State of Kansas

Highway Safety Plan FFY 2022

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The FFY 2022 Kansas Highway Safety Plan is being submitted to NHTSA and FHWA. The report describes the processes followed by the State of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402 and 405.

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Mission Statement

The KDOT Bureau of Transportation Safety, 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 (BTS), 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 will be applying for the following Section 405 incentive grants.

S.405(b) Occupant Protection

S. 405(c) State Traffic Safety Information

S. 405(d) Impaired Driving Countermeasures

S. 405(f) Motorcyclist Safety Grants

Highway Safety Planning Process

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

Data Sources

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

The TSS is also actively involved in several Emphasis Area Teams that support the Kansas Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. This collaboration between the HSP and SHSP has led to similar strategies outlined in both plans. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include, but are not limited to: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles (DMV), TSS LELs (law enforcement liaisons), Kansas Traffic Safety Resource Prosecutor, Kansas Traffic Safety Resource Office, AAA of Kansas and the Mid-America Regional Council. The Highway Safety Plan and Strategic Highway Safety Plan both utilize data from FARS, KCARS, observation belt use survey, courts and the DMV 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	2015	2016	2017	2018	2019	2020	2021	2022
Problems with or loss of Cargo	290	315	232	262	233			
Projections						216	200	183
Target								181

Fatalities	2015	2016	2017	2018	2019	2020	2021	2022
Problems with or loss of Cargo	5	4	4	8	8			
Projections						9	10	11
Target								10

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	2014	2015	2016	2017	2018	2019	2020
Fell Asleep or Fatigued Driving	969	951	1096	958	974	918	857

Fatalities	2014	2015	2016	2017	2018	2019	2020
Fell Asleep or Fatigued Driving	18	12	15	19	17	7	12

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 2020 study measured more than 45,000 vehicles and more than 57,000 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 2020 Adult Study are:

> *Trucks, which account for about one in four vehicles observed, produce a substantially lower belt use rate (81%) than other vehicles (90%-93%), and male truck drivers are the lowest single category of belt users (80%). 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 3% were observed using a cell phone, about 2% are texting, dialing, or are otherwise looking at a cell phone while driving, and about 2% are displaying other forms of distracted driving, including eating, looking for something, adjusting the sound system, etc. About 93% 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 98%.*

The 2020 child survey was not conducted due to COVID, but the 2019 results and analysis are referenced below. 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 support the identification of a traffic safety problem.

Kansas Department of Revenue, Division 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 2022.

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 2022 and is administered with state funding.

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, but are not limited to: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, Kansas Traffic

Safety Resource Office, 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 safety engineer, 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 Bureau of Transportation Safety 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 is 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 will work 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. 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

2022 Performance Measures

The state of Kansas is using 2015 – 2019 FARS and the state crash database to establish baseline and goals for the 2022 Highway Safety Plan. Additionally, we are using the 2020 statewide observational survey information to establish a baseline and establish the 2022 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 synchronization 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

2022 Performance Measures

	Core Performance Measures	Target Period	2015-19 Baseline*	2019 Actual	2018-22 Projection*	2022 HSP Target	Projection vs Target Change
C-1	Number of Traffic Fatalities (FARS)	5 Year	412	411	444	407	8% Decrease
C-2	Number of Serious Injuries (KCARS)	5 Year	1,568	1,394	1,265	1,164	8% Decrease
	Serious Injury Rate per 100 million VMT (KCARS)	5 Year	4.898	4.291	3.887	3.576	8% Decrease
C-3	Fatalities/VMT (FARS/FHWA)	5 Year	1.28	1.26	1.38	1.28	7% Decrease
C-4	Number of unrestrained fatalities all positions (FARS)	Annual	137	137	140	139	1% Decrease
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	Annual	91	91	92	91	1% Decrease
C-6	Number of speeding fatalities (FARS)	Annual	111	111	86	85	1% Decrease
C-7	Number of motorcyclist fatalities (FARS)	Annual	41	41	55	54	2% Decrease
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	Annual	28	28	37	36	1% Decrease
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	Annual	51	51	58	57	1% Decrease
C-10	Number of pedestrian fatalities (FARS)	Annual	16	16	14	13	6% Decrease
C-11	Number of bicycle fatalities (FARS)	Annual	8	8	10	9	12% Decrease
Core Behavior Measure							
B-1	Observed seat belt use (FFY 20 State Survey)	Annual	85	85	86	87	1% Increase
FFY 20 Activity Measures							
A-1	Number of seat belt citations issued during grant-funded activities			8,282			
A-2	Number of impaired driving arrests made during grant-funded enforcement activities			648			
A-3	Number of speeding citations issued during grant-funded enforcement activities			11,630			
Kansas Specific Measure							
	Distracted Driving Crashes (KCARS)	Annual	16,949	16,949	17,725	17,102	1% Decrease

Performance Report

	FFY 21 Kansas Performance Measures, Goals and Performance Report			
	Core Outcome Measures	**2012-16 Baseline***	**2019 Actual**	**2021 HSP Target**
C-1	Number of Traffic Fatalities (FARS)	385	411	412
C-2	Number of Serious Injuries (KCARS)	1,325	1,394	1,219
	Serious Injury Rate per 100 million VMT (KCARS)	4.289	4.291	3.726
C-3	Fatalities/VMT (FARS/FHWA)	1.24	1.29	1.30
	Rural Fatalities per 100 million VMT (FARS/FHWA)	2.001	1.970	1.867
	Urban Fatalities per 100 million VMT (FARS/FHWA)	.533	.66	.691
C-4	Number of unrestrained fatalities all positions (FARS)	148	137	139
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	98	91	86
C-6	Number of speeding fatalities (FARS)	107	111	80
C-7	Number of motorcyclist fatalities (FARS)	52	41	74
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	30	28	43
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	55	51	72
C-10	Number of pedestrian fatalities (FARS)	41	16	40
C-11	Number of bicycle fatalities (FARS)	5	8	3
	Core Behavior Measure			
B-1	Observed seat belt use (FFY 19 State Survey)	87	85	87
	FFY 20 Activity Measures			
A-1	Number of seat belt citations issued during grant-funded activities	8,282		
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	648		
A-3	Number of speeding citations issued during grant-funded enforcement activities	11,630		
	Kansas Specific Measures			
	Distracted Driving Crashes (KCARS)	18,881	16,949	19,214

Core Performance Measure Charts and Goals

Number of Traffic Fatalities (FARS):
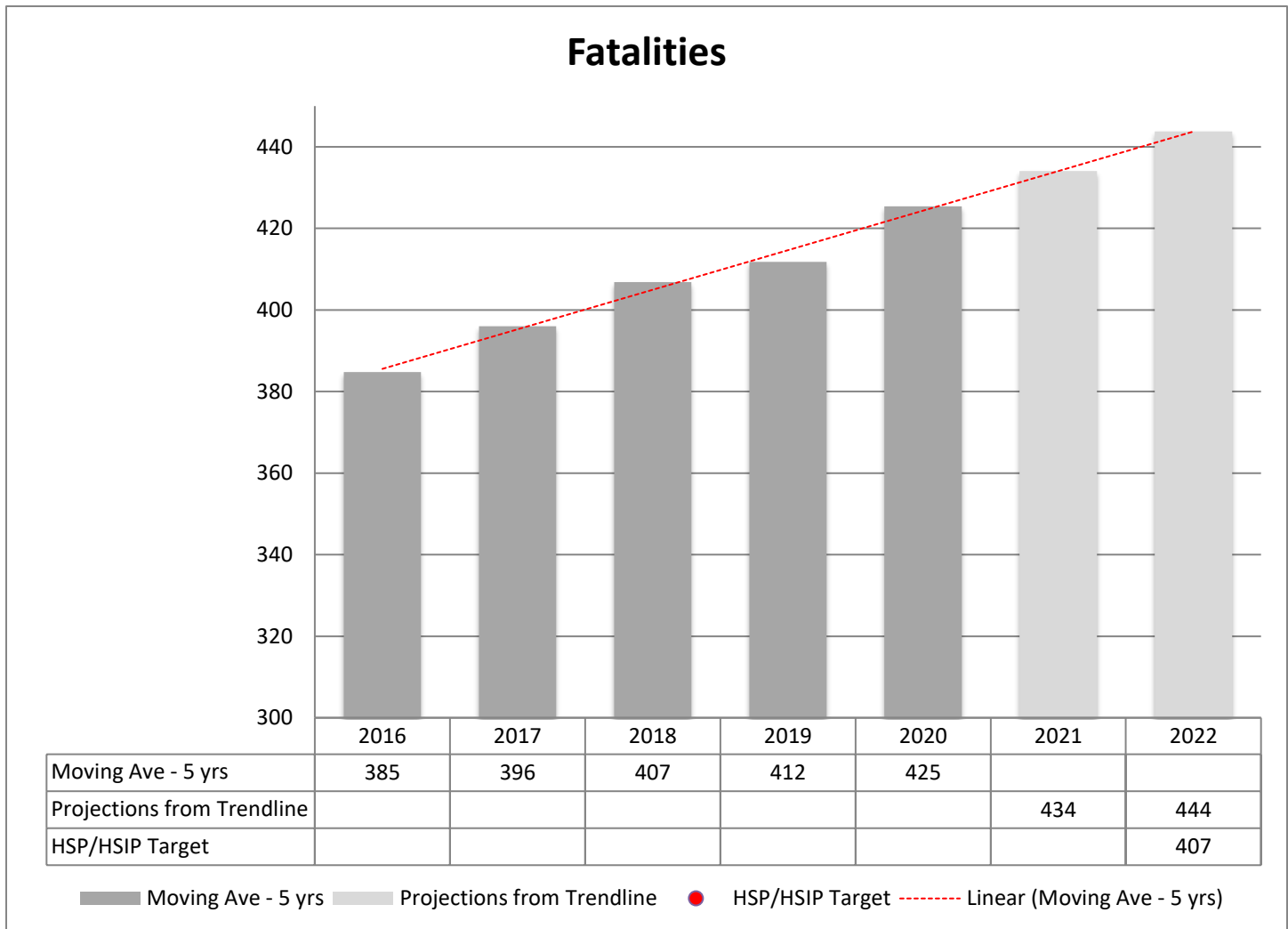
Fatalities

	2016	2017	2018	2019	2020	2021	2022
Moving Ave - 5 yrs	385	396	407	412	425		
Projections from Trendline						434	444
HSP/HSIP Target							407

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

Goal Statement

Number of Fatalities: The 2022 five-year moving average projection based upon the trendline indicates 444 fatalities. An eight percent reduction would derive our goal of 407 fatalities in 2022. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2022 HSP and 2022 HSIP five-year moving average targets are equal.

