%	72.88%	STEP		
14	HARVEY	26	1.30%	74.19%	STEP	IDDP	NSEP
15	COWLEY	24	1.20%	75.39%	STEP		
16	GEARY	21	1.05%	76.44%	STEP	IDDP	
17	ELLIS	20	1.00%	77.44%	STEP	IDDP	
18	FRANKLIN	20	1.00%	78.45%	STEP		
19	JEFFERSON	19	0.95%	79.40%	STEP	IDDP	NSEP
20	POTTAWATOMIE	19	0.95%	80.35%	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 nighttime 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.



<b>Yearly Belt Use Rates, S1200 Road Type Alphabetical by County</b>			
<b>County</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>
Atchison	73.8%	78.2%	78.1%
Butler	84.3%	84.5%	81.5%
Chase	81.6%	71.4%	68.6%
Coffey*		91.2%	89.7%
Cowley	89.2%	89.3%	86.9%
Crawford	84.4%	74.0%	71.8%
Douglas	88.6%	87.6%	95.7%
Ellsworth*		82.1%	90.4%
Franklin	90.2%	84.3%	87.2%
Gove*		56.6%	61.7%
Harvey	79.2%	87.5%	89.1%
Haskell*		81.7%	92.9%
Jefferson	80.6%	86.1%	85.1%
Johnson	96.5%	94.4%	96.4%
Labette	61.0%	79.0%	84.3%
Leavenworth	85.3%	89.8%	89.6%
Lyon	75.4%	79.5%	83.0%
Montgomery	87.1%	67.8%	71.2%
Reno	86.5%	94.8%	93.4%
Riley	91.0%	84.4%	90.7%
Saline	80.4%	86.8%	84.9%
Sedgwick	82.6%	85.9%	90.3%
Seward	93.5%	85.9%	94.4%
Shawnee	91.2%	88.9%	91.5%
Wabaunsee*		77.7%	75.1%
Wyandotte	84.6%	80.4%	90.8%
*New since 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 - 2018

County	S1100	S1200	S1400	*Percent Belted
Johnson	96.82%	96.43%	91.87%	95.79%
Douglas	97.99%	95.73%	88.51%	95.34%
Reno		93.44%	97.83%	94.30%
Haskell		92.94%	88.89%	92.17%
Wyandotte	94.32%	90.77%	78.74%	91.52%
Ellsworth	93.05%	90.42%	82.76%	91.25%
Seward		94.39%	73.68%	90.37%
Leavenworth	92.69%	89.62%	85.39%	89.78%
Harvey	91.54%	89.10%	85.71%	89.61%
Franklin	96.08%	87.20%	55.56%	88.87%
Sedgwick	87.80%	90.29%	83.72%	88.67%
Riley	95.50%	90.70%	85.12%	88.45%
Gove	95.50%	61.73%	30.77%	87.87%
Shawnee	84.65%	91.48%	68.75%	86.90%
Saline	91.21%	84.91%	68.85%	85.67%
Coffey	78.78%	89.74%	81.03%	84.85%
Labette		84.33%	81.82%	83.94%
Jefferson		85.13%	69.70%	82.75%
Cowley		86.95%	64.29%	82.39%
Butler	80.53%	81.50%	56.00%	78.53%
Atchison		78.06%	75.86%	77.58%
Wabaunsee	78.79%	75.10%	56.52%	77.31%
Chase	82.02%	68.62%	38.89%	76.42%
Lyon	75.52%	82.95%	53.33%	76.25%
Crawford		71.76%	68.67%	71.17%
Montgomery		71.25%	58.47%	69.20%

\*Weighted by road type as measured by DVMT

## 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 20, 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.

## Countermeasure Strategy: N/A

### Project Summary

<b>Project Name:</b>	<b>Travel and Training</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>KDOT</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Estimated Funding Amounts:</b>	<b>\$20,000</b>	<b>Eligible Use of Funds:</b>	<b>Planning and Administration (FAST)</b>
<b>Indirect Cost:</b>	<b>N/A</b>	<b>Match Amount:</b>	<b>\$0</b>
<b>Project Number (Unique ID):</b>	<b>SP-1400-20</b>	<b>Local Benefit:</b>	<b>\$0</b>

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.

# Impaired Driving (Drug and 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. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. This positive change helps clear the way for a small rollout of oral fluid testing devices in the hands of experienced DRE's in select counties.

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

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

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

## Authority and Basis for Operation of Task Force

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

### Impaired Driving Task Force

NAME	E-MAIL	ORGANIZATION & TITLE
Steven Buckley	<a href="mailto:Steven.Buckley@ks.gov">Steven.Buckley@ks.gov</a>	Kansas Department of Transportation- <b>State Highway Safety Engineer</b>
Chris Bortz	<a href="mailto:Chris.Bortz@ks.gov">Chris.Bortz@ks.gov</a>	Kansas Department of Transportation- <b>Manager State Highway Safety Office</b>
Gary Herman	<a href="mailto:Gary.Herman@ks.gov">Gary.Herman@ks.gov</a>	Kansas Department of Transportation- <b>Traffic Safety Assistant Program Manager</b>
Dan Kiser	N/A	Kansas Department of Transportation- <b>Law Enforcement Liaison</b>
Troy Wells	<a href="mailto:Wellsd0537@cox.net">Wellsd0537@cox.net</a>	Kansas Department of Transportation- <b>Law Enforcement Liaison</b>
Al Ackerman	<a href="mailto:alackerman491@gmail.com">alackerman491@gmail.com</a>	Kansas Department of Transportation- <b>Law Enforcement Liaison</b>
Bob Hamilton	<a href="mailto:bobhlel@gmail.com">bobhlel@gmail.com</a>	Kansas Department of Transportation- <b>Law Enforcement Liaison</b>
Jeff Halloran	<a href="mailto:Jeff.Halloran@dot.gov">Jeff.Halloran@dot.gov</a>	NHTSA REGION 7 Office- <b>Deputy Administrator</b>
Lori Marshall	<a href="mailto:Lori.Marshall@madd.org">Lori.Marshall@madd.org</a>	Director, <b>MADD KANSAS</b>
Deputy Aaron Miller	<a href="mailto:admiller@sedgwick.gov">admiller@sedgwick.gov</a>	SEDGWICK County Sheriff Office <b>DUI Supervisor</b>
Lt. Mark French	<a href="mailto:MFrench@rileycountypolice.org">MFrench@rileycountypolice.org</a>	Riley County Police Department <b>Supervisor</b>
Capt. Jimmy Atkinson	<a href="mailto:Jimmy.Atkinson@ks.gov">Jimmy.Atkinson@ks.gov</a>	Kansas Highway Patrol

		Breath Alcohol Unit Troop Commander
Lt. Chris Bauer	<a href="mailto:christopher.bauer@ks.gov">christopher.bauer@ks.gov</a>	Kansas Highway Patrol Breath Alcohol Supervisor
Ted Smith	<a href="mailto:ted.smith@kdor.ks.gov">ted.smith@kdor.ks.gov</a>	Kansas Department of Revenue Driver's License Attorney
Lt. Matt Payne	<a href="mailto:matthew.payne@ks.gov">matthew.payne@ks.gov</a>	Kansas Highway Patrol Breath Alcohol Unit
Carrie Hodges	<a href="mailto:Carrie.Hodges@KBI.STATE.KS.US">Carrie.Hodges@KBI.STATE.KS.US</a>	Kansas Bureau of Investigation Director Forensics Laboratory
Leslie Moore	<a href="mailto:Leslie.Moore@kbi.state.ks.us">Leslie.Moore@kbi.state.ks.us</a>	Kansas Bureau of Investigation Criminal History
TBD	TBD	AAA KANSAS Director
Laurie Martinez	<a href="mailto:Laurie.Martinez@kdor.gov">Laurie.Martinez@kdor.gov</a>	Kansas Department of Revenue Ignition Interlock Program
TBD	TBD	Kansas Department of Health and Environment Supervisor Breath Alcohol Unit
Jodie Soldan	<a href="mailto:Jodie.Soldan@kdor.ks.gov">Jodie.Soldan@kdor.ks.gov</a>	Kansas Department of Revenue Driver's Solutions Supervisor
Kent Selk	<a href="mailto:kent.selk@kdor.ks.gov">kent.selk@kdor.ks.gov</a>	Kansas Department of Revenue Driver's License Bureau Supervisor
Janelle Robinson	<a href="mailto:Janelle.Robinson@kdor.ks.gov">Janelle.Robinson@kdor.ks.gov</a>	Kansas Department of Revenue Driver's License Bureau Supervisor
Sgt Kenneth Kooser	<a href="mailto:Kenneth.Kooser@sedgwick.gov">Kenneth.Kooser@sedgwick.gov</a>	Sedgwick County Sheriff Office DUI Supervisor
Corey Kenney	<a href="mailto:corey.kenney@ag.ks.gov">corey.kenney@ag.ks.gov</a>	Kansas Attorney General Traffic Safety Resource Prosecutor (Adjudication)

### Countermeasure Strategy: Communication

<b>Project Name:</b>	<b>Adult Education and Awareness</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>Fast Act 405(d) Impaired Driving Low</b>
<b>Estimated Funding Amounts:</b>	<b>\$200,000</b>	<b>Eligible Use of Funds:</b>	<b>405d Impaired Driving Low (FAST)</b>
<b>Indirect Cost:</b>	<b>N/A</b>	<b>Match Amount:</b>	<b>\$0</b>
<b>Project Number (Unique ID):</b>	<b>SP-4700-20</b>	<b>Local Benefit:</b>	<b>\$0</b>

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 Strategy: Communication

<b>Project Name:</b>	<b>Breath Testing</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Health and Environment</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low</b>
<b>Funding Amounts:</b>	<b>\$15,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4702-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Impaired Driving Low (FAST)</b>

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. Individual items will not exceed \$5,000 per unit.

### Countermeasure Strategy: Communication

<b>Project Name:</b>	<b>24/7/Judge's Training</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>TBD</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low</b>
<b>Funding Amounts:</b>	<b>\$400,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4710-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Impaired Driving Low (FAST)</b>

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 Strategy: Communication

<b>Project Name:</b>	<b>Youth Education and Awareness</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low</b>
<b>Funding Amounts:</b>	<b>\$10,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-2251-20</b>	<b>Eligible Use of Funds:</b>	<b>405(d) Impaired Driving Low (FAST)</b>

These funds will allow KDOT to maintain the underage drinking tip-line, 1-866-MUSTB-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.

### Prosecutor Training Countermeasure:

<b>Project Name:</b>	<b>Traffic Safety Resource Prosecutor</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Attorney General's Office</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low</b>
<b>Funding Amounts:</b>	<b>\$500,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4709-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Impaired Driving Low (FAST)</b>

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.

### Prosecutor Training Countermeasure:

<b>Project Name:</b>	<b>Traffic Safety Resource Prosecutor</b>	<b>Source Fiscal Year:</b>	<b>2019</b>
<b>Sub-Recipient:</b>	<b>Kansas Attorney General's Office</b>	<b>Funding Source ID:</b>	<b>FAST Act 402</b>
<b>Funding Amounts:</b>	<b>\$20,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1703-20</b>	<b>Eligible Use of Funds:</b>	<b>FAST Act 402</b>

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.

