

State of Kansas

Highway Safety Plan FFY 2021

Laura Kelly, Governor

Julie Lorenz, Secretary, Kansas Department of Transportation

Chris Herrick, Director, KDOT Division of Planning and Development

Brian Gower, Chief, KDOT Bureau of Transportation Safety and Technology

Chris Bortz, KDOT Bureau of Transportation Safety and Technology

The FFY 2021 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.

Kansas Department of Transportation

Bureau of Transportation Safety and Technology

700 SW Harrison Street

Topeka, KS 66603-3745

(785) 296-3618

FAX (785) 291-3010

www.ksdot.org



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 Section (TSS) 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. TSS also awards grants internally to supplement special projects and efforts of statewide significance.

Incentive Grants

The state of Kansas is 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 65,000 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 suspected 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.

Crashes	2014	2015	2016	2017	2018	2019	2020	2021
Problems with or loss of Cargo	257	241	268	182	195			
Projections						174	155	137
Target								123

Fatalities	2014	2015	2016	2017	2018	2019	2020	2021
Problems with or loss of Cargo	4	5	4	3	8			
Projections						7	7	8
Target								7

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 definition “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.

Crashes	2013	2014	2015	2016	2017	2018	2019
Fell Asleep or Fatigued Driving	868	969	951	1096	958	973	911

Fatalities	2013	2014	2015	2016	2017	2018	2019
Fell Asleep or Fatigued Driving	13	18	12	15	19	17	7

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 2019 study measured more than 56,000 vehicles and more than 70,000 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 2019 Adult Study are:

Trucks, which account for about one in five vehicles observed, produce a substantially lower belt use rate (75%) than other vehicles (88%-91%), and male truck drivers are the lowest single category of belt users (75%). Rural counties tend to produce a lower belt use rate than urban counties. And, finally, the more “local” the trip, the less likely occupants are to be buckled up.

Among all drivers, about 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 90% of drivers display no distraction.

Law Enforcement produced a belt use rate of about 94%.

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 2019 survey results captured more than 33,000 children in 20 diversified counties. Excerpts from the 2019 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 30% 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 91%. 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 87% were observed to be buckled up. And the 15-17-year old's were buckled up in about 86% of the observed cases.

Court Data

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

Department of Motor Vehicles

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

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 promotes 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 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. The conference will continue in 2021.

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 2021.

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 or state 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 prosecutor 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 can 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

2021 Performance Measures

The state of Kansas is using 2014 – 2018 FARS and the state crash database to establish baseline and goals for the 2021 Highway Safety Plan. Additionally, we are using the 2019 statewide observational survey information to establish a baseline and establish the 2021 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, change in federal definition, 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, serious injury and serious injury rate are identical to the HSP targets.

Table 1

2021 Performance Measures						
	Core Outcome Measures	2012-16 Baseline*	2018 Actual	2017-21 Projection*	2021 HSP Target	Projection vs Target Change
C-1	Number of Traffic Fatalities (FARS)	385	407	432	364	16% Decrease
C-2	Number of Serious Injuries (KCARS)	1,325	1,122	1,231	1,190	1% Decrease
	Serious Injury Rate per 100 million VMT (KCARS)	4.289	3.544	3.764	3.726	1% Decrease
C-3	Fatalities/VMT (FARS/FHWA)	1.24	1.28	1.32	1.16	12% Decrease
	Rural Fatalities per 100 million VMT (FARS/FHWA)	2.001	2.007	1.905	1.867	2% Decrease
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.533	.617	.705	.691	2% Decrease
C-4	Number of unrestrained fatalities all positions (FARS)	148	127	141	139	1% Decrease
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	98	88	87	86	1% Decrease
C-6	Number of speeding fatalities (FARS)	107	94	81	80	1% Decrease
C-7	Number of motorcyclist fatalities (FARS)	52	64	75	74	1% Decrease
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	30	39	44	43	1% Decrease
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	55	72	73	72	1% Decrease
C-10	Number of pedestrian fatalities (FARS)	41	29	41	40	1% Decrease
C-11	Number of bicycle fatalities (FARS)	5	5	4	3	25% Decrease
	Core Behavior Measure					
B-1	Observed seat belt use (FFY 19 State Survey)	87	84	85	87	2% Increase
	FFY 19 Activity Measures					
A-1	Number of seat belt citations issued during grant-funded activities		13,407			
A-2	Number of impaired driving arrests made during grant-funded enforcement activities		651			
A-3	Number of speeding citations issued during grant-funded enforcement activities		9,058			
	Kansas Specific Measures					
	Distracted Driving Crashes (KCARS)	18,881	17,481	19,408	19,214	1% Decrease

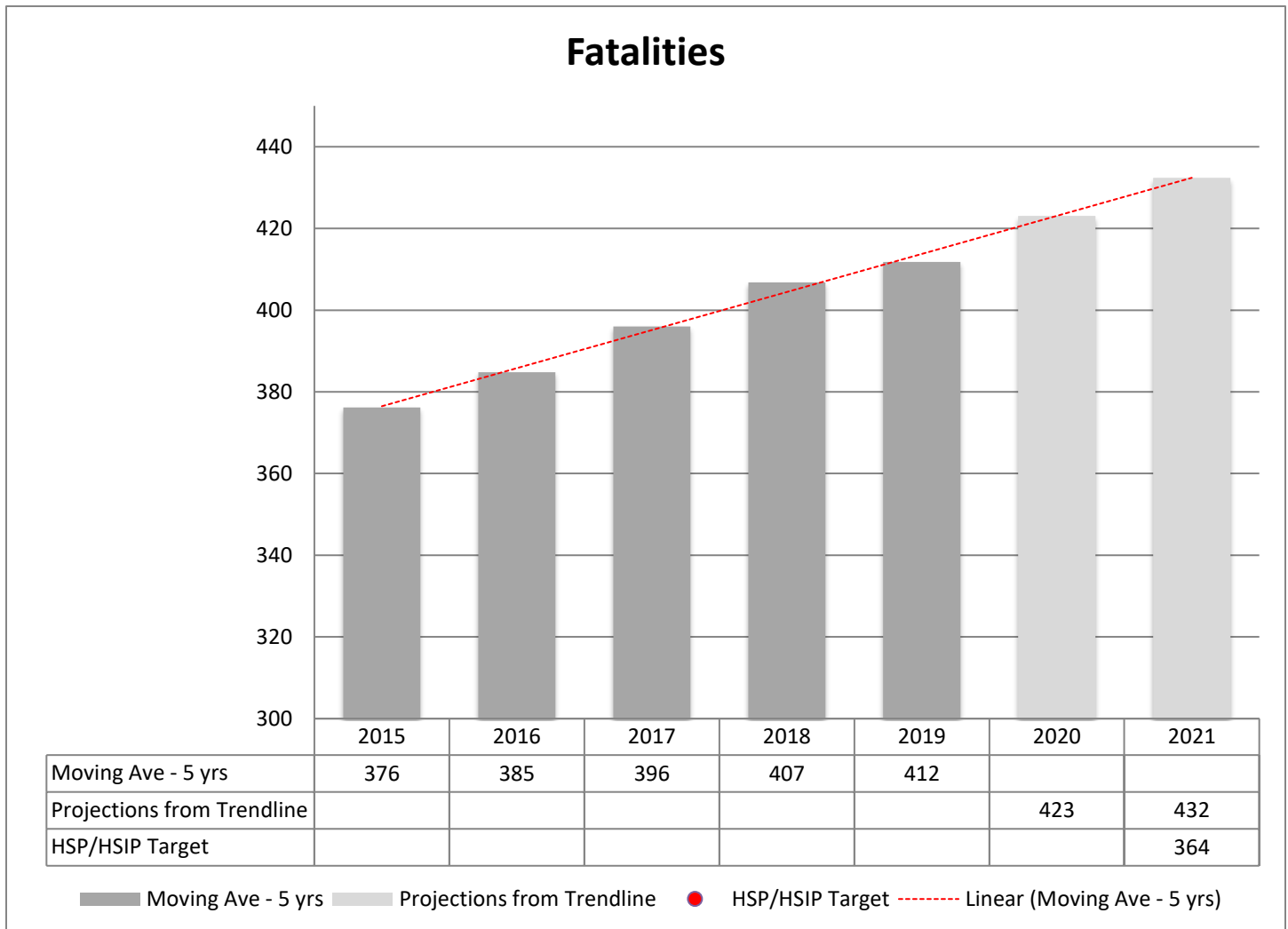
* Baseline is the 5 Year Moving Average for fatalities, fatality rate, serious injuries and serious injury rate. All other calculations utilize actual numbers for baseline, projections and targets.

Performance Report

FFY 20 Kansas Performance Measures, Goals and Performance Report				
	Core Outcome Measures	2011-15 Baseline*	2018 Actual	2020 HSP Target
C-1	Number of Traffic Fatalities (FARS)	355	407	411
C-2	Number of Serious Injuries (KCARS)	1,195	1,122	907
	Serious Injury Rate per 100 million VMT (KCARS)	3.808	3.544	2.750
C-3	Fatalities/VMT (FARS/FHWA)	1.13	1.28	1.25
	Rural Fatalities per 100 million VMT (FARS/FHWA)	1.842	2.007	1.791
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.48	.617	.623
C-4	Number of unrestrained fatalities all positions (FARS)	127	127	170
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	82	88	97
C-6	Number of speeding fatalities (FARS)	104	94	103
C-7	Number of motorcyclist fatalities (FARS)	56	64	69
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	32	39	41
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash	54	72	54
C-10	Number of pedestrian fatalities (FARS)	24	29	45
C-11	Number of bicycle fatalities (FARS)	3	5	2
	Core Behavior Measure			
B-1	Observed seat belt use (FFY 19 State Survey)	82	84	86
	FFY 19 Activity Measures			
A-1	Number of seat belt citations issued during grant-funded	13,604		
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	825		
A-3	Number of speeding citations issued during grant-funded enforcement activities	8,261		
	Kansas Specific Measures			
	Distracted Driving Crashes (KCARS)	16,480	17,481	17,713

Core Performance Measure Charts and Goals

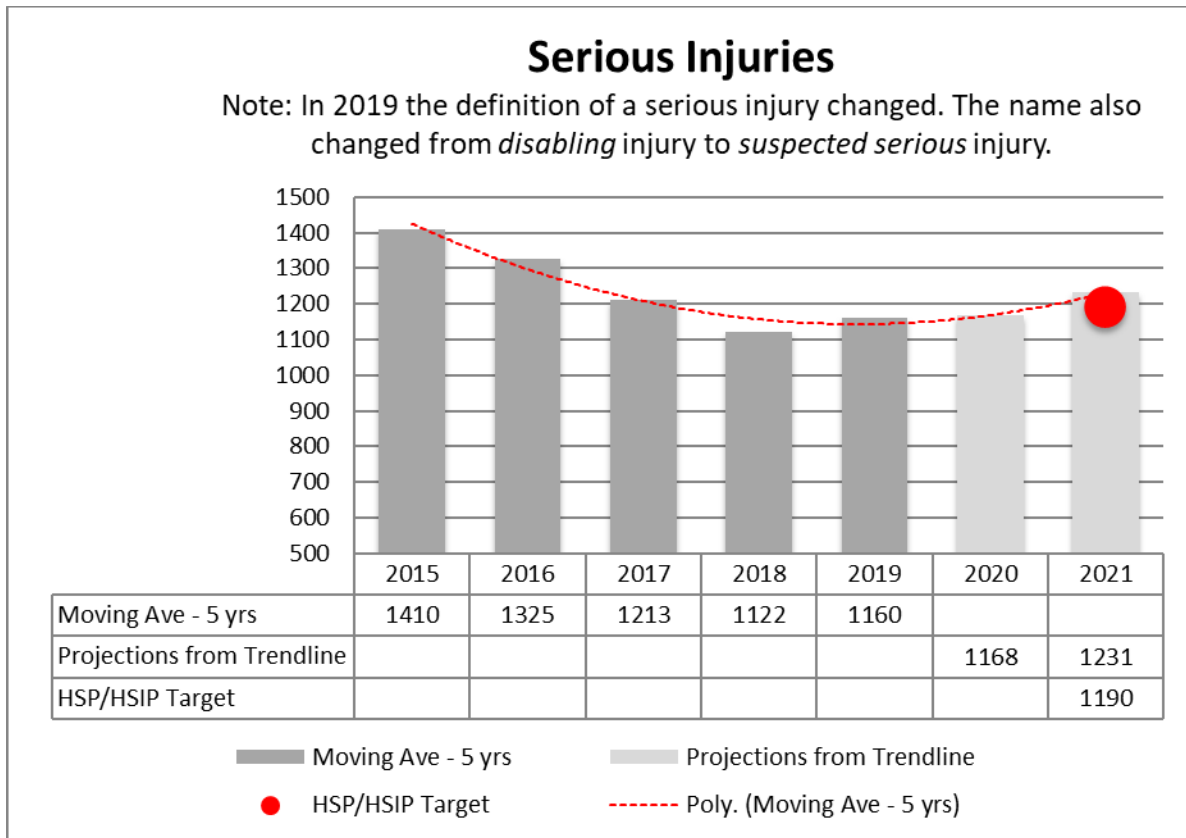
Number of Traffic Fatalities (FARS):



Goal Statement

Number of Fatalities: The 2021 five-year moving average projection based upon the trendline indicates 432 fatalities. A 16 percent reduction would derive our goal of 364 fatalities in 2021 or equal to the 2018 baseline. The 2021 HSP and 2021 HSIP five-year moving average targets are equal.

Serious Injuries (KCARS):

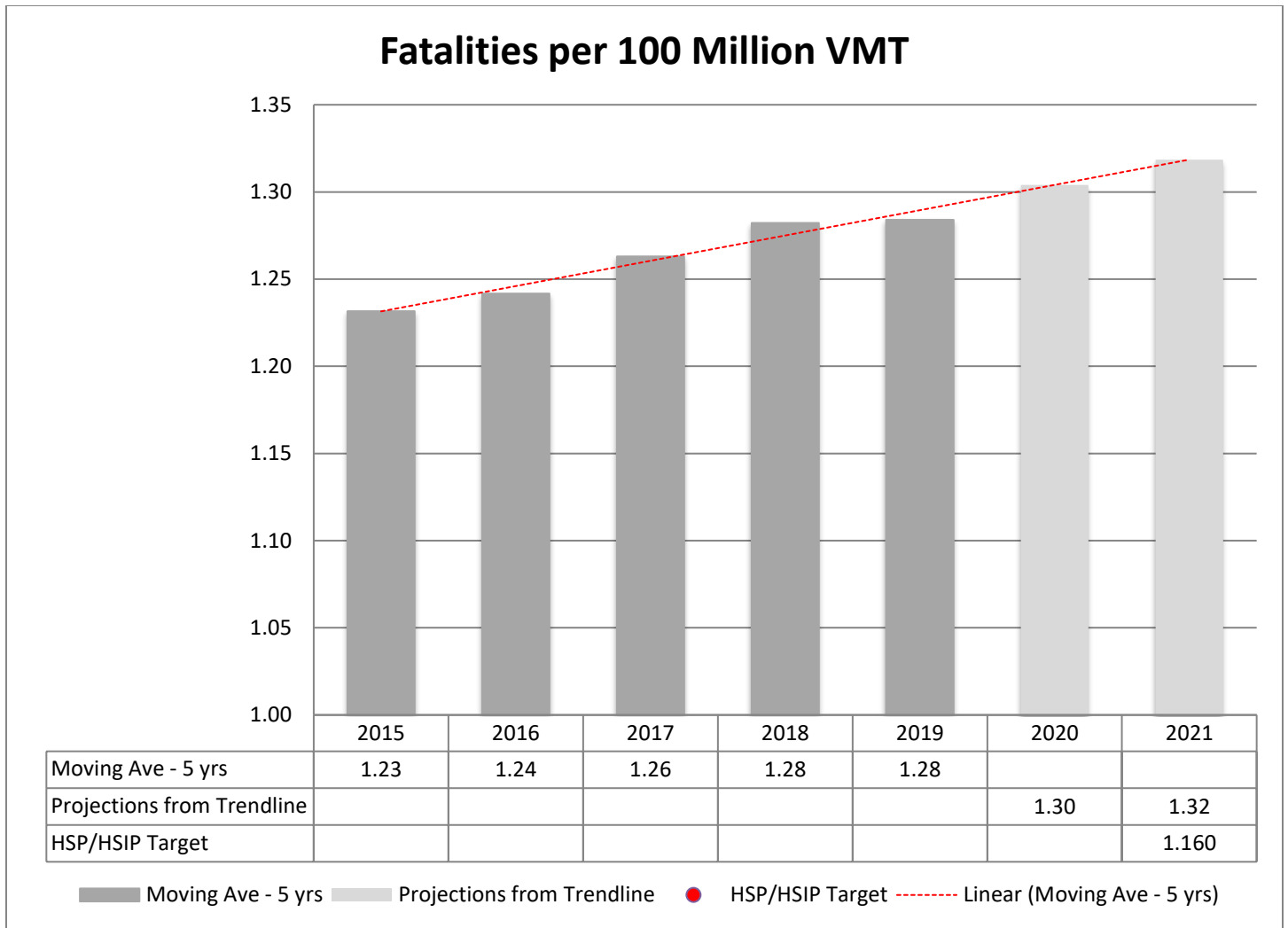


Goal Statement

C-2 Number of Serious Injuries: The 2021 five-year moving average projection based upon the trend line indicates 1,231 serious injuries. A three percent reduction in this projection would derive our goal of 1,190 serious injuries in 2021. We chose a curvilinear trendline for serious injuries due to the change in definition that began in 2019. Based upon recent history, the curvilinear trendline of the target, the three percent reduction goal is realistic and attainable. The 2021 HSP and 2021 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. In 2019 the definition of serious injury changed to meet current federal guidelines. The name also changed from disabling injury to suspected serious injury in the states crash database.

Fatality Rate per 100 million VMT (FARS):



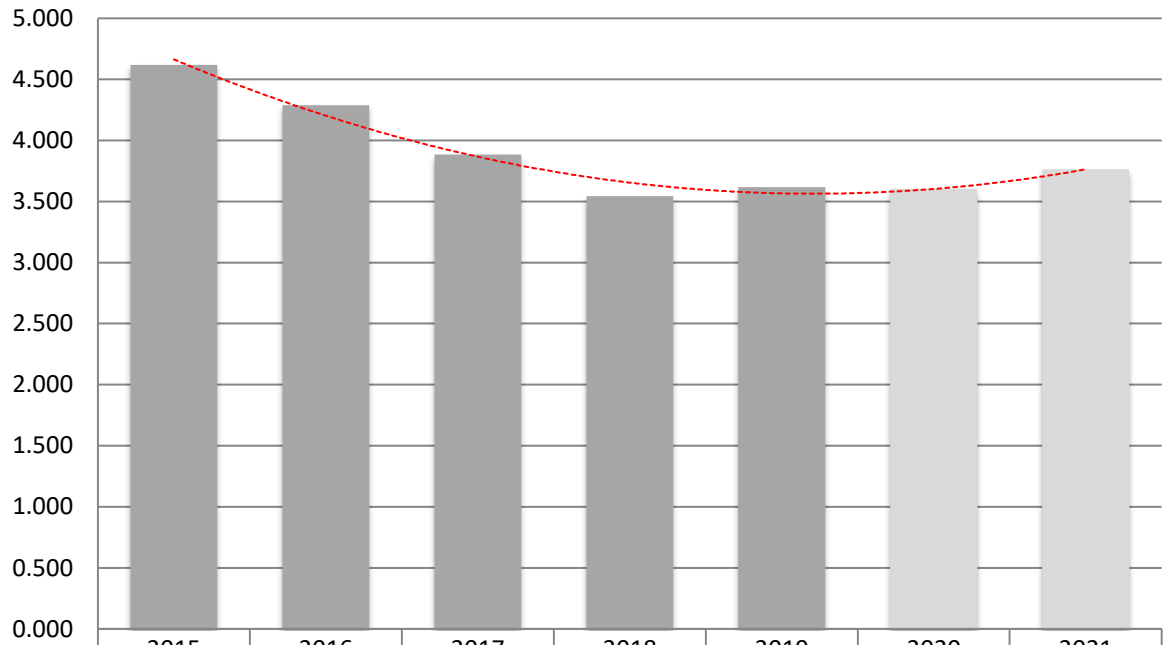
Goal Statement

C-3 Fatality Rate: The 2021 five-year moving average projection based upon the trendline indicates a fatality rate of 1.32. A 12 percent reduction in this projection would derive our goal of 1.16 fatality rate in 2021. The 2021 HSP and 2021 HSIP five-year moving average targets are equal.

Serious Injury Rate (KCARS/FARS):

Serious Injuries per 100 Million VMT

Note: In 2019 the definition of a serious injury changed. The name also changed from *disabling injury* to *suspected serious injury*.



	2015	2016	2017	2018	2019	2020	2021
Moving Ave - 5 yrs	4.618	4.289	3.885	3.544	3.619		
Projections from Trendline						3.603	3.764
HSP/HSIP Target							3.726

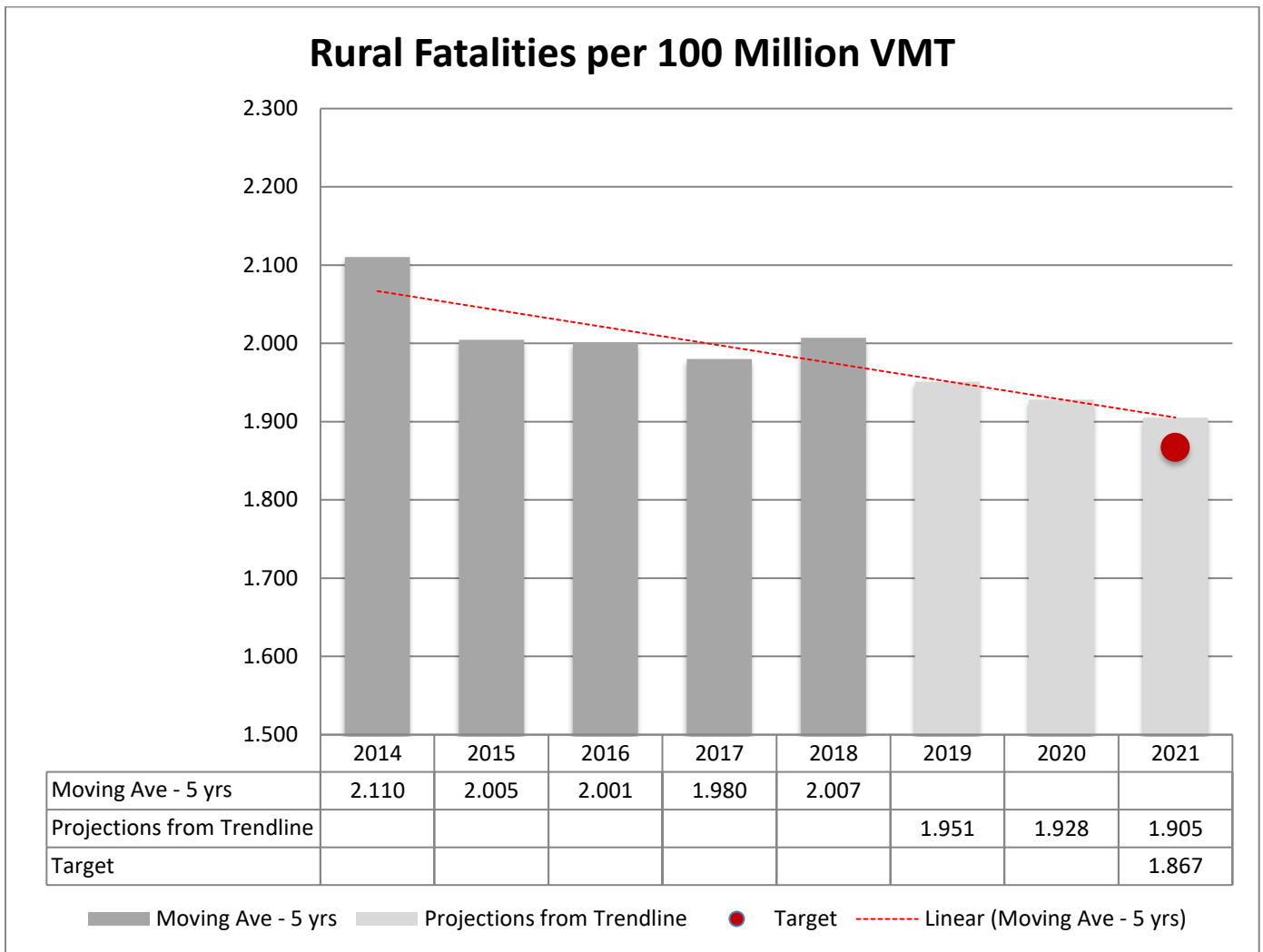
Moving Ave - 5 yrs
 Projections from Trendline
 HSP/HSIP Target
 Poly. (Moving Ave - 5 yrs)

Goal Statement

Serious Injury Rate: The 2021 five-year moving average projection based upon the curvilinear trendline indicates 3.764 serious injury rate per 100 million VMT. A one percent reduction in this projection would lead to our goal of 3.726 serious injury rate per 100 million VMT in 2020. We chose a curvilinear trendline for serious injuries due to the change in definition that began in 2019. Based upon recent history, the curvilinear trendline of the target, the one percent reduction goal is realistic and attainable. The 2021 HSP and 2021 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. In 2019 the definition of serious injury changed to meet current federal guidelines. The name also changed from disabling injury to suspected serious injury in the states crash database.