Suspected Serious Injuries (KCARS):

Adjusted Serious Injuries

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

	2016	2017	2018	2019	2020	2021	2022
Moving Ave - 5 yrs	1940	1775	1642	1568	1515		
Projections from Trendline						1371	1265
HSP/HSIP Target							1164

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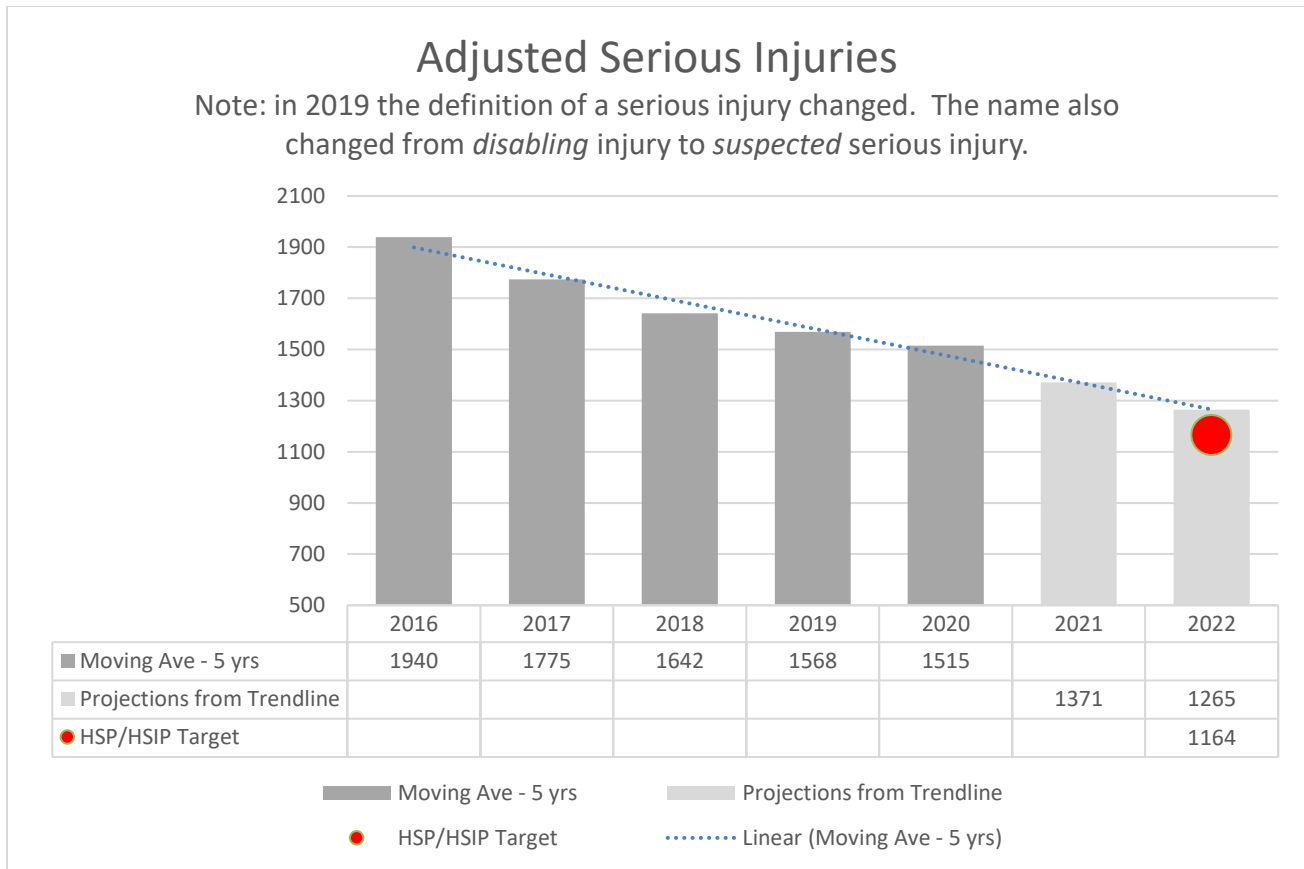
Goal Statement

C-2 Number of Serious Injuries: The 2022 five-year moving average projection based upon the trend line indicates 1,265 serious injuries. An eight percent reduction in this projection would derive our target of 1,164 serious injuries in 2022. With the change in definition to suspected serious injury, there was a sharp increase in crashes meeting the definition. This is an artificial increase, not an actual degradation of safety. In order to re-establish a trendline for this category, it was determined to "back-cast" how many suspected serious injuries would have occurred in past years with the new definition. We used a conversion factor to inflate previous years' crashes by 1.46 (46% increase). This allows for a steady, downward trend that we predict would have occurred apart from the definition change. 2020 defied that trend with a rise in suspected serious injuries, but we do not expect that to continue, that suspected serious injuries will resume falling. It is this trend upon which we based our suspected serious injury target. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2022 HSP and 2022 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.

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Fatality Rate per 100 million VMT (FARS):

Fatalities per 100 Million VMT

	2016	2017	2018	2019	2020	2021	2022
Moving Ave - 5 yrs	1.24	1.26	1.28	1.28	1.35		
Projections from Trendline						1.36	1.38
HSP/HSIP Target							1.28

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

Goal Statement

C-3 Fatality Rate: The 2022 five-year moving average projection based upon the trendline indicates a fatality rate of 1.38. A seven percent reduction in this projection would derive our goal of 1.16 fatality rate in 2022. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2022 HSP and 2022 HSIP five-year moving average targets are equal.
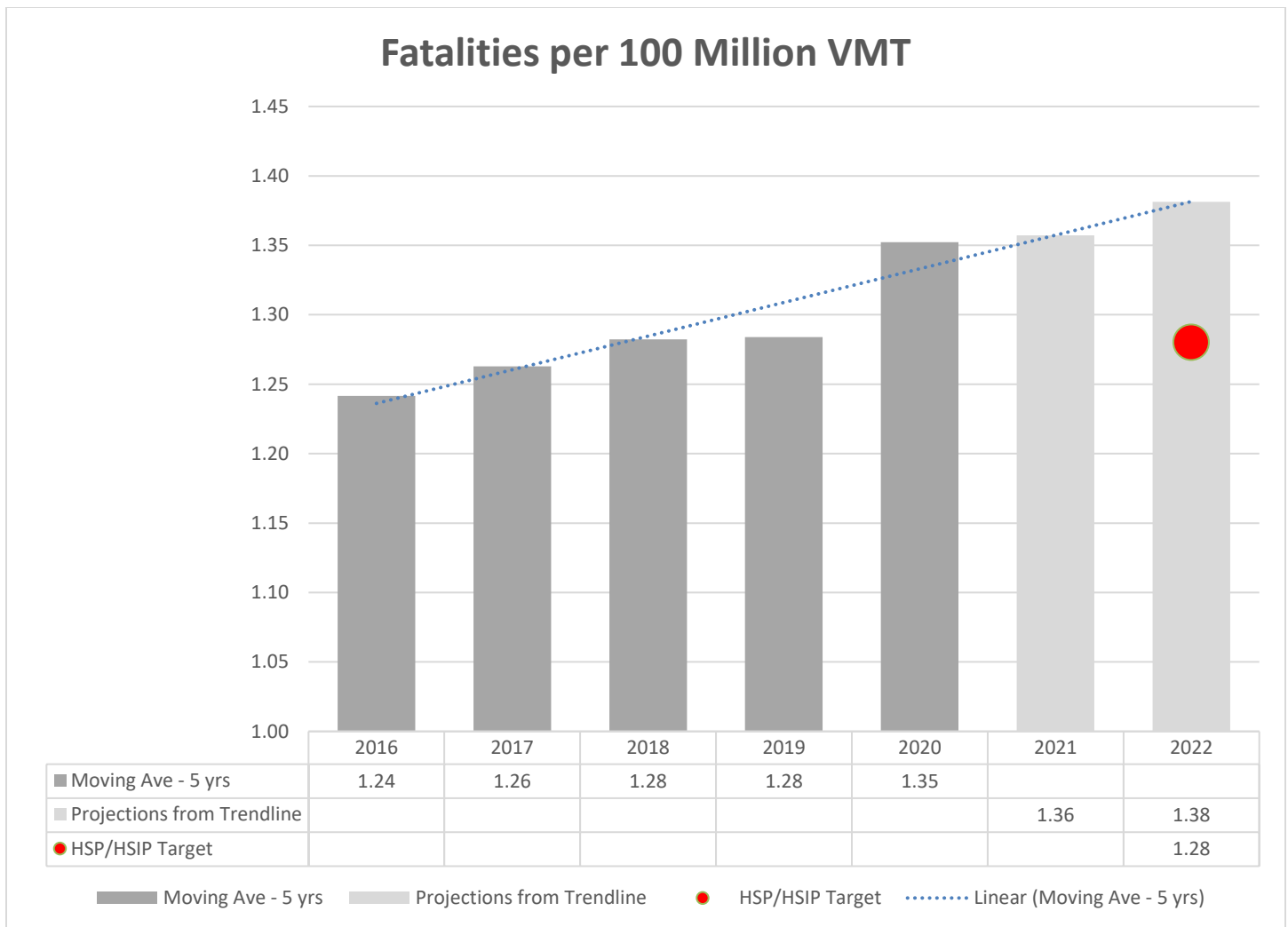
Suspected Serious Injury Rate (KCARS/FARS):

Adjusted 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.