### High Visibility Enforcement Countermeasures:

<b>Project Name:</b>	<b>Underage Drinking Enforcement</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Alcoholic Beverage Control</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$65,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-2253-20</b>	<b>Eligible Use of Funds:</b>	<b>Youth Alcohol (FAST)</b>

This project provides overtime funding for Alcoholic Beverage Control and local law enforcement agencies to provide overtime enforcement of Kansas’ underage drinking laws at the Heartland Stampede. This three-day event draws more than 150,000 concert goers annually. Funding through this grant also enables Alcoholic Beverage Control to enforce underage drinking laws at other venues or events around the state throughout the year.

### High Visibility Enforcement Countermeasures:



<b>Project Name:</b>	<b>Teen Angel</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Overland Park Police Department</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$35,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>100%</b>
<b>Project Number:</b>	<b>SP-2254-20</b>	<b>Eligible Use of Funds:</b>	<b>Youth Alcohol (FAST)</b>

Through a Destination Safe Grant application, the Overland Park Police Department plans to target and reduce underage drinking in their community. 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. Overland Park is the third largest city in the state and is in the largest county in the state.

**High Visibility Enforcement Countermeasures:**

<b>Project Name:</b>	<b>Impaired Driving Deterrence and Equipment Program</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Local Law Enforcement</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low</b>
<b>Funding Amounts:</b>	<b>\$1,600,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>100%</b>
<b>Project Number:</b>	<b>SP-4704-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Impaired Driving Low (FAST)</b>

This project provides overtime funding and supplies 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. Supply purchases will be limited to \$500 per agency and will focus on cones, vests and other supplies to support checklanes and saturation patrols.

**High Visibility Enforcement Countermeasures:**

<b>Project Name:</b>	<b>Drug and Alcohol Evaluation Unit</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Highway Patrol</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low (FAST)</b>
<b>Funding Amounts:</b>	<b>\$800,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4706-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Impaired Driving Low (FAST)</b>

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. This project also supports the enforcement of ignition interlocks. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. This positive change helps clear the way for a small rollout of oral fluid testing devices in the hands of experienced DRE’s in select counties.

**High Visibility Enforcement Countermeasures:**

<b>Project Name:</b>	<b>Roving Aggressive Violation Enforcement</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Highway Patrol</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low</b>
<b>Funding Amounts:</b>	<b>\$350,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4707-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Impaired Driving Low (FAST)</b>

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.



**Local Partnerships:**

<b>Agency/Entity</b>	<b>Funding Source</b>	<b>Funded Activities</b>
<b>Kansas Dept of Health and Environment</b>	State and Federal	Assist in the administration of breath testing units, serve on the Impaired Driving Task Force

<b>Kansas Dept of Revenue</b>	State	Administer Drivers Licensing and Ignition Interlock programs in the state, serve on the Impaired Driving Task Force
<b>Kansas Bureau of Investigation</b>	State and Federal	Perform blood testing and house criminal history database, serve on the Impaired Driving Task Force
<b>Office of the Kansas Attorney General</b>	State and Federal	Traffic Safety Resource Prosecutors, adjudication, serve on the Impaired Driving Task Force
<b>Mothers Against Drunk Driving</b>	State and Local	Provide victim assistance and court monitoring
<b>Kansas Highway Patrol/Local Law Enforcement Agencies</b>	Federal, State and Local	Serve on the Impaired Driving Task Force, enforcement
<b>National Highway Traffic Safety Administration</b>	Federal	Serve on the Impaired Driving Task Force

Table 7

<b>Impaired Driving Deterrence Program (IDDP) Grantees, by County</b>			
<b>Funding Source</b>		<b>County</b>	<b>Grantee</b>
405(d)	SP-4704-20	DG	Lawrence Police Department
405(d)	SP-4704-20	EL	Hays Police Department
405(d)	SP-4704-20	FO	Dodge City Police Department
405(d)	SP-4704-20	JO	Johnson County Sheriff's Office
405(d)	SP-4704-20	JO	Mission Police Department
405(d)	SP-4704-20	JO	Olathe Police Department
405(d)	SP-4704-20	JO	Overland Park Police Department
405(d)	SP-4704-20	JO	Prairie Village Police Department
405(d)	SP-4704-20	JO	Shawnee Police Department
405(d)	SP-4704-20	LV	Tonganoxie Police Department
405(d)	SP-4704-20	MI	Miami County Sheriff's Office
405(d)	SP-4704-20	MG	Coffeyville Police Department
405(d)	SP-4704-20	RL	Riley County Police Department

405(d)	SP-4704-20	RN	Hutchinson Police Department
405(d)	SP-4704-20	RN	Reno County Sheriff
405(d)	SP-4704-20	SA	Saline County Sheriff's Office
405(d)	SP-4704-20	SG	Sedgwick County Sheriff
405(d)	SP-4704-20	SG	Wichita Police Department
405(d)	SP-4704-20	SN	Topeka Police Department
405(d)	SP-4704-20	WY	Bonner Springs 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.

### Communication Campaign Countermeasure

<b>Project Name:</b>	<b>Distracted Driving Awareness</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$50,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4901-20</b>	<b>Eligible Use of Funds:</b>	<b>Distracted Driving</b>

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

# 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 2020 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.

**Motorcycle/Moped Crashes:** There were 526 motorcycle/moped operator crashes in 2017 involving another motor vehicle. Three hundred sixty-two of these crashes occurred in five counties and account for more than half the total. This data shows the state should target Share the Road messages in Sedgwick, Johnson, Wyandotte, Shawnee and Douglas Counties, which will reach more than half of all crashes involving a motorcycle/moped and another motor vehicle.

## MOTOR VEHICLE CRASH SUMMARY

### Motorcycle/Moped Crashes involving another motor vehicle, by County

County	Year	CRASHES				PEOPLE	
		Total	Fatal	Injury	PDO	Deaths	Injuries
SEDGWICK	2017	154	9	113	32	9	134
JOHNSON	2017	86	2	56	28	2	64
WYANDOTTE	2017	52	1	34	17	1	46
SHAWNEE	2017	45	1	29	15	1	34
DOUGLAS	2017	25	3	15	7	3	20
RENO	2017	17	1	9	7	1	9
RILEY	2017	14	0	9	5	0	10
SALINE	2017	14	1	12	1	1	14
LEAVENWORTH	2017	13	1	7	5	1	8
BUTLER	2017	9	2	4	3	2	5
HARVEY	2017	7	1	2	4	1	3
LYON	2017	7	0	2	5	0	2
CRAWFORD	2017	6	0	4	2	0	5
GEARY	2017	6	0	3	3	0	5
MONTGOMERY	2017	6	1	1	4	1	2
COWLEY	2017	4	0	2	2	0	2
ELLIS	2017	4	0	4	0	0	4
JEFFERSON	2017	4	2	2	0	2	5

DICKINSON	2017	3	0	3	0	0	3
FINNEY	2017	3	0	3	0	0	3
FRANKLIN	2017	3	0	2	1	0	3
MIAMI	2017	3	1	1	1	1	1
RUSSELL	2017	3	0	2	1	0	3
BROWN	2017	2	0	1	1	0	1
CHEROKEE	2017	2	0	2	0	0	4
CLAY	2017	2	1	0	1	1	0
ELLSWORTH	2017	2	0	2	0	0	3
MCPHERSON	2017	2	0	1	1	0	1
POTTAWATOMIE	2017	2	1	0	1	1	2
SCOTT	2017	2	0	2	0	0	2
SUMNER	2017	2	1	0	1	1	0
THOMAS	2017	2	0	2	0	0	2
ANDERSON	2017	1	1	0	0	1	2
BARBER	2017	1	1	0	0	1	1
BARTON	2017	1	0	1	0	0	1
BOURBON	2017	1	0	1	0	0	1
CHASE	2017	1	0	0	1	0	0
CLOUD	2017	1	0	0	1	0	0
DONIPHAN	2017	1	0	1	0	0	1
HAMILTON	2017	1	0	1	0	0	1
LABETTE	2017	1	0	1	0	0	1
LINN	2017	1	0	1	0	0	4
MITCHELL	2017	1	0	1	0	0	1
NEOSHO	2017	1	0	1	0	0	1
NESS	2017	1	0	0	1	0	0
NORTON	2017	1	0	1	0	0	2
RICE	2017	1	0	1	0	0	1
ROOKS	2017	1	0	1	0	0	1
SMITH	2017	1	0	1	0	0	2
WABAUNSEE	2017	1	1	0	0	1	1
WASHINGTON	2017	1	0	1	0	0	1
WOODSON	2017	1	0	0	1	0	0
<b>TOTAL</b>		<b>526</b>	<b>32</b>	<b>342</b>	<b>152</b>	<b>32</b>	<b>422</b>

**Impaired Riding:** There were 12 impaired motorcycle operator crashes in 2017, resulting in eight fatalities. This data shows the state should target impaired-motorcycle educational and enforcement resources in Douglas, Johnson, Sedgwick, Shawnee and Wyandotte Counties, which will reach more than half of all impaired motorcycle crashes and fatalities.

## 2017 Alcohol-Related Motorcycle Crashes and 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+
DOUGLAS	43	3	4	3
ANDERSON	1	1	1	1
ELLIS	13	1	0	0
JEFFERSON	13	1	2	1
JOHNSON	161	1	4	0
MIAMI	11	1	1	0
RENO	29	1	1	1
SEDGWICK	263	1	14	1
SHAWNEE	78	1	2	0
WYANDOTTE	88	1	4	1
ALLEN	6	0	0	0
ATCHISON	6	0	1	0
BARBER	4	0	1	0
BARTON	3	0	0	0
BOURBON	6	0	0	0
BROWN	4	0	0	0
BUTLER	26	0	4	0
CHASE	3	0	0	0
CHAUTAUQUA	1	0	0	0
CHEROKEE	6	0	0	0
CHEYENNE	0	0	0	0
CLARK	0	0	0	0
CLAY	4	0	1	0
CLOUD	2	0	0	0
COFFEY	1	0	0	0
COMANCHE	0	0	0	0
COWLEY	18	0	1	0
CRAWFORD	17	0	0	0
DECATUR	0	0	0	0
DICKINSON	6	0	0	0
DONIPHAN	3	0	0	0
EDWARDS	0	0	0	0
ELK	0	0	0	0
ELLSWORTH	4	0	0	0