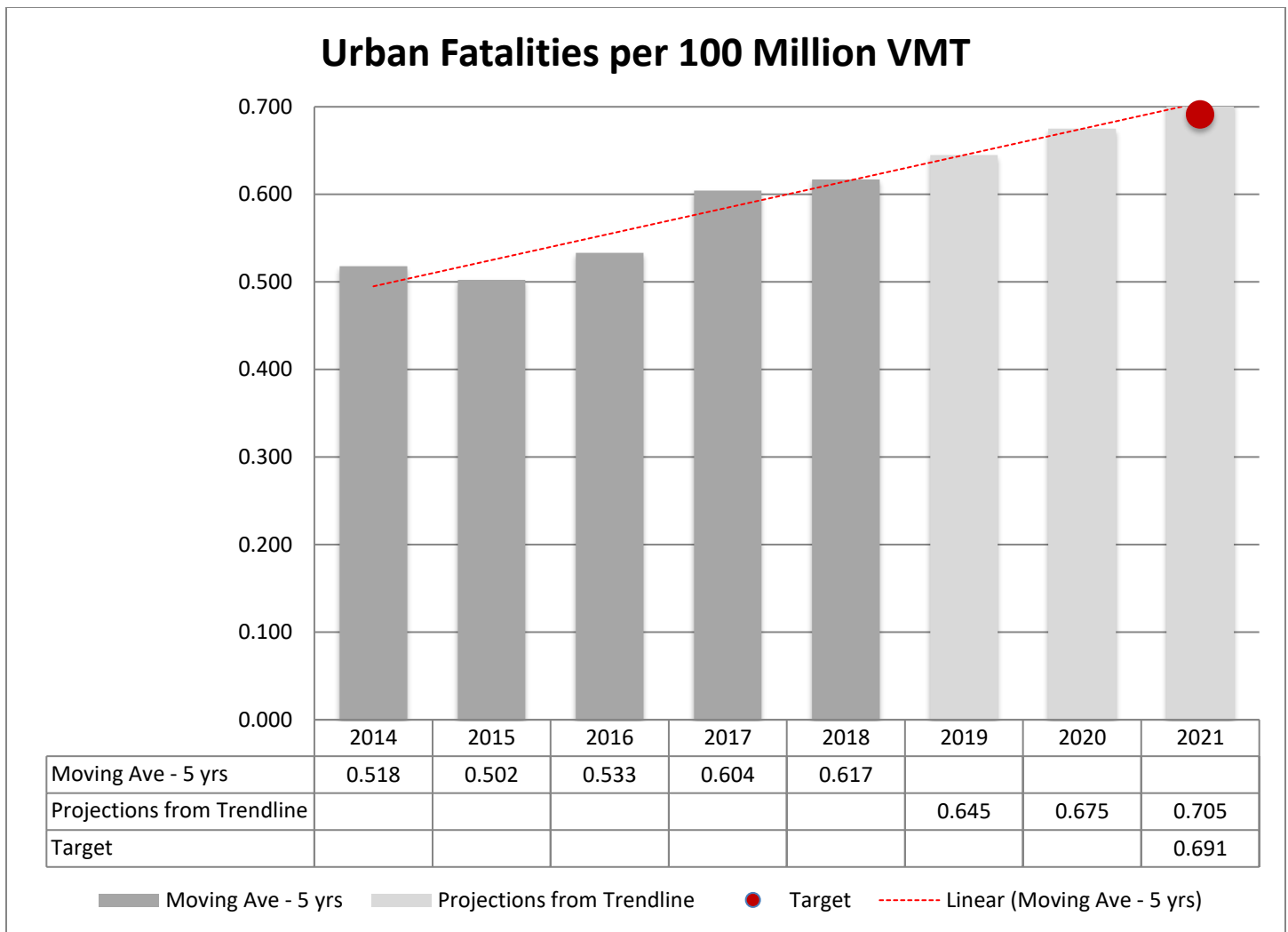
Rural Fatality Rate (FARS):



Goal Statement

Rural Fatalities per VMT Goal Statement: The five-year 2021 projection based upon the trendline indicates 1.905 rural fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of 1.867 rural fatalities per 100 million VMT in 2021. The slight downward trend has remained consistent and therefore a two percent reduction goal is realistic and attainable.

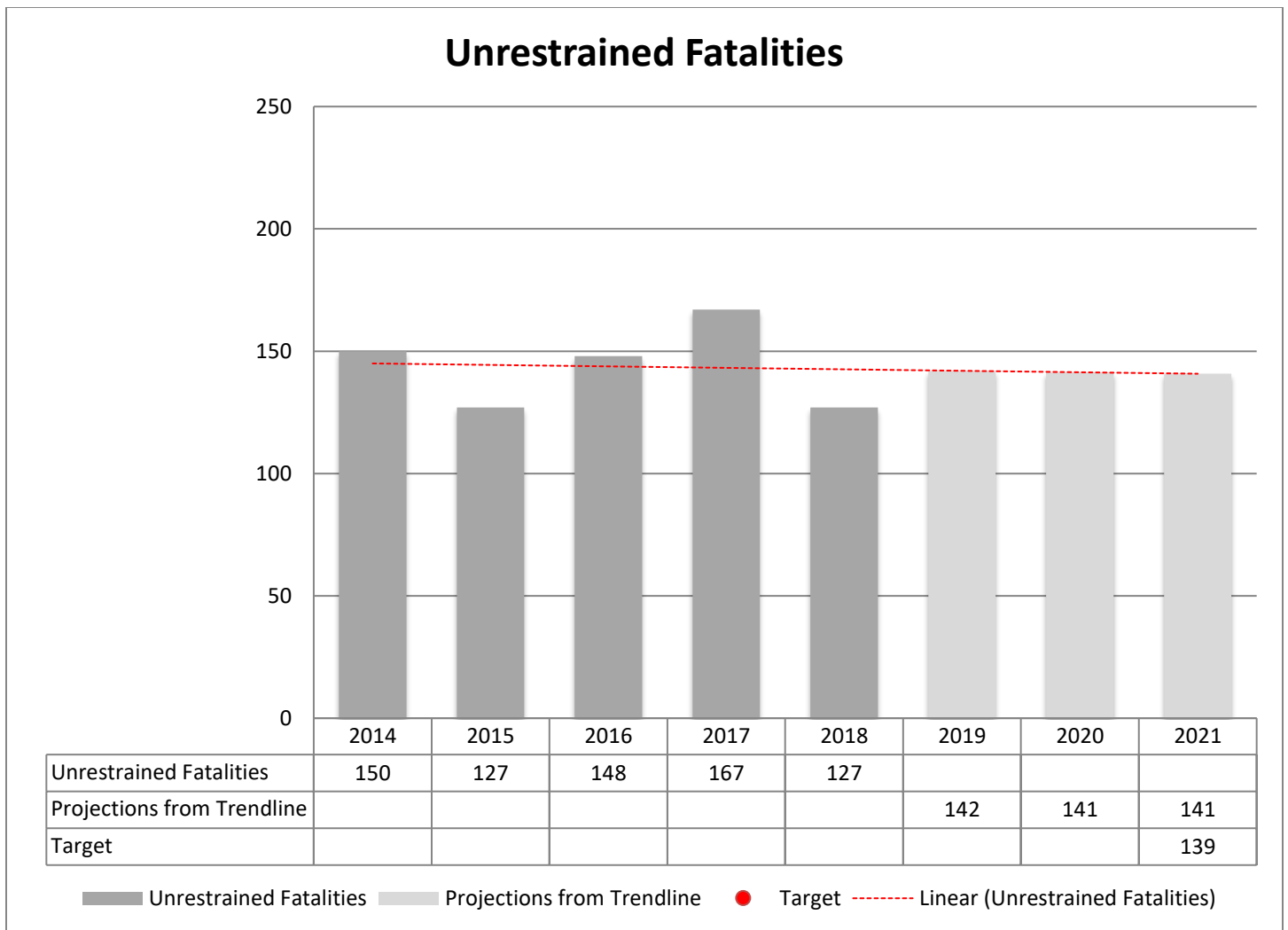
Urban Fatality Rate (FARS):



Goal Statement

Urban Fatalities per VMT Goal Statement: The five-year 2021 projection based upon the trendline indicates .705 urban fatalities per 100 million VMT. A two percent reduction in this projection would equal our goal of .691 urban fatalities per VMT in 2021. Based upon recent history, the two percent reduction goal is realistic and attainable.

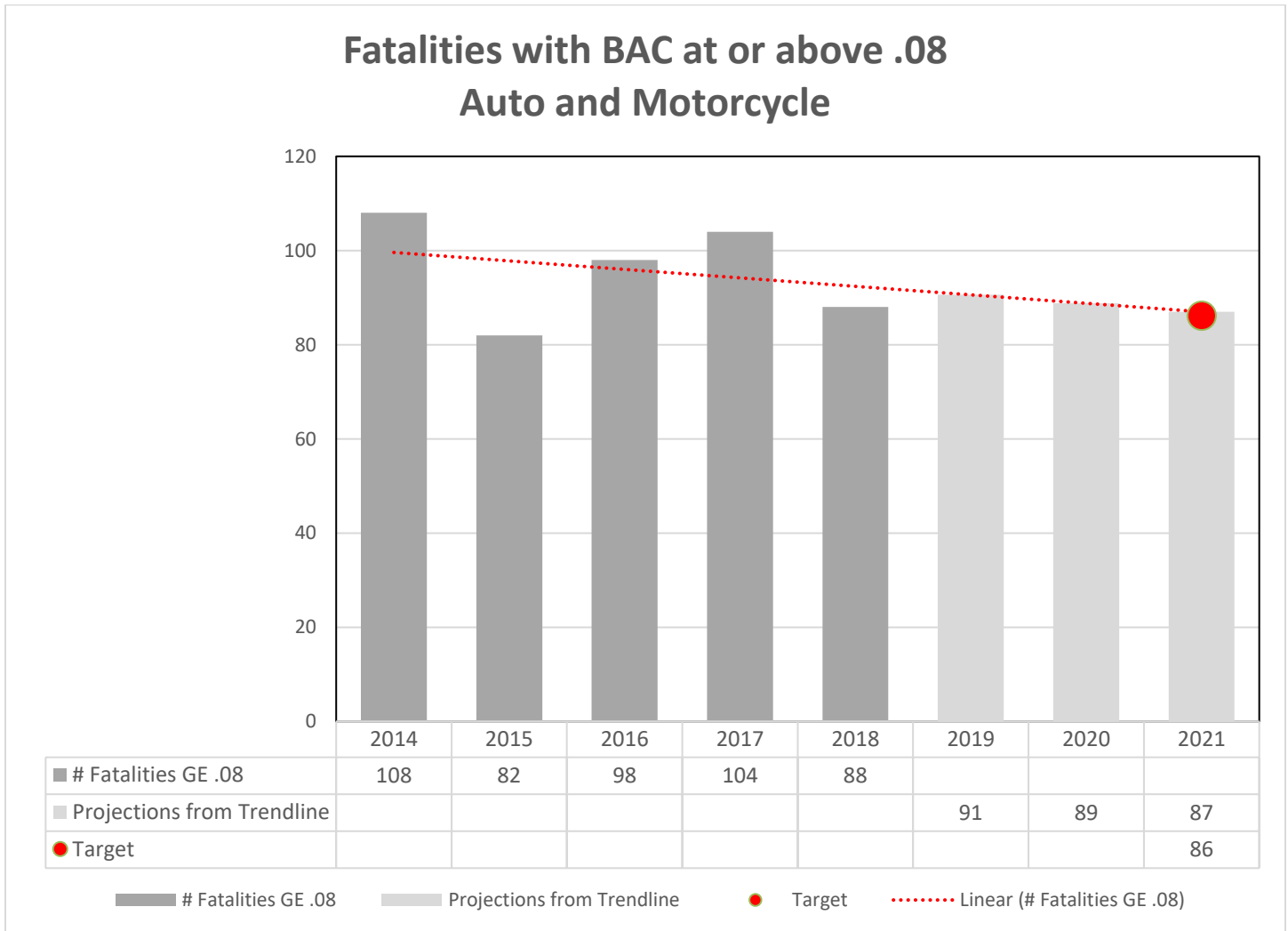
Unrestrained Fatalities All Positions (FARS):



Goal Statement

C-4 Number of Unrestrained Fatalities: The 2021 five-year average projection based upon the trendline indicates 141 unrestrained fatalities. A one percent reduction in this projection would derive our goal of 139 unrestrained fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

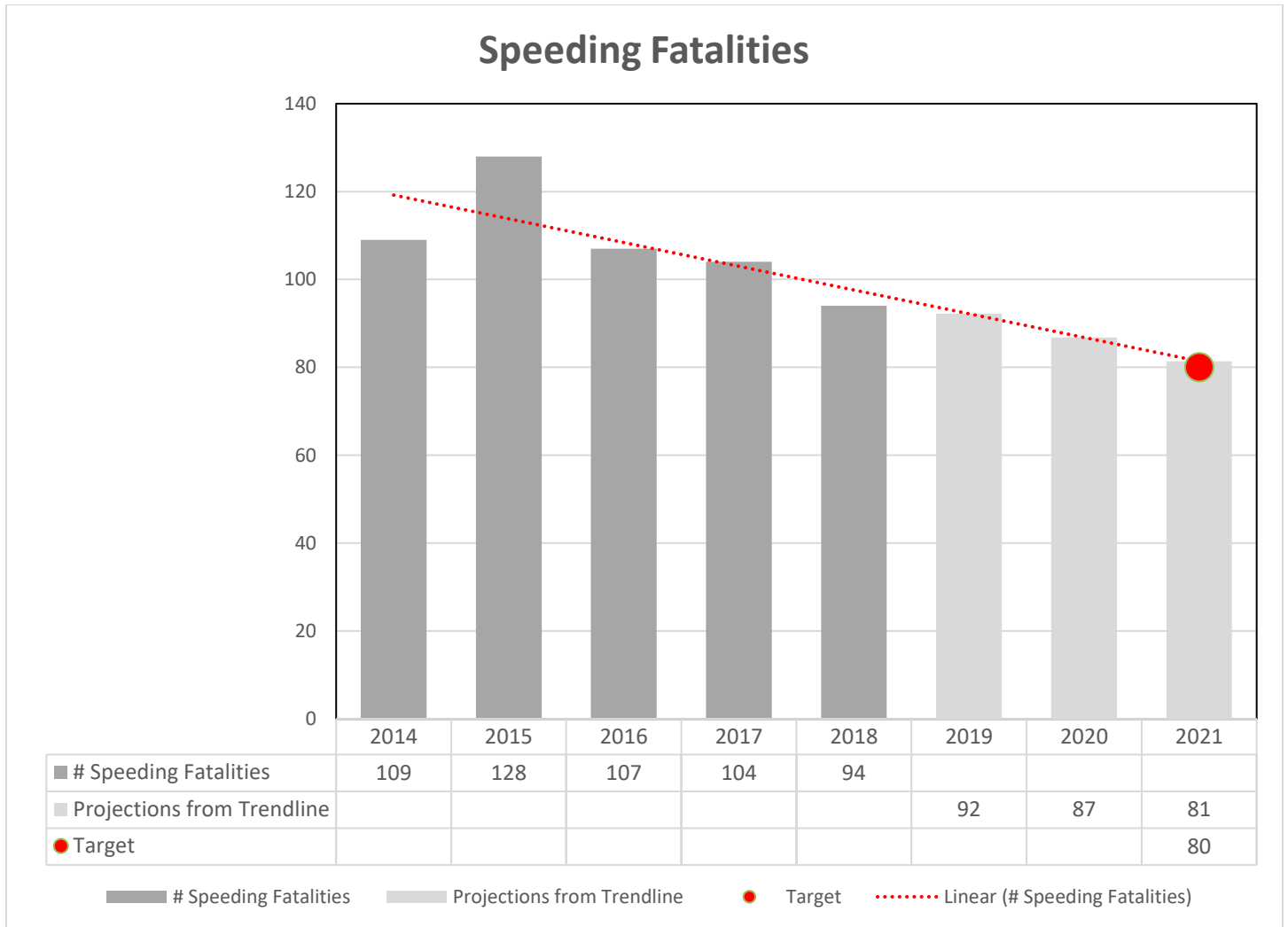
Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with BAC of .08 or above (FARS)



Goal Statements

C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above: The 2021 five-year average projection based upon the trendline indicates 87 fatalities with a BAC of .08 or above. A one percent reduction in this projection would derive our goal of 86 fatalities with a BAC of .08 or above in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

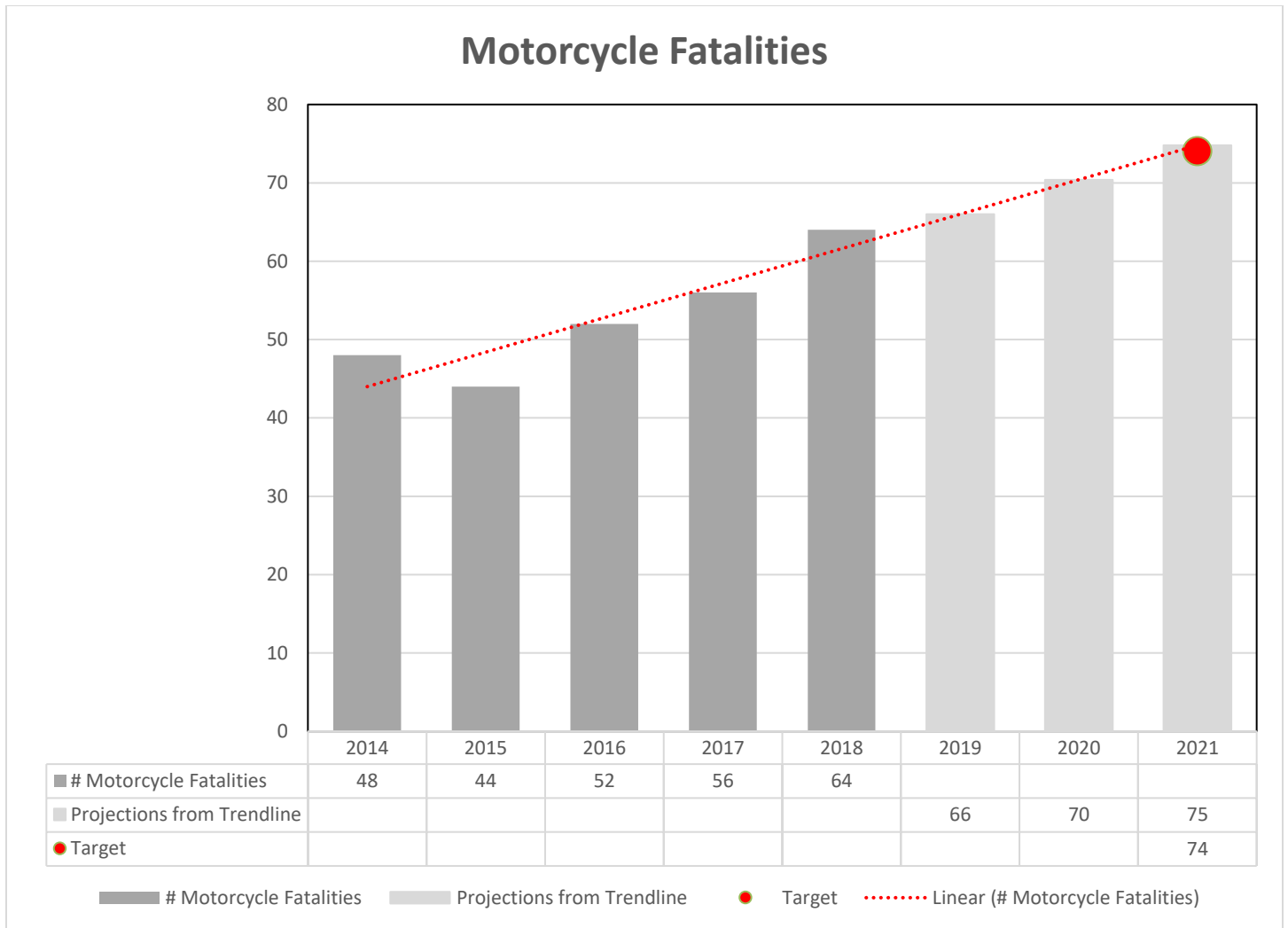
Speeding Fatalities (FARS):



Goal Statement

C-6 Number of Speeding Fatalities: The 2021 five-year average projection based upon the trendline indicates 81 speeding fatalities in 2021. A one percent reduction in this projection would derive our goal of 80 speeding fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

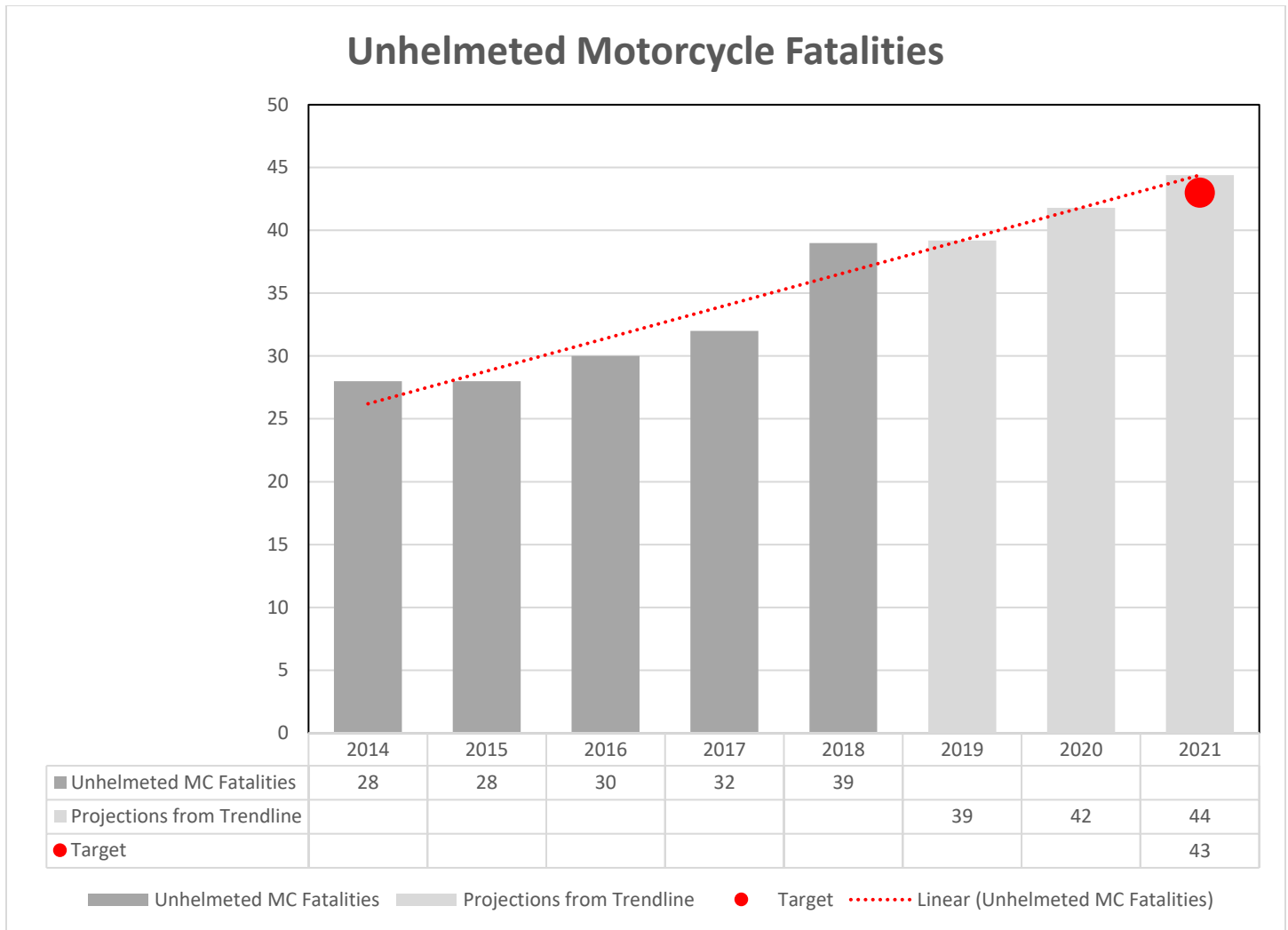
Number of Motorcyclist Fatalities (FARS):