	2016	2017	2018	2019	2020	2021	2022
■ Moving Ave - 5 yrs	6.276	5.686	5.187	4.898	4.815		
■ Projections from Trendline						4.259	3.887
● HSP/HSIP Target							3.576

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

Goal Statement

Serious Injury Rate: The 2022 five-year moving average projection based upon the curvilinear trendline indicates 3.887 serious injury rate per 100 million VMT. An eight percent reduction in this projection would lead to our goal of 3.576 serious injury rate per 100 million VMT in 2022. With the change in definition to suspected serious injury, there was a sharp increase in crashes meeting the definition. This is an artificial increase, not an actual degradation of safety. In order to re-establish a trendline for this category, it was determined to "back-cast" how many suspected serious injuries would have occurred in past years with the new definition. We used a conversion factor to inflate previous years' crashes by 1.46 (46% increase). This allows for a steady, downward trend that we predict would have occurred apart from the definition change. 2020 defied that trend with a rise in suspected serious injuries, but we do not expect that to continue, that suspected serious injuries will resume falling. It is this trend upon which we based our suspected serious injury target. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2022 HSP and 2022 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.
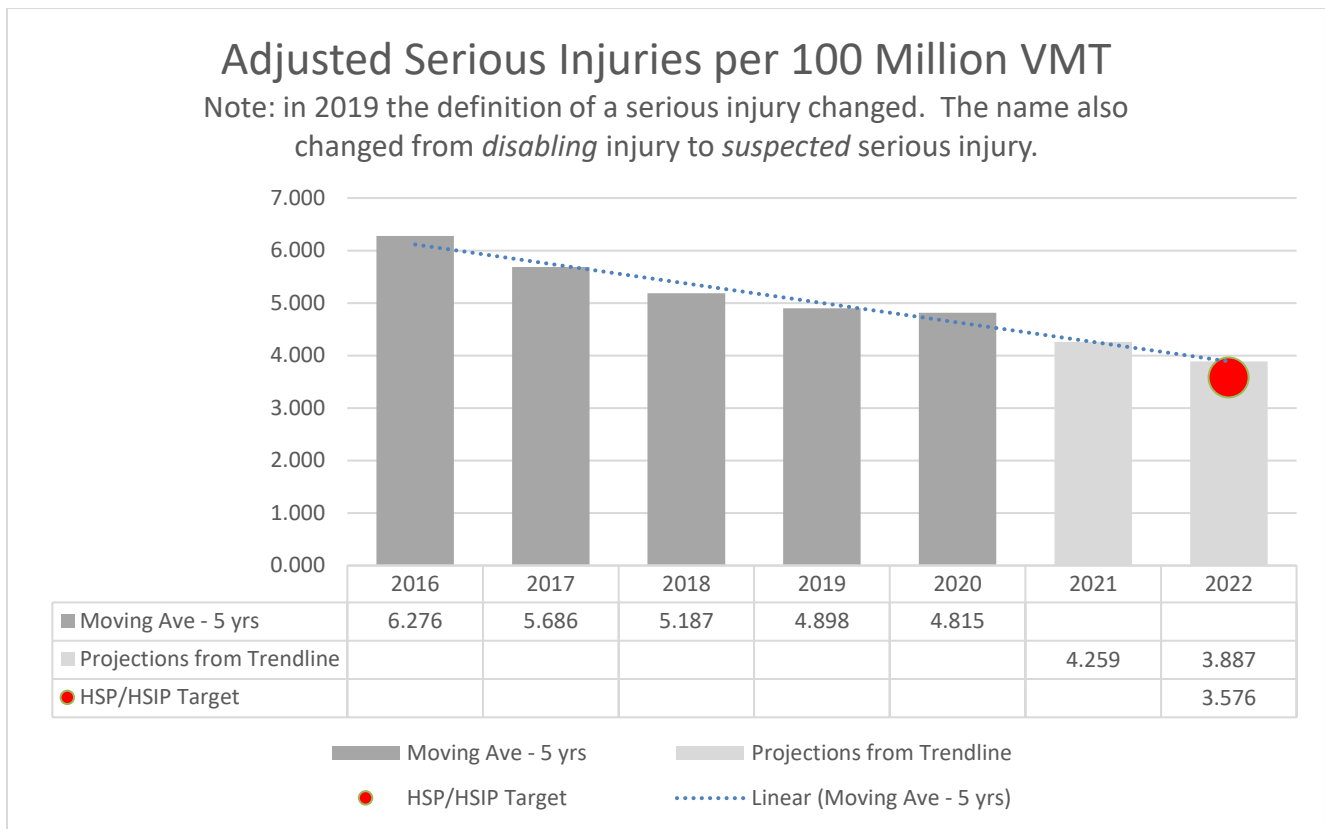
Unrestrained Fatalities All Positions (FARS):
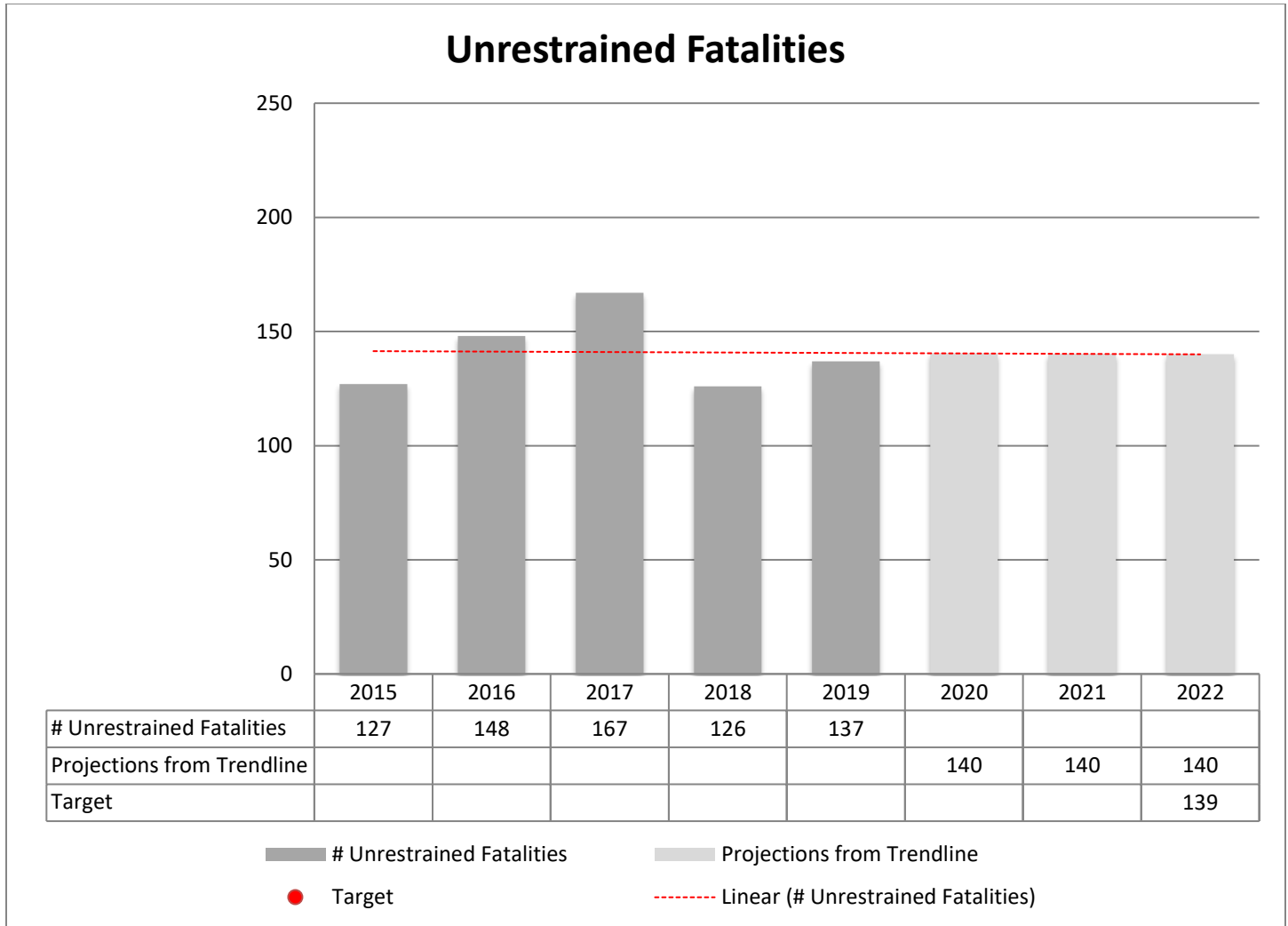
Unrestrained Fatalities

	2015	2016	2017	2018	2019	2020	2021	2022
# Unrestrained Fatalities	127	148	167	126	137			
Projections from Trendline						140	140	140
Target								139

Legend: ■ # Unrestrained Fatalities   ▨ Projections from Trendline   ● Target   ------- Linear (# Unrestrained Fatalities)

Goal Statement

C-4 Number of Unrestrained Fatalities: The 2022 five-year average projection based upon the trendline indicates 140 unrestrained fatalities. A one percent reduction in this projection would derive our goal of 139 unrestrained fatalities in 2022. 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)

Fatalities with BAC at or above .08
Auto and Motorcycle

	2015	2016	2017	2018	2019	2020	2021	2022
# Fatalities GE .08	82	98	106	81	91			
Projections from Trendline						92	92	92
Target								91