FINNEY	6	0	0	0
FORD	4	0	0	0
FRANKLIN	8	0	0	0
GEARY	18	0	0	0
GOVE	1	0	0	0
GRAHAM	0	0	0	0
GRANT	2	0	0	0
GRAY	2	0	0	0
GREELEY	0	0	0	0
GREENWOOD	2	0	0	0
HAMILTON	1	0	0	0
HARPER	1	0	0	0
HARVEY	12	0	2	0
HASKELL	1	0	0	0
HODGEMAN	0	0	0	0
JACKSON	1	0	0	0
JEWELL	0	0	0	0
KEARNY	1	0	0	0
KINGMAN	2	0	0	0
KIOWA	1	0	0	0
LABETTE	4	0	0	0
LANE	1	0	0	0
LEAVENWORTH	32	0	2	0
LINCOLN	0	0	0	0
LINN	1	0	0	0
LOGAN	1	0	1	0
LYON	12	0	0	0
MARION	0	0	0	0
MARSHALL	2	0	0	0
MCPHERSON	7	0	1	0
MEADE	2	0	0	0
MITCHELL	2	0	0	0
MONTGOMERY	14	0	1	0
MORRIS	2	0	0	0
MORTON	1	0	0	0
NEMAHA	3	0	1	0
NEOSHO	5	0	0	0
NESS	1	0	0	0
NORTON	2	0	0	0
OSAGE	2	0	0	0
OSBORNE	1	0	0	0
OTTAWA	0	0	0	0
PAWNEE	2	0	0	0
PHILLIPS	0	0	0	0



POTTAWATOMIE	13	0	3	0
PRATT	0	0	0	0
RAWLINS	2	0	0	0
REPUBLIC	0	0	0	0
RICE	3	0	0	0
RILEY	33	0	0	0
ROOKS	1	0	0	0
RUSH	0	0	0	0
RUSSELL	6	0	0	0
SALINE	24	0	1	0
SCOTT	3	0	0	0
SEWARD	2	0	0	0
SHERIDAN	0	0	0	0
SHERMAN	0	0	0	0
SMITH	1	0	0	0
STAFFORD	3	0	0	0
STANTON	0	0	0	0
STEVENS	0	0	0	0
SUMNER	10	0	1	0
THOMAS	3	0	0	0
TREGO	0	0	0	0
WABAUNSEE	8	0	2	0
WALLACE	0	0	0	0
WASHINGTON	3	0	0	0
WICHITA	0	0	0	0
WILSON	2	0	0	0
WOODSON	2	0	0	0
	1099	12	56	8

**Countermeasure Strategy: MC Awareness Media**

<b>Project Name:</b>	<b>Motorcycle Awareness</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Traffic Safety Resource Office</b>	<b>Funding Source ID:</b>	<b>FAST Act 405f Motorcycle Programs</b>
<b>Funding Amounts:</b>	<b>\$50,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4803-20</b>	<b>Eligible Use of Funds:</b>	<b>405f Motorcyclist Awareness FAST</b>

KDOT will continue to utilize a comprehensive statewide media campaign to primarily remind drivers to Share the Road. Motorists will be the primary audience and the awareness campaign to alert them of motorcyclists will be promoted in the majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The 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. In Kansas, more than 50 percent of motorcycle operators involved in a crash are not properly endorsed. Maintaining qualified statewide instructors is crucial to addressing the problem. KDOT would like to offer mini grants to motorcycle riders that have not earned their endorsement. Not only will the mini grants provide a reduced rate on the \$400 training but will aid in the retention of qualified instructors across the state that may choose to forgo their instructor status if classes are not well attended. Retention of motorcycle instructors is one of the eligible uses of Section 405(f) funding.

**Countermeasure Strategy: Alcohol Impairment Detection Enforcement and Sanctions**

<b>Project Name:</b>	<b>Motorcycle Enforcement</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Local Law Enforcement</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$240,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$240,000</b>
<b>Project Number:</b>	<b>SP-1300-20</b>	<b>Eligible Use of Funds:</b>	<b>Motorcycle Safety (FAST)</b>

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 impaired motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2020 aimed at deterring impaired driving behaviors for all vehicle operators.

<b>Impaired Motorcycle Operator Enforcement</b>		
SP-1300-20	Gardner Police Department	\$10,000
SP-1300-20	Johnson County Sheriff’s Office	\$10,000
SP-1300-20	Kansas City Police Department	\$10,000
SP-1300-20	Lenexa Police Department	\$10,000
SP-1300-20	Olathe Police Department	\$10,000
SP-1300-20	Overland Park Police Department	\$20,000
SP-1300-20	Sedgwick County Sheriff’s Office	\$20,000
SP-1300-20	Shawnee County Sheriff’s Office	\$20,000
SP-1300-20	Shawnee Police Department	\$20,000
SP-1300-20	Topeka Police Department	\$30,000
SP-1300-20	Wichita Police Department	\$30,000
SP-1300-20	Kansas Highway Patrol	\$50,000
<b>Total</b>		<b>\$240,000</b>

**Local Partnerships:**

<b>Agency/Entity</b>	<b>Funding Source</b>	<b>Funded Activities</b>
<b>National Highway Traffic Safety Administration</b>	Federal	Serve on the Motorcycle Safety Task Force

<b>Motorcycle Rider Organizations (ABATE, GWRRA, CMA), Motorcycle Safety Instructors</b>	State and Federal	Serve on the Motorcycle Safety Task Force and support training
<b>Kansas Department of Education</b>	State	Serve on the Motorcycle Safety Task Force and administer the motorcycle training fund
<b>Kansas Department of Revenue</b>	State	Serve on the Motorcycle Safety Task Force and administer motorcycle licensing
<b>Kansas Highway Patrol/Local Law Enforcement Agencies</b>	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 77% of adults in 2009 to 84% in 2018. 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 2020.

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 2019, participation has surpassed 180 police agencies. Over that period, participating agencies have issued 236,350 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 2018, five NSEP participating agencies generated 713 OP citations, while the statewide fall and spring school neighborhood campaigns engaged the efforts of over 130 agencies, which collectively issued 2,011 restraint citations, an increase of 32% over 2017.

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.

Direct Observational Survey							
Year	2014	2015	2016	2017	2018	2019*	2020*
Percent	86	82	87	82	84	83	83*

\*Projected

C-4 Unrestrained Fatalities (FARS)								
Year	2013	2014	2015	2016	2017*	2018*	2019*	2020*
Fatalities	146	150	127	150	169	162	167	171

\*Projected

**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.**

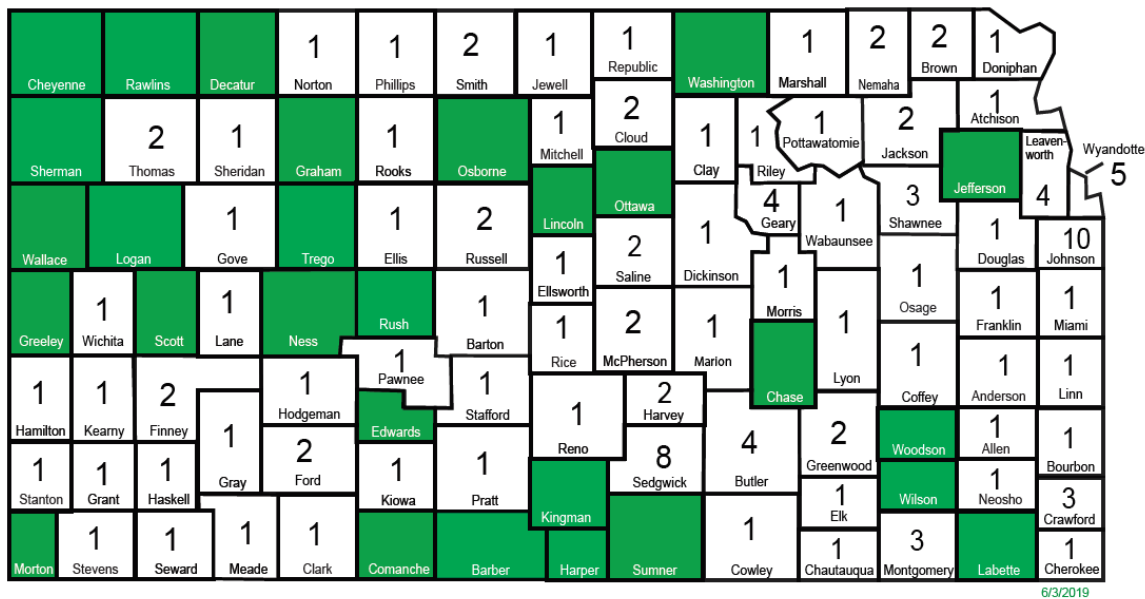
## Child Restraint Inspection Stations and Child Passenger Safety Technicians

Each inspection state is staffed by at least one current, nationally certified technician. Inspection stations are located throughout the state and reach over 95 percent of the population. While the goal is to meet the needs of every driver/caregiver in the state, special emphasis is placed in reaching those in the high-risk population, with specific emphasis on providing seats to children in low income families.

The state of Kansas currently has more than 680 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



125 Total CPS Inspection Stations

77 Counties with CPS Inspection Stations

[www.ktsro.org/child-passenger-safety](http://www.ktsro.org/child-passenger-safety)

800-416-2522



7/15/2020	Salina	8
		<b>16</b>
<b>2018 Kansas Child Passenger Safety Technician Update Trainings</b>		
4/14/2020	Statewide Update-Topeka	150
5/23/2020	Kansas City	60
		<b>210</b>
<b>Safe Travel for All Children: Transporting Children with Special Healthcare Needs</b>		
5/14/2020	Kansas City	10
8/13/2020	Wichita	10
		<b>20</b>
<b>Total estimated attendance, all in-person trainings</b>		<b>378</b>
<b>KTSRO CPS Online Webinars</b>		
	Recorded CPS Technician Update Trainings	30
	Child Care Transportation Training	75
	Misc. topics as needed	25
<b>Total estimated attendance, all on-line trainings</b>		<b>130</b>

<b>Child Restraint Inspection Stations by Population</b>						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population July 1, 2018	Counties Served	Multi-lingual	Hearing Impaired Assistance	Special Needs Description
Iola FD	Allen	12,519	Allen, Anderson, Bourbon, Neosho, Woodson			
Southeast Kansas Multi-County HD	Anderson	7,833	Anderson, Woodson, Allen, Bourbon			
Atchison CO SO	Atchison	16,332	Atchison			
Barton County HD	Barton	26,476	Barton			
Fort Scott PD	Bourbon	14,754	Bourbon			
Brown CO SO	Brown	9,641	Brown			
Hiawatha Community Hospital	Brown		Brown			
Andover PD	Butler	66,878	Butler, Sedgwick			
Butler CO SO	Butler		Butler			
Butler County EMS	Butler		Butler			
El Dorado PD	Butler		Butler			
Chautauqua CO HD	Chautauqua	3,363*	Chautauqua & Elk			
Cherokee CO SO	Cherokee	20,115	Cherokee			
Clark County SO	Clark	2,004*	Clark, Comanche, Meade			
Clay CO EMS	Clay	7,958	Clay			