Goal Statement

C-7 Number of Motorcycle Fatalities: The 2021 five-year average projection based upon the trendline indicates 75 motorcycle fatalities in 2021. A one percent reduction in this projection would derive our goal of 74 motorcycle fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

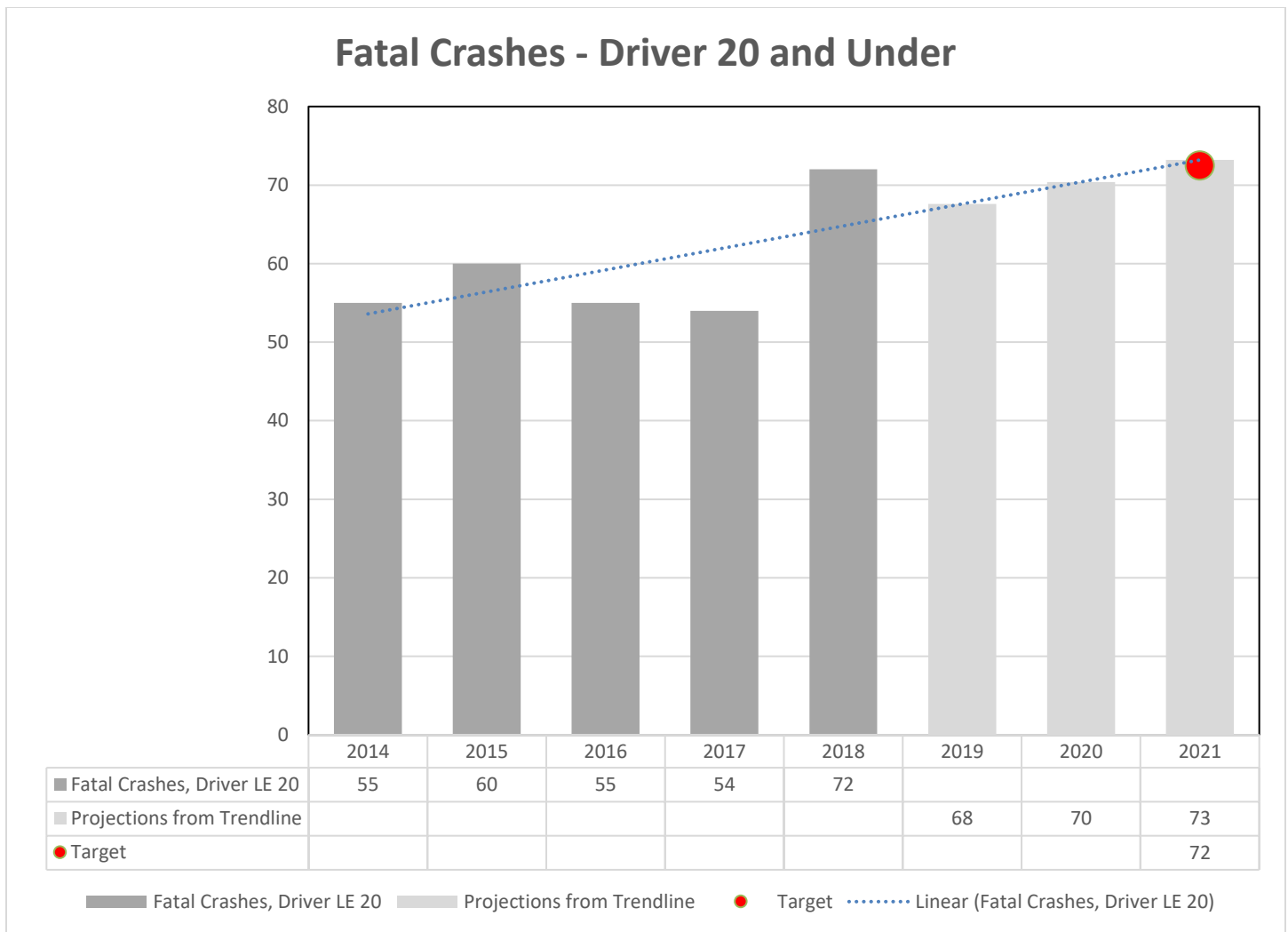
Number of un-helmeted Motorcyclist Fatalities (FARS):



Goal Statement

C-8 Number of Unhelmeted Motorcycle Fatalities: The 2021 five-year average projection based upon the trendline indicates 44 unhelmeted motorcycle fatalities in 2021. A one percent reduction in this projection would derive our goal of 43 unhelmeted motorcycle fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

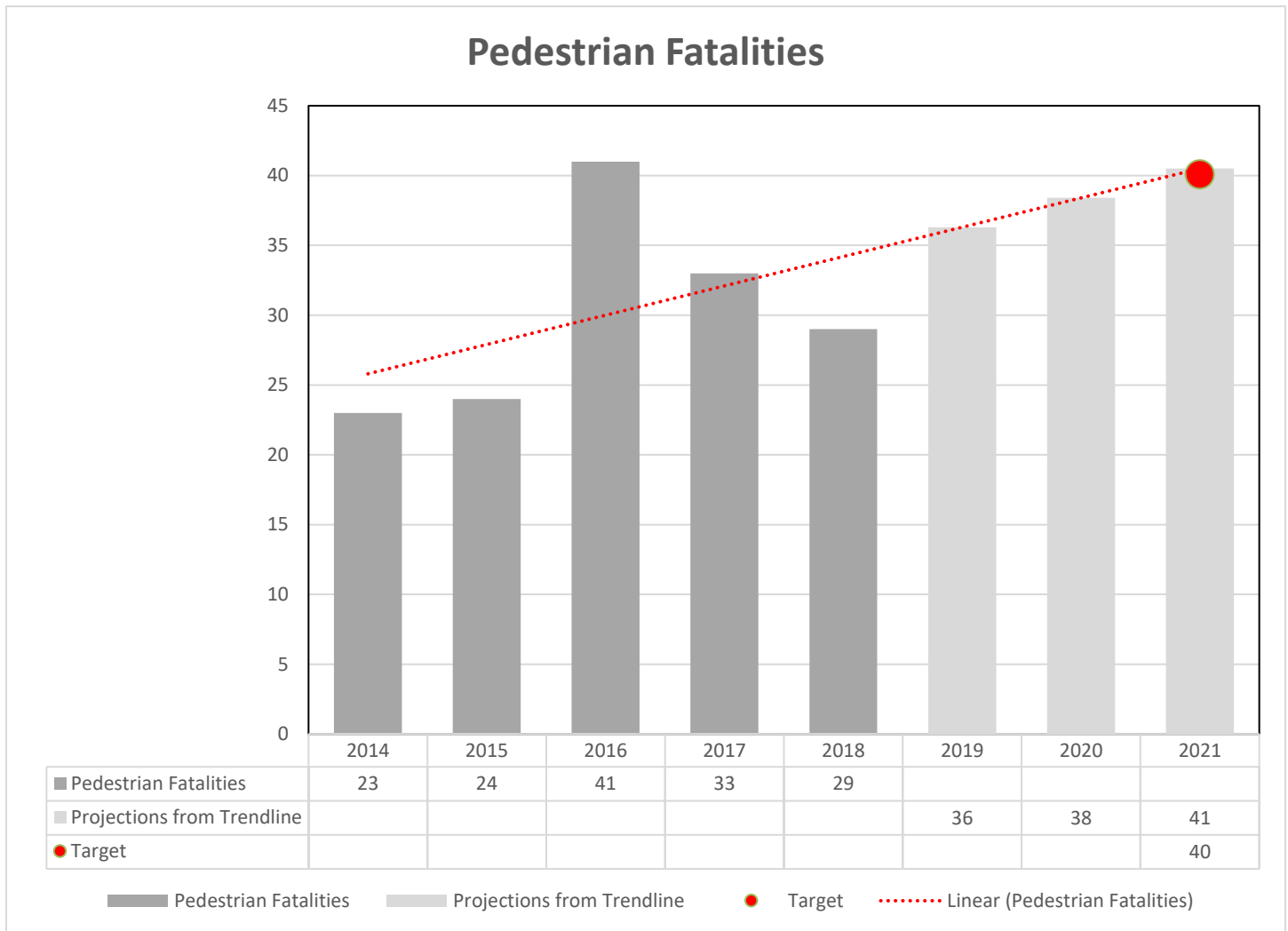
Number of Fatalities with Driver 20 or under (FARS):



Goal Statement

C-9 Goal Statement Number of Drivers, 20 or under, Involved in Fatal Crashes: The 2021 five-year average projection based upon the trendline indicates 73 drivers, age 20 or under, involved in a fatal crash. A one percent reduction in this projection would derive our goal of 72 drivers, age 20 or under, involved in a fatal crash in 2021. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.

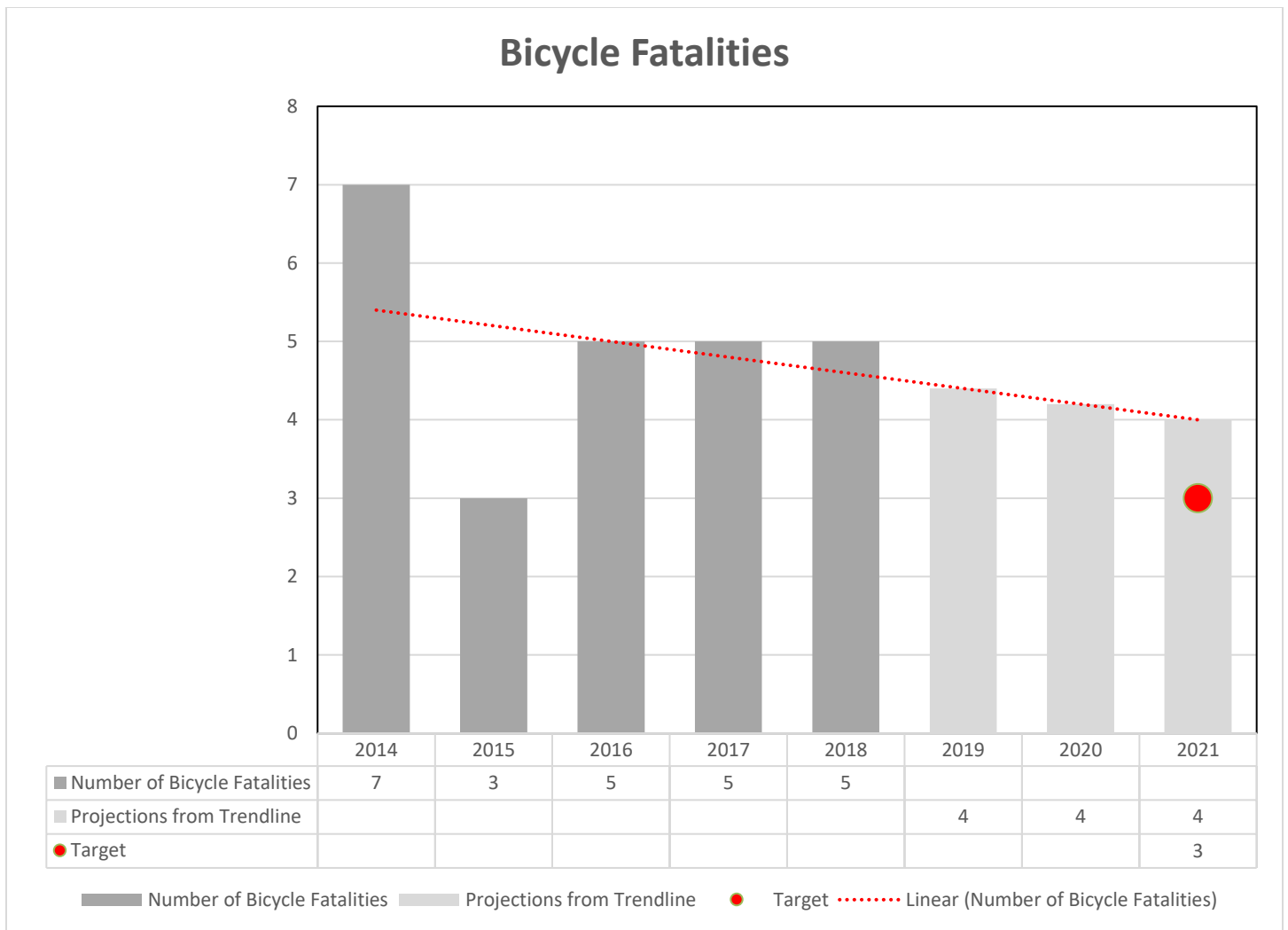
Pedestrian Fatalities (FARS):



Goal Statement

C-10 Pedestrian Fatalities: The 2021 annual projection based upon the trendline indicates 41 pedestrian fatalities. A one percent reduction in this projection would equal our goal of 40 pedestrian fatalities in 2021. Based upon recent history, and relatively small number of pedestrian fatalities, a one percent reduction goal is realistic and attainable.

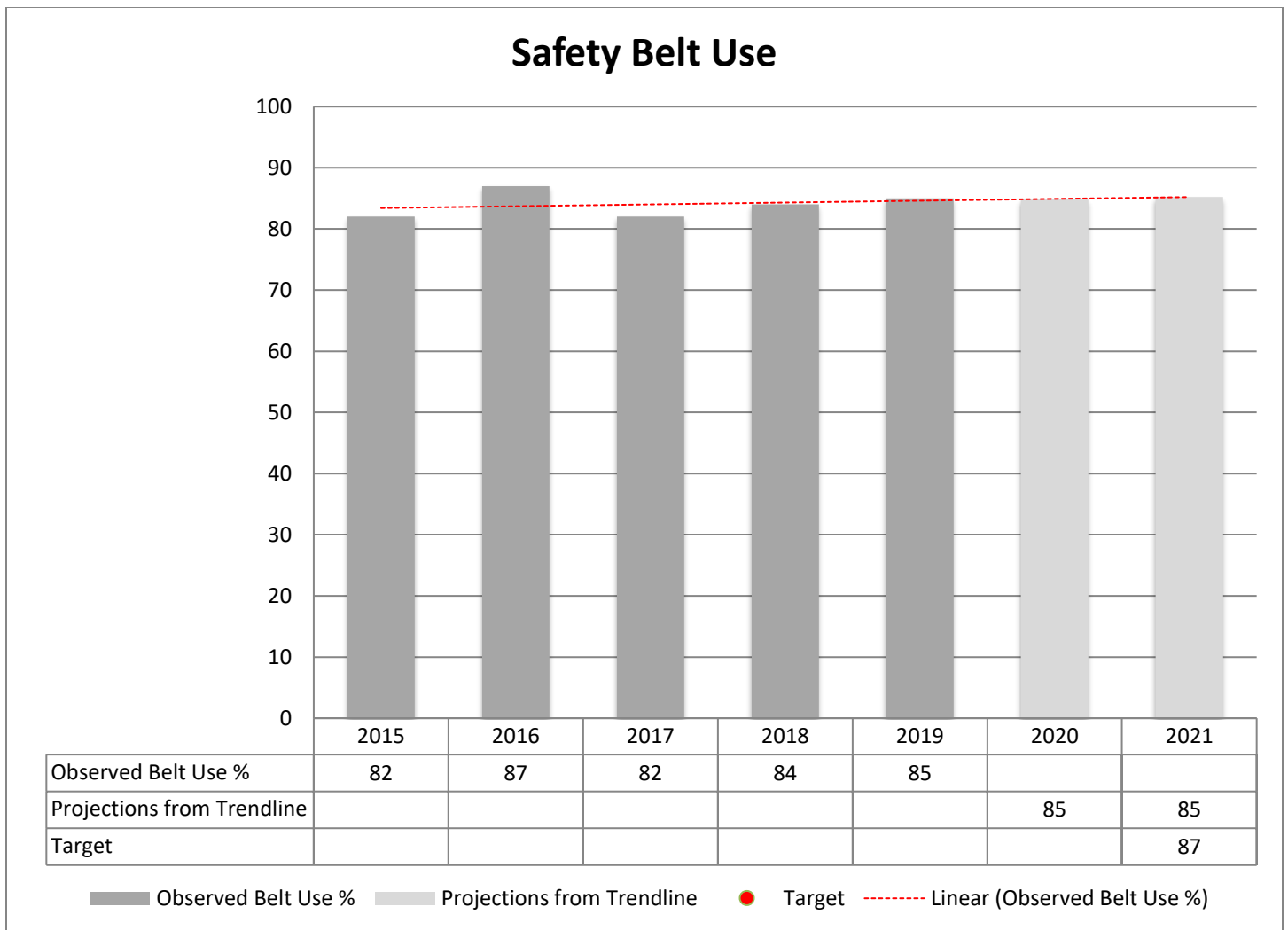
Bicycle Fatalities (FARS):



Goal Statement

C-11 Bicycle Fatalities: The 2021 annual projection based upon the trendline indicates four bicycle fatalities. A 25 percent reduction in this projection would equal our goal of three bicycle fatalities in 2021. Based upon recent history, and relatively small number of bicycle fatalities, a 25 percent reduction goal is realistic and attainable.

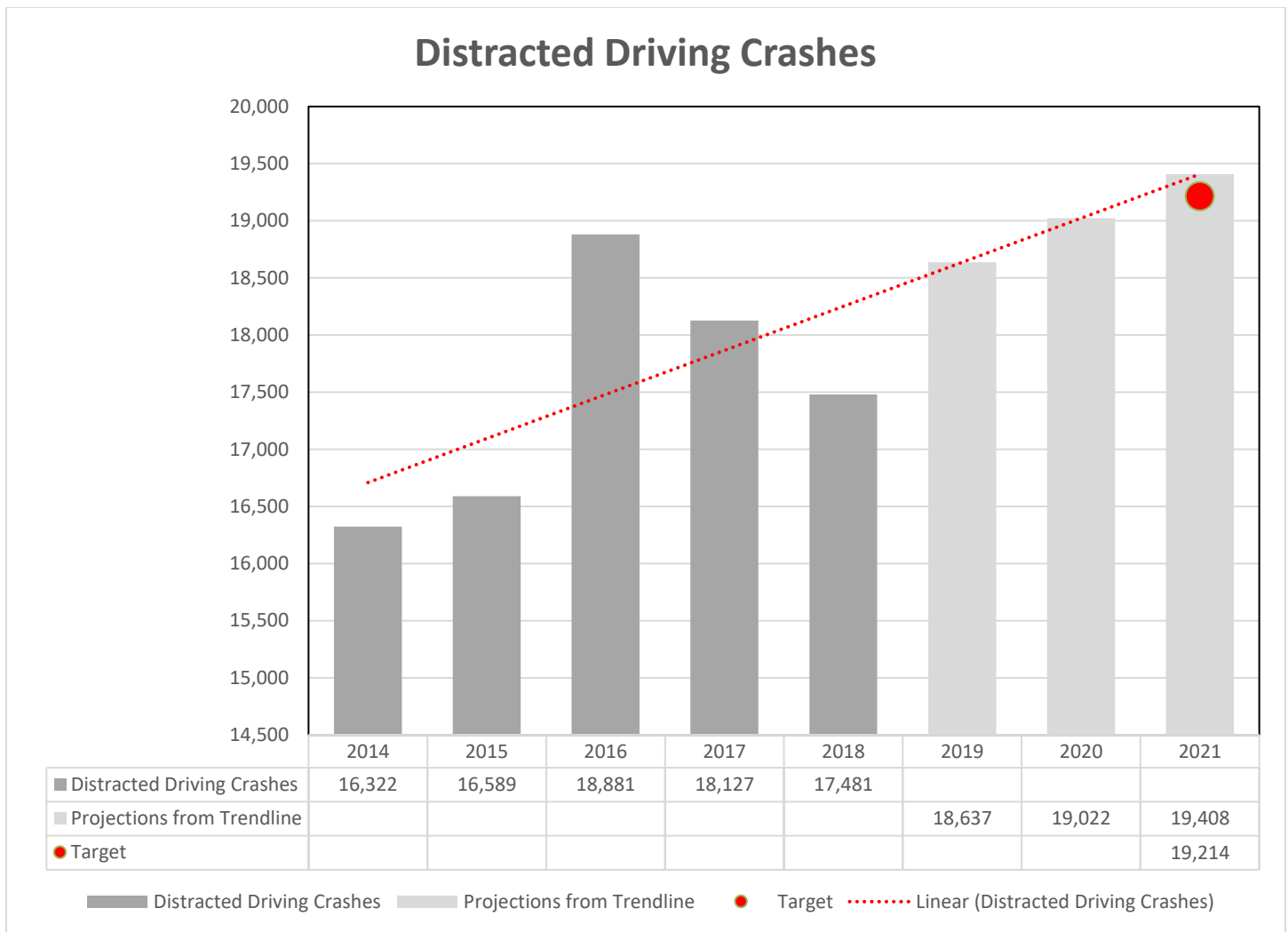
Seatbelt Use Rate (State Survey):



Goal Statement

B-1 Observed Seat Belt Use: The 2021 five-year average projection based upon the trendline indicates 85 percent observed belt use. A two percent increase in this projection would derive our goal of 87 percent observed belt use in 2021. Based upon recent history, the trendline of the target, the two percent goal is realistic and attainable.