Legend: # Fatalities GE .08   Projections from Trendline   Target   Linear (# Fatalities GE .08)
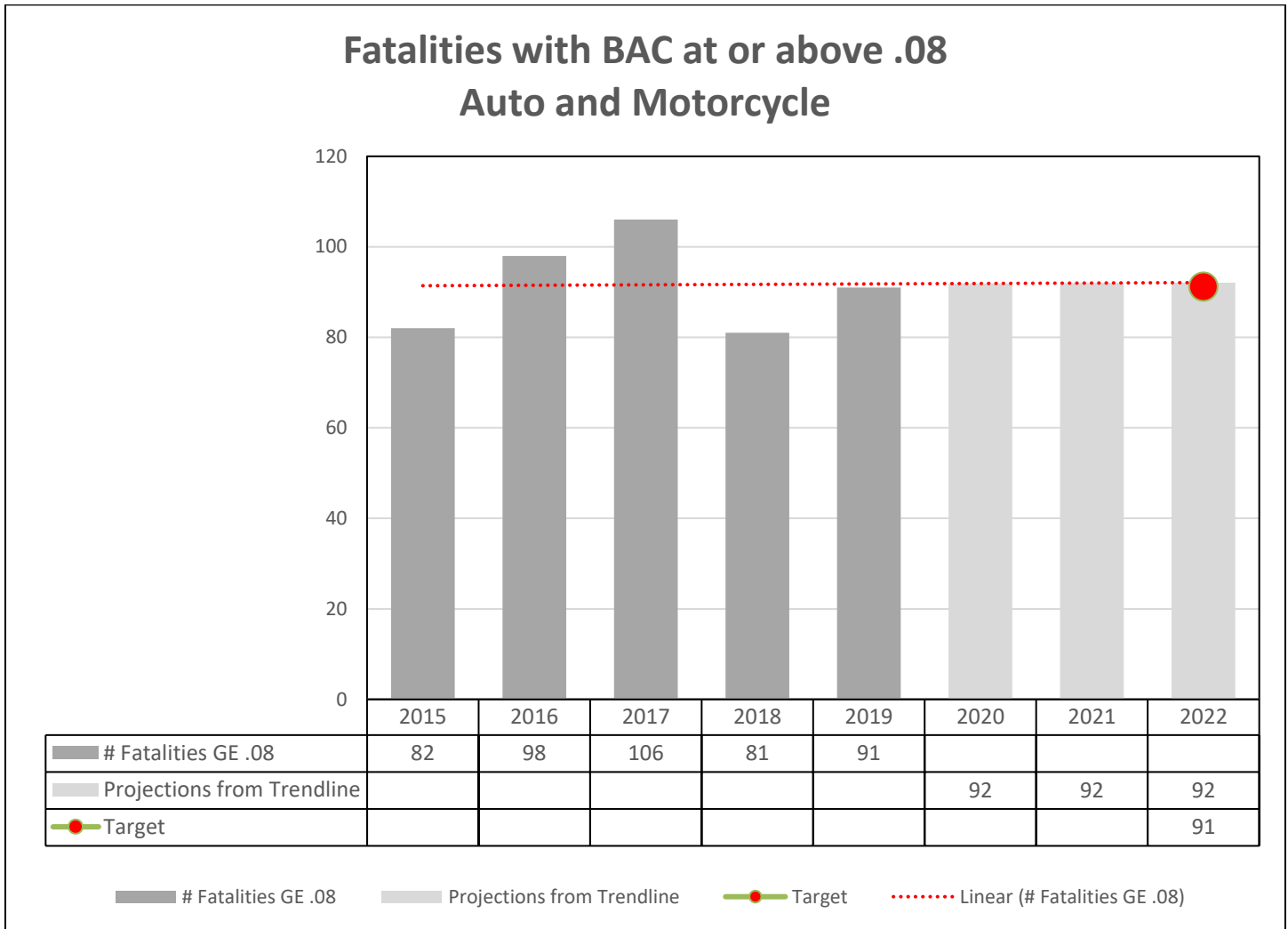
Goal Statements

C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above: The 2022 five-year average projection based upon the trendline indicates 92 fatalities with a BAC of .08 or above. A one percent reduction in this projection would derive our goal of 91 fatalities with a BAC of .08 or above in 2022. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Speeding Fatalities (FARS):

Speeding Fatalities

	2015	2016	2017	2018	2019	2020	2021	2022
▉ # Speeding Fatalities	128	107	104	95	111			
▉ Projections from Trendline						95	91	86
● Target								85

Legend: ▉ # Speeding Fatalities　▉ Projections from Trendline　● Target　····· Linear (# Speeding Fatalities)

Goal Statement

C-6 Number of Speeding Fatalities: The 2022 five-year average projection based upon the trendline indicates 86 speeding fatalities in 2022. A one percent reduction in this projection would derive our goal of 85 speeding fatalities in 2022. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Number of Motorcyclist Fatalities (FARS):

Motorcycle Fatalities

	2015	2016	2017	2018	2019	2020	2021	2022
# Mptprcycle Fatalities	44	52	56	65	41			
Projections from Trendline						54	54	55
Target								54

Legend: # Mptprcycle Fatalities ▪ Projections from Trendline ▪ Target ● Linear (# Mptprcycle Fatalities) ·······

Goal Statement

C-7 Number of Motorcycle Fatalities: The 2022 five-year average projection based upon the trendline indicates 55 motorcycle fatalities in 2022. A two percent reduction in this projection would derive our goal of 54 motorcycle fatalities in 2022. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

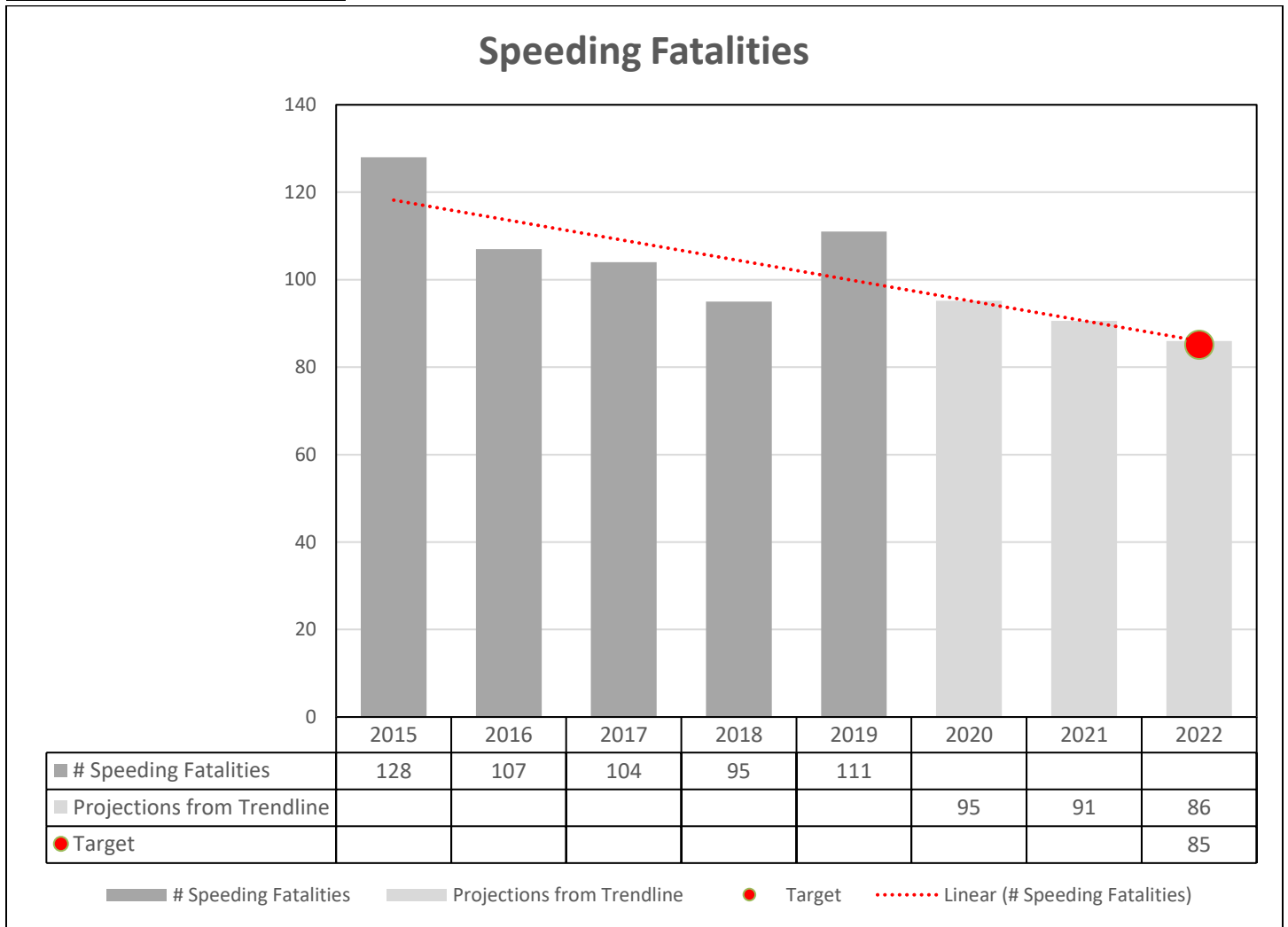**Number of un-helmeted Motorcyclist Fatalities (FARS):**

Unhelmeted Motorcycle Fatalities

	2015	2016	2017	2018	2019	2020	2021	2022
# Unhelmeted MC Fatalities	28	30	32	40	28			
Projections from Trendline						35	36	37
Target								36

Legend: ■ # Unhelmeted MC Fatalities   ■ Projections from Trendline   ● Target   ·········· Linear (# Unhelmeted MC Fatalities)