Cloud County HD	Cloud	8,991	Cloud		Yes	
Concordia FD	Cloud		Cloud			
Coffey Health System	Coffey	8,224	Coffey			
City-Cowley CO HD	Cowley	35,361	Cowley	Spanish, Laotian, Vietnamese, Guatemalan		Safe Travel
Crawford County HD	Crawford	39,034	Crawford	Spanish		
Pittsburg PD	Crawford		Crawford, Cherokee, Labette			
Via Christi Hospital	Crawford		Crawford, Cherokee			
Dickinson CO EMS/Safe Kids Dickinson CO	Dickinson	18,902	Dickinson			
Doniphan CO HD/Home Health	Doniphan	7,727	Doniphan		Yes	If needed
Safe Kids Douglas CO / Lawrence Memorial Hospital	Douglas	120,793	Douglas, Franklin, Jefferson, Leavenworth	Spanish by Appt.		
Elk CO HD	Elk	2,498*	Elk & Chautauqua			
Kansas Highway Patrol Troop D	Ellis	28,689	Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace			
Ellsworth CO HD	Ellsworth	6,330	Ellsworth			
Garden City FD	Finney	37,084	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	34,381	Ford	Spanish		
Ford CO SO	Ford		Ford	As needed		
Franklin CO HD	Franklin	25,733	Franklin, Osage, Miami, Anderson			
Fort Riley Department of Public Health	Geary	33,855	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	2,631*	Gove	Spanish		
Grant CO HD	Grant	7,526	Grant	Spanish		
Gray CO HD	Gray	5,958	Gray	Spanish		
Greenwood CO HD	Greenwood	6,123	Greenwood			
Greenwood CO SO	Greenwood		Greenwood			
Hamilton CO HD	Hamilton	2,640*	Hamilton			
Harvey CO HD	Harvey	34,544	Harvey	Spanish, Gujarati		
Newton Medical Center	Harvey		Harvey, Marion, Reno			
Haskell CO HD	Haskell	4,053	Haskell, Gray, Stevens, Grant, Finney, Scott	Spanish		



Hodgeman CO HD	Hodgeman	1,842*	Hodgeman			
Holton PD	Jackson	13,318	Jackson	German		
Prairie Band Potawatomi Tribal Police	Jackson		Jackson			
Jewell CO HD	Jewell	2,850*	Jewell			
Gardner PD	Johnson	591,178	Johnson			
Johnson CO SO	Johnson		Johnson			
Kansas Highway Patrol Troop A	Johnson		Wyandotte, Johnson, Miami, Leavenworth			
Lenexa PD	Johnson		Johnson			
Merriam PD	Johnson		Johnson/Wyandotte			
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	3,960*	Kearny, Hamilton, Finney, Grant, Wichita	Spanish		
Kiowa CO EMS, Safe Kids Kiowa CO	Kiowa	2,485*	Kiowa			
Lane CO HD	Lane	1,559*	Lane		YES	
Fairmount Township FD	Leavenworth	81,095	Leavenworth			
Lansing PD	Leavenworth		Leavenworth			
Leavenworth CO HD	Leavenworth		Leavenworth			
Leavenworth PD	Leavenworth		Leavenworth			
Linn CO SO	Linn	9,726	Linn			
Emporia PD/Safe Kids Emporia	Lyon	33,392	Lyon	upon request	Yes	Safe Travel
Marion CO HD	Marion	11,986	Marion			limited
Marshall CO HD	Marshall	9,745	Marshall, Washington, Nemaha	Some Spanish		
City of Moundridge	McPherson	28,708	McPherson			
Safe Kids McPherson CO/McPherson EMS	McPherson		McPherson			
Meade CO HD	Meade	4,303*	Meade	Spanish		
Miami CO SO	Miami	33,461	Miami			
Heart Choices Pregnancy & Parenting Resource Center	Mitchell	6,128	Mitchell, Cloud, Jewell, Osborne, Smith, Lincoln			
Coffeyville FD	Montgomery	32,556	Montgomery			
Montgomery CO HD	Montgomery		Montgomery (Coffeyville)			
Montgomery CO HD	Montgomery		Montgomery (Independence)			
Morris CO HD	Morris	5,455	Morris			
Nemaha CO SO	Nemaha	10,118	Nemaha			Safe Travel
Nemaha Valley Community Hospital	Nemaha		Nemaha			

Kansas Highway Patrol Troop H	Neosho	16,015	Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Neosho, Wilson, Woodson		YES	
Norton CO Hospital	Norton	5,441	Norton, Graham, Phillips, Decatur, Rooks			
Osage County HD	Osage	15,772	Osage, Lyon, Coffey, Franklin, Wabaunsee, Shawnee			
Pawnee County HD	Pawnee	6,680	Pawnee			
Phillips CO Health Systems	Phillips	5,370	Phillips			
Pottawatomie CO HD/ Safe Kids Pott CO	Pottawatomie	23,908	Pottawatomie			
Pratt PD	Pratt	9,547	Pratt			
Reno CO HD	Reno	62,510	Reno	Spanish avail	YES	
Republic CO HD	Republic	4,691*	Republic			
Hospital District #1 of Rice County	Rice	9,660	Rice	Spanish		
Riley CO PD	Riley	74,172	Riley			
Rooks CO HD	Rooks	5,043	Rooks	By Appt.	YES	
Russell CO HD	Russell	6,915	Russell			
Russell CO SO	Russell		Russell			
Kansas Highway Patrol Troop C	Saline	54,734	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	513,687	Sedgwick, Butler			
Derby PD	Sedgwick		Sedgwick			
Goddard 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			
Mulvane Police Station	Sedgwick		Sedgwick, Sumner, Cowley			
Rainbows United, Inc.	Sedgwick		Sedgwick, Butler			Safe Travel
Via Christi Hospital/Safe Kids Wichita Area	Sedgwick		Sedgwick, Sumner, Harvey, Butler			Safe Travel
Seward CO HD	Seward	22,159	Seward, Grant, Stevens, Haskell, Morton	Spanish		

Kansas Highway Patrol Troop B	Shawnee	178,187	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	2,527*	Sheridan			Yes
Smith CO EMS	Smith	3,668*	Smith			
Smith County HD	Smith		Smith			
Stafford CO HD	Stafford	4,207*	Stafford			
Stanton CO HD	Stanton	2,060*	Stanton	Spanish		
Stevens CO HD	Stevens	5,612	Stevens			
Colby PD	Thomas	7,788	Thomas			
Thomas CO HD	Thomas		Thomas	Spanish by appt		
Wabaunsee CO HD	Wabaunsee	6,874	Wabaunsee			
Wichita CO SO	Wichita	2,125*	Wichita	Spanish by appt		
Kansas City Kansas Police Department	Wyandotte	165,288	Wyandotte		Yes	
New Birth Company (KCK)	Wyandotte		Wyandotte			
USD 500	Wyandotte		Wyandotte			
Wyandotte CO HD	Wyandotte		Wyandotte	All languages		Safe Travel
Wyandotte CO Infant-Toddler Services	Wyandotte		Wyandotte	Spanish		

\*Seventeen counties are identified that serve the Rural Communities of 5,000 population or less  
Many other counties in the state are considered rural, but are served by larger counties in their geographic areas

<b>POPULATION OF COUNTIES WITH INSPECTION STATIONS</b>	<b>2,757,455</b>		<b>NUMBER OF COUNTIES WITH INSPECTION STATIONS</b>	<b>77</b>
<b>POPULATION OF KANSAS</b>	<b>2,913,123</b>		<b>NUMBER OF COUNTIES IN KANSAS</b>	<b>105</b>
<b>PERCENT OF POPULATION WITH INSPECTION STATIONS</b>	<b>95%</b>		<b>PERCENT OF COUNTIES WITH INSPECTION STATIONS</b>	<b>73%</b>

<b>COUNTIES WITH NO INSPECTION STATION, BY POPULATION</b>	
Barber	4,586
Chase	2,683
Cheyenne	2,683
Comanche	1,790
Decatur	2,885
Edwards	2,893
Graham	2,495
Greeley	1,249
Harper	5,590
Jefferson	18,998
Kingman	7,360
Labette	20,145
Lincoln	3,043
Logan	2,821

Morton	2,740		
Ness	2,869		
Osborne	3,610		
Ottawa	5,863		
Rawlins	2,497		
Rush	3,103		
Scott	4,961		
Sherman	5,930		
Sumner	23,159		
Trego	2,884		
Wallace	1,524		
Washington	5,485		
Wilson	8,675		
Woodson	3,147		
<b>POPULATION OF COUNTIES WITH NO INSPECTION STATIONS</b>	<b>155,668</b>	<b>NUMBER OF COUNTIES WITH NO INSPECTION STATION</b>	<b>28</b>
<b>PERCENT OF POPULATION WITH NO INSPECTION STATION</b>	<b>5%</b>	<b>PERCENT OF COUNTIES WITH NO INSPECTION STATION</b>	<b>27%</b>

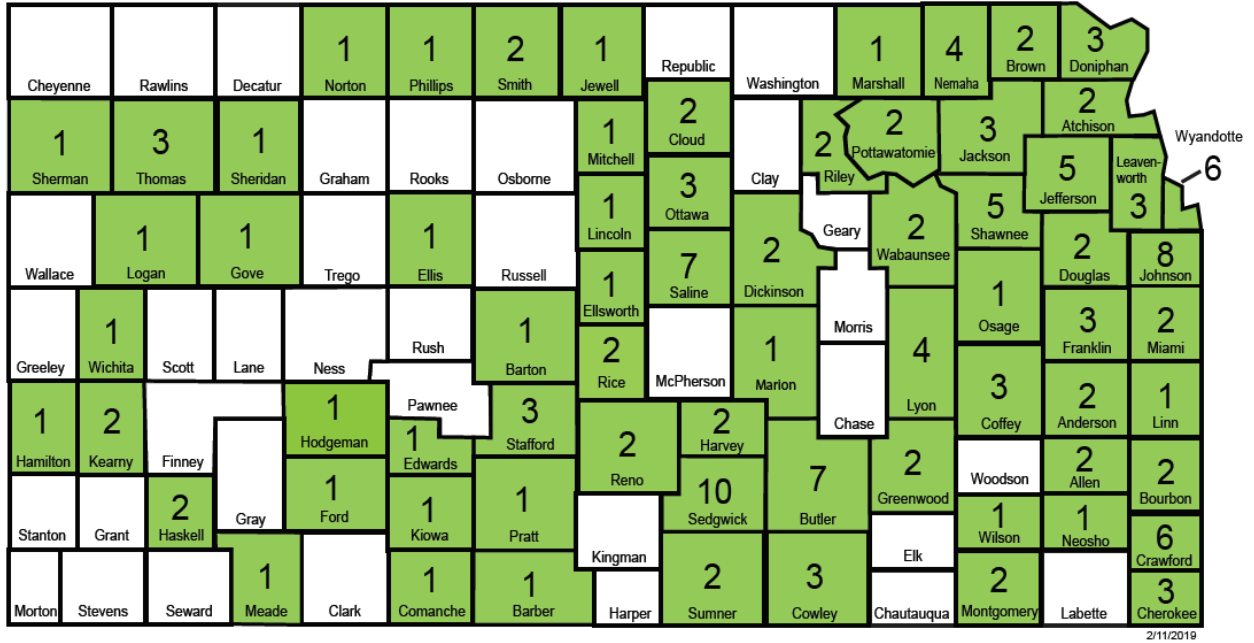
## Teen Drivers

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 2018-19 school year, the state had expanded SAFE into 169 schools in 69 counties. KDOT will continue to promote and expand the program in FFY 2020 and beyond. In 2009, the observed 15-17-year-old seat belt use rate was 61 percent. By 2018, 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 Transportation (state funded), 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