Distracted Driving Crashes (KCARS):



Goal Statement

Number of Distracted Driving Crashes: The 2021 five-year average projection based upon the trendline indicates 19,408 distracted driving crashes. A one percent reduction in this projection would derive our goal of 19,214 distracted driving crashes in 2021. Based upon recent history, the trendline 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) state funded program, targeting teen seat belt use, uses the same methodology, education, paid media and enforcement. 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 positive impact 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 65,000 reportable 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 2018. 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

2018 Rank	County	Total Crashes	Percent of Total	Accumulat ed Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	11,606	17.87%	17.87%	STEP	IDDP	NSEP
2	JOHNSON	11,479	17.68%	35.55%	STEP	IDDP	NSEP
3	WYANDOTTE	4,837	7.45%	43.00%	STEP	IDDP	
4	SHAWNEE	4,522	6.96%	49.96%	STEP	IDDP	NSEP
5	DOUGLAS	3,055	4.70%	54.67%	STEP	IDDP	NSEP
6	BUTLER	1,424	2.19%	56.86%	STEP		
7	RENO	1,361	2.10%	58.96%	STEP	IDDP	NSEP
8	LEAVENWORTH	1,353	2.08%	61.04%	STEP	IDDP	NSEP
9	RILEY	1,308	2.01%	63.06%	STEP	IDDP	
10	SALINE	1,296	2.00%	65.05%	STEP	IDDP	
11	COWLEY	918	1.41%	66.46%	STEP		
12	LYON	843	1.30%	67.76%	STEP		
13	CRAWFORD	765	1.18%	68.94%	STEP		
14	FINNEY	736	1.13%	70.07%	STEP		
15	ELLIS	721	1.11%	71.19%	STEP	IDDP	
16	FORD	718	1.11%	72.29%	STEP	IDDP	NSEP
17	MONTGOMERY	697	1.07%	73.36%	STEP	IDDP	NSEP
18	MIAMI	663	1.02%	74.39%	STEP	IDDP	
19	BARTON	632	0.97%	75.36%	STEP		
20	SUMNER	621	0.96%	76.31%	STEP		
21	HARVEY	607	0.93%	77.25%	STEP		
22	MCPHERSON	596	0.92%	78.17%	STEP		
23	GEARY	542	0.83%	79.00%	STEP		
24	POTTAWATOMIE	483	0.74%	79.75%	STEP		
25	LABETTE	450	0.69%	80.44%	STEP		

26	CHEROKEE	445	0.69%	81.12%	STEP		
27	FRANKLIN	445	0.69%	81.81%	STEP		
28	DICKINSON	408	0.63%	82.44%			
29	SEWARD	379	0.58%	83.02%	STEP		
30	JEFFERSON	360	0.55%	83.58%			
31	ATCHISON	337	0.52%	84.09%	STEP		
32	NEOSHO	333	0.51%	84.61%	STEP		
33	MARION	323	0.50%	85.11%			
34	BOURBON	306	0.47%	85.58%	STEP		
35	ALLEN	283	0.44%	86.01%	STEP		
36	RICE	267	0.41%	86.42%	STEP		
37	JACKSON	262	0.40%	86.83%			
38	KINGMAN	261	0.40%	87.23%			
39	WABAUNSEE	259	0.40%	87.63%			
40	COFFEY	256	0.39%	88.02%			
41	OSAGE	253	0.39%	88.41%			
42	RUSSELL	249	0.38%	88.79%			
43	ELLSWORTH	247	0.38%	89.18%	STEP		
44	BROWN	244	0.38%	89.55%	STEP		
45	WASHINGTON	235	0.36%	89.91%			
46	ANDERSON	234	0.36%	90.27%	STEP		
47	MARSHALL	230	0.35%	90.63%			
48	PRATT	225	0.35%	90.97%	STEP		
49	THOMAS	224	0.34%	91.32%			
50	NEMAHA	221	0.34%	91.66%			
51	CLOUD	219	0.34%	92.00%	STEP		
52	WILSON	216	0.33%	92.33%	STEP		
53	NORTON	208	0.32%	92.65%	STEP		
54	LINN	200	0.31%	92.96%	STEP	IDDP	
55	PAWNEE	198	0.30%	93.26%			
56	CHASE	194	0.30%	93.56%			
57	MITCHELL	171	0.26%	93.82%			
58	GREENWOOD	168	0.26%	94.08%	STEP		
59	HARPER	163	0.25%	94.33%			
60	OTTAWA	163	0.25%	94.59%			
61	RUSH	163	0.25%	94.84%			
62	CLAY	162	0.25%	95.09%	STEP		
63	STAFFORD	154	0.24%	95.32%			
64	MORRIS	147	0.23%	95.55%			
65	ROOKS	139	0.21%	95.76%	STEP		

66	REPUBLIC	132	0.20%	95.97%			
67	SHERMAN	128	0.20%	96.16%			
68	TREGO	117	0.18%	96.34%			
69	GRAY	116	0.18%	96.52%			
70	WOODSON	115	0.18%	96.70%			
71	LINCOLN	104	0.16%	96.86%			
72	BARBER	102	0.16%	97.02%			
73	GRANT	101	0.16%	97.17%			
74	GOVE	95	0.15%	97.32%			
75	PHILLIPS	88	0.14%	97.45%			
76	KEARNY	86	0.13%	97.59%			
77	HODGEMAN	83	0.13%	97.71%			
78	OSBORNE	83	0.13%	97.84%			
79	KIOWA	80	0.12%	97.97%	STEP		
80	JEWELL	79	0.12%	98.09%			
81	NESS	79	0.12%	98.21%			
82	HASKELL	77	0.12%	98.33%			
83	DONIPHAN	76	0.12%	98.44%	STEP		
84	SMITH	74	0.11%	98.56%			
85	CHAUTAUQUA	73	0.11%	98.67%			
86	EDWARDS	68	0.10%	98.78%			
87	SCOTT	68	0.10%	98.88%			
88	SHERIDAN	68	0.10%	98.99%			
89	GRAHAM	64	0.10%	99.08%			
90	CLARK	63	0.10%	99.18%			
91	HAMILTON	63	0.10%	99.28%			
92	RAWLINS	56	0.09%	99.36%			
93	WICHITA	55	0.08%	99.45%			
94	MORTON	50	0.08%	99.53%			
95	LOGAN	46	0.07%	99.60%			
96	ELK	44	0.07%	99.66%			
97	MEADE	44	0.07%	99.73%	STEP		
98	CHEYENNE	41	0.06%	99.80%			
99	STEVENS	33	0.05%	99.85%			
100	DECATUR	28	0.04%	99.89%			
101	GREELEY	23	0.04%	99.92%			
102	COMANCHE	16	0.02%	99.95%			
103	WALLACE	16	0.02%	99.97%			
104	LANE	14	0.02%	100.00%			
105	STANTON	3	0.00%	100.00%			

*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 365 fatal crashes in 2018. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These 35 counties represent more than 80 percent of all fatal crashes in 2018. 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 to reduce crashes, provide training opportunities through our Traffic Safety Resource Prosecutor and work with local media to address traffic challenges.

Table 5

2018 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	65	17.81%	17.81%	STEP	IDDP	NSEP
2	JOHNSON	21	5.75%	23.56%	STEP	IDDP	NSEP
3	WYANDOTTE	20	5.48%	29.04%	STEP	IDDP	
4	SHAWNEE	16	4.38%	33.42%	STEP	IDDP	NSEP
5	LEAVENWORTH	12	3.29%	36.71%	STEP	IDDP	NSEP
6	RENO	9	2.47%	39.18%	STEP	IDDP	NSEP
7	ATCHISON	8	2.19%	41.37%	STEP		
8	BUTLER	8	2.19%	43.56%	STEP		
9	MCPHERSON	8	2.19%	45.75%	STEP		
10	MIAMI	8	2.19%	47.95%	STEP	IDDP	
11	BROWN	7	1.92%	49.86%	STEP		
12	DICKINSON	7	1.92%	51.78%			
13	ELLSWORTH	7	1.92%	53.70%	STEP	IDDP	
14	CHEROKEE	6	1.64%	55.34%	STEP		
15	DOUGLAS	6	1.64%	56.99%	STEP	IDDP	NSEP
16	HARVEY	6	1.64%	58.63%	STEP		
17	MONTGOMERY	6	1.64%	60.27%	STEP	IDDP	NSEP
18	SALINE	6	1.64%	61.92%	STEP	IDDP	
19	THOMAS	6	1.64%	63.56%			
20	COWLEY	5	1.37%	64.93%	STEP		
21	FRANKLIN	5	1.37%	66.30%	STEP		
22	RUSSELL	5	1.37%	67.67%			
23	CRAWFORD	4	1.10%	68.77%	STEP		
24	LINN	4	1.10%	69.86%	STEP	IDDP	
25	LYON	4	1.10%	70.96%	STEP		

26	MARSHALL	4	1.10%	72.05%			
27	MEADE	4	1.10%	73.15%	STEP		
28	SEWARD	4	1.10%	74.25%	STEP		
29	SUMNER	4	1.10%	75.34%	STEP		
30	ANDERSON	3	0.82%	76.16%	STEP		
31	COFFEY	3	0.82%	76.99%			
32	JACKSON	3	0.82%	77.81%			
33	KINGMAN	3	0.82%	78.63%			
34	MARION	3	0.82%	79.45%			
35	OSAGE	3	0.82%	80.27%			
36	PAWNEE	3	0.82%	81.10%			
37	POTTAWATOMIE	3	0.82%	81.92%	STEP		
38	RICE	3	0.82%	82.74%	STEP		
39	RILEY	3	0.82%	83.56%	STEP	IDDP	
40	STEVENS	3	0.82%	84.38%			
41	ALLEN	2	0.55%	84.93%	STEP		
42	CLARK	2	0.55%	85.48%			
43	EDWARDS	2	0.55%	86.03%			
44	ELLIS	2	0.55%	86.58%	STEP		
45	FINNEY	2	0.55%	87.12%	STEP		
46	FORD	2	0.55%	87.67%	STEP	IDDP	NSEP
47	GEARY	2	0.55%	88.22%	STEP		
48	GOVE	2	0.55%	88.77%			
49	GRANT	2	0.55%	89.32%			
50	HASKELL	2	0.55%	89.86%			
51	JEFFERSON	2	0.55%	90.41%			
52	KIOWA	2	0.55%	90.96%	STEP		
53	NEOSHO	2	0.55%	91.51%	STEP		
54	NORTON	2	0.55%	92.05%	STEP		
55	OTTAWA	2	0.55%	92.60%			
56	PRATT	2	0.55%	93.15%	STEP		
57	SCOTT	2	0.55%	93.70%			
58	SHERMAN	2	0.55%	94.25%			
59	STAFFORD	2	0.55%	94.79%			
60	STANTON	2	0.55%	95.34%			
61	BARTON	1	0.27%	95.62%	STEP		
62	BOURBON	1	0.27%	95.89%	STEP		
63	CHASE	1	0.27%	96.16%			
64	CLAY	1	0.27%	96.44%	STEP		
65	DONIPHAN	1	0.27%	96.71%	STEP		
66	GRAY	1	0.27%	96.99%			
67	GREENWOOD	1	0.27%	97.26%	STEP		
68	JEWELL	1	0.27%	97.53%			
69	MORRIS	1	0.27%	97.81%			

70	NESS	1	0.27%	98.08%			
71	OSBORNE	1	0.27%	98.36%			
72	PHILLIPS	1	0.27%	98.63%			
73	ROOKS	1	0.27%	98.90%	STEP		
74	WABAUNSEE	1	0.27%	99.18%			
75	WASHINGTON	1	0.27%	99.45%			
76	WICHITA	1	0.27%	99.73%			
77	WILSON	1	0.27%	100.00%	STEP		
78	BARBER	0	0.00%	100.00%			
79	CHAUTAUQUA	0	0.00%	100.00%			
80	CHEYENNE	0	0.00%	100.00%			
81	CLOUD	0	0.00%	100.00%	STEP		
82	COMANCHE	0	0.00%	100.00%			
83	DECATUR	0	0.00%	100.00%			
84	ELK	0	0.00%	100.00%			
85	GRAHAM	0	0.00%	100.00%			
86	GREELEY	0	0.00%	100.00%			
87	HAMILTON	0	0.00%	100.00%			
88	HARPER	0	0.00%	100.00%			
89	HODGEMAN	0	0.00%	100.00%			
90	KEARNY	0	0.00%	100.00%			
91	LABETTE	0	0.00%	100.00%	STEP		
92	LANE	0	0.00%	100.00%			
93	LINCOLN	0	0.00%	100.00%			
94	LOGAN	0	0.00%	100.00%			
95	MITCHELL	0	0.00%	100.00%			
96	MORTON	0	0.00%	100.00%			
97	NEMAHA	0	0.00%	100.00%			
98	RAWLINS	0	0.00%	100.00%			
99	REPUBLIC	0	0.00%	100.00%			
100	RUSH	0	0.00%	100.00%			
101	SHERIDAN	0	0.00%	100.00%			
102	SMITH	0	0.00%	100.00%			
103	TREGO	0	0.00%	100.00%			
104	WALLACE	0	0.00%	100.00%			
105	WOODSON	0	0.00%	100.00%			

*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 2018. 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

2018 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	JOHNSON	392	18.45%	18.45%	STEP	IDDP	NSEP
2	SEDGWICK	345	16.24%	34.68%	STEP	IDDP	NSEP
3	WYANDOTTE	201	9.46%	44.14%	STEP	IDDP	
4	SHAWNEE	148	6.96%	51.11%	STEP	IDDP	NSEP
5	DOUGLAS	146	6.87%	57.98%	STEP	IDDP	
6	LEAVENWORTH	66	3.11%	61.08%	STEP	IDDP	
7	RILEY	49	2.31%	63.39%	STEP	IDDP	
8	RENO	45	2.12%	65.51%	STEP	IDDP	
9	BUTLER	39	1.84%	67.34%	STEP		
10	FINNEY	37	1.74%	69.08%	STEP		
11	SALINE	37	1.74%	70.82%	STEP	IDDP	NSEP
12	FORD	32	1.51%	72.33%	STEP	IDDP	NSEP
13	COWLEY	30	1.41%	73.74%	STEP		
14	LYON	27	1.27%	75.01%	STEP		NSEP
15	CRAWFORD	25	1.18%	76.19%	STEP		
16	ELLIS	25	1.18%	77.36%	STEP	IDDP	
17	MIAMI	22	1.04%	78.40%	STEP	IDDP	
18	GEARY	21	0.99%	79.39%	STEP		
19	SEWARD	21	0.99%	80.38%	STEP		NSEP
20	SUMNER	19	0.89%	81.27%	STEP		
21	HARVEY	18	0.85%	82.12%	STEP		
22	MONTGOMERY	18	0.85%	82.96%	STEP	IDDP	NSEP
23	CHEROKEE	14	0.66%	83.62%	STEP		
24	LABETTE	14	0.66%	84.28%	STEP		
25	NEOSHO	14	0.66%	84.94%	STEP		
26	DICKINSON	11	0.52%	85.46%			
27	JEFFERSON	11	0.52%	85.98%			
28	POTTAWATOMIE	11	0.52%	86.49%	STEP		
29	THOMAS	11	0.52%	87.01%			
30	ATCHISON	10	0.47%	87.48%	STEP		

31	BROWN	10	0.47%	87.95%	STEP		
32	BOURBON	9	0.42%	88.38%	STEP		
33	JACKSON	9	0.42%	88.80%			
34	MCPHERSON	9	0.42%	89.22%	STEP		
35	NEMAHA	9	0.42%	89.65%			
36	MARION	8	0.38%	90.02%			
37	WILSON	8	0.38%	90.40%	STEP		
38	ALLEN	7	0.33%	90.73%	STEP		
39	BARTON	7	0.33%	91.06%	STEP		
40	GRANT	7	0.33%	91.39%			
41	MARSHALL	7	0.33%	91.72%			
42	PRATT	7	0.33%	92.05%	STEP		
43	WASHINGTON	7	0.33%	92.38%			
44	CLOUD	6	0.28%	92.66%	STEP		
45	FRANKLIN	6	0.28%	92.94%	STEP		
46	KEARNY	6	0.28%	93.22%			
47	RUSSELL	6	0.28%	93.51%			
48	SCOTT	6	0.28%	93.79%			
49	WABAUNSEE	6	0.28%	94.07%			
50	LINN	5	0.24%	94.31%	STEP	IDDP	
51	MORRIS	5	0.24%	94.54%			
52	OTTAWA	5	0.24%	94.78%			
53	PHILLIPS	5	0.24%	95.01%			
54	RUSH	5	0.24%	95.25%			
55	GREENWOOD	4	0.19%	95.44%	STEP		
56	KINGMAN	4	0.19%	95.62%			
57	MEADE	4	0.19%	95.81%	STEP		
58	OSAGE	4	0.19%	96.00%			
59	PAWNEE	4	0.19%	96.19%			
60	ROOKS	4	0.19%	96.38%	STEP		
61	SHERMAN	4	0.19%	96.56%			
62	TREGO	4	0.19%	96.75%			
63	BARBER	3	0.14%	96.89%			
64	CLAY	3	0.14%	97.04%	STEP		
65	EDWARDS	3	0.14%	97.18%			
66	ELLSWORTH	3	0.14%	97.32%	STEP		
67	GRAY	3	0.14%	97.46%			
68	LANE	3	0.14%	97.60%			
69	LINCOLN	3	0.14%	97.74%			
70	NESS	3	0.14%	97.88%			
71	RICE	3	0.14%	98.02%	STEP		
72	STAFFORD	3	0.14%	98.16%			
73	ANDERSON	2	0.09%	98.26%	STEP		
74	CHASE	2	0.09%	98.35%			

75	CHEYENNE	2	0.09%	98.45%			
76	CLARK	2	0.09%	98.54%			
77	DONIPHAN	2	0.09%	98.64%	STEP		
78	GOVE	2	0.09%	98.73%			
79	HAMILTON	2	0.09%	98.82%			
80	JEWELL	2	0.09%	98.92%			
81	LOGAN	2	0.09%	99.01%			
82	MITCHELL	2	0.09%	99.11%			
83	RAWLINS	2	0.09%	99.20%			
84	SHERIDAN	2	0.09%	99.29%			
85	WICHITA	2	0.09%	99.39%			
86	CHAUTAUQUA	1	0.05%	99.44%			
87	COFFEY	1	0.05%	99.48%			
88	ELK	1	0.05%	99.53%			
89	GRAHAM	1	0.05%	99.58%			
90	HARPER	1	0.05%	99.62%			
91	HASKELL	1	0.05%	99.67%			
92	HODGEMAN	1	0.05%	99.72%			
93	KIOWA	1	0.05%	99.76%	STEP		
94	MORTON	1	0.05%	99.81%			
95	NORTON	1	0.05%	99.86%	STEP		
96	OSBORNE	1	0.05%	99.91%			
97	REPUBLIC	1	0.05%	99.95%			
98	STEVENS	1	0.05%	100.00%			
99	COMANCHE	0	0.00%	100.00%			
100	DECATUR	0	0.00%	100.00%			
101	GREELEY	0	0.00%	100.00%			
102	SMITH	0	0.00%	100.00%			
103	STANTON	0	0.00%	100.00%			
104	WALLACE	0	0.00%	100.00%			
105	WOODSON	0	0.00%	100.00%			

*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 2019, 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.

2019 Belt Use Rate, S1200 Road Type Only			
County	2017	2018	2019
Atchison	78.2%	78.1%	82.4%
Butler	84.5%	81.5%	68.9%
Chase	71.4%	68.6%	64.9%
Coffey	91.2%	89.7%	91.1%
Cowley	89.3%	86.9%	92.2%
Crawford	74.0%	71.8%	88.3%
Douglas	87.6%	95.7%	94.3%
Ellsworth	82.1%	90.4%	87.4%
Franklin	84.3%	87.2%	86.2%
Gove	56.6%	61.7%	68.2%
Harvey	87.5%	89.1%	87.1%
Haskell	81.7%	92.9%	97.3%
Jefferson	86.1%	85.1%	88.2%
Johnson	94.4%	96.4%	94.1%
Labette	79.0%	84.3%	94.6%
Leavenworth	89.8%	89.6%	89.5%
Lyon	79.5%	83.0%	51.7%
Montgomery	67.8%	71.2%	82.5%
Reno	94.8%	93.4%	95.2%
Riley	84.4%	90.7%	88.7%
Saline	86.8%	84.9%	85.4%
Sedgwick	85.9%	90.3%	90.9%
Seward	85.9%	94.4%	91.0%
Shawnee	88.9%	91.5%	95.9%
Wabaunsee	77.7%	75.1%	72.7%
Wyandotte	80.4%	90.8%	90.3%

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.

Adult Belt Use Rates, Ranked by Percent Belted - 2019				
County	S1100	S1200	S1400	*Percent Belted
Haskell		97.3%	95.2%	96.9%
Reno		95.2%	95.4%	95.2%
Shawnee	97.8%	95.9%	84.0%	95.2%
Douglas	98.5%	94.3%	87.5%	94.5%
Johnson	96.7%	94.1%	90.8%	94.3%
Cowley		92.2%	98.2%	93.4%
Labette		94.6%	81.8%	92.6%
Wyandotte	96.6%	90.3%	77.6%	92.5%
Gove	95.2%	68.2%	85.7%	91.7%
Seward		91.0%	93.5%	91.5%
Leavenworth	93.6%	89.5%	87.2%	90.3%
Sedgwick	91.2%	90.9%	82.3%	89.4%
Ellsworth	91.2%	87.4%	80.5%	88.9%
Jefferson		88.2%	82.5%	87.3%
Saline	91.1%	85.4%	79.3%	87.3%
Franklin	94.5%	86.2%	50.0%	87.2%
Crawford		88.3%	78.1%	86.3%
Riley	95.2%	88.7%	82.7%	85.4%
Harvey	87.5%	87.1%	71.6%	85.3%
Atchison		82.4%	84.0%	82.7%
Montgomery		82.5%	69.7%	80.4%
Coffey	65.8%	91.1%	75.4%	80.2%
Wabaunsee	73.5%	72.7%	66.7%	73.1%
Butler	75.5%	68.9%	54.8%	69.4%
Chase	71.2%	64.9%	57.9%	68.7%
Lyon	70.5%	51.7%	44.0%	61.2%
*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 21, our planned expansion by at least five law enforcement 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 through our partnership with AAA of Kansas.

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.

Project Name:	Travel and Training	Source Fiscal Year:	2020
Sub-Recipient:	KDOT	Funding Source ID:	FAST Act 402
Estimated Funding Amounts:	\$20,000	Match Amount:	\$0
Indirect Cost:	No	Local Benefit:	\$0
Project Number (Unique ID):	SP-1400-21	Eligible Use of Funds:	Planning and Administration (FAST)
Federal Equipment:	No		

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 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.

The state of Kansas was deemed a LOW Impaired Driving State for the 2021 HSP and Section 405(d) submission.

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
Al Ackerman	alackerman491@gmail.com	Kansas Department of Transportation- Law Enforcement Liaison
Capt. Jimmy Atkinson	Jimmy.Atkinson@ks.gov	Kansas Highway Patrol Breath Alcohol Unit Troop Commander
Lt. Chris Bauer	christopher.bauer@ks.gov	Kansas Highway Patrol Breath Alcohol Supervisor
Chris Bortz	Chris.Bortz@ks.gov	Kansas Department of Transportation- Manager State Highway Safety Office
Steven Buckley	Steven.Buckley@ks.gov	Kansas Department of Transportation- State Highway Safety Engineer
Lt. Mark French	MFrench@rileycountypolice.org	Riley County Police Department Supervisor
Bob Hamilton	bobh1el@gmail.com	Kansas Department of Transportation- Law Enforcement Liaison
Lori Haskett	Lori.haskett@dot.gov	NHTSA- Regional Program Manager
Gary Herman	Gary.Herman@ks.gov	Kansas Department of Transportation- Traffic Safety Assistant Program Manager
Carrie Hodges	Carrie.Hodges@KBI.STATE.KS.US	Kansas Bureau of Investigation Director Forensics Laboratory
Corey Kenney	corey.kenney@ag.ks.gov	Kansas Attorney General Traffic Safety Resource Prosecutor (Adjudication)
Dan Kiser	dkieser1el@gmail.com	Kansas Department of Transportation- Law Enforcement Liaison
Sgt Kenneth Kooser	Kenneth.Kooser@sedgwick.gov	Sedgwick County Sheriff Office DUI Supervisor
Lori Marshall	Lori.Marshall@madd.org	Director, MADD KANSAS
Laurie Martinez	Laurie.Martinez@kdor.gov	Kansas Department of Revenue Ignition Interlock Program

Deputy Aaron Miller	admiller@sedgwick.gov	SEDGWICK County Sheriff Office DUI Supervisor
Leslie Moore	Leslie.Moore@kbi.state.ks.us	Kansas Bureau of Investigation Criminal History
Lt. Matt Payne	matthew.payne@ks.gov	Kansas Highway Patrol Breath Alcohol Unit
Janelle Robinson	Janelle.Robinson@kdor.ks.gov	Kansas Department of Revenue Driver's License Bureau Supervisor
Kent Selk	kent.selk@kdor.ks.gov	Kansas Department of Revenue Driver's License Bureau Supervisor
Ted Smith	ted.smith@kdor.ks.gov	Kansas Department of Revenue Driver's License Attorney
Jodie Soldan	Jodie.Soldan@kdor.ks.gov	Kansas Department of Revenue Driver's Solutions Supervisor
Shawn Steward	ssteward@aaa-alliedgroup.com	AAA KANSAS Director
TBD	TBD	Kansas Department of Health and Environment Supervisor Breath Alcohol Unit
Troy Wells	Wellsd0537@cox.net	Kansas Department of Transportation- Law Enforcement Liaison

Performance Target Justification

C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above: The 2021 five-year average projection based upon the trendline indicates 87 fatalities with a BAC of .08 or above. A one percent reduction in this projection would derive our goal of 86 fatalities with a BAC of .08 or above in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Countermeasure Strategy: Communication Campaigns

Project Safety Impacts

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Communication Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Communication Campaign

Project Name:	Adult Education and Awareness	Source Fiscal Year:	2018
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	FAST Act 405(d) Impaired Driving Mid
Estimated Funding Amounts:	\$200,000	Match Amount:	\$0
Indirect Cost:	No	Local Benefit:	\$0
Project Number (Unique ID):	SP-4700-21	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
Federal Equipment:	No		

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 Campaign

Project Name:	Breath Testing	Source Fiscal Year:	2018
Sub-Recipient:	Kansas Department of Health and Environment	Funding Source ID:	FAST Act 405d Impaired Driving Mid
Estimated Funding Amounts:	\$15,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4702-21	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
Federal Equipment:	No		

This contract will assist the Kansas Department of Health and Environment Breath Testing Unit with training supplies and attendance at National conferences. New for 2021 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 Campaign

Project Name:	Judge's Training	Source Fiscal Year:	2018
Sub-Recipient:	TBD	Funding Source ID:	FAST Act 405d Impaired Driving Mid
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4710-21	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
Federal Equipment:	No		

The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration and administered by KDOT. The curriculum will target the drug impaired driver and the highlight the additional training and expertise in our law enforcement community.