Goal Statement

C-8 Number of Unhelmeted Motorcycle Fatalities: The 2022 five-year average projection based upon the trendline indicates 37 unhelmeted motorcycle fatalities in 2022. A one percent reduction in this projection would derive our goal of 37 unhelmeted motorcycle fatalities in 2022. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.
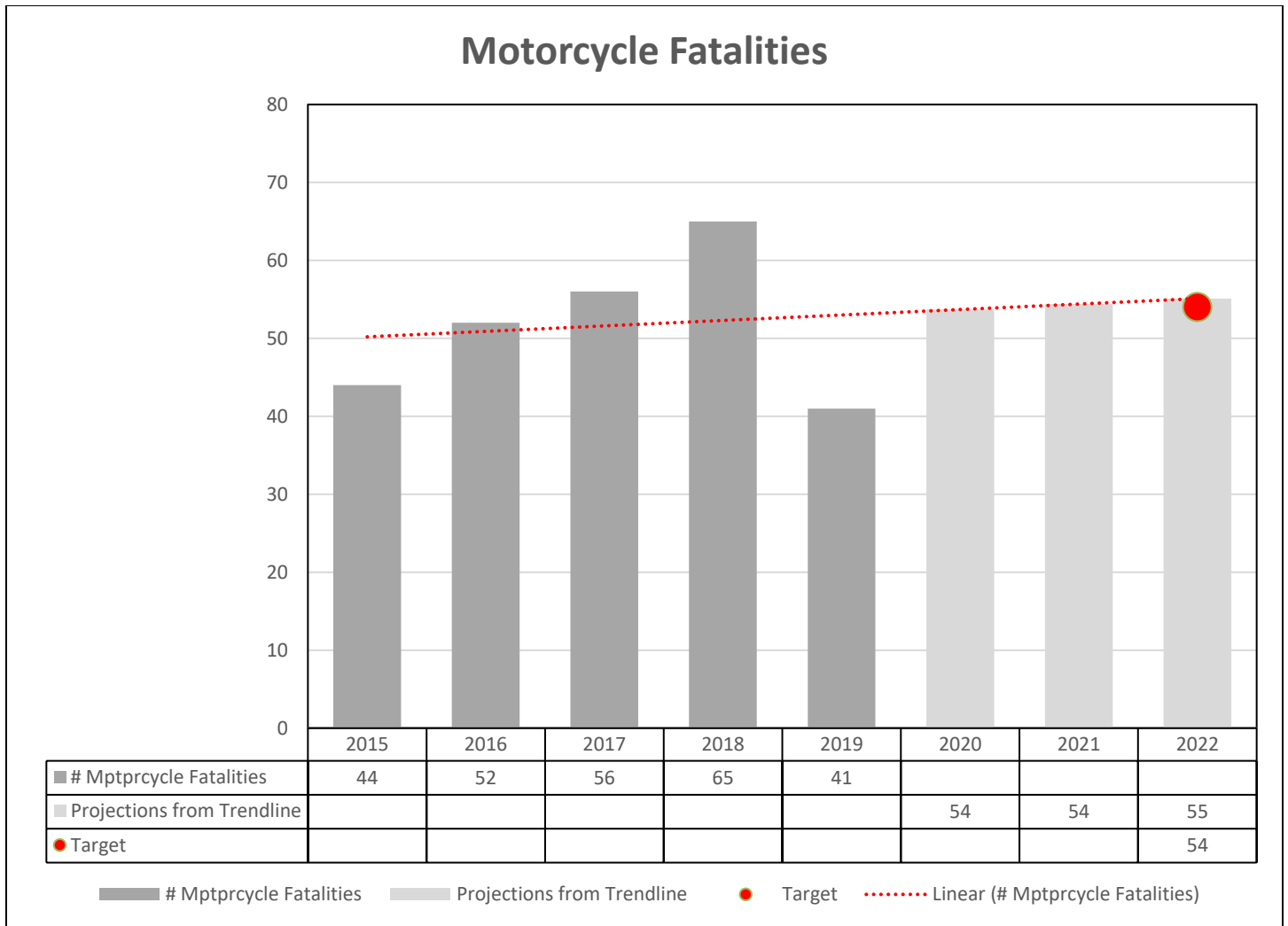
Number of Fatalities with Driver 20 or under (FARS):

Fatal Crashes - Driver 20 and Under

	2015	2016	2017	2018	2019	2020	2021	2022
Fatal Crashes, Driver LE 20	60	55	54	72	51			
Projections from Trendline						58	58	58
Target								57

Legend: Fatal Crashes, Driver LE 20 — Projections from Trendline — Target — Linear (Fatal Crashes, Driver LE 20)

Goal Statement

C-9 Goal Statement Number of Drivers, 20 or under, Involved in Fatal Crashes: The 2022 five-year average projection based upon the trendline indicates 58 drivers, age 20 or under, involved in a fatal crash in 2022. A one percent reduction in this projection would derive our goal of 57 drivers, age 20 or under, involved in a fatal crash in 2022. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.
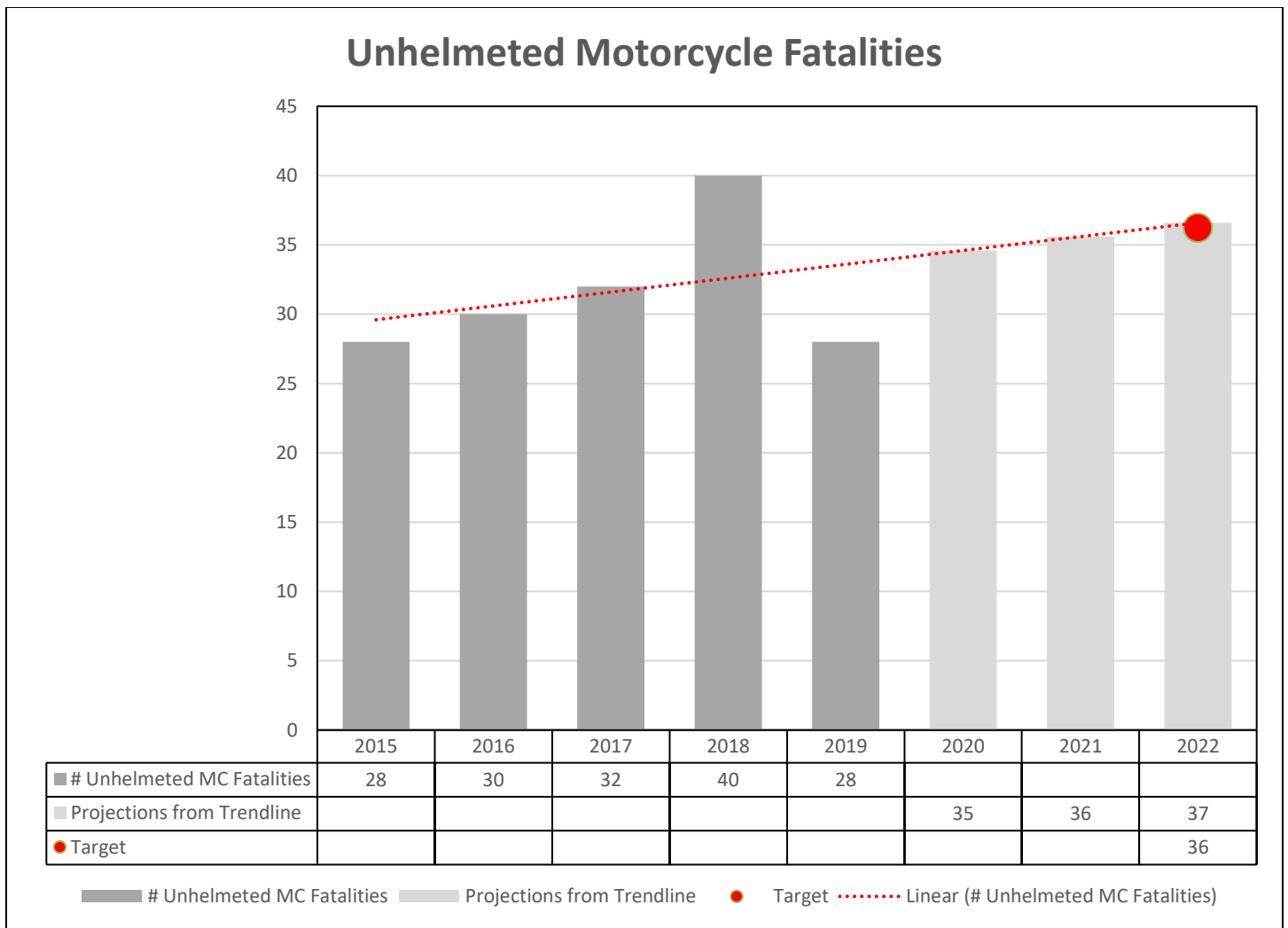
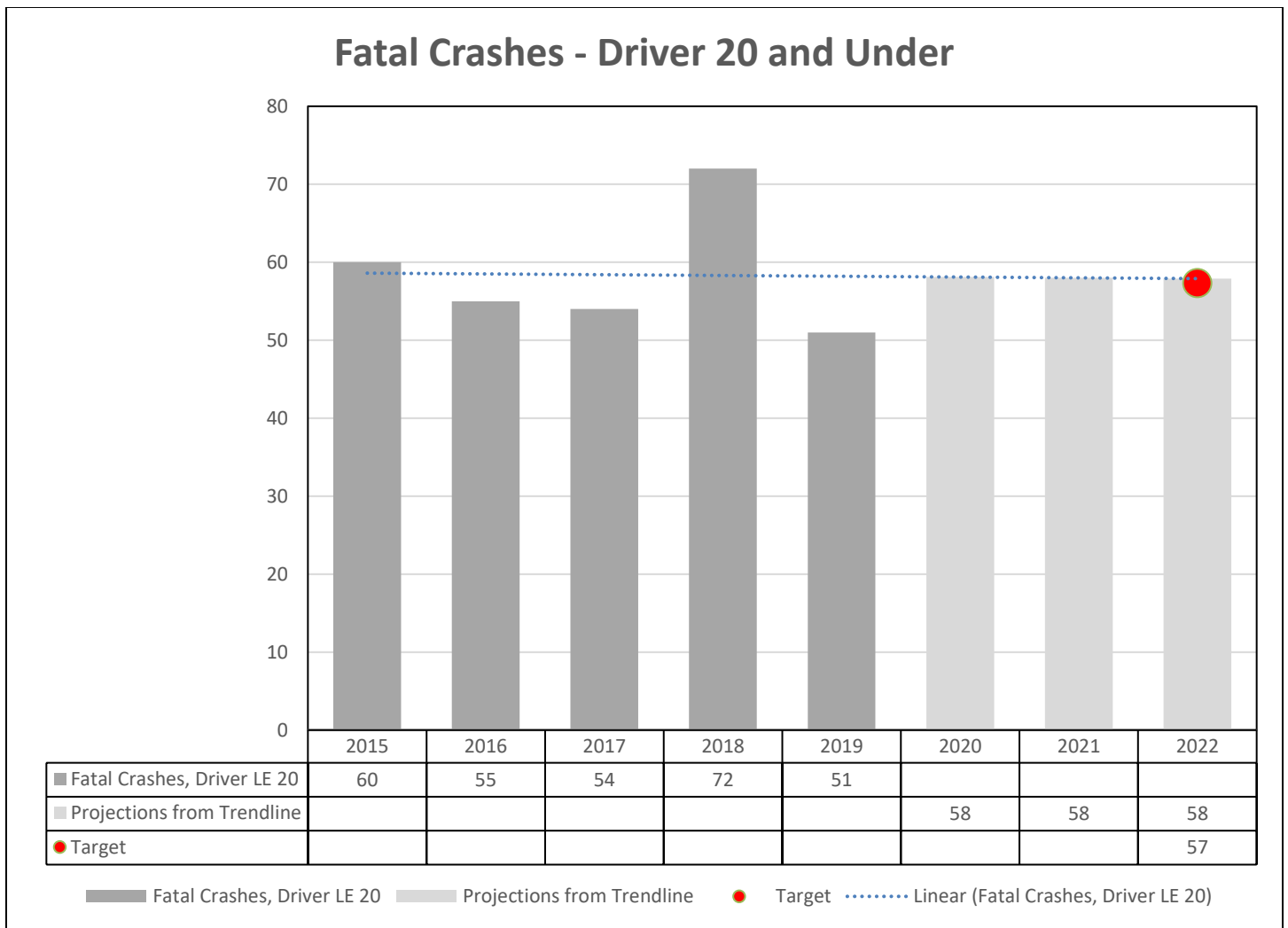**Pedestrian Fatalities (FARS):**
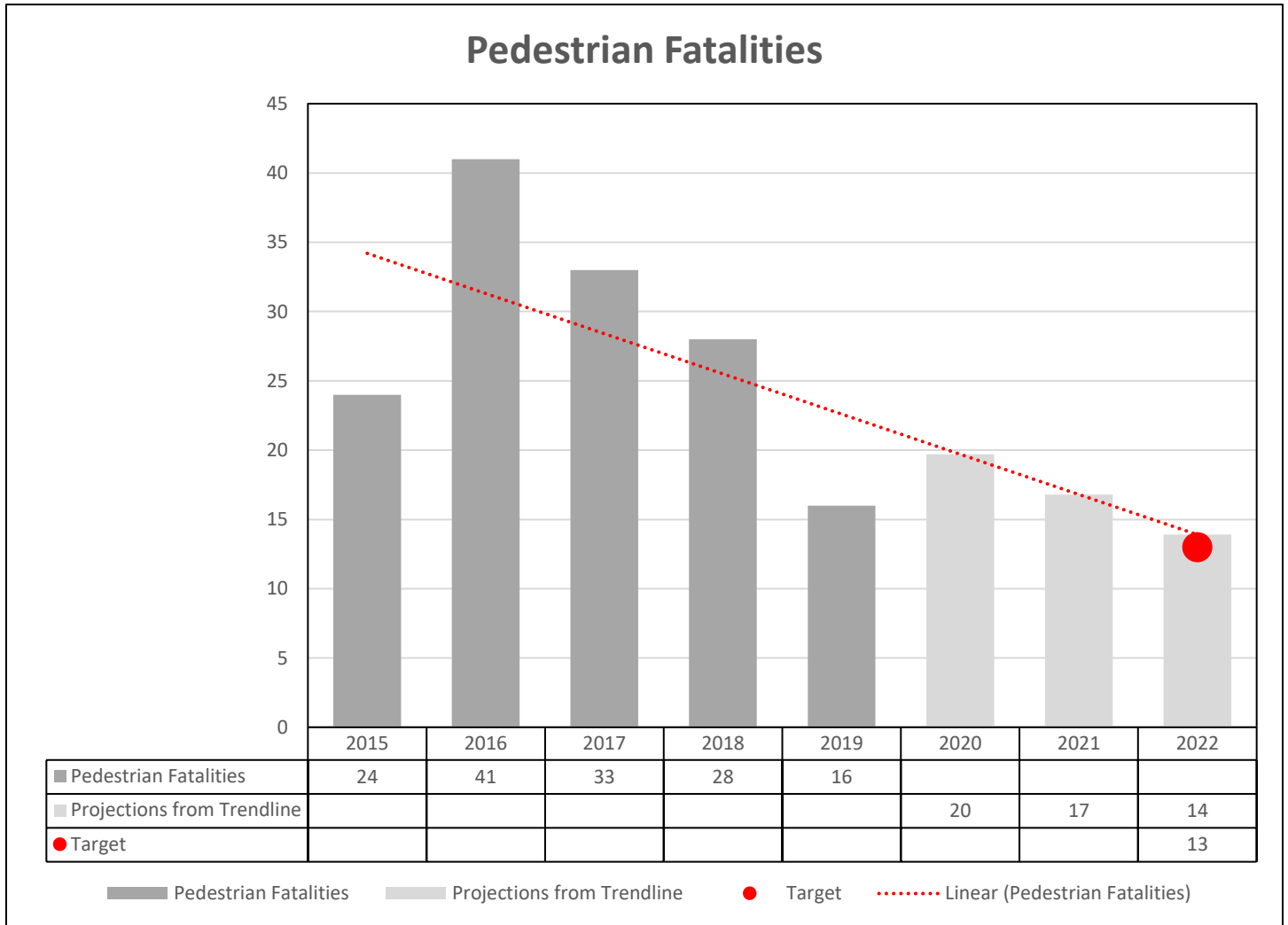
Pedestrian Fatalities