# SAFE 2018 - 2019



# Schools in County    Participating County    162 Total Schools    69 Total Counties

2018 - 2019 SAFE Counties and Schools					
County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage	Survey Change
Allen	12,519	Iola High School	83	97	14
Allen		Marmaton Valley High School	97	98	1
Anderson	7,833	Anderson County Jr/Sr High School	92	88	-4
Anderson		Crest High School	95	100	5
Atchison	16,332	Atchison High School	59	71	12
Atchison		Atchison County Community High School	84	92	8
Barber	4,586	South Barber High School	85	86	1
Barton	26,476	Great Bend High School	78	84	6
Bourbon	14,754	Fort Scott High School	82	81	-1
Bourbon		Uniontown High School	82	91	9
Brown	9,641	Hiawatha High School	76	79	3
Brown		Horton High School	88	91	3
Butler	66,878	Douglass High School	82	89	7
Butler		Circle High School	87	90	3
Butler		Flinthills High School	90	91	1
Butler		El Dorado High School	95	89	-6
Butler		Andover High School	96	96	0
Butler		Remington High School	96	96	0
Butler		Andover Central High School	97	95	-2
Cherokee	20,115	Galena High School	75	90	15
Cherokee		Columbus High School	90	92	2

Cherokee		Riverton High School	91	90	-1
Cloud	8,991	Clifton Clyde High School	79	86	7
Cloud		Concordia High School	87	92	5
Coffey	8,224	Southern Coffey County High School	78	77	-1
Coffey		Waverly High School	79	79	0
Coffey		Burlington High School	97	93	-4
Comanche	1,790	South Central High School	91	97	6
Cowley	35,361	Dexter High School	88	89	1
Cowley		Arkansas City High School	89	87	-2
Cowley		Udall High School	93	92	-1
Crawford	39,034	Girard High School	80	89	9
Crawford		Pittsburg High School	82	80	-2
Crawford		Frontenac High School	86	94	8
Crawford		Southeast High School	95	90	-5
Crawford		Northeast High School	98	95	-3
Crawford		St. Mary's-Colgan High School	98	100	2
Dickinson	18,902	Chapman High School	88	96	8
Dickinson		Herington High School	97	94	-3
Doniphan	7,727	Troy High School	68	74	6
Doniphan		Doniphan West High School	73	82	9
Doniphan		Riverside High School	85	91	6
Douglas	120,793	Lawrence High School	83	84	1
Douglas		Free State High School	93	91	-2
Edwards	2,893	Kinsley High School	83	76	-7
Ellis	28,689	Hays High School	96	97	1
Ellsworth	6,330	Ellsworth Jr/Sr High School	80	88	8
Ford	34,381	Dodge City High School	88	87	-1
Franklin	25,733	Central Heights High School	89	94	5
Franklin		Ottawa High School	90	91	1
Franklin		West Franklin High School	97	97	0
Gove	2,631	Wheatland High School	87	89	2
Greenwood	6,123	Madison High School	76	88	12
Greenwood		Eureka High School	97	97	0
Hamilton	2,640	Syracuse High School	63	77	14
Harvey	34,544	Newton High School	85	91	6
Harvey		Sedgwick High School	95	96	1
Haskell	4,053	Sublette High School	70	78	8
Haskell		Satanta High School	84	58	-26
Hodgeman	1,842	Hodgeman County High School	74	86	12
Jackson	13,318	Holton High School	96	95	-1
Jackson		Royal Valley High School	96	97	1
Jackson		Jackson Heights High School	99	99	0
Jefferson	18,998	Oskaloosa High School	82	81	-1
Jefferson		Valley Falls High School	84	75	-9
Jefferson		McLouth High School	90	88	-2
Jefferson		Jefferson West High School	94	93	-1
Jefferson		Perry-Lecompton School	94	91	-3
Jewell	2,850	Rock Hills High School	93	88	-5
Johnson	591,178	Pleasant Ridge Middle School	80	97	17
Johnson		Oxford Middle School	86	93	7
Johnson		Blue Valley High School	87	92	5
Johnson		Shawnee Mission South High School	94	94	0
Johnson		Spring Hill High School	94	98	4
Johnson		Blue Valley North High School	96	95	-1
Johnson		DeSoto High School	96	96	0

Johnson		Blue Valley Northwest High School	97	97	0
Kearny	3,960	Lakin High School	72	80	8
Kearny		Deerfield High School	82	87	5
Kiowa	2,485	Kiowa County High School	92	90	-2
Leavenworth	81,095	Basehor-Linwood High School	81	87	6
Leavenworth		Pleasant Ridge High School	92	95	3
Leavenworth		Tonganoxie High School	92	94	2
Lincoln	3,043	Lincoln Jr/Sr High School	70	76	6
Linn	9,726	Pleasanton High School	80	85	5
Logan	2,821	Oakley High School	69	76	7
Lyon	33,392	Hartford High School	85	83	-2
Lyon		Northern Heights High School	91	97	6
Lyon		Olpe High School	93	86	-7
Lyon		Emporia High School	94	92	-2
Marion	11,986	Marion High School	82	90	8
Marshall	9,745	Marysville Jr/Sr High School	72	83	11
Meade	4,303	Meade High School	84	84	0
Miami	33,461	Osawatomie High School	87	81	-6
Miami		Paola High School	98	99	1
Mitchell	6,128	Beloit Jr/Sr High School	82	84	2
Montgomery	32,556	Independence High School	80	78	-2
Montgomery		Tyro Christian School	94	100	6
Nemaha	10,118	Centralia High School	76	86	10
Nemaha		Wetmore Academic Center	86	91	5
Nemaha		Sabetha High School	88	92	4
Nemaha		Nemaha Central High School	91	83	-8
Neosho	16,015	Erie High School	81	87	6
Norton	5,441	Norton Community High School	69	73	4
Osage	15,772	Lyndon High School	92	100	8
Ottawa	5,863	Bennington High School	67	74	7
Ottawa		Minneapolis High School	76	85	9
Ottawa		Tescott High School	90	78	-12
Phillips	5,370	Phillipsburg High School	83	78	-5
Pottawatomie	23,908	Wamego High School	94	96	2
Pottawatomie		Rock Creek Junior/Senior High School	97	96	-1
Pratt	9,547	Pratt High School	87	88	1
Reno	62,510	Haven High School	85	90	5
Reno		Hutchinson High School	93	91	-2
Rice	9,660	Lyons High School	80	87	7
Rice		Lyons Middle School	84	89	5
Riley	74,172	Manhattan High School	93	95	2
Riley		Riley County High School	98	96	-2
Saline	54,734	Lakewood Middle School	76	94	18
Saline		Salina South Middle School	80	95	15
Saline		Sacred Heart High School	85	97	12
Saline		Salina South High School	87	92	5
Saline		Salina Central High School	91	89	-2
Saline		Southeast of Saline High School	94	93	-1
Saline		EII-Saline High School	96	96	0
Sedgwick	513,687	Cheney Middle School	75	87	12
Sedgwick		Maize Middle School	77	87	10
Sedgwick		Cheney High School	78	60	-18
Sedgwick		Wichita Heights High School	85	91	6
Sedgwick		Wichita East High School	90	93	3
Sedgwick		Maize South High School	91	89	-2

Sedgwick		Eisenhower High School	96	97	1
Sedgwick		Goddard High School	96	93	-3
Sedgwick		Maize High School	96	96	0
Sedgwick		Clearwater High School	98	100	2
Shawnee	178,187	Silver Lake High School	91	96	5
Shawnee		Seaman High School	92	98	6
Shawnee		Rossville High School	96	97	1
Shawnee		Shawnee Heights High School	97	98	1
Shawnee		Washburn Rural High School	97	96	-1
Sheridan	2,527	Hoxie High School	62	76	14
Sherman	5,930	Goodland High School	73	86	13
Smith	3,668	Thunder Ridge High School	82	77	-5
Smith		Smith Center Jr/Sr High School	85	86	1
Stafford	4,207	Stafford High School	61	73	12
Stafford		St. John High School	77	85	8
Stafford		Macksville High School	78	89	11
Sumner	23,159	Caldwell High School	68	69	1
Sumner		Wellington High School	97	98	1
Thomas	7,788	Brewster High School	61	59	-2
Thomas		Colby High School	77	88	11
Thomas		Golden Plains High School	85	87	2
Wabaunsee	6,874	Wabaunsee High School	89	92	3
Wabaunsee		Mission Valley Jr/Sr High School	96	97	1
Wichita	2,125	Wichita County Jr/Sr High School	60	66	6
Wilson	8,675	Neodesha High School	92	90	-2
Wyandotte	165,288	Washington High School	75	71	-4
Wyandotte		Wyandotte High School	76	76	0
Wyandotte		F.L. Schlagle High School	80	82	2
Wyandotte		Sumner Academy High School	82	91	9
Wyandotte		Bonner Springs High School	88	88	0
Wyandotte		JC Harmon High School	88	86	-2
<b>TOTAL: 69 Counties</b>		<b>162 Schools</b>	<b>85.8%</b>	<b>88.4%</b>	<b>2.6%</b>

## Countermeasure: Communication Campaign

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.

<b>Project Name:</b>	<b>Education and Awareness</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$200,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1301-20</b>	<b>Eligible Use of Funds:</b>	<b>Special Occupant Protection (FAST)</b>

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: Communication Campaign**

<b>Project Name:</b>	<b>Data Consultant</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Dan Schulte</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$50,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1303-20</b>	<b>Eligible Use of Funds:</b>	<b>Special Occupant Protection (FAST)</b>

This contractor will utilize crash data, observational data and other data sources to provide a targeted and comprehensive plan to address belt use and other restraints in areas of the state with low belt use. This data will assist KDOT and other vendors in providing educational and enforcement strategies in target areas of reduced belt use. Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures. Number of Unrestrained Passengers, C-4, based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

**Countermeasure: Communication Campaign**

<b>Project Name:</b>	<b>Occupant Protection Initiatives</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>FAST Act 405b OP Low</b>
<b>Funding Amounts:</b>	<b>\$400,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4501-20</b>	<b>Eligible Use of Funds:</b>	<b>405b Low Community CPS Services (FAST)</b>

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: Communication Campaign

<b>Project Name:</b> Child Passenger Safety Outreach	<b>Source Fiscal Year:</b> 2017
<b>Sub-Recipient:</b> TBD	<b>Funding Source ID:</b> FAST Act 405b OP Low
<b>Funding Amounts:</b> \$400,000	<b>Match:</b> \$0
<b>Indirect Cost:</b> \$0	<b>Local Benefit:</b> \$0
<b>Project Number:</b> SP-4502-20	<b>Eligible Use of Funds:</b> 405b Low Public Education (FAST)

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. 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.