Countermeasure Strategy: Communication Campaign

Project Name:	Youth Education and Awareness	Source Fiscal Year:	2018
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	FAST Act 405d Impaired Driving Mid
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-2251-21	Eligible Use of Funds:	405(d) Impaired Driving Mid (FAST)
Federal Equipment:	No		

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.

Countermeasure Strategy: Prosecutor Training:

Project Safety Impacts

Prosecutor training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Prosecutor training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Prosecutor training is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Prosecutor Training

Project Name:	Traffic Safety Resource Prosecutor	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Attorney General’s Office	Funding Source ID:	FAST Act 405d Impaired Driving Mid
Funding Amounts:	\$250,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0

Project Number (Unique ID): Federal Equipment: No	SP-4709-21	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
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The Traffic Safety Resource Prosecutors (TSRP) will assist prosecutors in the adjudication of the traffic laws with an emphasis on “impaired driving.” A full-time position 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 will also offer specific training to law enforcement agencies concerning the proper documentation of a DUI arrest to ensure the strongest case possible.

Countermeasure Strategy: Prosecutor Training

Project Name:	Traffic Safety Resource Prosecutor	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Attorney General’s Office	Funding Source ID:	FAST Act 402
Funding Amounts:	\$20,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID): Federal Equipment: No	SP-1703-21	Eligible Use of Funds:	FAST Act 402

The Traffic Safety Resource Prosecutors (TSRP) will assist prosecutors in the adjudication of the traffic laws with an emphasis on “impaired driving.” A full-time position 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 will also offer specific training to law enforcement agencies concerning the proper documentation of a DUI arrest to ensure the strongest case possible.

Countermeasure Strategy: High Visibility Enforcement:

Project Safety Impacts

High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

High visibility enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: High Visibility Enforcement

Project Name:	Underage Drinking Enforcement	Source Fiscal Year:	2020
Sub-Recipient:	Alcoholic Beverage Control	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$65,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-2253-21	Eligible Use of Funds:	Youth Alcohol (FAST)
Federal Equipment:	No		

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.

Countermeasure Strategy: High Visibility Enforcement

Project Name:	Teen Angel	Source Fiscal Year:	2020
Sub-Recipient:	Overland Park Police Department	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$35,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	100%
Project Number (Unique ID):	SP-2254-21	Eligible Use of Funds:	Youth Alcohol (FAST)
Federal Equipment:	No		

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 most populous county in the state.

Countermeasure Strategy: High Visibility Enforcement:

Project Name:	Impaired Driving Deterrence and Equipment Program	Source Fiscal Year:	2020
Sub-Recipient:	Local Law Enforcement	Funding Source ID:	FAST Act 405d Impaired Driving Mid
Funding Amounts:	\$1,600,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	100%
Project Number (Unique ID):	SP-4704-21	Eligible Use of Funds:	405d Impaired Driving (FAST)
Federal Equipment:	No		

This project provides overtime funding and supplies for approximately twenty-five 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 check lanes and saturation patrols. Table 7 provides a list of these agencies.

Table 7

Impaired Driving Deterrence Program (IDDP) Grantees, by County			
Funding Source		County	Grantee
405(d)	SP-4704-21	DG	Lawrence Police Department
405(d)	SP-4704-21	EL	Hays Police Department
405(d)	SP-4704-21	FO	Dodge City Police Department
405(d)	SP-4704-21	JO	Johnson County Sheriff's Office
405(d)	SP-4704-21	JO	Mission Police Department
405(d)	SP-4704-21	JO	Olathe Police Department
405(d)	SP-4704-21	JO	Overland Park Police Department
405(d)	SP-4704-21	JO	Prairie Village Police Department
405(d)	SP-4704-21	JO	Shawnee Police Department
405(d)	SP-4704-21	LN	Linn Co Sheriff
405(d)	SP-4704-21	LV	Leavenworth Co Sheriff
405(d)	SP-4704-21	LV	Tonganoxie Police Department
405(d)	SP-4704-21	MI	Miami County Sheriff's Office
405(d)	SP-4704-21	MG	Coffeyville Police Department
405(d)	SP-4704-21	RL	Riley County Police Department
405(d)	SP-4704-21	RN	Hutchinson Police Department
405(d)	SP-4704-21	RN	Reno County Sheriff
405(d)	SP-4704-21	SA	Salina Police Department
405(d)	SP-4704-21	SA	Saline County Sheriff's Office
405(d)	SP-4704-21	SG	Sedgwick County Sheriff
405(d)	SP-4704-21	SG	Wichita Police Department
405(d)	SP-4704-21	SN	Topeka Police Department
405(d)	SP-4704-21	SN	Shawnee Co Sheriff
405(d)	SP-4704-21	WY	Bonner Springs Police Department
405(d)	SP-4704-21	WY	Kansas City KS Police Department

Countermeasure Strategy: High Visibility Enforcement:

Project Name:	Drug and Alcohol Evaluation Unit	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Highway Patrol	Funding Source ID:	FAST Act 405d Impaired Driving Mid (FAST)
Funding Amounts:	\$600,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4706-20	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
Federal Equipment:	No		

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. 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 TBD because of COVID 19.

Countermeasure Strategy: High Visibility Enforcement

Project Name:	Roving Aggressive Violation Enforcement	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Highway Patrol	Funding Source ID:	FAST Act 405d Impaired Driving Mid
Funding Amounts:	\$350,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4707-21	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
Federal Equipment:	No		

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:

Agency/Entity	Funding Source	Funded Activities
Kansas Dept of Health and Environment	State and Federal	Assist in the administration of breath testing units, serve on the Impaired Driving Task Force
Kansas Dept of Revenue	State	Administer Drivers Licensing and Ignition Interlock programs in the

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

Countermeasure Strategy: High Visibility Enforcement and Training

Project Safety Impacts

High visibility enforcement and training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

High visibility enforcement and training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

High visibility enforcement and training is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.



Countermeasure Strategy: High Visibility Enforcement and Training

Project Name:	Ignition Interlock Training and Enforcement	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Highway Patrol	Funding Source ID:	FAST Act 405d Impaired Driving Low
Funding Amounts:	\$325,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4703-21	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
Federal Equipment:	No		

The State of Kansas instituted an Ignition Interlock Device (IID) program in 2006 to help stem the tide of Driving Under the Influence and prevent offender recidivism. Since that time over 100,000 devices have been installed in offender vehicles. Currently there are over 8,000 IID's installed in Kansas vehicles. The problem is that over 12,000 have been ordered by the courts. This project funds two new troopers for training and provides funding for travel. Local and state law enforcement need to know how to find the 4,000 offenders who do not comply with the Courts. Additionally, this grant will provide funding to ensure offenders that have the interlock installed are following the guidelines established by this license sanction. Statewide training is be conducted, but the number and specific locations are being changed because of COVID 19.

Distracted Driving

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

Goal Statement

Number of Distracted Driving Crashes: The 2021 five-year average projection based upon the trendline indicates 19,408 distracted driving crashes. A one percent reduction in this projection would derive our goal of 19,214 distracted driving crashes in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Countermeasure Strategy: Communication Campaign

Project Safety Impacts

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and state performance measure, Distracted Driving Crashes. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and state performance measure, Distracted Driving Crashes. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Communication Campaign

Project Name:	Distracted Driving Awareness	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	NHTSA 402
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4901-21	Eligible Use of Funds:	Distracted Driving (FAST)
Federal Equipment:	No		

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.

Drivers Education

Drivers aged 14 to 19 present a higher crash risk than do other age groups. Fully 18% of all Kansas crashes in 2017 involved a teen driver, a proportion about 3 times higher than would be expected for a group that comprises only about 5% of Kansas drivers. Novice drivers are confronted with a lack of experience behind the wheel and limited knowledge on the rules of driving. Given these realities, teen drivers will continue to be overrepresented in crash statistics. The state of Kansas does have a graduated drivers license law, but basic experience and road knowledge are still lacking for this vulnerable road user.

Goal Statement

C-9 Goal Statement Number of Drivers, 20 or under, Involved in Fatal Crashes: The 2021 five-year average projection based upon the trendline indicates 73 drivers, age 20 or under, involved in a fatal crash. A one percent reduction in this projection would derive our goal of 72 drivers, age 20 or under, involved in a fatal crash in 2021. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.

Countermeasure Strategy: Drivers Education

Project Safety Impacts

Drivers education coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Drivers, 20 or under, Involved in Fatal Crashes. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Drivers education coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Drivers, 20 or under, Involved in Fatal Crashes. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Drivers education is a strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Project Name:	Drivers Education	Source Fiscal Year:	2020
Sub-Recipient:	Drivers Education Entities	Funding Source ID:	NHTSA 402
Funding Amounts:	\$250,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number	SP-1800-21	Eligible Use of Funds:	Drivers Education
(Unique ID):			(FAST)
Federal Equipment:	No		

These funds will support a reimbursement program for young drivers. Each student may receive up to \$200 if they are a Kansas resident, age 14-17, meet financial considerations and successfully complete the course. KDOT will engage entities that provide an approved course and seek reimbursement for the number of qualifying students annually.

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 and has authority to direct funding to projects supporting our problem identification. The fatality and unhelmeted numbers are slightly increasing 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 2021 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.

Goal Statement

C-7 Number of Motorcycle Fatalities: The 2021 five-year average projection based upon the trendline indicates 75 motorcycle fatalities in 2021. A one percent reduction in this projection would derive our goal of 74 motorcycle fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Goal Statement

C-8 Number of Unhelmeted Motorcycle Fatalities: The 2021 five-year average projection based upon the trendline indicates 44 unhelmeted motorcycle fatalities in 2021. A one percent reduction in this projection would derive our goal of 43 unhelmeted motorcycle fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Motorcyclist Awareness Program

Motorcycle/Moped Crashes: There were 426 motorcycle/moped operator crashes in 2018 involving another motor vehicle. Two hundred and seventy-seven of these crashes occurred in four counties and account for more than half the total. This data shows the state should target Share the Road messages in Sedgwick, Johnson, Wyandotte, and Shawnee 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	2018	131	10	91	30	12	99
JOHNSON	2018	65	0	33	32	0	40
WYANDOTTE	2018	41	3	27	11	3	33
SHAWNEE	2018	40	4	31	5	4	34
LEAVENWORTH	2018	18	3	10	5	3	14
SALINE	2018	18	0	15	3	0	19
DOUGLAS	2018	15	0	8	7	0	8
RILEY	2018	15	0	12	3	0	16
RENO	2018	13	3	9	1	3	14
BUTLER	2018	12	1	7	4	1	13
LYON	2018	6	0	5	1	0	6
MIAMI	2018	5	1	3	1	1	6
CLOUD	2018	4	0	3	1	0	5
COWLEY	2018	4	1	2	1	1	2
GEARY	2018	4	0	3	1	0	3
HARVEY	2018	4	0	3	1	0	3
JEFFERSON	2018	4	0	4	0	0	7
POTTAWATOMIE	2018	4	0	3	1	0	3
BOURBON	2018	3	0	3	0	0	4
CRAWFORD	2018	3	0	1	2	0	1
MONTGOMERY	2018	3	1	1	1	1	2
BROWN	2018	2	0	2	0	0	2
CHEROKEE	2018	2	1	0	1	2	0

ELLIS	2018	2	0	2	0	0	5
FINNEY	2018	2	0	1	1	0	2
FORD	2018	2	0	0	2	0	0
FRANKLIN	2018	2	0	1	1	0	1
GRANT	2018	2	0	2	0	0	2
MCPHERSON	2018	2	1	1	0	1	1
OTTAWA	2018	2	2	0	0	2	1
ALLEN	2018	1	0	1	0	0	2
ANDERSON	2018	1	1	0	0	1	0
ATCHISON	2018	1	0	1	0	0	1
BARTON	2018	1	0	1	0	0	1
CHEYENNE	2018	1	0	1	0	0	2
COFFEY	2018	1	0	1	0	0	1
DICKINSON	2018	1	0	1	0	0	1
EDWARDS	2018	1	0	0	1	0	0
ELLSWORTH	2018	1	0	1	0	0	1
HARPER	2018	1	0	0	1	0	0
LABETTE	2018	1	0	1	0	0	1
MARSHALL	2018	1	1	0	0	1	0
MEADE	2018	1	0	1	0	0	1
NEOSHO	2018	1	1	0	0	1	1
OSAGE	2018	1	0	1	0	0	2
OSBORNE	2018	1	1	0	0	1	2
PRATT	2018	1	0	1	0	0	1
RICE	2018	1	0	1	0	0	1
RUSSELL	2018	1	0	1	0	0	1
SEWARD	2018	1	0	0	1	0	0
SUMNER	2018	1	0	0	1	0	0
WABAUNSEE	2018	1	0	0	1	0	0
Total		452	35	296	121	38	365

Impaired Riding Program

Impaired Riding: There were 19 impaired motorcycle operator crashes in 2018. This data shows the state should target impaired-motorcycle educational and enforcement resources in Johnson, Saline and Sedgwick Counties, which will reach more than half of all impaired motorcycle crashes.

Number of Motorcycle Crashes with MC Operator BAC =>.08				
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+
JOHNSON	125	5	3	0
SALINE	30	3	0	0
SEDGWICK	241	3	16	0
WYANDOTTE	64	2	5	0
CRAWFORD	17	1	0	0
MARSHALL	4	1	2	1
MONTGOMERY	10	1	2	0
NEOSHO	7	1	1	0
PRATT	2	1	0	0
RILEY	34	1	0	0
ALLEN	2	0	0	0
ANDERSON	2	0	1	0
ATCHISON	7	0	1	0
BARBER	0	0	0	0
BARTON	3	0	0	0
BOURBON	6	0	0	0
BROWN	5	0	2	0
BUTLER	27	0	1	0
CHASE	1	0	0	0
CHAUTAUQUA	1	0	0	0
CHEROKEE	5	0	2	0
CHEYENNE	1	0	0	0
CLARK	0	0	0	0
CLAY	1	0	1	0
CLOUD	4	0	0	0
COFFEY	1	0	0	0
COMANCHE	0	0	0	0
COWLEY	12	0	1	0
DECATUR	0	0	0	0
DICKINSON	8	0	0	0
DONIPHAN	2	0	1	0
DOUGLAS	30	0	1	0
EDWARDS	1	0	0	0
ELK	1	0	0	0
ELLIS	6	0	0	0
ELLSWORTH	1	0	0	0
FINNEY	5	0	0	0
FORD	8	0	0	0
FRANKLIN	5	0	1	0

GEARY	7	0	0	0
GOVE	2	0	0	0
GRAHAM	0	0	0	0
GRANT	3	0	0	0
GRAY	1	0	0	0
GREELEY	0	0	0	0
GREENWOOD	1	0	0	0
HAMILTON	0	0	0	0
HARPER	3	0	0	0
HARVEY	14	0	1	0
HASKELL	0	0	0	0
HODGEMAN	0	0	0	0
JACKSON	2	0	0	0
JEFFERSON	12	0	1	0
JEWELL	0	0	0	0
KEARNY	0	0	0	0
KINGMAN	1	0	0	0
KIOWA	0	0	0	0
LABETTE	2	0	0	0
LANE	0	0	0	0
LEAVENWORTH	32	0	4	0
LINCOLN	0	0	0	0
LINN	4	0	0	0
LOGAN	0	0	0	0
LYON	10	0	0	0
MARION	0	0	0	0
MCPHERSON	6	0	1	0
MEADE	2	0	1	0
MIAMI	16	0	2	0
MITCHELL	0	0	0	0
MORRIS	2	0	0	0
MORTON	1	0	0	0
NEMAHA	1	0	0	0
NESS	0	0	0	0
NORTON	2	0	0	0
OSAGE	3	0	0	0
OSBORNE	2	0	1	0
OTTAWA	4	0	2	0
PAWNEE	1	0	0	0
PHILLIPS	0	0	0	0
POTTAWATOMIE	9	0	0	0
RAWLINS	0	0	0	0
RENO	20	0	4	0
REPUBLIC	2	0	0	0

RICE	2	0	0	0
ROOKS	1	0	0	0
RUSH	3	0	0	0
RUSSELL	2	0	0	0
SCOTT	1	0	0	0
SEWARD	1	0	0	0
SHAWNEE	78	0	5	0
SHERIDAN	0	0	0	0
SHERMAN	1	0	0	0
SMITH	0	0	0	0
STAFFORD	0	0	0	0
STANTON	0	0	0	0
STEVENS	0	0	0	0
SUMNER	5	0	0	0
THOMAS	2	0	0	0
TREGO	0	0	0	0
WABAUNSEE	5	0	0	0
WALLACE	0	0	0	0
WASHINGTON	0	0	0	0
WICHITA	0	0	0	0
WILSON	1	0	0	0
WOODSON	0	0	0	0
Total	946	19	63	1

Countermeasure Strategy: Communication Campaign

Project Safety Impacts

Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Communication Campaign

Project Name:	Motorcycle Awareness	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Traffic Safety Resource Office	Funding Source ID:	FAST Act 405f Motorcycle Programs
Funding Amounts:	\$40,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4801-21	Eligible Use of Funds:	405f Motorcyclist Awareness FAST
Federal Equipment:	No		

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 will 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: Communication Campaign

Project Name:	Motorcycle Awareness	Source Fiscal Year:	2020
Sub-Recipient:	Media Contractor TBD	Funding Source ID:	FAST Act 405f Motorcycle Programs
Funding Amounts:	\$160,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4800-21	Eligible Use of Funds:	405f Motorcyclist Awareness FAST
Federal Equipment:	No		

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.

Countermeasure Strategy: High Visibility Enforcement

Project Safety Impacts

High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

High visibility enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: High Visibility Enforcement

Project Name:	Motorcycle Enforcement	Source Fiscal Year:	2021
Sub-Recipient:	Local Law Enforcement	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$240,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$240,000
Project Number (Unique ID):	SP-1300-21	Eligible Use of Funds:	Motorcycle Safety (FAST)
Federal Equipment:	No		

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 2021 aimed at deterring impaired driving behaviors for all vehicle operators.

Impaired Motorcycle Operator Enforcement		
SP-1300-21	Gardner Police Department	\$10,000
SP-1300-21	Johnson County Sheriff’s Office	\$10,000
SP-1300-21	Kansas City Police Department	\$10,000
SP-1300-21	Lenexa Police Department	\$10,000
SP-1300-21	Olathe Police Department	\$10,000
SP-1300-21	Overland Park Police Department	\$20,000
SP-1300-21	Sedgwick County Sheriff’s Office	\$20,000
SP-1300-21	Shawnee County Sheriff’s Office	\$20,000
SP-1300-21	Shawnee Police Department	\$20,000
SP-1300-21	Topeka Police Department	\$30,000
SP-1300-21	Wichita Police Department	\$30,000
SP-1300-21	Kansas Highway Patrol	\$50,000
	Total	\$240,000

Local Partnerships:

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

Occupant Protection

The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 77% of adults in 2009 to 85% in 2019. 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 FFY 2021.

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 nearly 250,000 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 2019, three NSEP participating agencies generated 500 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.

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.

Goal Statement

C-4 Number of Unrestrained Fatalities: The 2021 five-year average projection based upon the trendline indicates 141 unrestrained fatalities. A one percent reduction in this projection would derive our goal of 139 unrestrained fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Goal Statement

B-1 Observed Seat Belt Use: The 2021 five-year average projection based upon the trendline indicates 85 percent observed belt use. A two percent increase in this projection would derive our goal of 87 percent observed belt use in 2021. Based upon recent history, the trendline of the target, the two percent goal is realistic and attainable.

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

Child Restraint Inspection Stations and Child Passenger Safety Technicians

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.

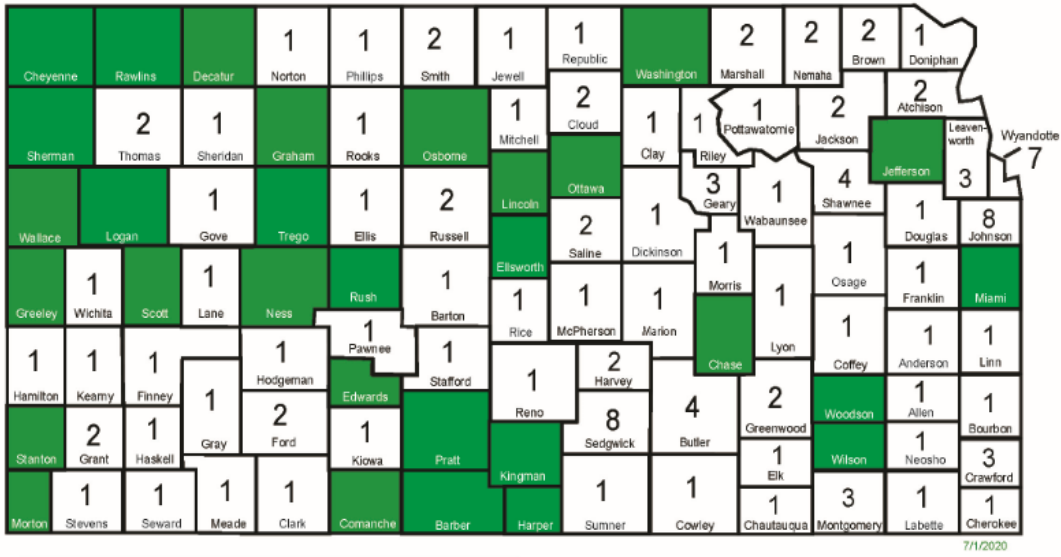
The state of Kansas currently has more than 721 CPS Technicians to meet the needs of each inspection station and check-up event. Included in this number, the Kansas Highway Patrol has a certified technician in each of the troop locations and can reach out to assist counties with current inspection stations and the small number of counties that currently do not 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.