	2015	2016	2017	2018	2019	2020	2021	2022
Pedestrian Fatalities	24	41	33	28	16			
Projections from Trendline						20	17	14
Target								13

Legend: Pedestrian Fatalities Projections from Trendline Target Linear (Pedestrian Fatalities)

Goal Statement

C-10 Pedestrian Fatalities: The 2022 annual projection based upon the trendline indicates 14 pedestrian fatalities. A six percent reduction in this projection would equal our goal of 13 pedestrian fatalities in 2022. Based upon recent history, and relatively small number of pedestrian fatalities, a six percent reduction goal is realistic and attainable.

Bicycle Fatalities (FARS):

Bicycle Fatalities

	2015	2016	2017	2018	2019	2020	2021	2022
■ # Bicycle Fatalities	3	5	5	5	8			
▨ Projections from Trendline						8	9	10
● Target								9

■ # Bicycle Fatalities   ▨ Projections from Trendline   ● Target   ······· Linear (# Bicycle Fatalities)

Goal Statement

C-11 Bicycle Fatalities: The 2022 annual projection based upon the trendline indicates ten bicycle fatalities. A 12 percent reduction in this projection would equal our goal of nine bicycle fatalities in 2022. Based upon recent history, and relatively small number of bicycle fatalities, a 12 percent reduction goal is realistic and attainable.

Seatbelt Use Rate (State Survey):
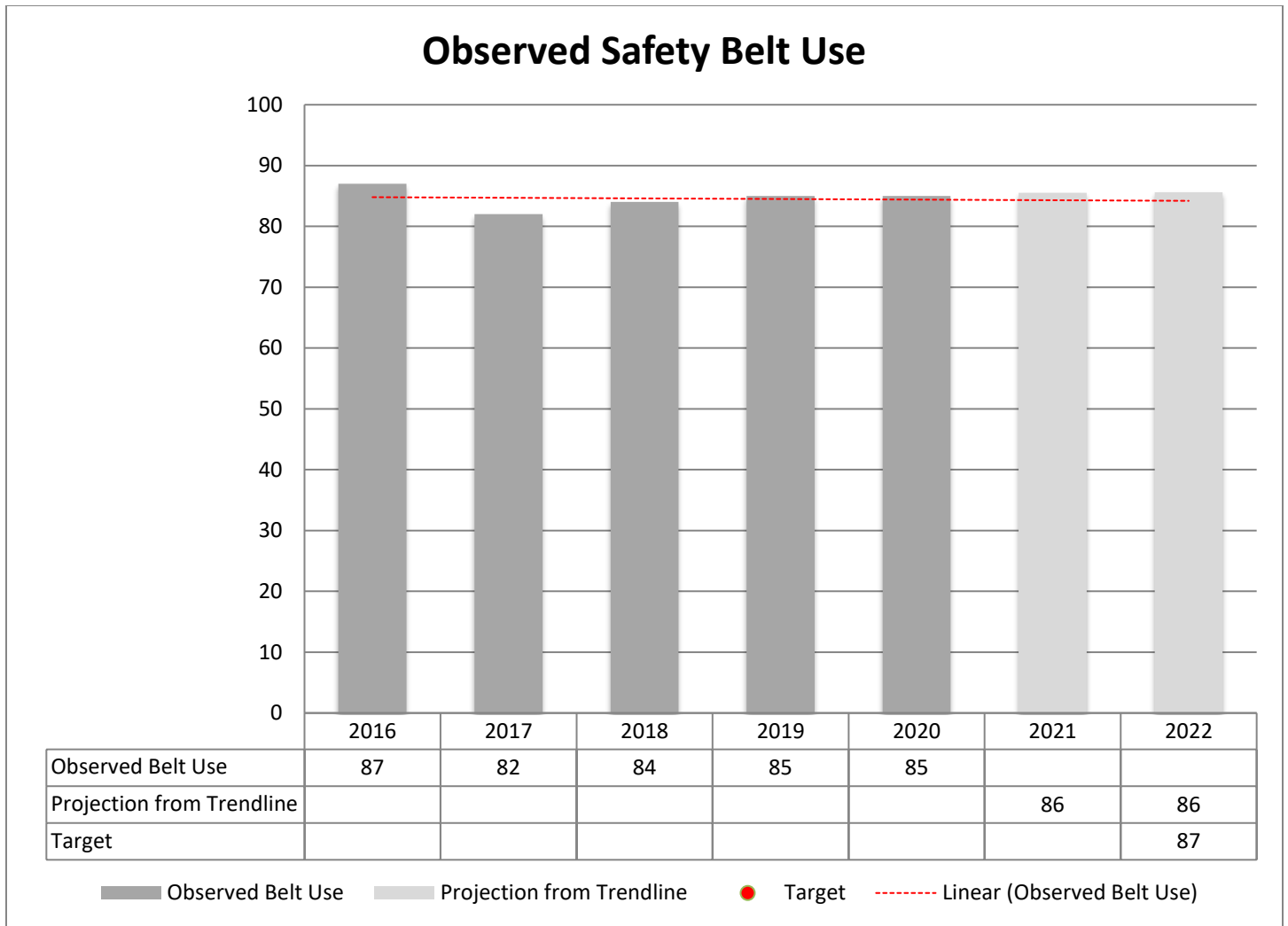
Observed Safety Belt Use

	2016	2017	2018	2019	2020	2021	2022
Observed Belt Use	87	82	84	85	85		
Projection from Trendline						86	86
Target							87

Observed Belt Use ▮ Projection from Trendline ▯ Target ● Linear (Observed Belt Use) ----