### Countermeasure: Communication Campaign

<b>Project Name:</b> Safe Kids Buckle Up	<b>Source Fiscal Year:</b> 2017
<b>Sub-Recipient:</b> Safe Kids Kansas	<b>Funding Source ID:</b> FAST Act 405b OP Low
<b>Funding Amounts:</b> \$50,000	<b>Match:</b> \$0
<b>Indirect Cost:</b> \$0	<b>Local Benefit:</b> \$0
<b>Project Number:</b> SP-4503-20	<b>Eligible Use of Funding:</b> 405b Low Community CPS Services (FAST)

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: Communication Campaign

<b>Project Name:</b> KTSRO Child Passenger Safety	<b>Source Fiscal Year:</b> 2017
<b>Sub-Recipient:</b> KTSRO	<b>Funding Source ID:</b> FAST Act 405b OP Low
<b>Funding Amounts:</b> \$250,000	<b>Match:</b> \$0
<b>Indirect Cost:</b> \$0	<b>Local Benefit:</b> \$0
<b>Project Number:</b> SP-4504-20	<b>Eligible Use of Funding:</b> 405b Low Public Education (FAST)

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.

## Child Safety Seat Distribution Countermeasure

<b>Project Name:</b>	<b>Child Seat Distribution and Inspection Stations</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Vehicle Maintenance Program, Inc.</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$100,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$100,000</b>
<b>Project Number:</b>	<b>SP-1304-20</b>	<b>Eligible Use of Funds</b>	<b>Child Restraint (FAST)</b>

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

## Observational Survey Countermeasure

<b>Project Name:</b>	<b>Observational Survey</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>DCCCA</b>	<b>Funding Source ID:</b>	<b>FAST Act 405b OP Low</b>
<b>Funding Amounts:</b>	<b>\$295,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4506-20</b>	<b>Eligible Use of Funds:</b>	<b>405b OP Low (FAST)</b>

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.

## Short-term, High Visibility Seat Belt Enforcement Countermeasure:

<b>Project Name:</b>	<b>Nighttime Seatbelt Enforcement</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Law Enforcement</b>	<b>Funding Source ID:</b>	<b>FAST Act 405b OP Low</b>
<b>Funding Amounts:</b>	<b>\$200,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4505-20</b>	<b>Eligible Use of Funds</b>	<b>State and Local OP High Visibility Enforcement</b>

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.

Number of Vehicle Occupant Fatalities									
	Daytime (6am to 5:59pm)					Nighttime (6pm to 5:59am)			
	Total	Belted	Unbelted	Percent Belted		Total	Belted	Unbelted	Percent Belted
2014	175	88	87	50%		121	40	81	33%
2015	155	84	71	54%		109	33	76	30%
2016	185	96	89	52%		135	51	84	38%
2017	190	98	81	52%		165	57	87	35%

### Countermeasure Strategy: Short-Term High Visibility Enforcement

<b>Project Name:</b>	<b>KHP Fatality Reduction</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Highway Patrol</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 405(b) Low</b>
<b>Funding Amounts:</b>	<b>\$200,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1703-20</b>	<b>Eligible Use of Funds:</b>	<b>Police Traffic Services (FAST)</b>

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 seat belts and child passenger safety.

### Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
<b>AAA Kansas – Traffic Safety Fund</b>	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.
<b>State Farm Insurance</b>	Business based	Provides funding in support of the SAFE program, as well as staffing for the Bucks for Buckles program.
<b>KDHE Trauma Program</b>	Federal and State	Provides funding in support of the SAFE program
<b>Schools/SROs</b>	State	Provide support of the SAFE program
<b>Safe Kids Kansas</b>	State	Provides support of the CPS Inspection Stations and CPS check-up events

<b>Kansas Highway Patrol/Local Law Enforcement Agencies</b>	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.
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Table 8

Night-Time Seat Belt Enforcement Program, by County *			
Funding Source		County	Agency
405b OP	SP-4505-20	DG	Lawrence PD
405b OP	SP-4505-20	FO	Dodge City PD
405b OP	SP-4505-20	JO	Overland Park SO
405b OP	SP-4505-20	JO	Roeland Park PD
405b OP	SP-4505-20	RN	Hutchinson PD
405b OP	SP-4505-20	RN	Reno County SO
405b OP	SP-4505-20	SG	Wichita PD
405b OP	SP-4505-20	SN	Topeka PD

# Communications (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, Alcohol Crackdown and New Year’s Eve mobilizations.

## Mass Media Campaign Countermeasure:

<b>Project Name:</b>	<b>General Advertising</b>	<b>Source Fiscal Year:</b>	<b>See Below</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Sources ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$480,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1500-20</b>	<b>Eligible Use of Funds:</b>	<b>Paid Advertising (FAST)</b>

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.

## Mass Media Campaign Countermeasure:

<b>Project Name:</b>	<b>MARC Advertising</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$20,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1505-20</b>	<b>Eligible Use of Funds:</b>	<b>Paid Advertising (FAST)</b>

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.

## Mass Media Campaign Countermeasure:

<b>Project Name:</b>	<b>Occupant Protection Advertising</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>JNA</b>	<b>Funding Source ID:</b>	<b>FAST Act 405b OP Low</b>
<b>Funding Amounts:</b>	<b>\$700,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4500-20</b>	<b>Program Funding Code:</b>	<b>405bLow Public Education (FAST)</b>

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.

**Mass Media Campaign Countermeasure:**

<b>Project Name:</b>	<b>Impaired Driving/Riding Ad Campaign</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>JNA</b>	<b>Funding Source ID:</b>	<b>FAST Act 405d Impaired Driving Low</b>
<b>Funding Amounts:</b>	<b>\$600,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4708-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Low Driver Education</b>

Secure airtime, 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.

**Mass Media Campaign Countermeasure:**

<b>Project Name:</b>	<b>Impaired Driving Sports Media</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Blue Window</b>	<b>Funding Source ID:</b>	<b>405d – Impaired Driving</b>
<b>Funding Amounts:</b>	<b>\$700,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4710-20</b>	<b>Eligible Use of Funds:</b>	<b>405d Low Driver Education</b>

Secure airtime, 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.

*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.

## Communication Campaign Countermeasure:

<b>Project Name:</b>	<b>Ped and Bike Education</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>FAST Act NHSA 402</b>
<b>Funding Amounts:</b>	<b>\$15,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1600-20</b>	<b>Eligible Use of Funds:</b>	<b>Pedestrian/Bicycle Safety (FAST)</b>

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. 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.

## Communication Campaign Countermeasure:

<b>Project Name:</b>	<b>Bike Helmets</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Health &amp; Environment</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$15,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1601-20</b>	<b>Eligible Use of Funds:</b>	<b>Pedestrian/Bicycle Safety (FAST)</b>

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.

## Conspicuity Campaign Countermeasures:

### Communication Campaign Countermeasure:

<b>Project Name:</b>	<b>Wichita and Topeka Pedestrian and Bike</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>TBD</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$80,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1602-20</b>	<b>Eligible Use of Funds:</b>	<b>Pedestrian/Bicycle Safety (FAST)</b>



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.

**Local Partnerships:**

<b>Agency/Entity</b>	<b>Funding Source</b>	<b>Funded Activities</b>
<b>Local Safe Kids Kansas Chapters</b>	State and Local	Support local events promoting bicycle safety
<b>City of Wichita and Topeka</b>	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.

## Communications and Outreach Countermeasures:

<b>Project Name:</b>	<b>Law Enforcement Liaison</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Law Enforcement</b>	<b>Funding Source ID:</b>	<b>402 PTS Police Traffic Services</b>
<b>Funding Amounts:</b>	<b>\$260,000</b>	<b>Match:</b>	<b>\$260,000</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$260,000</b>
<b>Project Number:</b>	<b>SP-1700-20</b>	<b>Eligible Use of Funds:</b>	<b>402 PTS Police Traffic Services</b>

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).

<b>Law Enforcement Liaisons</b>		
SP-1700-20	Ackerman, Al	\$60,000
SP-1700-20	Hamilton, Bob	\$60,000
SP-1700-20	TBD	\$70,000
SP-1700-20	Wells, Troy	\$70,000
<b>Total</b>		<b>\$260,000</b>

<b>Project Name:</b>	<b>PT Communication and Outreach</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Local Law Enforcement</b>	<b>Funding Source ID:</b>	<b>402 PTS Police Traffic Services</b>
<b>Funding Amounts:</b>	<b>\$80,000</b>	<b>Match:</b>	<b>\$80,000</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$80,000</b>
<b>Project Number:</b>	<b>SP-1701-20</b>	<b>Eligible Use of Funds:</b>	<b>402 PTS Police Traffic Services</b>

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.

**Communications and Outreach Countermeasures:**

<b>Project Name:</b>	<b>Crash Reconstruction Training</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Highway Patrol</b>	<b>Funding Sources:</b>	<b>402 PTS Police Traffic Services</b>
<b>Funding Amounts:</b>	<b>\$50,000</b>	<b>Match:</b>	<b>\$50,000</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$50,000</b>
<b>Project Number:</b>	<b>SP-1702-20</b>	<b>Eligible Use of Funds:</b>	<b>PTS Training and Education</b>

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.

**Communications and Outreach Countermeasures:**

<b>Project Name:</b>	<b>KLETC Driving Simulator</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Law Enforcement Training Center</b>	<b>Funding Source ID:</b>	<b>402 PTS Police Traffic Services</b>
<b>Funding Amounts:</b>	<b>\$100,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$100,000</b>
<b>Project Number:</b>	<b>SP-1704-20</b>	<b>Eligible Use of Funds:</b>	<b>PTS Training and Education</b>

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. A letter seeking approval will be sent to the Regional Office prior to proceeding with this grant.

**Countermeasure Strategy: Short-Term High Visibility Enforcement**

<b>Project Name:</b>	<b>STEP Law Enforcement Support</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Law Enforcement</b>	<b>Funding Source ID:</b>	<b>402 PTS Police Traffic Services</b>
<b>Funding Amounts:</b>	<b>\$300,000</b>	<b>Match:</b>	<b>\$300,000</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$300,000</b>
<b>Project Number:</b>	<b>SP-0931-20</b>	<b>Eligible Use of Funds:</b>	<b>PT High Visibility Enforcement</b>

In conjunction with our STEP contractors, SP-1300-20, 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 Strategy: Short-Term High Visibility Enforcement**

<b>Project Name:</b>	<b>Special Traffic Enforcement Program</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Law Enforcement</b>	<b>Funding Sources:</b>	<b>402 PTS Police Traffic Services</b>
<b>Funding Amounts:</b>	<b>\$1,000,000</b>	<b>Match:</b>	<b>\$1,000,000</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$1,000,000</b>
<b>Project Number:</b>	<b>SP-1300-20</b>	<b>Eligible Use of Funds:</b>	<b>PT High Visibility Enforcement</b>

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 2020: Thanksgiving Safe Arrival, New Year’s DUI Crackdown, Click It Or Ticket and the Labor Day 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 accounts for more than 90 percent of the state population.