FY2021 CPS Planned Training Schedule		
Proposed Date	NHTSA 3-Day Child Passenger Safety Certification Classes (KTSRO)	Estimated Attendance
October 6-8, 2020	Emporia, Lyon County (Rural, At-Risk)	20
March 9-10, 2021	Topeka, Shawnee County (Urban, At-Risk)	20
March 30-31, 2021	Hays, Ellis County (Rural, At-Risk)	20
May 11-13, 2021	Garden City, Finney County (Rural, At-Risk)	15
June 16-18, 2021	Thomas County (Rural, At-Risk)	15
July 14-16, 2021	Pratt, Pratt County (Rural, At-Risk)	10
August 18-20, 2021	Salina, Saline County (Urban, At-Risk)	15
September 22-24, 2021	Allen County (Rural, At-Risk)	20
		135
NHTSA 3-Day Child Passenger Safety Certification Classes (Outside Agency)		
May 7, 2021	Kansas City, Wyandotte, Johnson Counties, (Urban, At-Risk)	20
June 4, 2021	Leawood, Johnson County, (Urban, At-Risk)	20
August 3, 2021	Mission, Johnson County (Urban, At-Risk)	16
		56
NHTSA 1-Day Renewal CPS Classes		
May 6, 2021	Kansas City, Wyandotte, Johnson Counties, (Urban, At-Risk)	8
July 15, 2021	Salina, Saline County (Urban, At-Risk)	8
		16
Kansas Child Passenger Safety Technician Update Trainings		
April 19, 2021	Wichita, Sedgwick County (Urban, At-Risk)	150
May 23, 2021	Kansas City, Wyandotte, Johnson Counties, (Urban, At-Risk)	60
		210
Safe Travel for All Children: Transporting Children with Special Healthcare Needs		
May 26-27, 2021	Kansas City, Wyandotte, Johnson Counties, (Urban, At-Risk)	10
August 13, 2021	Wichita, Sedgwick County (Urban, At-Risk)	10
		20
	Total estimated attendance, all in-person trainings	437
KTSRO CPS Online Webinars		
On-Going	Recorded CPS Technician Update Trainings	30
On-Going	Child Care Transportation Training	75
On-Going	Misc. topics as needed	25
		130
Kansas Child Care Transportation Safety Online Course (KCCTO)		
Oct. 15-23, 2020		27
Dec 10-18, 2020		21
		48
	Total estimated attendance, all on-line trainings	178
	Total estimated attendance, all trainings	615

CPS Inspection Stations in Kansas

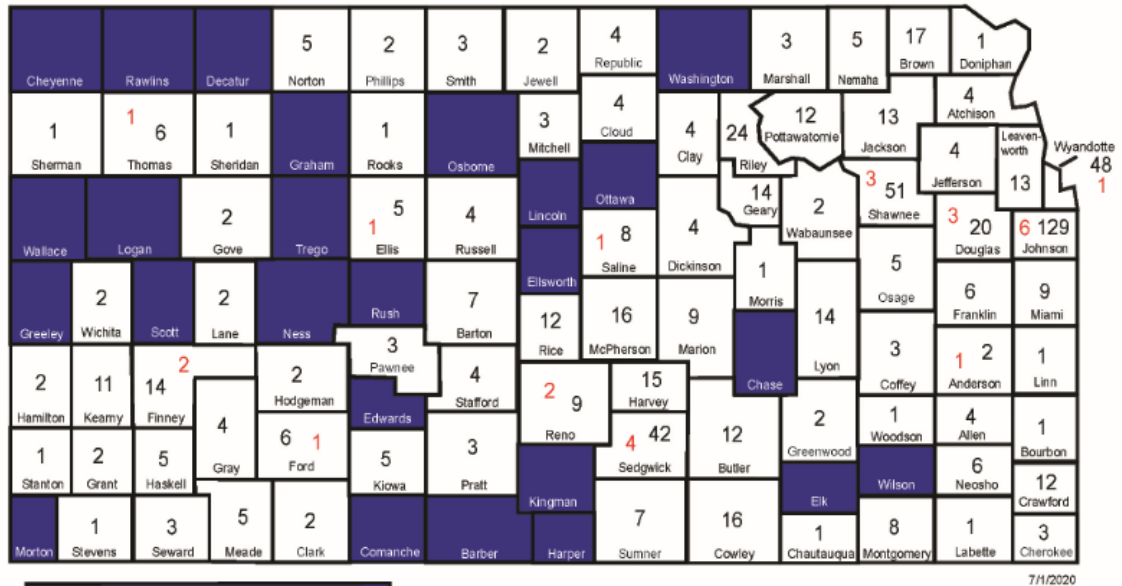


123 Total CPS Inspection Stations 75 Counties with CPS Inspection Stations

www.ksro.org/child-passenger-safety

800-416-2522

CPS Instructor and Technician Count



25 counties with no technicians

721 Technicians 27 Instructors

Additional At-Risk Criteria

Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population July 1, 2016	County/ies Served	Multi-lingual	Hearing Impaired Assistance	Special Needs Description
Iola FD	Allen	12,714	Allen, Anderson, Bourbon, Neosho, Woodson			
Garnett Police Department	Anderson	7,827	Anderson			
Atchison County Health Department	Atchison	16,381	Atchison, Brown, Doniphan, Jefferson, Leavenworth	Language line available	Yes	ADA accommodations
Atchison Police Department	Atchison		Atchison			
Barton County HD	Barton	26,775	Barton			
Fort Scott PD	Bourbon	14,617	Bourbon			
Brown CO SO	Brown	9,684	Brown			
Hiawatha Community Hospital	Brown		Brown			
Andover PD	Butler	67,025	Butler, Sedgwick			
Butler CO SO	Butler		Butler			
Butler County EMS	Butler		Butler			
El Dorado PD	Butler		Butler			
Chautauqua CO HD	Chautauqua	3,374	Chautauqua & Elk			
Cherokee CO SO	Cherokee	20,246	Cherokee			
Clark County SO	Clark	2,072	Clark, Comanche, Meade			
Clay CO EMS	Clay	8,143	Clay			
Cloud County HD	Cloud	9,150	Cloud		Yes	
Concordia FD	Cloud		Cloud			
Coffey Health System	Coffey	8,433	Coffey			
City-Cowley CO HD	Cowley	35,753	Cowley	Spanish, Laotian, Vietnamese, Guatemalan		Safe Travel
Ascension Via Christi Hospital	Crawford	39,164	Crawford, Cherokee			
Crawford County HD	Crawford		Crawford	Spanish		
Pittsburg PD	Crawford		Crawford, Cherokee, Labette			
Dickinson CO EMS/Safe Kids Dickinson CO	Dickinson	19,064	Dickinson			
Doniphan CO HD/Home Health	Doniphan	7,664	Doniphan		Yes	If needed
Safe Kids Douglas CO / Lawrence Memorial Hospital	Douglas	119,440	Douglas, Franklin, Jefferson, Leavenworth	Spanish by Appt.		
Elk CO HD	Elk	2,547	Elk & Chautauqua			
Kansas Highway Patrol Troop D	Ellis	28,893	Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace			

Kansas Highway Patrol Troop E	Finney	36,722	Clark, Comanche, Edwards, Finney, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Kiowa, Lane, Meade, Morton, Ness, Pawnee, Rush, Scott, Seward, Stanton, Stevens, Wichita			
Dodge City FD	Ford	33,971	Ford	Spanish		
Ford CO SO	Ford		Ford	As needed		
Franklin CO HD	Franklin	25,560	Franklin, Osage, Miami, Anderson			
Fort Riley Department of Public Health	Geary	35,586	Geary, Riley	can be arranged for any language		
Fort Riley Safety Office	Geary		Geary, Riley			
Geary CO HD	Geary		Geary	Spanish		
Gove CO HD	Gove	2,589	Gove	Spanish		
Grant CO HD	Grant	7,646	Grant	Spanish		
Grace Place Pregnancy Care Center	Grant		Grant, Haskell, Meade, Seward, Stevens			
Gray CO HD	Gray	6,034	Gray	Spanish		
Greenwood CO HD	Greenwood	6,151	Greenwood			
Greenwood CO SO	Greenwood		Greenwood			
Hamilton CO HD	Hamilton	2,536	Hamilton			
Harvey CO HD	Harvey	34,913	Harvey	Spanish, Gujarati		
Newton Medical Center	Harvey		Harvey, Marion, Reno			
Haskell CO HD	Haskell	4,006	Haskell, Gray, Stevens, Grant, Finney, Scott	Spanish		
Hodgeman CO HD	Hodgeman	1,870	Hodgeman			
Holton PD	Jackson	13,291	Jackson	German		
Prairie Band Potawatomi Tribal Police	Jackson		Jackson			
Jewell CO HD	Jewell	2,901	Jewell			
Gardner PD	Johnson	584,451	Johnson			
Johnson CO SO	Johnson		Johnson			
Kansas Highway Patrol Troop A	Johnson		Wyandotte, Johnson, Miami, Leavenworth			
Lenexa PD	Johnson		Johnson			
Merriam PD	Johnson		Johnson/Wyandotte			
Mission PD	Johnson		Johnson			
Overland Park PD	Johnson		Johnson			
St. Luke's South	Johnson		Johnson, Jackson, Wyandotte			
Kearny CO Hospital	Kearny	3,917	Kearny, Hamilton, Finney, Grant, Wichita	Spanish		
Kiowa CO EMS, Safe Kids Kiowa CO	Kiowa	2,483	Kiowa			

Labette County Health Department	Labette	20,444	Labette			
Lane CO HD	Lane	1,636	Lane		YES	
Fairmount Township FD	Leavenworth	80,204	Leavenworth			
Lansing PD	Leavenworth		Leavenworth			
Leavenworth CO HD	Leavenworth		Leavenworth			
Linn CO SO	Linn	9,558	Linn			
Emporia PD/Safe Kids Emporia	Lyon	33,510	Lyon	upon request	Yes	Safe Travel
Marion CO HD	Marion	12,112	Marion			limited
Marshall CO HD	Marshall	9,836	Marshall, Washington, Nemaha	Some Spanish		
Marshall County Sheriff's Department	Marshall		Marshall			
Safe Kids McPherson CO/McPherson EMS	McPherson	28,804	McPherson			
Meade CO HD	Meade	4,216	Meade	Spanish		
Heart Choices Pregnancy & Parenting Resource Center	Mitchell	6,243	Mitchell, Cloud, Jewell, Osborne, Smith, Lincoln			
Coffeyville FD	Montgomery	32,746	Montgomery			
Montgomery County Health Department/Safe Kids Montgomery-Elk-Chautauqua	Montgomery		Montgomery			
Cherryvale Fire-Rescue	Montgomery		Montgomery, Elk, Labette, Neosho, Wilson			
Morris CO HD	Morris	5,573	Morris			
Nemaha CO SO	Nemaha	10,241	Nemaha			Safe Travel
Nemaha Valley Community Hospital	Nemaha		Nemaha			
Kansas Highway Patrol Troop H	Neosho	16,146	Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Neosho, Wilson, Woodson		YES	
Norton CO Hospital	Norton	5,493	Norton, Graham, Phillips, Decatur, Rooks			
Osage County HD	Osage	15,843	Osage, Lyon, Coffey, Franklin, Wabaunsee, Shawnee			
Pawnee County HD	Pawnee	6,743	Pawnee			
Phillips CO Health Systems	Phillips	5,428	Phillips			
Pottawatomie CO HD/ Safe Kids Pott CO	Pottawatomie	23,661	Pottawatomie			
Reno CO HD	Reno	63,220	Reno	Spanish-avail	YES	
Republic CO HD	Republic	4,699	Republic			

Hospital District #1 of Rice County	Rice	9,831	Rice	Spanish		
Riley CO PD	Riley	73,343	Riley			
Rooks CO HD	Rooks	5,076	Rooks	By Appt.	YES	
Russell CO HD	Russell	6,988	Russell			
Russell CO SO	Russell		Russell			
Kansas Highway Patrol Troop C	Saline	55,142	Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, Marshall, McPherson, Mitchell, Morris, Ottawa, Republic, Riley, Saline, Washington			
Saline CO SO	Saline		Saline			
Airmen & Family Readiness Center	Sedgwick	511,995	Sedgwick, Butler			
Ascension Via Christi Hospital/Safe Kids Wichita Area	Sedgwick		Sedgwick, Sumner, Harvey, Butler			Safe Travel
Garden Plain Police Department	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
Seward CO HD	Seward	22,709	Seward, Grant, Stevens, Haskell, Morton	Spanish		
Cotton O'Neil Pediatrics	Shawnee	178,146	Shawnee	Language line available	Yes	
Kansas Highway Patrol Troop B	Shawnee		Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Nemaha, Osage, Pottawatomie, Shawnee, Wabaunsee			
Kansas Traffic Safety Resource Office	Shawnee		Shawnee	Spanish		
Mission Township FD	Shawnee		Shawnee			
Hoxie Christian Church	Sheridan	2,509	Sheridan			Yes
Smith CO EMS	Smith	3,632	Smith			
Smith County HD	Smith		Smith			
Stafford CO HD	Stafford	4,208	Stafford			
Stevens CO HD	Stevens	5,584	Stevens			

Sumner County Sheriff's Office	Sumner	23,272	Sumner			
Colby PD	Thomas	7,892	Thomas			
Thomas CO HD	Thomas		Thomas	Spanish by appt		
Wabaunsee CO HD	Wabaunsee	6,891	Wabaunsee			
Wichita CO SO	Wichita	2,112	Wichita	Spanish by appt		
Edwardsville Fire and EMS Department	Wyandotte	163,831	Wyandotte			
Kansas City Kansas Early Childhood Center	Wyandotte		Wyandotte	Yes	Yes	Limited transportation assistance
Kansas City Kansas Police Department	Wyandotte		Wyandotte		Yes	
Turner Recreation Commission	Wyandotte		Wyandotte			
Unified Government Public Health Department	Wyandotte		Wyandotte	Spanish		
USD 500	Wyandotte		Wyandotte			
Wyandotte CO Infant-Toddler Services	Wyandotte		Wyandotte	Spanish		

POPULATION OF COUNTIES WITH INSPECTION STATIONS	2,743,110	<p>Total Number of Inspection Stations is 123.</p> <p>Total Number of Inspection Stations that service rural, urban and at-risk population is 123.</p> <p>Counties under 50,000 population are considered rural.</p> <p>By Policy, only At-Risk Population are Eligible for KDOT child safety seat distribution.</p>	NUMBER OF COUNTIES WITH INSPECTION STATIONS	75
POPULATION OF KANSAS	2,907,289		NUMBER OF COUNTIES IN KANSAS	105
PERCENT OF POPULATION WITH INSPECTION STATIONS	1		PERCENT OF COUNTIES WITH INSPECTION STATIONS	71%

COUNTIES WITH NO INSPECTION STATION, BY POPULATION	
Barber	4,688
Chase	2,669
Cheyenne	2,661
Comanche	1,862
Decatur	2,832
Edwards	2,938
Ellsworth	6,328
Graham	2,564
Greeley	1,296

Harper	5,685		
Jefferson	18,897		
Kingman	7,467		
Lincoln	3,073		
Logan	2,831		
Miami	32,964		
Morton	2,848		
Ness	2,962		
Osborne	3,642		
Ottawa	5,920		
Pratt	9,584		
Rawlins	2,549		
Rush	3,058		
Scott	5,032		
Sherman	5,965		
Stanton	2,062		
Trego	2,872		
Wallace	1,497		
Washington	5,546		
Wilson	8,723		
Woodson	3,165		
POPULATION OF COUNTIES WITH NO INSPECTION STATIONS	164,180	NUMBER OF COUNTIES WITH NO INSPECTION STATION	30

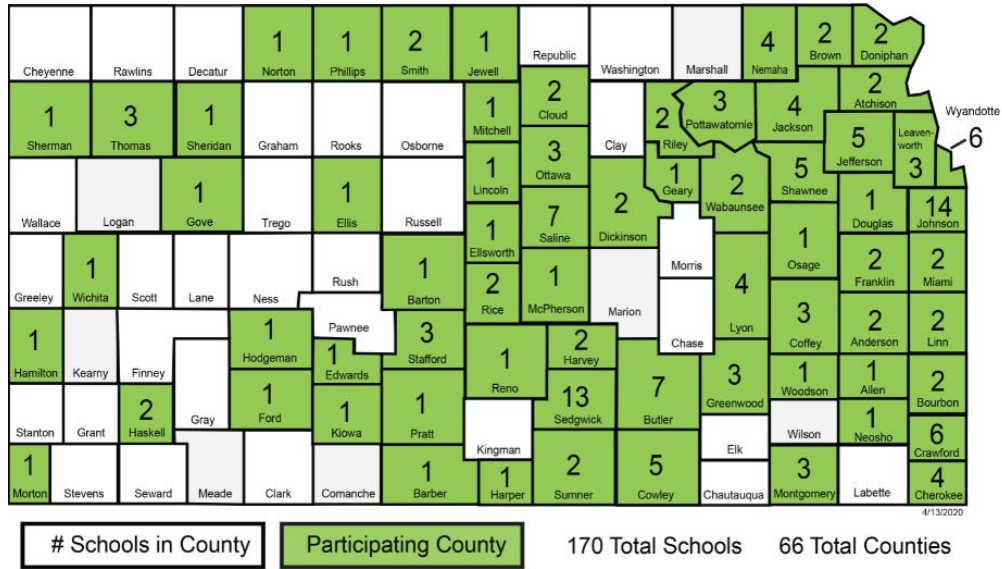
Teen Drivers

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 2019-20 school year, the state had expanded SAFE into 171 schools in 66 counties. KDOT will continue to promote and expand the program in FFY 2021 and beyond. In 2009, the observed 15-17-year-old seat belt use rate was 61 percent. By 2019, that rate had improved to 87 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 2019 - 2020



2019 - 2020 SAFE Counties and Schools					
County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage	% change
Anderson	7,827	Anderson County Jr/Sr High School	74		
Anderson		Crest High School	100		
Atchison	16,380	Atchison High School	78		
Atchison		Atchison County Community High School	81		
Barber	4,688	South Barber High School	72		
Barton	25,779	Great Bend High School	89		
Bourbon	14,617	Fort Scott High School	80		
Bourbon		Uniontown High School	89		
Brown	9,684	Horton High School	67		
Brown		Hiawatha High School	89		
Butler	67,025	Douglass High School	81		
Butler		Circle High School	91		
Butler		Remington High School	93		
Butler		El Dorado High School	94		
Butler		Andover Central High School	95		
Butler		Flinthills High School	96		
Butler		Andover High School	97		
Cherokee	20,246	Baxter Springs High School	69		
Cherokee		Galena High School	70		
Cherokee		Columbus High School	83		
Cherokee		Riverton High School	88		
Cloud	9,150	Clifton Clyde High School	84		
Cloud		Concordia High School	90		
Coffey	8,433	Southern Coffey County High School	74		
Coffey		Burlington High School	93		
Coffey		Waverly High School	94		
Cowley	35,753	Arkansas City Middle School	64		
Cowley		Dexter High School	81		

Cowley		Arkansas City High School	82		
Cowley		Winfield High School	87		
Cowley		Udall High School	88		
Crawford	39,164	Pittsburg High School	71		
Crawford		Girard High School	83		
Crawford		Southeast High School	84		
Crawford		Frontenac High School	89		
Crawford		Northeast High School	92		
Crawford		St. Mary's-Colgan High School	93		
Dickinson	19,064	Chapman High School	90		
Dickinson		Herington High School	94		
Doniphan	7,664	Doniphan West High School	57		
Doniphan		Riverside High School	81		
Douglas	119,440	Free State High School	77		
Douglas		Lawrence High School	82		
Edwards	2,938	Kinsley High School	68		
Ellis	28,893	Hays High School	94		
Ellsworth	6,328	Ellsworth Jr/Sr High School	86		
Ford	33,971	Dodge City High School	83		
Franklin	25,560	Ottawa High School	87		
Franklin		West Franklin High School	95		
Geary	31,670	Junction City High School	87		
Gove	2,589	Wheatland High School	94		
Greenwood	6,151	Hamilton High School	62		
Greenwood		Madison High School	89		
Greenwood		Eureka High School	99		
Hamilton	2,536	Syracuse High School	74		
Harper	5,506	Chaparral Jr./Sr. High School	81		
Harvey	34,913	Sedgwick High School	88		
Harvey		Halstead High School	90		
Haskell	4,006	Sublette High School	55		
Haskell		Satanta High School	89		
Hodgeman	1,870	Hodgeman County High School	81		
Jackson	13,291	Holton Middle School	87		
Jackson		Holton High School	93		
Jackson		Royal Valley High School	96		
Jackson		Jackson Heights High School	99		
Jefferson	18,897	Valley Falls High School	69		
Jefferson		Oskaloosa High School	85		
Jefferson		Perry-Lecompton School	88		
Jefferson		McLouth High School	91		
Jefferson		Jefferson West High School	94		
Jewell	2,901	Rock Hills High School	84		
Johnson	584,451	Olathe North High School	87		
Johnson		Olathe South High School	89		
Johnson		DeSoto High School	92		
Johnson		Olathe West High School	93		
Johnson		Spring Hill High School	93		
Johnson		Blue Valley West High School	93		
Johnson		Olathe Northwest High School	94		
Johnson		Prairie Star Middle School	96		
Johnson		Blue Valley High School	96		
Johnson		Blue Valley North High School	97		
Johnson		Shawnee Mission South High School	97		
Johnson		Blue Valley Southwest High School	97		

Johnson		Aubry Bend Middle School	98		
Johnson		Blue Valley Northwest High School	98		
Kiowa	2,483	Kiowa County High School	88		
Leavenworth	80,204	Tonganoxie High School	92		
Leavenworth		Basehor-Linwood High School	94		
Leavenworth		Pleasant Ridge High School	95		
Lincoln	3,073	Lincoln Jr/Sr High School	74		
Linn	9,558	Pleasanton High School	82		
Linn		Prairie View High School	95		
Lyon	33,510	Northern Heights High School	79		
Lyon		Hartford High School	80		
Lyon		Olpe High School	88		
Lyon		Emporia High School	93		
McPherson	28,542	McPherson High School	92		
Miami	32,964	Osawatomie High School	87		
Miami		Paola High School	98		
Mitchell	6,243	Beloit Jr/Sr High School	84		
Montgomery	32,746	Cherryvale High School	60		
Montgomery		Caney Valley High School	71		
Montgomery		Independence High School	78		
Morton	2,667	Elkhart High School	57		
Nemaha	10,241	Wetmore Academic Center	83		
Nemaha		Centralia High School	83		
Nemaha		Nemaha Central High School	85		
Nemaha		Sabetha High School	90		
Neosho	16,146	Erie High School	87		
Norton	5,493	Norton Community High School	71		
Osage	15,843	Lyndon High School	91		
Ottawa	5,920	Bennington High School	74		
Ottawa		Minneapolis High School	76		
Ottawa		Tescott High School	83		
Phillips	5,428	Phillipsburg High School	82		
Pottawatomie	23,661	Flint Hills Christian School	78		
Pottawatomie		Wamego High School	86		
Pottawatomie		Rock Creek Junior/Senior High School	95		
Pratt	9,584	Pratt High School	79		
Reno	63,220	Hutchinson High School	88		
Rice	9,831	Lyons High School	76		
Rice		Lyons Middle School	92		
Riley	73,343	Manhattan High School	93		
Riley		Riley County High School	96		
Saline	55,142	Lakewood Middle School	86		
Saline		Salina South Middle School	89		
Saline		Salina South High School	91		
Saline		Salina Central High School	92		
Saline		Ell-Saline High School	92		
Saline		Sacred Heart High School	97		
Saline		Southeast of Saline High School	98		
Sedgwick	511,995	Cheney Middle School	54		
Sedgwick		Wichita Southeast High School	71		
Sedgwick		Derby High School	80		
Sedgwick		Cheney High School	81		
Sedgwick		Wichita Heights High School	86		
Sedgwick		Derby Middle School	91		
Sedgwick		Valley Center High School	92		

Sedgwick		Eisenhower High School	93		
Sedgwick		Maize South High School	96		
Sedgwick		Maize High School	96		
Sedgwick		Maize Middle School	96		
Sedgwick		Goddard High School	97		
Sedgwick		Clearwater High School	100		
Shawnee	178,146	Seaman High School	92		
Shawnee		Shawnee Heights High School	94		
Shawnee		Washburn Rural High School	95		
Shawnee		Silver Lake High School	96		
Shawnee		Rossville High School	96		
Sheridan	2,533	Hoxie High School	79		
Sherman	5,965	Goodland High School	66		
Smith	3,632	Smith Center Jr/Sr High School	79		
Smith		Thunder Ridge High School	88		
Stafford	4,208	Stafford High School	62		
Stafford		Macksville High School	81		
Stafford		St. John High School	81		
Sumner	23,272	Caldwell High School	49		
Sumner		Wellington High School	93		
Thomas	7,892	Brewster High School	52		
Thomas		Colby High School	84		
Thomas		Golden Plains High School	92		
Wabaunsee	6,891	Wabaunsee High School	96		
Wabaunsee		Mission Valley Jr/Sr High School	98		
Wichita	2,112	Wichita County Jr/Sr High School	78		
Woodson	3,183	Yates Center High School	91		
Wyandotte	163,831	Washington High School	48		
Wyandotte		F.L. Schlagle High School	69		
Wyandotte		JC Harmon High School	78		
Wyandotte		Wyandotte High School	83		
Wyandotte		Sumner Academy High School	85		
Wyandotte		Bonner Springs High School	90		
TOTAL: 66 Counties		170 Schools	85.2%		

*Due to COVID-19 schools did not finish the FY20 Year in session, so no final reports were completed.