Goal Statement

B-1 Observed Seat Belt Use: The 2022 five-year average projection based upon the trendline indicates 86 percent observed belt use. A one percent increase in this projection would derive our goal of 87 percent observed belt use in 2022. Based upon recent history, the trendline of the target, the one percent goal is realistic and attainable.
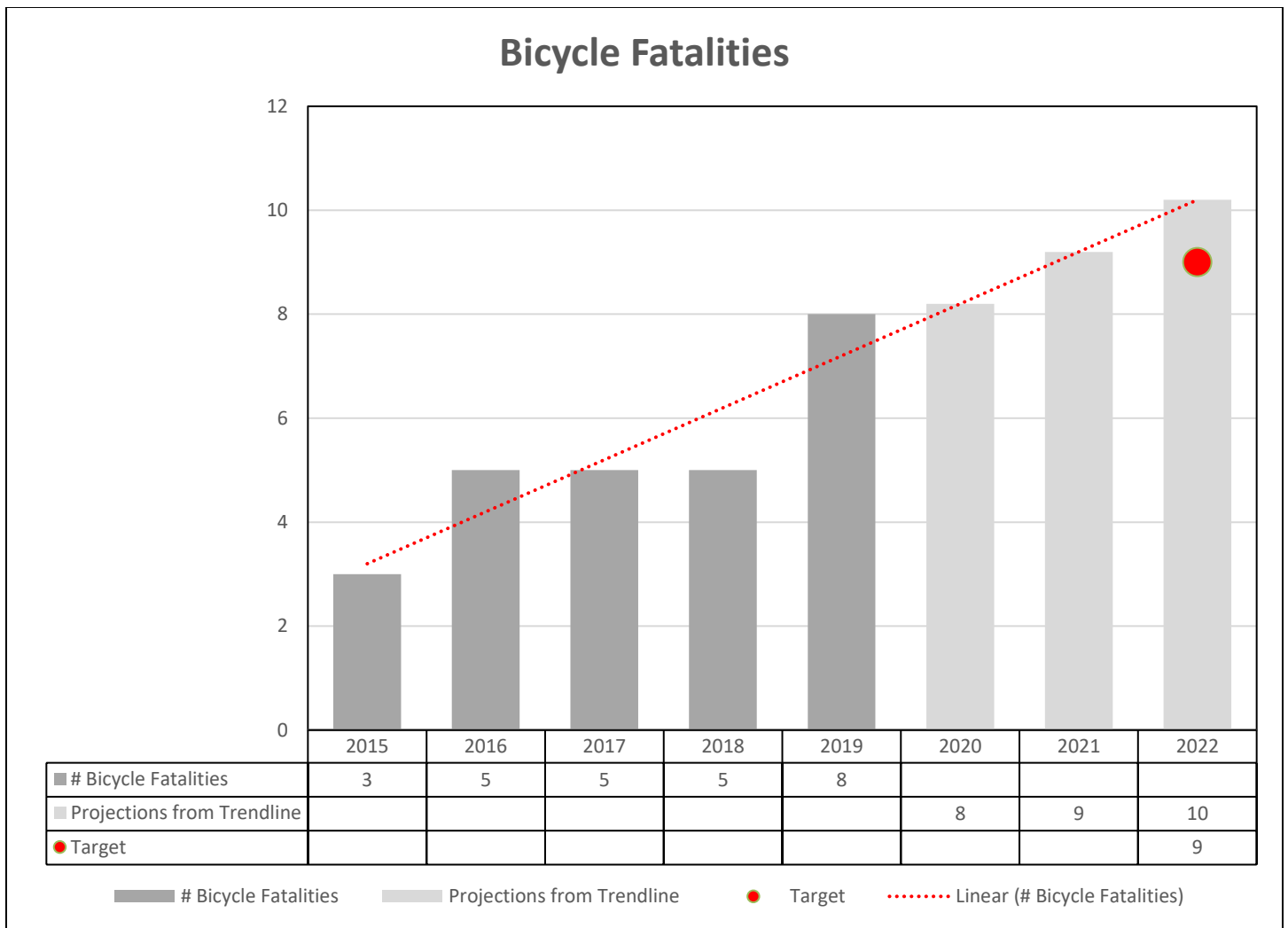
Distracted Driving Crashes (KCARS):
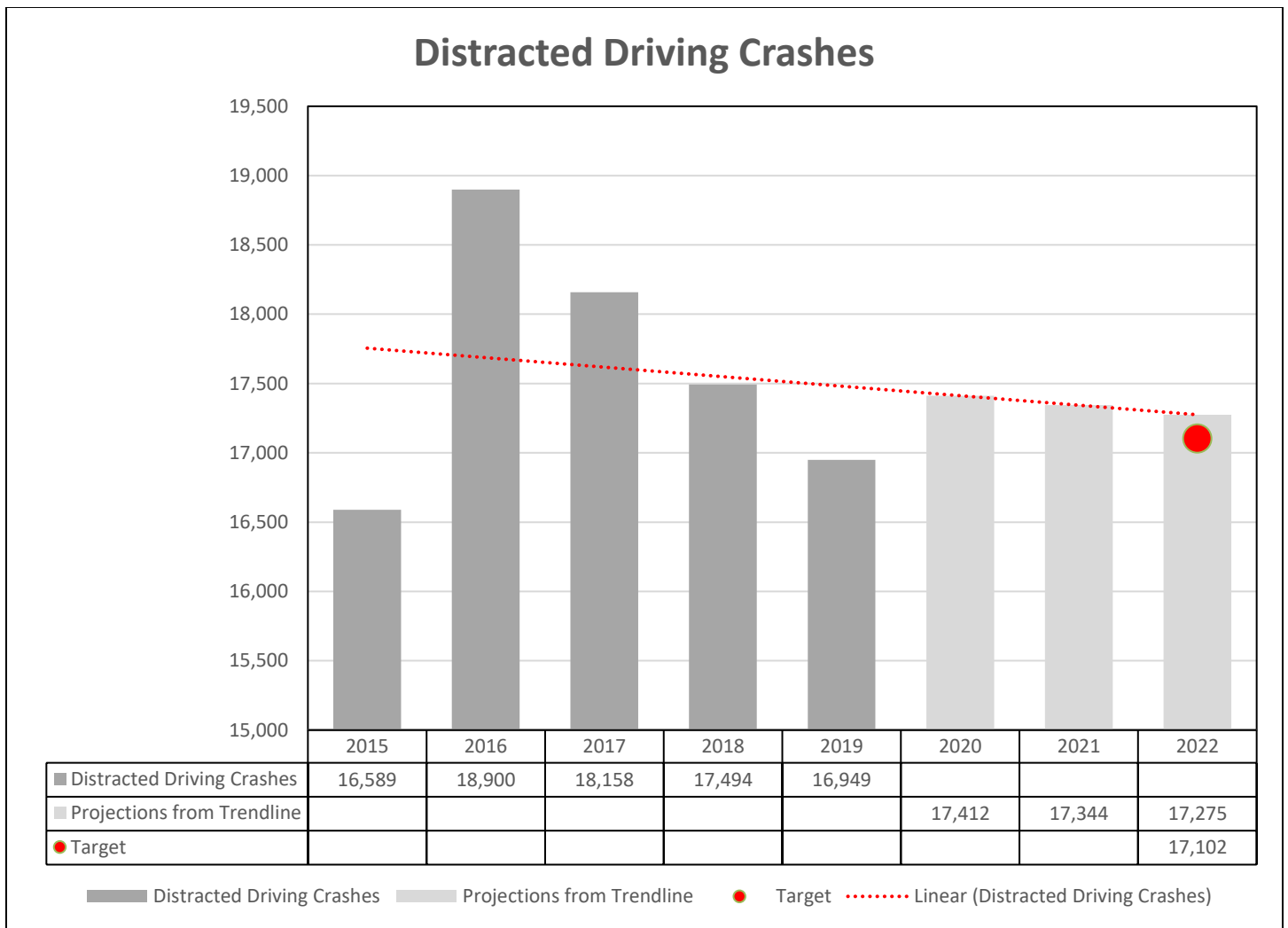
Distracted Driving Crashes

	2015	2016	2017	2018	2019	2020	2021	2022
Distracted Driving Crashes	16,589	18,900	18,158	17,494	16,949			
Projections from Trendline						17,412	17,344	17,275
Target								17,102

Legend: Distracted Driving Crashes · Projections from Trendline · Target · Linear (Distracted Driving Crashes)

Goal Statement

Number of Distracted Driving Crashes: The 2022 five-year average projection based upon the trendline indicates 17,275 distracted driving crashes. A one percent reduction in this projection would derive our goal of 17,102 distracted driving crashes in 2022. 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. The top twenty counties represent more than 75 percent of all crashes in 2019. 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

2019 Rank	County	Total Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	JOHNSON	11,864	18.34%	18.34%	STEP	IDDP	NSEP
2	SEDGWICK	11,268	17.42%	35.76%	STEP	IDDP	NSEP
3	SHAWNEE	4,538	7.02%	42.78%	STEP	IDDP	NSEP
4	WYANDOTTE	4,201	6.49%	49.27%	STEP	IDDP	NSEP
5	DOUGLAS	2,943	4.55%	53.82%	STEP	IDDP	
6	BUTLER	1,457	2.25%	56.08%	STEP		
7	SALINE	1,399	2.16%	58.24%	STEP	IDDP	
8	LEAVENWORTH	1,372	2.12%	60.36%	STEP	IDDP	NSEP
9	RILEY	1,322	2.04%	62.40%	STEP	IDDP	
10	RENO	1,144	1.77%	64.17%	STEP	IDDP	NSEP
11	LYON	935	1.45%	65.62%	STEP		
12	COWLEY	891	1.38%	67.00%	STEP		
13	CRAWFORD	829	1.28%	68.28%	STEP		
14	MONTGOMERY	770	1.19%	69.47%	STEP	IDDP	
15	FINNEY	769	1.19%	70.66%	STEP		
16	FORD	730	1.13%	71.79%	STEP	IDDP	
17	BARTON	721	1.11%	72.90%	STEP		
18	ELLIS	721	1.11%	74.01%	STEP	IDDP	
19	MIAMI	715	1.11%	75.12%	STEP	IDDP	
20	GEARY	674	1.04%	76.16%	STEP		
21	SUMNER	616	0.95%	77.11%	STEP		
22	HARVEY	607	0.94%	78.05%	STEP		
23	MCPHERSON	553	0.85%	78.91%	STEP		
24	POTTAWATOMIE	520	0.80%	79.71%	STEP		
25	FRANKLIN	472	0.73%	80.44%	STEP		