**Countermeasure Strategy: Short-Term High Visibility Enforcement**

<b>Project Name:</b>	<b>Wyandotte County</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Wyandotte County</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$25,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$25,000</b>
<b>Project Number:</b>	<b>SP-1713-20</b>	<b>Eligible Use of Funds</b>	<b>Police Traffic Services (FAST)</b>

Wyandotte county traditionally has a low seatbelt usage rate and ranks among the highest number of motor vehicle crashes in the state. This grant will enable deputies to engage in overtime enforcement hours to increase belt use and reduce crashes.

Table 9

<b>Special Traffic Enforcement Program (STEP) Grantees, by County</b>				
<b>Funding Source</b>		<b>County</b>	<b>County Population</b>	<b>Grantee</b>
402 PT	SP-1300-20	AL	12,909	Allen Co SO
402 PT	SP-1300-20	AL		Iola PD
402 PT	SP-1300-20	AL		Moran PD
402 PT	SP-1300-20	AN	7,883	Anderson Co. SO
402 PT	SP-1300-20	AN		Garnett PD
402 PT	SP-1300-20	AT	16,332	Atchison PD
402 PT	SP-1300-20	AT		Atchison Co SO
402 PT	SP-1300-20	BA	4,586	Medicine Lodge PD
402 PT	SP-1300-20	BB	14,772	Bronson PD

402 PT	SP-1300-20	BB		Bourbon Co SO
402 PT	SP-1300-20	BB		Fort Scott Dept. of Public Safety
402 PT	SP-1300-20	BR	9,815	Brown Co. SO
402 PT	SP-1300-20	BR		Hiawatha PD
402 PT	SP-1300-20	BR		Horton PD
402 PT	SP-1300-20	BT	27,385	Hoisington PD
402 PT	SP-1300-20	BT		Barton Co SO
402 PT	SP-1300-20	BU	66,227	Andover PD
402 PT	SP-1300-20	BU		Benton PD
402 PT	SP-1300-20	BU		Butler Co SO
402 PT	SP-1300-20	BU		El Dorado PD
402 PT	SP-1300-20	BU		Rose Hill PD
402 PT	SP-1300-20	CD	9,385	Cloud Co. SO
402 PT	SP-1300-20	CD		Concordia PD
402 PT	SP-1300-20	CK	20,115	Cherokee Co SO
402 PT	SP-1300-20	CK		Galena PD
402 PT	SP-1300-20	CL	35,963	Arkansas City PD
402 PT	SP-1300-20	CL		Cowley Co. SO
402 PT	SP-1300-20	CL		Udall PD
402 PT	SP-1300-20	CM	1,790	Coldwater PD
402 PT	SP-1300-20	CM		Comanche Co SO
402 PT	SP-1300-20	CN	2,683	Cheyenne Co SO
402 PT	SP-1300-20	CR	39,290	Cherokee PD
402 PT	SP-1300-20	CR		Crawford Co SO
402 PT	SP-1300-20	CR		Frontenac PD
402 PT	SP-1300-20	CR		Pittsburg PD
402 PT	SP-1300-20	CY	8,317	Clay Center PD
402 PT	SP-1300-20	CY		Clay Co. SO
402 PT	SP-1300-20	DC	2,885	Oberlin PD
402 PT	SP-1300-20	DG	116,585	Baldwin City PD
402 PT	SP-1300-20	DG		Douglas Co. SO
402 PT	SP-1300-20	DG		Eudora PD
402 PT	SP-1300-20	DG		Kansas University Ofc. of Public Safety
402 PT	SP-1300-20	DG		Lawrence PD
402 PT	SP-1300-20	DK	19,394	Chapman PD
402 PT	SP-1300-20	DP	7,874	Elwood PD
402 PT	SP-1300-20	DP		Highland PD
402 PT	SP-1300-20	DP		Wathena PD
402 PT	SP-1300-20	EL	29,013	Ellis Co. SO
402 PT	SP-1300-20	EL		Hays PD
402 PT	SP-1300-20	EW	6,392	Ellsworth Co. SO
402 PT	SP-1300-20	EW		Ellsworth PD

402 PT	SP-1300-20	FI	37,184	Garden City PD
402 PT	SP-1300-20	FO	34,795	Dodge City PD
402 PT	SP-1300-20	FO		Ford Co. SO
402 PT	SP-1300-20	FR	25,611	Franklin Co. SO
402 PT	SP-1300-20	FR		Ottawa PD
402 PT	SP-1300-20	FR		Wellsville PD
402 PT	SP-1300-20	GE	36,713	Geary Co. SO
402 PT	SP-1300-20	GE		Grandview Plaza PD
402 PT	SP-1300-20	GE		Junction City PD
402 PT	SP-1300-20	GH	2,495	Graham Co. SO
402 PT	SP-1300-20	GL	1,249	Greeley Co. SO
402 PT	SP-1300-20	GO	2,631	Gove Co. SO
402 PT	SP-1300-20	GW	6,328	Greenwood Co. SO
402 PT	SP-1300-20	HM	2,640	Hamilton Co. SO
402 PT	SP-1300-20	HS	4,053	Haskell Co. SO
402 PT	SP-1300-20	HV	34,820	Burrton PD
402 PT	SP-1300-20	HV		Halstead PD
402 PT	SP-1300-20	HV		Hesston PD
402 PT	SP-1300-20	HV		Newton PD
402 PT	SP-1300-20	JA	13,318	Jackson Co. SO
402 PT	SP-1300-20	JO	574,272	Gardner Dept. of Public Safety
402 PT	SP-1300-20	JO		Johnson Co. SO
402 PT	SP-1300-20	JO		Leawood PD
402 PT	SP-1300-20	JO		Lenexa PD
402 PT	SP-1300-20	JO		Merriam PD
402 PT	SP-1300-20	JO		Mission PD
402 PT	SP-1300-20	JO		Olathe PD
402 PT	SP-1300-20	JO		Overland Park PD
402 PT	SP-1300-20	JO		Prairie Village PD
402 PT	SP-1300-20	JO		Roeland Park PD
402 PT	SP-1300-20	JO		Shawnee PD
402 PT	SP-1300-20	JO		Spring Hill PD
402 PT	SP-1300-20	JO		Westwood PD
402 PT	SP-1300-20	JW		2,850
402 PT	SP-1300-20	KM	7,360	Kingman PD
402 PT	SP-1300-20	KW	2,485	Greensburg PD
402 PT	SP-1300-20	LB	20,960	Labette Co. SO
402 PT	SP-1300-20	LB		Parsons PD
402 PT	SP-1300-20	LE	1,559	Lane Co. SO
402 PT	SP-1300-20	LG	2,794	Logan Co. SO
402 PT	SP-1300-20	LN	9,502	Linn Co. SO
402 PT	SP-1300-20	LN		Linn Valley PD

402 PT	SP-1300-20	LN		Mound City PD
402 PT	SP-1300-20	LN		Pleasanton PD
402 PT	SP-1300-20	LV	78,797	Basehor PD
402 PT	SP-1300-20	LV		Lansing PD
402 PT	SP-1300-20	LV		Leavenworth PD
402 PT	SP-1300-20	LV		Leavenworth SO
402 PT	SP-1300-20	LV		Tonganoxie PD
402 PT	SP-1300-20	LY	33,212	Emporia PD
402 PT	SP-1300-20	LY		Lyon Co. SO
402 PT	SP-1300-20	MC	6,128	Mitchell Co. SO
402 PT	SP-1300-20	ME	4,357	Meade Police Dept
402 PT	SP-1300-20	MG	34,065	Caney PD
402 PT	SP-1300-20	MG		Coffeyville PD
402 PT	SP-1300-20	MG		Independence PD
402 PT	SP-1300-20	MI	32,822	Louisburg PD
402 PT	SP-1300-20	MI		Miami Co. SO
402 PT	SP-1300-20	MI		Osawatomie PD
402 PT	SP-1300-20	MI		Paola PD
402 PT	SP-1300-20	MN	11,986	Marion Co. SO
402 PT	SP-1300-20	MP	29,241	Canton PD
402 PT	SP-1300-20	MP		McPherson PD
402 PT	SP-1300-20	MP		McPherson Co. SO
402 PT	SP-1300-20	MP		Windom PD
402 PT	SP-1300-20	MS	9,745	Marysville PD
402 PT	SP-1300-20	MT	2,740	Morton Co. SO
402 PT	SP-1300-20	NM	10,118	Seneca PD
402 PT	SP-1300-20	NT	5,560	Norton PD
402 PT	SP-1300-20	OB	3,756	Osborne PD
402 PT	SP-1300-20	OS	15,936	Carbondale PD
402 PT	SP-1300-20	OS		Overbrook PD
402 PT	SP-1300-20	PR	9,850	Pratt Co. SO
402 PT	SP-1300-20	PR		Pratt PD
402 PT	SP-1300-20	PT	22,897	St. Marys PD
402 PT	SP-1300-20	PT		Wamego PD
402 PT	SP-1300-20	RC	10,015	Lyons PD
402 PT	SP-1300-20	RL	75,194	Riley Co. Police Dept.
402 PT	SP-1300-20	RN	63,357	Buhler PD
402 PT	SP-1300-20	RN		Haven PD
402 PT	SP-1300-20	RN		Hutchinson PD
402 PT	SP-1300-20	RN		Reno Co. SO
402 PT	SP-1300-20	RN		South Hutchinson PD
402 PT	SP-1300-20	RO	5,155	Plainville PD