<p>The state of Kansas will engage in paid/earned media, education and enforcement planned activities in the 30 counties, referenced in following table. These highlighted counties total more than 70 percent of unbelted fatalities in 2018. The countermeasure strategies will target increased seat belt use.</p>				
County	Year	Unbelted Fatalities	Percentage of State	Running Total
SEDGWICK	2018	16	12.03%	12.03%
WYANDOTTE	2018	9	6.77%	18.80%
SHAWNEE	2018	7	5.26%	24.06%
LEAVENWORTH	2018	6	4.51%	28.57%
JOHNSON	2018	5	3.76%	32.33%
ATCHISON	2018	5	3.76%	36.09%
BUTLER	2018	4	3.01%	39.10%
THOMAS	2018	4	3.01%	42.11%

BROWN	2018	4	3.01%	45.11%
DICKINSON	2018	4	3.01%	48.12%
MARION	2018	3	2.26%	50.38%
MCPHERSON	2018	3	2.26%	52.63%
RUSSELL	2018	3	2.26%	54.89%
MIAMI	2018	3	2.26%	57.14%
ELLSWORTH	2018	2	1.50%	58.65%
SEWARD	2018	2	1.50%	60.15%
DOUGLAS	2018	2	1.50%	61.65%
FRANKLIN	2018	2	1.50%	63.16%
RENO	2018	2	1.50%	64.66%
FINNEY	2018	2	1.50%	66.17%
LYON	2018	2	1.50%	67.67%
RICE	2018	2	1.50%	69.17%
SALINE	2018	2	1.50%	70.68%
SUMNER	2018	2	1.50%	72.18%
PRATT	2018	2	1.50%	73.68%
STAFFORD	2018	2	1.50%	75.19%
STEVENS	2018	2	1.50%	76.69%
ANDERSON	2018	2	1.50%	78.20%
COFFEY	2018	2	1.50%	79.70%
KINGMAN	2018	2	1.50%	81.20%
LINN	2018	1	0.75%	81.95%
CHEROKEE	2018	1	0.75%	82.71%
COWLEY	2018	1	0.75%	83.46%
JEFFERSON	2018	1	0.75%	84.21%
PHILLIPS	2018	1	0.75%	84.96%
ALLEN	2018	1	0.75%	85.71%
FORD	2018	1	0.75%	86.47%
WASHINGTON	2018	1	0.75%	87.22%
EDWARDS	2018	1	0.75%	87.97%
GRANT	2018	1	0.75%	88.72%
GRAY	2018	1	0.75%	89.47%
JACKSON	2018	1	0.75%	90.23%
POTTAWATOMIE	2018	1	0.75%	90.98%
RILEY	2018	1	0.75%	91.73%
WILSON	2018	1	0.75%	92.48%
CHASE	2018	1	0.75%	93.23%
CLARK	2018	1	0.75%	93.98%
GEARY	2018	1	0.75%	94.74%
JEWELL	2018	1	0.75%	95.49%
MARSHALL	2018	1	0.75%	96.24%
MEADE	2018	1	0.75%	96.99%
MONTGOMERY	2018	1	0.75%	97.74%

NORTON	2018	1	0.75%	98.50%
STANTON	2018	1	0.75%	99.25%
WABAUNSEE	2018	1	0.75%	100.00%
CRAWFORD	2018	0	0.00%	100.00%
PAWNEE	2018	0	0.00%	100.00%
DONIPHAN	2018	0	0.00%	100.00%
GREENWOOD	2018	0	0.00%	100.00%
OSAGE	2018	0	0.00%	100.00%
SHERMAN	2018	0	0.00%	100.00%
BOURBON	2018	0	0.00%	100.00%
CLOUD	2018	0	0.00%	100.00%
ELLIS	2018	0	0.00%	100.00%
GRAHAM	2018	0	0.00%	100.00%
LABETTE	2018	0	0.00%	100.00%
BARBER	2018	0	0.00%	100.00%
BARTON	2018	0	0.00%	100.00%
CHEYENNE	2018	0	0.00%	100.00%
CLAY	2018	0	0.00%	100.00%
HASKELL	2018	0	0.00%	100.00%
LINCOLN	2018	0	0.00%	100.00%
MITCHELL	2018	0	0.00%	100.00%
MORRIS	2018	0	0.00%	100.00%
NEOSHO	2018	0	0.00%	100.00%
OSBORNE	2018	0	0.00%	100.00%
RAWLINS	2018	0	0.00%	100.00%
REPUBLIC	2018	0	0.00%	100.00%
TREGO	2018	0	0.00%	100.00%
CHAUTAUQUA	2018	0	0.00%	100.00%
COMANCHE	2018	0	0.00%	100.00%
DECATUR	2018	0	0.00%	100.00%
ELK	2018	0	0.00%	100.00%
GOVE	2018	0	0.00%	100.00%
GREELEY	2018	0	0.00%	100.00%
HAMILTON	2018	0	0.00%	100.00%
HARPER	2018	0	0.00%	100.00%
HARVEY	2018	0	0.00%	100.00%
HODGEMAN	2018	0	0.00%	100.00%
KEARNY	2018	0	0.00%	100.00%
KIOWA	2018	0	0.00%	100.00%
LANE	2018	0	0.00%	100.00%
LOGAN	2018	0	0.00%	100.00%
MORTON	2018	0	0.00%	100.00%
NEMAHA	2018	0	0.00%	100.00%
NESS	2018	0	0.00%	100.00%

OTTAWA	2018	0	0.00%	100.00%
ROOKS	2018	0	0.00%	100.00%
RUSH	2018	0	0.00%	100.00%
SCOTT	2018	0	0.00%	100.00%
SHERIDAN	2018	0	0.00%	100.00%
SMITH	2018	0	0.00%	100.00%
WALLACE	2018	0	0.00%	100.00%
WICHITA	2018	0	0.00%	100.00%
WOODSON	2018	0	0.00%	100.00%
Total		133		

Countermeasure Strategy: Communication Campaign

Project Safety Impacts

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Communication Campaign

Project Name:	Education and Awareness	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1301-21	Eligible Use of Funds:	Occupant Protection (FAST)
Federal Equipment:	No		

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

engagement. 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 Strategy: Communication Campaign

Project Name:	Occupant Protection Initiatives	Source Fiscal Year:	2017
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	FAST Act 405b OP Low
Funding Amounts:	\$300,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4501-21	Eligible Use of Funds:	405b Low Community CPS Services (FAST)
Federal Equipment:	No		

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 Strategy: Communication Campaign

Project Name:	Child Passenger Safety Outreach	Source Fiscal Year:	2017
Sub-Recipient:	TBD	Funding Source ID:	FAST Act 405b OP Low
Funding Amounts:	\$400,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4502-21	Eligible Use of Funds:	405b Low Public Education (FAST)
Federal Equipment:	No		

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 Strategy: Communication Campaign

Project Name:	Safe Kids Buckle Up	Source Fiscal Year:	2020
Sub-Recipient:	Safe Kids Kansas	Funding Source ID:	FAST Act 405b OP Low
Funding Amounts:	\$50,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4503-21	Eligible Use of Funds:	405b Low Community CPS Services (FAST)
Federal Equipment:	No		

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 Strategy: Communication Campaign

Project Name:	KTSRO Child Passenger Safety	Source Fiscal Year:	2020
Sub-Recipient:	KTSRO	Funding Source ID:	FAST Act 405b OP Low
Funding Amounts:	\$40,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4504-21	Eligible Use of Funds:	405b Low Public CPS Education (FAST)
Federal Equipment:	No		

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

Countermeasure Strategy: Data Evaluation

Project Safety Impacts

Data evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Data evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Data evaluation is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Data Evaluation

Project Name:	Data Consultant	Source Fiscal Year:	2020
Sub-Recipient:	Dan Schulte	Funding Source ID:	FAST Act 402
Funding Amounts:	\$50,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1303-21	Eligible Use of Funds:	Data Evaluation (FAST)
Federal Equipment:	No		

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 Strategy: Child Safety Seat Distribution

Project Safety Impacts

Child safety seat distribution coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Child safety seat distribution coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Child safety seat distribution is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Child Safety Seat Distribution

Project Name:	Child Seat Distribution and Inspection Stations	Source Fiscal Year:	2020
Sub-Recipient:	Vehicle Maintenance Program, Inc.	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$100,000
Project Number (Unique ID):	SP-1304-21	Eligible Use of Funds:	Child Restraint (FAST)
Federal Equipment:	No		

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.

Countermeasure Strategy: Observational Surveys

Project Safety Impacts

Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Observational survey is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Observational Survey

Project Name:	Observational Survey	Source Fiscal Year:	2018
Sub-Recipient:	DCCCA	Funding Source ID:	FAST Act 405b OP
Funding Amounts:	\$243,688	Match:	\$0
Indirect Cost:	\$22,153	Local Benefit:	\$0
Project Number	SP-4506-21	Eligible Use of Funds:	Observational Survey
(Unique ID):			(FAST)
Federal Inventory:	No		

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 387 sites.

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

Project Safety Impacts

Short-term, high visibility seat belt enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Short-term, high visibility seat belt enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Short-term, high visibility seat belt enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

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

Project Name:	Nighttime Seatbelt Enforcement	Source Fiscal Year:	2020
Sub-Recipient:	Law Enforcement	Funding Source ID:	FAST Act 405b OP Low
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4505-21	Eligible Use of Funds	Short-Term Enforcement (FAST)
Federal Inventory:	No		

The Nighttime Seatbelt Enforcement Program, initiated in FFY 2012, is projected to fund overtime enforcement efforts of nine 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. Table 8.

Table 8

Night-Time Seat Belt Enforcement Program, by County *			
Funding Source		County	Agency
405b OP	SP-4505-21	DG	Lawrence PD
405b OP	SP-4505-21	FO	Dodge City PD
405b OP	SP-4505-21	JO	Roeland Park PD
405b OP	SP-4505-21	LV	Leavenworth Co Sheriff
405b OP	SP-4504-21	MG	Caney Police Department
405b OP	SP-4505-21	RN	Hutchinson PD
405b OP	SP-4505-21	RN	Reno County SO
405b OP	SP-4505-21	SG	Wichita PD
405b OP	SP-4505-21	SN	Topeka PD

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%
2018	165	85	80	52%		128	51	77	40%

Countermeasure Strategy: Short-Term High Visibility Enforcement

Project Name:	KHP Fatality Reduction	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Highway Patrol	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$200,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number:	SP-1703-21	Eligible Use of Funds:	Short-Term Enforcement (FAST)
Federal Equipment:	No		

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

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.

Goal Statement

C-6 Number of Speeding Fatalities: The 2021 five-year average projection based upon the trendline indicates 81 speeding fatalities in 2021. A one percent reduction in this projection would derive our goal of 80 speeding fatalities in 2021. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Countermeasure Strategy: Mass Media Campaign

Project Safety Impacts

Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Mass Media Campaign

Project Name:	General Advertising	Source Fiscal Year:	2021
Sub-Recipient:	Kansas Department of Transportation	Funding Sources ID:	FAST Act NHTSA 402
Funding Amounts:	\$700,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1500-21	Eligible Use of Funds:	Paid Advertising (FAST)
Federal Equipment:	No		

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, University of Kansas and Wichita State). This funding stream can also be utilized to discourage distracted driving.

Countermeasure Strategy: Mass Media Campaign

Project Name:	MARC Advertising	Source Fiscal Year:	2021
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$20,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1505-21	Eligible Use of Funds:	Paid Advertising (FAST)
Federal Equipment:	No		

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

Countermeasure Strategy: Mass Media Campaign

Project Name:	Occupant Protection Advertising	Source Fiscal Year:	2020
Sub-Recipient:	TBD	Funding Source ID:	FAST Act 405b OP Low
Funding Amounts:	\$500,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4500-21	Eligible Use of Funds:	405b Low Public Education (FAST)
Federal Equipment:	No		

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

Countermeasure Strategy: Mass Media Campaign

Project Name:	Impaired Driving/Riding Ad Campaign	Source Fiscal Year:	2020
Sub-Recipient:	TBD	Funding Source ID:	FAST Act 405d Impaired Driving Low
Funding Amounts:	\$800,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4708-21	Eligible Use of Funds:	405d Mid Driver Education
Federal Equipment:	No		

Secure airtime, as well as non-traditional media, for a targeted effort to support local law enforcement’s Labor Day and New Year’s Eve campaigns 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 mass media contractor.

Countermeasure Strategy: Mass Media Campaign

Project Name:	Impaired Driving Sports Media	Source Fiscal Year:	2019
Sub-Recipient:	TBD	Funding Source ID:	405d—Impaired Driving
Funding Amounts:	\$900,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4708-21	Eligible Use of Funds:	405d Mid Driver Education
Federal Equipment:	No		

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 does not have a significant pedestrian or bicycle fatality problem. Efforts in the state are centered on education and communication through production and distribution of educational items and bike helmets at community events.

Goal Statement

C-10 Pedestrian Fatalities: The 2021 annual projection based upon the trendline indicates 41 pedestrian fatalities. A one percent reduction in this projection would equal our goal of 40 pedestrian fatalities in 2021. Based upon recent history, and relatively small number of pedestrian fatalities, a one percent reduction goal is realistic and attainable.

Goal Statement

C-11 Bicycle Fatalities: The 2021 annual projection based upon the trendline indicates four bicycle fatalities. A 25 percent reduction in this projection would equal our goal of three bicycle fatalities in 2021. Based upon recent history, and relatively small number of bicycle fatalities, a 25 percent reduction goal is realistic and attainable.

Countermeasure Strategy: Communication Campaign

Project Safety Impacts

Communication Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Pedestrian and Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Pedestrian and Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Communication Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Communication Campaign

Project Name:	Ped and Bike Education	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	FAST Act NHSA 402
Funding Amounts:	\$15,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1600-21	Eligible Use of Funds:	Pedestrian/Bicycle Safety (FAST)
Federal Equipment:	No		

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.

Countermeasure Strategy: Communication Campaign

Project Name:	Bike Helmets	Source Fiscal Year:	2017
Sub-Recipient:	Kansas Department of Health & Environment	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$15,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1601-21	Eligible Use of Funds:	Pedestrian/Bicycle Safety (FAST)
Federal Equipment:	No		

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

Countermeasure Strategy: Conspicuity Campaign

Project Safety Impacts

Conspicuity Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Pedestrian and Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Conspicuity Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Pedestrian and Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Conspicuity Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Project Name:	Wichita and Topeka Pedestrian and Bike	Source Fiscal Year:	2020
Sub-Recipient:	TBD	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$80,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1602-21	Eligible Use of Funds:	Pedestrian/Bicycle Safety (FAST)
Federal Equipment:	No		

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:

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

Police Traffic Services

Law enforcement plays a crucial role in changing poor driver behavior by enforcing Kansas traffic laws and supporting 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.

Goal Statement

C-2 Number of Serious Injuries: The 2021 five-year moving average projection based upon the trend line indicates 1,231 serious injuries. A three percent reduction in this projection would derive our goal of 1,190 serious injuries in 2021. We chose a curvilinear trendline for serious injuries due to the change in definition that began in 2019. Based upon recent history, the curvilinear trendline of the target, the three percent reduction goal is realistic and attainable. The 2021 HSP and 2021 HSIP five-year moving average targets are equal.

Countermeasure Strategy: Communications and Outreach

Project Safety Impacts

Communications and Outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication and Outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Communication and Outreach is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Communications and Outreach

Project Name:	Law Enforcement Liaison	Source Fiscal Year:	2021
Sub-Recipient:	Law Enforcement	Funding Source ID:	402 PTS Police Traffic Services
Funding Amounts:	\$260,000	Match:	\$260,000
Indirect Cost:	\$0	Local Benefit:	\$260,000

Project Number (Unique ID):	SP-1700-21	Eligible Use of Funds:	402 PTS Police Traffic Services
Federal Equipment:	No		

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).

Law Enforcement Liaisons		
SP-1700-21	Ackerman, Al	\$60,000
SP-1700-21	Hamilton, Bob	\$60,000
SP-1700-21	Kiser, Daniel	\$70,000
SP-1700-21	Wells, Troy	\$70,000
Total		\$260,000

Countermeasure Strategy: Communications and Outreach

Project Name:	PT Communication and Outreach	Source Fiscal Year:	2021
Sub-Recipient:	Local Law Enforcement	Funding Source ID:	402 PTS Police Traffic Services
Funding Amounts:	\$80,000	Match:	\$80,000
Indirect Cost:	\$0	Local Benefit:	\$80,000
Project Number (Unique ID):	SP-1701-21	Eligible Use of Funds:	402 PTS Police Traffic Services
Federal Equipment:	No		

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

Countermeasure Strategy: Communications and Outreach

Project Name:	Crash Reconstruction Training	Source Fiscal Year:	2021
Sub-Recipient:	Kansas Highway Patrol	Funding Sources:	402 PTS Police Traffic Services
Funding Amounts:	\$50,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$50,000
Project Number (Unique ID):	SP-1702-21	Eligible Use of Funds:	PTS Training and Education
Federal Equipment:	No		

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

Countermeasure Strategy: Communications and Outreach

Project Name:	Shawnee Drone	Source Fiscal Year:	2021
Sub-Recipient:	Shawnee Police Department	Funding Sources:	402 PTS Police Traffic Services
Funding Amounts:	\$3,897	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1705-21	Eligible Use of Funds:	PTS Training and Education
Federal Equipment:	No		

One area that the drone would be used for is serious injury or fatal crash mapping. This drone will be utilized during the day but more importantly can be used during the night due to being equipped with Forward Looking InfraRed (FLIR). Being able to map a scene or take pictures from the air gets the officer out of the flow of traffic thus reducing the risk to their safety and the motoring public. Using this piece of equipment would save the traffic unit a great deal of time on scene and allow more time to investigate the crash.

Countermeasure Strategy: Communications and Outreach

Project Name:	Gardner Safer School Zones	Source Fiscal Year:	2021
Sub-Recipient:	City of Gardner	Funding Sources:	402 PTS Police Traffic Services
Funding Amounts:	\$14,895	Match:	\$3,837
Indirect Cost:	\$ 0	Local Benefit:	\$14,895
Project Number (Unique ID):	SP-1707-21	Eligible Use of Funds:	PTS Training and Education
Federal Equipment:	Yes		

According to the Gardner Police Department in 2019, Gardner Police reported 784 total speeding violations and of those, 228 were individuals under the age of 25. When it comes to crashes, there were 294 and 24 of those were related to speed. Astonishingly, 64 of the crashes were caused by drivers between 15 & 19 years of age and 55 were between 20 & 24. That makes up 40% of all crashes, caused by drivers under 25. When it comes to seat belt compliance, there were 289 citations given in 2019. That is up from 178 in the previous year.

According to the Kansas Department of Transportation (KDOT) Traffic Safety Section for 2018, the City of Gardner had a total of 270 crashes of which: 27 were speed related, 14 were alcohol-related, and safety restraints were used in 94% of the crashes. During this same year, 72 people were injured (as either driver or passenger) during their crash and five pedestrians were injured due to vehicle crashes.

The City of Gardner plans to deploy a SpeedAlert 24 Radar Message Sign (RMS) primarily in locations around the high school, other school zones and high crash locations. The RMS message will broadcast educational messages to increase awareness on such topics as no texting while driving, seatbelt usage, speed management, and bike, pedestrian, and motorcycle awareness. Data from this board and crash reports will assist the Gardner Police department in deploying active traffic safety engagement. The city plans to utilize the RMS full-time during the Spring, Summer, and Fall to correspond with high traffic times as well as during the holidays and

special events. The primary target audience are young motorists, but the educational messages and enforcement are applicable and valuable to all age groups.

The city hopes to improve the decisions of young drivers through education and enforcement. By directing and focusing this attention on young drivers they hope to decrease the occurrences and crashes which are the result of speeding, cellphone and texting violations, and intoxicated driving while increasing seatbelt usage and awareness of bicyclists, motorcyclists, and pedestrians. The RMS also gathers data as to the frequency of speeding, date, time, location, and traffic count which in turn could be mapped out to determine problematic areas and trends towards improvement. Usefulness could also be evaluated by the rise in observed seatbelt use and a reduction in crashes involving pedestrians, bicyclists, or motorcyclists.

Countermeasure Strategy: Short-Term High Visibility Enforcement

Project Safety Impacts

Short-Term High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Short-Term High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Short-Term High Visibility Enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Short-Term High Visibility Enforcement

Project Name:	STEP Law Enforcement Support	Source Fiscal Year:	2021
Sub-Recipient:	Law Enforcement	Funding Source ID:	402 PTS Police Traffic Services
Funding Amounts:	\$300,000	Match:	\$300,000
Indirect Cost:	\$0	Local Benefit:	\$300,000
Project Number (Unique ID):	SP-0931-21	Eligible Use of Funds:	PT High Visibility Enforcement
Federal Equipment:	No		

In conjunction with our STEP contractors, SP-1300-21, 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

Project Name:	Special Traffic Enforcement Program	Source Fiscal Year:	2021
Sub-Recipient:	Law Enforcement	Funding Sources:	402 PTS Police Traffic Services
Funding Amounts:	\$1,200,000	Match:	\$1,000,000
Indirect Cost:	\$0	Local Benefit:	\$1,000,000
Project Number (Unique ID):	SP-1300-21	Eligible Use of Funds:	PT High Visibility Enforcement
Federal Equipment:	No		

This program will provide funds for approximately 115 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2021: 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. The population they serve accounts for more than 90 percent of the state population. Table 9 has a list of grantees.

Countermeasure Strategy: Short-Term High Visibility Enforcement

Project Name:	KCK Safe Streets	Source Fiscal Year:	2021
Sub-Recipient:	Kansas City Kansas Police Department	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$25,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$25,000
Project Number (Unique ID):	SP-1713-21	Eligible Use of Funds:	Police Traffic Services (FAST)
Federal Equipment:	No		

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

Special Traffic Enforcement Program (STEP) Grantees, by County				
Funding Source		County	County Population	Grantee
402 PT	SP-1300-21	AL	13,371	Allen Co SO
402 PT	SP-1300-21	AL		Iola PD
402 PT	SP-1300-21	AL		Moran PD
402 PT	SP-1300-21	AN	7,883	Anderson Co. SO
402 PT	SP-1300-21	AN		Garnett PD
402 PT	SP-1300-21	AT	16,332	Atchison PD
402 PT	SP-1300-21	BB	14,653	Bourbon Co SO
402 PT	SP-1300-21	BB		Fort Scott Dept. of Public Safety
402 PT	SP-1300-21	BR	9,598	Brown Co. SO
402 PT	SP-1300-21	BR		Hiawatha PD

402 PT	SP-1300-21	BR		Horton PD
402 PT	SP-1300-21	BT	25,779	Barton Co SO
402 PT	SP-1300-21	BU	66,991	Andover PD
402 PT	SP-1300-21	BU		Butler Co SO
402 PT	SP-1300-21	BU		El Dorado PD
402 PT	SP-1300-21	CD	8,729	Cloud Co. SO
402 PT	SP-1300-21	CD		Concordia PD
402 PT	SP-1300-21	CK	20,015	Cherokee Co SO
402 PT	SP-1300-21	CK		Galena PD
402 PT	SP-1300-21	CK		Baxter Springs PD
402 PT	SP-1300-21	CL	34,908	Arkansas City PD
402 PT	SP-1300-21	CL		Winfield PD
402 PT	SP-1300-21	CL		Udall PD
402 PT	SP-1300-21	CR	39,134	Crawford Co SO
402 PT	SP-1300-21	CR		Pittsburg PD
402 PT	SP-1300-21	CY	7997	Clay Center PD
402 PT	SP-1300-21	DG	122,259	Baldwin City PD
402 PT	SP-1300-21	DG		Douglas Co. SO
402 PT	SP-1300-21	DG		Kansas University Ofc. of Public Safety
402 PT	SP-1300-21	DG		Lawrence PD
402 PT	SP-1300-21	DP	7,874	Elwood PD
402 PT	SP-1300-21	DP		Highland PD
402 PT	SP-1300-21	EL	28,553	Ellis Co. SO
402 PT	SP-1300-21	EL		Hays PD
402 PT	SP-1300-21	EW	6196	Ellsworth PD
402 PT	SP-1300-21	FI	36,467	Garden City PD
402 PT	SP-1300-21	FO	34,795	Dodge City PD
402 PT	SP-1300-21	FR	25,611	Franklin Co. SO
402 PT	SP-1300-21	FR		Ottawa PD
402 PT	SP-1300-21	GE	31,670	Geary Co. SO
402 PT	SP-1300-21	GE		Grandview Plaza PD
402 PT	SP-1300-21	GE		Junction City PD
402 PT	SP-1300-21	GW	6,328	Greenwood Co. SO
402 PT	SP-1300-21	HV	34,429	Halstead PD
402 PT	SP-1300-21	HV		Hesston PD
402 PT	SP-1300-21	HV		Newton PD
402 PT	SP-1300-21	JO	602,401	Gardner Dept. of Public Safety
402 PT	SP-1300-21	JO		Johnson Co. SO
402 PT	SP-1300-21	JO		Leawood PD
402 PT	SP-1300-21	JO		Lenexa PD
402 PT	SP-1300-21	JO		Merriam PD
402 PT	SP-1300-21	JO		Mission PD

402 PT	SP-1300-21	JO		Olathe PD
402 PT	SP-1300-21	JO		Overland Park PD
402 PT	SP-1300-21	JO		Prairie Village PD
402 PT	SP-1300-21	JO		Roeland Park PD
402 PT	SP-1300-21	JO		Shawnee PD
402 PT	SP-1300-21	JO		Spring Hill PD
402 PT	SP-1300-2	JO		Westwood PD
402 PT	SP-1300-21	KW	2,516	Greensburg PD
402 PT	SP-1300-21	LB	19,618	Parsons PD
402 PT	SP-1300-21	LN	9,502	Linn Co. SO
402 PT	SP-1300-21	LN		Linn Valley PD
402 PT	SP-1300-21	LV	78,797	Basehor PD
402 PT	SP-1300-21	LV		Lansing PD
402 PT	SP-1300-21	LV		Leavenworth PD
402 PT	SP-1300-21	LV		Leavenworth SO
402 PT	SP-1300-21	LV		Tonganoxie PD
402 PT	SP-1300-21	LY	33,195	Emporia PD
402 PT	SP-1300-21	LY		Lyon Co. SO
402 PT	SP-1300-21	ME	4,146	Meade Police Dept
402 PT	SP-1300-21	MG	35,471	Montgomery Co SO
402 PT	SP-1300-21	MG		Caney PD
402 PT	SP-1300-21	MG		Coffeyville PD
402 PT	SP-1300-21	MG		Independence PD
402 PT	SP-1300-21	MI	32,822	Louisburg PD
402 PT	SP-1300-21	MI		Miami Co. SO
402 PT	SP-1300-21	MI		Osawatomie PD
402 PT	SP-1300-21	MI		Paola PD
402 PT	SP-1300-21	MP	29,241	McPherson PD
402 PT	SP-1300-21	MP		McPherson Co. SO
402 PT	SP-1300-21	NO	15,951	Neosho County SO
402 PT	SP-1300-21	NT	5,560	Norton PD
402 PT	SP-1300-21	PR	9,850	Pratt PD
402 PT	SP-1300-21	PT	24,383	Wamego PD
402 PT	SP-1300-21	RC	10,015	Lyons PD
402 PT	SP-1300-21	RL	75,194	Riley Co. Police Dept.
402 PT	SP-1300-21	RL		Kansas State Univ. Police
402 PT	SP-1300-21	RN	61,998	Hutchinson PD
402 PT	SP-1300-21	RN		Reno Co. SO
402 PT	SP-1300-21	RN		South Hutchinson PD
402 PT	SP-1300-21	RO	5,013	Plainville PD
402 PT	SP-1300-21	RO		Rooks Co. SO
402 PT	SP-1300-21	SA	55,755	Saline Co. SO

402 PT	SP-1300-21	SA		Salina PD	
402 PT	SP-1300-21	SG	516,042	Bel Aire PD	
402 PT	SP-1300-21	SG		Derby PD	
402 PT	SP-1300-21	SG		Eastborough PD	
402 PT	SP-1300-21	SG		Goddard PD	
402 PT	SP-1300-21	SG		Haysville PD	
402 PT	SP-1300-21	SG		Kechi PD	
402 PT	SP-1300-21	SG		Maize PD	
402 PT	SP-1300-21	SG		Park City PD	
402 PT	SP-1300-21	SG		Sedgwick Co. SO	
402 PT	SP-1300-21	SG		Wichita PD	
402 PT	SP-1300-21	SN		176,875	Rossville PD
402 PT	SP-1300-21	SN			Shawnee Co. SO
402 PT	SP-1300-21	SN			Topeka PD
402 PT	SP-1300-21	SU	22,836	Wellington PD	
402 PT	SP-1300-21	SW	22,428	Liberal PD	
402 PT	SP-1300-21	WL	8,665	Neodesha PD	
402 PT	SP-1300-21	WL		Wilson Co SO	
402 PT	SP-1300-21	WY	165,429	Bonner Springs PD	
402 PT	SP-1300-21	WY		Edwardsville PD	
402 PT	SP-1300-21	WY		Kansas City PD	
402 PT	SP-1300-21	WY		Wyandotte Co. SO	
402 PT	SP-1300-21	Statewide		Kansas Highway Patrol	
112 Local Law Enforcement Agencies + KHP		Population of Kansas: 2,910,000		90% of Kansas residents live in a county with at least one STEP law enforcement agency.	
		Population of Counties with STEP: 2,623,275			

Roadway Safety/Traffic Engineering

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

Goal Statement

C-3 Fatality Rate: The 2021 five-year moving average projection based upon the trendline indicates a fatality rate of 1.32. A 12 percent reduction in this projection would derive our goal of 1.16 fatality rate in 2021. The 2021 HSP and 2021 HSIP five-year moving average targets are equal.

Countermeasure Strategy: Education and Training

Project Safety Impacts

Education and training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Fatality Rate. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Education and training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Fatality Rate. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Education and training are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Education and Training

Project Name:	Training for Public Works	Source Fiscal Year:	2020
Sub-Recipient:	Kansas State University	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$100,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$100,000
Project Number (Unique ID):	SP-1402-21	Eligible Use of Funds:	Roadway Safety (FAST)
Federal Equipment:	No		

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:

Agency/Entity	Funding Source	Funded Activities
Local Traffic Engineering Staff	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.

Goal Statement

Number of Fatalities: The 2021 five-year moving average projection based upon the trendline indicates 432 fatalities. A 16 percent reduction would derive our goal of 364 fatalities in 2021. The 2021 HSP and 2021 HSIP five-year moving average targets are equal.

Countermeasure Strategy: Communications and Outreach

Project Safety Impacts

Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.

Countermeasure Strategy: Communications and Outreach

Project Name:	Safe Driving Public Information/Education	Source Fiscal Year:	2020
Sub-Recipient:	Kansas Department of Transportation	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$50,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1900-21	Eligible Use of Funds:	Community Traffic Safety Project (FAST)
Federal Equipment:	No		

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.

Countermeasure Strategy: Communications and Outreach

Project Name:	Wyandotte County Safe Communities	Source Fiscal Year:	2020
Sub-Recipient:	Wyandotte County Health Department	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$44,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1901-21	Eligible Use of Funds:	Community Traffic Safety Project (FAST)

Federal Equipment: No	
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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 check lanes, 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 2019 observational seat belt survey, Wyandotte County adult seat belt compliance rate was 91 percent – up from 58 percent in 2003. Furthermore, compared with S1200 routes in the other observed counties, this county is in the top 25 percent for adult belt use. However, while restraint usage has improved dramatically, the county’s fluid demographic profile – esp. as regards immigration – requires persistent attention on the part of the coalition. A less tractable area of concern is the county’s persistent ranking in the state’s top 25 percent of alcohol-related crashes as a percentage of total crashes.

Countermeasure Strategy: Communications and Outreach

Project Name: Kansas Operation Lifesaver, Inc.	Source Fiscal Year: 2020
Sub-Recipient: Kansas Operation Lifesaver, Inc.	Funding Source ID: FAST Act NHTSA 402
Funding Amounts: \$15,000	Match: \$0
Indirect Cost: \$0	Local Benefit: \$0
Project Number (Unique ID): SP-1902-21	Eligible Use of Funds: Community Traffic Safety Project (FAST)
Federal Equipment: No	

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

Countermeasure Strategy: Communications and Outreach

Project Name: Comprehensive Media Campaign	Source Fiscal Year: 2021
Sub-Recipient: TBD	Funding Source ID: FAST Act NHTSA 402
Funding Amounts: \$900,000	Match: \$0
Indirect Cost: \$0	Local Benefit: \$0
Project Number (Unique ID): SP-1903-21	Eligible Use of Funds: Community Traffic Safety Project (FAST)
Federal Equipment: No	

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.

Countermeasure Strategy: Communications and Outreach

Project Name:	Think First Injury Prevention Program	Source Fiscal Year:	2021
Sub-Recipient:	Research Foundation	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$10,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1904-21	Eligible Use of Funds	Community Traffic Safety Project (FAST)
Federal Equipment:	No		

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

Countermeasure Strategy: Communications and Outreach

Project Name:	Kansas Transportation Safety Conference	Source Fiscal Year:	2020
Sub-Recipient:	University of Kansas	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$131,084	Match:	\$0
Indirect Cost:	\$27,049	Local Benefit:	\$0
Project Number (Unique ID):	SP-1905-21	Eligible Use of Funds:	Community Traffic Safety Project (FAST)
Federal Equipment:	No		

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

Countermeasure Strategy: Communications and Outreach

Project Name:	Kansas Traffic Safety Resource Office	Source Fiscal Year:	2021
Sub-Recipient:	DCCA, Inc	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	\$800,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-1906-21	Eligible Use of Funds	Community Traffic Safety Project (FAST)

Federal Equipment: No

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. 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. State funding also support the SAFE (Seatbelts Are For Everyone) program targeting selected high schools across the state. The SAFE coordinator interacts with high schools across the state and administers a state youth traffic safety conference.

Traffic Records

State Data Systems Improvement

The TRCC utilizes available NHTSA grant funds, Homeland Security grants, state Traffic Records Enhancement Fund (TREF) funds and the state general fund to support the development, coordination, and availability of current traffic records. This program provides an avenue to promote the collection and 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.

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

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

Name	Agency	Title	Duties/Responsibilities	Core Data Set
Todd Ackerman	Marysville Police Department	Police Chief	Crime Prevention/Data Administrator	Local Crash/Local Crime
Aaron Bartlett	NHTSA Region 7	Regional Program Manager	Fed Rep.	FARS
Mitch Beemer	Kansas Bureau of Investigation	Manager, IBR Unit	Data/Technology Manager	Technology Support/Citation
Laura Bohnenkemper	Kansas Bureau of Investigation	IT Project Analyst	Program Manager	Technology Crime and Criminal History/Citation
Jason Bonar	KDOT Transportation Planning	Application Developer	Technology/Data Support	Technology Support/Crash

Chris Bortz	KDOT, Bureau of Safety & Technology	Traffic Safety Program Manager	Traffic Safety/Data User	Crash
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
Scott Ekberg	KS 911 Coordinating Council	NG 911 Administrator	Program Administrator	Next Generation 911/EMS
Kyle Gonterwitz	KDOT, Transportation Planning	GIS Manager	Data Manager	Roadway
Lacey Hane	KDOR, Driver Solutions	Resource Specialist	Program Manager	Driver/Vehicle
Lori Haskett	NHTSA, Region 7	Regional Program Manager	Fed. Rep.	FARS
Gary Herman	KDOT, Bureau of Safety & Technology	Asst. Traffic Safety Program Manager	Traffic Safety/Data User	Crash
Jim Hollingsworth	KDOT, Bureau of Safety & Technology	Transportation Records Data Coordinator	Traffic Safety/TRCC	Crash
Joe House	Emergency Medical Services	Deputy Director	Medical/Data Administrator	Injury/Surveillance
Kelly Johnson	Kansas Highway Patrol	Director, Information Systems	Data/Technology Administrator	Crime and Criminal History/Crash/Vehicle/Driver
Ed Klumpp	Kansas Association of Chiefs of Police	Legislative Committee	Law Enforcement/Data Support	Local Law Enforcement/Citation/DUI
David LaRoche	Federal Highway Administration/ US DOT	Safety Specialist	FHWA Data User	VMT/Roadway
Joe Mandala	Kansas Bureau of Investigation	Chief Information Officer	Data/Technology Administrator	Crime and Criminal History/Citation/Crash
David Marshall	Kansas Criminal Justice Information Systems	Executive Director	KCJIS Administrator	Crash/Citation/EMS Administrator
Leslie Moore	Kansas Bureau of Investigation	Director, Information Serv.	Data/Technology Administrator	Crime and Criminal History/Citation
Jeff Neal	KDOT Information Technology	Chief Information Officer	Data/Technology Administrator	Crash and Roadway
Ken Nelson	KU Dept. of Education/KS Geological Survey	Section Manager/DASC Manager	Program Manager	Roadway/GIS
Kelly O'Brien	Office of Judicial Administration	Director, Information Systems	Data/Technology Administrator	Courts
Wendy O'Hare	KDHE	Trauma Program Director	Program Manager	Injury/Surveillance

Michael Ronin	KDOT, Bureau of Trans. Safety & Technology	Crash Data Unit	Data/Technology	Technology Support/Crash
Danielle Sass	KDHE, Trauma Program	Epidemiologist	EMS Program Consultant	Local Crash/EMS
Terri Slater	KDOT, Transportation OITS	Application Developer	Data/Technology	Technology Support/Crash
Melanie Waters	Office of Judicial Administration	OJA Administrator	Data/Technology Administrator	Courts
Glen Yancey	Kansas Health & Environment	IT Director	Health-Wellness/Data Administrator	EMS Trauma

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 seven agencies and an increase of 70,053 reports received was achieved. In 2020, three ambulance services closed.

Dates	Number of EMS Providers Actively Participating	Change
4/1/2018 to 3/31/2019	157	
4/1/2019 to 3/31/2020	164	Increase of 7

Dates	Number of EMS Reports Received	Change
4/1/2018 to 3/31/2019	262,472	
4/1/2019 to 3/31/2020	332,525	Increase of 27%

Traffic Records Assessment

The most recent Traffic Records Self-Assessment was completed on August 1, 2020.

TRCC Meeting Dates

August 8, 2019
November 14, 2019
February 13, 2020
May 14, 2020

Traffic Records Projects

The 2021 traffic records projects are grouped by the core databases as identified by NHTSA.

Core Database: CRASH

Improves Integration, Uniformity, Accuracy & Completeness of a Core Highway Safety Database

Countermeasure

Project Name:	Information Exchange Document Package Update	Source Fiscal Year:	2017
Sub-Recipient:	Auctor	Funding Source ID:	FAST Act Section 405c Data Program
Funding Amounts:	\$80,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-2150-21	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

KDOT in conjunction with the TRCC developed an IEPD in 2009. This project will update the document to what data is currently being utilized and create an IEPD of the current environment.

Improves Integration, Uniformity, Accuracy & Completeness of a Core Highway Safety Database

Countermeasure

Project Name:	Crash Report Scanning	Source Fiscal Year:	2017
Sub-Recipient:	BTCO	Funding Source ID:	FAST Act Section 405c Data Program
Funding Amounts:	\$20,000	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4605-21	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

This project will engage a vendor to perform scanning and other administration support of paper crash reports.

Improves Timeliness & Completeness of a Core Highway Safety Database Countermeasure

Project Name:	Paper Crash Report Data Entry	Source Fiscal Year:	2017
Sub-Recipient:	Data Dash	Funding Source ID:	FAST Act Section 405c
Funding Amounts:	\$60,000	Match:	\$0
Indirect Cost:		Local Benefit:	\$0
Project Number (Unique ID):	SP-4603-21	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

This project is designed to contract with an outside vendor to enter paper crash reports into the crash database received from local law enforcement which do not have the ability to systematically integrate with electronic submission.

Improves Integration & Accessibility of a Core Highway Safety Database Countermeasure

Project Name:	TRS Rebuild	Source Fiscal Year:	2017
Sub-Recipient:	TBD	Funding Source ID:	FAST Act Section 405c
Funding Amounts:	\$500,000	Match:	\$0
Indirect Cost:		Local Benefit:	\$0
Project Number (Unique ID):	SP-XXXX-21	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

This project will redesign and implement a new platform for accepting an .xml formatted file and submitting the data to the crash database. This project will focus on the crash report process, distributions and increasing the number of electronic reports. KBI will provide the primary gateway for KDOT to receive electronic reports.

Improves Integration & Accuracy Between One or More Core Highway Safety Databases

Countermeasure

Project Name:	GIS Mapping Integration	Source Fiscal Year:	2017
Sub-Recipient:	KU Center for Research	Funding Source ID:	Fast Act Section 405c
Funding Amounts:	\$226,954	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4608-21	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

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.

Core Database: CITATION/ADJUDICATION

Improves Accessibility of a Core Highway Safety Database Countermeasure

Project Name:	KCJIS Support	Source Fiscal Year:	2017
Sub-Recipient:	Kansas Bureau of Investigation	Funding Source ID:	FAST Act Section 405c
Funding Amounts:	\$70,000	Match:	\$0
Indirect Cost:		Local Benefit:	\$0
Project Number (Unique ID):	SP-2100-21	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

The information sharing infrastructure 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 for the crash database, connectivity to local law enforcement, driver, vehicle and citation/adjudication system databases, this project will reimburse payroll costs to assist in electronic capture and dissemination of data.

Improves Integration & Accessibility Between One or More Core Highway Safety Databases

Project Name:	KCJIS Security Architecture	Source Fiscal Year:	2017
Sub-Recipient:	Kansas Bureau of Investigation	Funding Source ID:	FAST Act Section 405c
Funding Amounts:	\$100,413	Match:	\$0
Indirect Cost:	\$0	Local Benefit:	\$0
Project Number (Unique ID):	SP-4601-21	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

This project will continue to provide support for the execution of KBI’s strategic plan as adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture in a phased manner. It will provide flexibility to our stakeholders, gain the ability to include a broader range of users, establish itself as a trusted security domain, and maintain strong security protocols.

Improves Timeliness & Completeness of a Core Highway Safety Database Countermeasure

Project Name: KBI eCite Position	Source Fiscal Year: 2017
Sub-Recipient: Kansas Bureau of Investigation	Funding Source ID: FAST Act Section 405c
Funding Amounts: \$77,400	Match: \$0
Indirect Cost: \$0	Local Benefit: \$0
Project Number (Unique ID): SP-4602-21	Eligible Use of Funds: 405c Data Program
Federal Equipment: No	

This is a continuation of the position to manage the e-Citation repository respond and to questions from local users or other citation data consumers and to coordinate law enforcement token privileges.

Improves Accessibility of a Core Highway Safety Database Countermeasure

Project Name: KBI Security Architecture Position	Source Fiscal Year: 2017
Sub-Recipient: KBI	Funding Source ID: FAST Act Section 405c
Funding Amounts: \$125,000	Match: \$0
Indirect Cost:	Local Benefit: \$0
Project Number (Unique ID): SP-4609-21	Eligible Use of Funds: 405c Data Program
Federal Equipment: No	

This is a continuation of a position to 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 Uniformity & Completeness of a Core Highway Safety Database Countermeasure

Project Name: Electronic Citation Reporting	Source Fiscal Year: 2017
Sub-Recipient: Analysts International	Funding Source ID: FAST Act Section 405c
Funding Amounts: \$224,432	Match: \$0
Indirect Cost: \$0	Local Benefit: \$0
Project Number (Unique ID): SP-4604-21	Eligible Use of Funds: 405c Data Program
Federal Equipment: No	

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 KCJIS production environment.

Improves Uniformity & Completeness of a Core Highway Safety Database Countermeasure

Project Name: KBI eCitation Vendor	Source Fiscal Year: 2017
Sub-Recipient: Kansas Bureau of Investigation	Funding Source ID: Fast Act Section 405c
Funding Amounts: \$100,000	Match: \$0
Indirect Cost:	Local Benefit: \$0

Project Number (Unique ID): Federal Equipment: No	SP-4606-21	Eligible Use of Funds:	405c Data Program
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The information sharing infrastructure utilizing the existing platform of the KCJIS 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 the electronic capture and dissemination from local law enforcement or courts. This project will provide the software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.

Core Database: ROADWAY

Improves Integration, Completeness & Uniformity of a Core Highway Safety Database Countermeasure

Project Name: Sub-Recipient: Funding Amounts: Indirect Cost: Project Number (Unique ID): Federal Equipment: No	LIDAR Data Capture TBD \$1,000,000 SP-4200-21 	Source Fiscal Year: Funding Source ID: Match: Local Benefit: Eligible Use of Funds:	2017 FAST Act Section 405c \$0 \$0 405c Data Program
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This project is designed to contract for capturing roadway inventories utilizing LIDAR technology. The project will capture several items such as roadway shoulder width, guardrail inventory and intersection layout information. This information will better enable KDOT safety engineers to identify possible roadway characteristics to develop traffic safety program countermeasures to increase driver safety.

Improves Integration, Completeness & Uniformity of a Core Highway Safety Database Countermeasure

Project Name: Sub-Recipient: Funding Amounts: Indirect Cost: Project Number (Unique ID): Federal Equipment: No	LIDAR Data Integration TBD \$500,000 SP-4200-21 	Source Fiscal Year: Funding Source ID: Match: Local Benefit: Eligible Use of Funds:	2017 FAST Act Section 405c \$500,000 \$0 405c Data Program
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This project is designed to contract for integrating roadway inventories utilizing LIDAR technology. The project will integrate several items such as roadway shoulder width, guardrail inventory and intersection layout information. This information will better enable KDOT safety engineers to identify possible roadway characteristics to develop traffic safety program countermeasures to increase driver safety. This project will be supported with an estimated \$500,000 or half of the cost in state funding through the Traffic Records Enhancement Fund.

Improves Accessibility of a Core Highway Safety Database Countermeasure

Project Name: Sub-Recipient: Funding Amounts: Indirect Cost: Project Number (Unique ID): Federal Equipment: No	LIDAR Data Management TBD \$60,000 SP-4610-21 	Source Fiscal Year: Funding Source ID: Match: Local Benefit: Eligible Use of Funds:	2017 FAST Act Section 405c \$0 \$0 405c Data Program
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This project will contract with a vendor to assist KDOT to administer and collect LIDAR roadway inventory data. This project will support the LIDAR Data Capture and Integration projects.

Local Partnerships

Agency/Entity	Funding Source	Funded Activities
Kansas Department of Revenue	State	Dept of Motor Vehicles and Driver's Licensing
Kansas Highway Patrol	State and Federal	State Patrol, Traffic Data, Enforcement and develop and maintain Kansas Law Enforcement Reporting software
Office of Judicial Administration	State	Courts and Adjudication
Kansas Criminal Justice Information System	State	Governance of courts, criminal history, and portal for criminal justice users
Kansas Board of Emergency Medical Services	State	Emergency Medical Services statewide
Kansas Bureau of Investigation	State	Traffic and Criminal Data repository
Kansas Department of Health and Environment	State	Trauma Registry statewide
Kansas Association of Chiefs of Police and Kansas Peace Officers Association	State	Law Enforcement
Kansas Sheriff's Association	State	Law Enforcement
Mid America Regional Council	Federal and State	Metropolitan Planning Organization in the Kansas City area