402 PT	SP-1300-20	RO		Rooks Co. SO	
402 PT	SP-1300-20	RO		Stockton PD	
402 PT	SP-1300-20	RS	6,915	Russell County SO	
402 PT	SP-1300-20	RS		Russell PD	
402 PT	SP-1300-20	SA	55,755	Saline Co. SO	
402 PT	SP-1300-20	SA		Salina PD	
402 PT	SP-1300-20	SC	4,961	Scott City PD	
402 PT	SP-1300-20	SD	2,527	Sheridan Co. SO	
402 PT	SP-1300-20	SF	4,207	St. John PD	
402 PT	SP-1300-20	SF		Stafford PD	
402 PT	SP-1300-20	SG	513,687	Andale PD	
402 PT	SP-1300-20	SG		Bel Aire PD	
402 PT	SP-1300-20	SG		Bentley PD	
402 PT	SP-1300-20	SG		Cheney PD	
402 PT	SP-1300-20	SG		Colwich PD	
402 PT	SP-1300-20	SG		Derby PD	
402 PT	SP-1300-20	SG		Eastborough PD	
402 PT	SP-1300-20	SG		Goddard PD	
402 PT	SP-1300-20	SG		Haysville PD	
402 PT	SP-1300-20	SG		Kechi PD	
402 PT	SP-1300-20	SG		Maize PD	
402 PT	SP-1300-20	SG		Park City PD	
402 PT	SP-1300-20	SG		Sedgwick Co. SO	
402 PT	SP-1300-20	SG		Valley Center PD	
402 PT	SP-1300-20	SG		Wichita PD	
402 PT	SP-1300-20	SM		3,668	Smith Co. SO
402 PT	SP-1300-20	SN		178,406	Rossville PD
402 PT	SP-1300-20	SN	Shawnee Co. SO		
402 PT	SP-1300-20	SN	Topeka PD		
402 PT	SP-1300-20	SU	23,528	Caldwell PD	
402 PT	SP-1300-20	SU		Oxford PD	
402 PT	SP-1300-20	SU		Sumner Co. SO	
402 PT	SP-1300-20	SU		Wellington PD	
402 PT	SP-1300-20	SW	23,465	Liberal PD	
402 PT	SP-1300-20	SW		Seward Co. SO	
402 PT	SP-1300-20	TH	7,788	Thomas Co SO	
402 PT	SP-1300-20	TH		Wabaunsee Co SO	
402 PT	SP-1300-20	TH		Wichita County SO	
402 PT	SP-1300-20	WL	8,474	Neodesha PD	
402 PT	SP-1300-20	WY	161,636	Bonner Springs PD	
402 PT	SP-1300-20	WY		Edwardsville PD	
402 PT	SP-1300-20	WY		Kansas City PD	



402 PT	SP-1300-20	WY		Wyandotte Co. SO
402 PT	SP-1300-20	Statewide		Kansas Highway Patrol
<b>175</b> Local Law Enforcement Agencies + KHP		Population of Kansas: 2,910,000		<b>94%</b> of Kansas residents live in a county with at least one STEP law enforcement agency.
		Population of Counties with STEP: 2,743,162		

# Roadway Safety/Traffic Engineering

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

## Education Countermeasures:

<b>Project Name:</b>	<b>Training for Public Works</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas State University</b>	<b>Funding Source ID:</b>	<b>NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$100,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$100,000</b>
<b>Project Number:</b>	<b>SP-1402-20</b>	<b>Eligible Use of Funds:</b>	<b>Roadway Safety</b>

Provide training for Kansas local and state public works employees and traffic engineers 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:**

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

# Community Traffic Safety Program

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.

## Communications and Outreach Countermeasure:

<b>Project Name:</b>	<b>Safe Driving Public Information/Education</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Department of Transportation</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$50,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1900-20</b>	<b>Eligible Use of Funds:</b>	<b>Community Traffic Safety Project (FAST)</b>

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. This project is also designed to address the novice and older driver population. Novice drivers are overrepresented in traffic crashes and this project will focus resources to address the problem identification. The 65+ segment of the driving population has fewer crashes than other age groups, but 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.

## Communications and Outreach Countermeasure:

<b>Project Name:</b>	<b>Wyandotte County Safe Communities</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Unified Government of Wyandotte County</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$44,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1901-20</b>	<b>Eligible Use of Funds:</b>	<b>Community Traffic Safety Project (FAST)</b>

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 project will focus on setting child passenger safety checklanes, engaging law enforcement and providing educational opportunities to area schools and other community events. 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

**Communications and Outreach Countermeasure:**

<b>Project Name:</b>	<b>Kansas Operation Lifesaver, Inc.</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Kansas Operation Lifesaver, Inc.</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$15,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1902-20</b>	<b>Eligible Use of Funds:</b>	<b>Community Traffic Safety Project (FAST)</b>

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!”

**Communications and Outreach Countermeasure:**

<b>Project Name:</b>	<b>Comprehensive Media Campaign</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Blue Window &amp; JNA</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$800,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1903-20</b>	<b>Eligible Use of Funds:</b>	<b>Community Traffic Safety Project (FAST)</b>

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 airtime 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.

### Communications and Outreach Countermeasure:

<b>Project Name:</b>	<b>Think First Injury Prevention Program</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>Research Foundation</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$25,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1904-20</b>	<b>Eligible Use of Funds:</b>	<b>Community Traffic Safety Project (FAST)</b>

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.

### Communications and Outreach Countermeasure:

<b>Project Name:</b>	<b>Kansas Transportation Safety Conference</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>University of Kansas</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTSA 402</b>
<b>Funding Amounts:</b>	<b>\$156,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1905-20</b>	<b>Eligible Use of Funds:</b>	<b>Community Traffic Safety Project (FAST)</b>

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.

### Communications and Outreach Countermeasure:

<b>Project Name:</b>	<b>Kansas Traffic Safety Resource Office</b>	<b>Source Fiscal Year:</b>	<b>2020</b>
<b>Sub-Recipient:</b>	<b>DCCA, Inc</b>	<b>Funding Source ID:</b>	<b>FAST Act NHTS 402</b>
<b>Funding Amounts:</b>	<b>\$900,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-1906-20</b>	<b>Eligible Use of Funds:</b>	<b>Community Traffic Safety Project (FAST)</b>

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.

# 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
TBD	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 Administration/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/EMS
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
Lori Haskett	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
TBD	Shawnee County Sherriff's Office	TBD	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
Melanie Waters	Office of Judicial Administration	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
Tammy Allen	Kansas Department of Revenue	CDL Program Specialist	Program Consultant	Driver/Vehicle
Terri Slater	KDOT, Transportation OITS	Application Developer	Data/Technology	Technology Support/Crash

### Achievement of the Quantitative Improvement (Interim Progress Report)

#### 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
4/1/2017 to 3/31/2018	124	
4/1/2018 to 3/31/2019	157	Increase of 33

Dates	Number of EMS Reports Received	Change
4/1/2017 to 3/31/2018	180,893	
4/1/2018 to 3/31/2019	262,472	Increase of 22%

The most recent Traffic Records Assessment was completed on April 23, 2015.

#### **Improves Completeness of a Core Highway Safety Database Countermeasure:**

<b>Project Name:</b>	<b>Crash Reporting Form Updates</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>TBD</b>	<b>Funding Source ID:</b>	<b>MAP 21 405c Data Program</b>
<b>Funding Amounts:</b>	<b>\$900,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>

<b>Project Number:</b> SP-2150-20	<b>Eligible Use of Funds:</b> 405c Data Program (Map 21)
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KDOT in conjunction with the TRCC and our Federal partners will work to add additional elements to the current crash report.

**Improves Completeness of a Core Highway Safety Database Countermeasure:**

<b>Project Name:</b> eCitation Management	<b>Source Fiscal Year:</b> 2017
<b>Sub-Recipient:</b> Kansas Bureau of Investigation	<b>Funding Source ID:</b> FAST Act 405c Data Program
<b>Funding Amounts:</b> \$100,000	<b>Match:</b> \$0
<b>Indirect Cost:</b> \$0	<b>Local Benefit:</b> \$0
<b>Project Number:</b> SP-4602-20	<b>Eligible Use of Funds:</b> 405c Data Program (FAST)

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.

**Improves Completeness of a Core Highway Safety Database Countermeasure:**

<b>Project Name:</b> Electronic Citation Reporting	<b>Source Fiscal Year:</b> 2017
<b>Sub-Recipient:</b> Analysts International	<b>Funding Source ID:</b> MAP 21 405(c)
<b>Funding Amounts:</b> \$200,000	<b>Match:</b> \$0
<b>Indirect Cost:</b> \$0	<b>Local Benefit:</b> \$0
<b>Project Number:</b> SP-4604-20	<b>Eligible Use of Funds:</b> 405c Data Program (MAP 21)

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.

**Improves Completeness of a Core Highway Safety Database Countermeasure:**

<b>Project Name:</b> KBI eCitation Vendor	<b>Source Fiscal Year:</b> 2017
<b>Sub-Recipient:</b> Kansas Bureau of Investigation	<b>Funding Source ID:</b> FAST Act 405c Data Program
<b>Funding Amounts:</b> \$100,000	<b>Match:</b> \$0
<b>Indirect Cost:</b>	<b>Local Benefit:</b> \$0
<b>Project Number:</b> SP-4606-20	<b>Eligible Use of Funds:</b> 405(c) Data Program (FAST)

The information sharing infrastructure utilizing the existing platform of the Kansas Criminal Justice Information system's technical infrastructure is managed by the Kansas Bureau of Investigation. To support the need for

expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in electronic capture and dissemination.

**Improves Completeness of a Core Highway Safety Database Countermeasure:**

<b>Project Name:</b>	<b>KBI Security Architecture Position</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>KBI</b>	<b>Funding Source ID:</b>	<b>FAST Act 405c Data Program</b>
<b>Funding Amounts:</b>	<b>\$125,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>		<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4609-20</b>	<b>Eligible Use of Funds:</b>	<b>405(c) Data Program (FAST)</b>

This position will research, develop and document current and future standards for data exchanges, and coordinate with peer staff at partner agencies. The position will also design enterprise level integration solutions and single system integrations and system interfaces.

**Improves Accuracy of a Core Highway Safety Database Countermeasure**

<b>Project Name:</b>	<b>TIRES Software</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>		<b>Funding Source ID:</b>	<b>MAP 21 405c Data Program</b>
<b>Funding Amounts:</b>	<b>\$26,800</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>		<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4200-20</b>	<b>Eligible Use of Funds:</b>	<b>405c Data Program (MAP 21)</b>

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.

**Improves Integration Between One or More Core Highway Safety Databases Countermeasure**

<b>Project Name:</b>	<b>GIS Mapping Integration</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>KU Center for Research</b>	<b>Funding Source ID:</b>	<b>FAST Act 405c Data Program</b>
<b>Funding Amounts:</b>	<b>\$500,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4606-20</b>	<b>Eligible Use of Funds:</b>	<b>Traffic Records (FAST)</b>

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.

**Improves Integration Between One or More Core Highway Safety Databases Countermeasure**

<b>Project Name:</b>	<b>KCJIS Security Architecture</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Kansas Bureau of Investigation</b>	<b>Funding Source ID:</b>	<b>MAP 21 405c Data Program</b>
<b>Funding Amounts:</b>	<b>\$400,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-4601-20</b>	<b>Eligible Use of Funds:</b>	<b>405c Data Program (MAP 21)</b>

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.

**Highway Safety Office Program Management Countermeasure**

<b>Project Name:</b>	<b>TRCC Project Management</b>	<b>Source Fiscal Year:</b>	<b>2017</b>
<b>Sub-Recipient:</b>	<b>Iteris Inc</b>	<b>Funding Source ID:</b>	<b>FAST Act 405c Data Program</b>
<b>Funding Amounts:</b>	<b>\$300,000</b>	<b>Match:</b>	<b>\$0</b>
<b>Indirect Cost:</b>	<b>\$0</b>	<b>Local Benefit:</b>	<b>\$0</b>
<b>Project Number:</b>	<b>SP-2150-20</b>	<b>Eligible Use of Funds:</b>	<b>405c Data Program (FAST)</b>

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

**Local Partnerships:**

<b>Agency/Entity</b>	<b>Funding Source</b>	<b>Funded Activities</b>
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