26	SEWARD	423	0.65%	81.10%	STEP		
27	JEFFERSON	420	0.65%	81.74%			
28	LABETTE	418	0.65%	82.39%	STEP		
29	ATCHISON	407	0.63%	83.02%	STEP		
30	DICKINSON	406	0.63%	83.65%			
31	CHEROKEE	364	0.56%	84.21%	STEP		
32	BOURBON	353	0.55%	84.76%	STEP		
33	NEOSHO	346	0.53%	85.29%			
34	MARION	319	0.49%	85.78%	STEP		
35	JACKSON	289	0.45%	86.23%			
36	WABAUNSEE	281	0.43%	86.67%			
37	KINGMAN	280	0.43%	87.10%			
38	COFFEY	276	0.43%	87.53%	STEP		
39	ALLEN	273	0.42%	87.95%	STEP		
40	LINN	261	0.40%	88.35%	STEP	IDDP	
41	ELLSWORTH	247	0.38%	88.73%	STEP		
42	BROWN	243	0.38%	89.11%	STEP		
43	RUSSELL	240	0.37%	89.48%			
44	RICE	238	0.37%	89.85%	STEP		
45	ANDERSON	224	0.35%	90.19%	STEP		
46	PRATT	220	0.34%	90.53%	STEP		
47	NEMAHA	214	0.33%	90.86%			
48	MARSHALL	213	0.33%	91.19%			
49	PAWNEE	209	0.32%	91.52%			
50	THOMAS	205	0.32%	91.83%			
51	CLOUD	204	0.32%	92.15%	STEP		
52	OSAGE	201	0.31%	92.46%	STEP	IDDP	
53	WILSON	200	0.31%	92.77%	STEP		
54	WASHINGTON	196	0.30%	93.07%			
55	NORTON	192	0.30%	93.37%	STEP		
56	CHASE	184	0.28%	93.65%			
57	GREENWOOD	175	0.27%	93.92%	STEP		
58	CLAY	166	0.26%	94.18%	STEP		
59	MITCHELL	164	0.25%	94.43%			
60	STAFFORD	163	0.25%	94.69%			
61	REPUBLIC	162	0.25%	94.94%			
62	HARPER	159	0.25%	95.18%			
63	OTTAWA	150	0.23%	95.41%			
64	SHERMAN	148	0.23%	95.64%			
65	MORRIS	141	0.22%	95.86%			

66	BARBER	139	0.21%	96.08%			
67	LINCOLN	138	0.21%	96.29%			
68	RUSH	136	0.21%	96.50%			
69	ROOKS	121	0.19%	96.69%	STEP		
70	GRAY	114	0.18%	96.86%	STEP		
71	WOODSON	103	0.16%	97.02%	STEP		
72	TREGO	102	0.16%	97.18%			
73	GOVE	100	0.15%	97.33%			
74	PHILLIPS	95	0.15%	97.48%			
75	GRANT	90	0.14%	97.62%			
76	KIOWA	84	0.13%	97.75%	STEP		
77	SMITH	82	0.13%	97.88%			
78	CHAUTAUQUA	80	0.12%	98.00%			
79	HODGEMAN	79	0.12%	98.12%			
80	SCOTT	79	0.12%	98.25%			
81	JEWELL	72	0.11%	98.36%			
82	DONIPHAN	71	0.11%	98.47%	STEP		
83	LOGAN	70	0.11%	98.57%			
84	EDWARDS	65	0.10%	98.68%			
85	OSBORNE	65	0.10%	98.78%			
86	ELK	63	0.10%	98.87%	STEP		
87	NESS	60	0.09%	98.97%			
88	GRAHAM	59	0.09%	99.06%			
89	SHERIDAN	59	0.09%	99.15%			
90	HAMILTON	58	0.09%	99.24%			
91	KEARNY	58	0.09%	99.33%	STEP		
92	HASKELL	54	0.08%	99.41%			
93	MORTON	47	0.07%	99.48%			
94	CLARK	45	0.07%	99.55%			
95	WICHITA	45	0.07%	99.62%			
96	CHEYENNE	36	0.06%	99.68%			
97	MEADE	34	0.05%	99.73%	STEP		
98	STEVENS	34	0.05%	99.78%			
99	LANE	27	0.04%	99.83%			
100	COMANCHE	26	0.04%	99.87%			
101	GREELEY	26	0.04%	99.91%			
102	RAWLINS	22	0.03%	99.94%			
103	WALLACE	21	0.03%	99.97%			
104	DECATUR	17	0.03%	100.00%			
105	STANTON	1	0.00%	100.00%			
	Total	64,682					

*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 362 fatal crashes in 2019. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. The top 40 counties represent more than 80 percent of all fatal crashes in 2019. 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

2019 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	51	14.09%	14.09%	STEP	IDDP	NSEP
2	JOHNSON	28	7.73%	21.82%	STEP	IDDP	NSEP
3	WYANDOTTE	21	5.80%	27.62%	STEP	IDDP	NSEP
4	LEAVENWORTH	16	4.42%	32.04%	STEP	IDDP	NSEP
5	SHAWNEE	13	3.59%	35.64%	STEP	IDDP	NSEP
6	RENO	11	3.04%	38.67%	STEP	IDDP	NSEP
7	DOUGLAS	10	2.76%	41.44%	STEP	IDDP	
8	MONTGOMERY	10	2.76%	44.20%	STEP	IDDP	
9	BUTLER	9	2.49%	46.69%	STEP		
10	FRANKLIN	8	2.21%	48.90%	STEP		
11	CRAWFORD	7	1.93%	50.83%	STEP		
12	GEARY	7	1.93%	52.76%	STEP		
13	SALINE	7	1.93%	54.70%	STEP	IDDP	
14	FINNEY	6	1.66%	56.35%	STEP		
15	JEFFERSON	5	1.38%	57.73%			
16	LABETTE	5	1.38%	59.12%	STEP		
17	MEADE	5	1.38%	60.50%	STEP		
18	SUMNER	5	1.38%	61.88%	STEP		
19	BARTON	4	1.10%	62.98%	STEP		
20	BROWN	4	1.10%	64.09%	STEP		
21	CHASE	4	1.10%	65.19%			
22	HAMILTON	4	1.10%	66.30%			
23	HARVEY	4	1.10%	67.40%	STEP		
24	LYON	4	1.10%	68.51%	STEP		

25	MCPHERSON	4	1.10%	69.61%	STEP		
26	OSAGE	4	1.10%	70.72%		IDDP	
27	RILEY	4	1.10%	71.82%	STEP	IDDP	
28	THOMAS	4	1.10%	72.93%			
29	WILSON	4	1.10%	74.03%	STEP		
30	CHAUTAUQUA	3	0.83%	74.86%			
31	COWLEY	3	0.83%	75.69%	STEP		
32	FORD	3	0.83%	76.52%	STEP	IDDP	
33	MARION	3	0.83%	77.35%	STEP		
34	MIAMI	3	0.83%	78.18%	STEP	IDDP	
35	POTTAWATOMIE	3	0.83%	79.01%	STEP		
36	REPUBLIC	3	0.83%	79.83%			
37	ATCHISON	2	0.55%	80.39%	STEP		
38	BARBER	2	0.55%	80.94%			
39	BOURBON	2	0.55%	81.49%	STEP		
40	CHEROKEE	2	0.55%	82.04%	STEP		
41	CHEYENNE	2	0.55%	82.60%			
42	DECATUR	2	0.55%	83.15%			
43	DICKINSON	2	0.55%	83.70%			
44	DONIPHAN	2	0.55%	84.25%	STEP		
45	ELLIS	2	0.55%	84.81%	STEP	IDDP	
46	ELLSWORTH	2	0.55%	85.36%	STEP		
47	GRANT	2	0.55%	85.91%			
48	GREENWOOD	2	0.55%	86.46%	STEP		
49	HARPER	2	0.55%	87.02%			
50	LINN	2	0.55%	87.57%	STEP	IDDP	
51	MARSHALL	2	0.55%	88.12%			
52	NEMAHA	2	0.55%	88.67%			
53	OTTAWA	2	0.55%	89.23%			
54	SEWARD	2	0.55%	89.78%	STEP		
55	SHERIDAN	2	0.55%	90.33%			
56	TREGO	2	0.55%	90.88%			
57	WABAUNSEE	2	0.55%	91.44%			
58	WICHITA	2	0.55%	91.99%			
59	WOODSON	2	0.55%	92.54%	STEP		
60	ALLEN	1	0.28%	92.82%	STEP		
61	CLARK	1	0.28%	93.09%			
62	CLOUD	1	0.28%	93.37%	STEP		
63	COFFEY	1	0.28%	93.65%	STEP		
64	COMANCHE	1	0.28%	93.92%			
65	ELK	1	0.28%	94.20%	STEP		
66	GOVE	1	0.28%	94.48%			
67	GRAY	1	0.28%	94.75%	STEP		
68	HASKELL	1	0.28%	95.03%			

69	HODGEMAN	1	0.28%	95.30%			
70	JACKSON	1	0.28%	95.58%			
71	KEARNY	1	0.28%	95.86%	STEP		
72	LANE	1	0.28%	96.13%			
73	LINCOLN	1	0.28%	96.41%			
74	MORRIS	1	0.28%	96.69%			
75	MORTON	1	0.28%	96.96%			
76	NESS	1	0.28%	97.24%			
77	NORTON	1	0.28%	97.51%	STEP		
78	PAWNEE	1	0.28%	97.79%			
79	PRATT	1	0.28%	98.07%	STEP		
80	RAWLINS	1	0.28%	98.34%			
81	RICE	1	0.28%	98.62%	STEP		
82	RUSH	1	0.28%	98.90%			
83	RUSSELL	1	0.28%	99.17%			
84	SHERMAN	1	0.28%	99.45%			
85	STEVENS	1	0.28%	99.72%			
86	WASHINGTON	1	0.28%	100.00%			
87	ANDERSON	0	0.00%	100.00%	STEP		
88	CLAY	0	0.00%	100.00%	STEP		
89	EDWARDS	0	0.00%	100.00%			
90	GRAHAM	0	0.00%	100.00%			
91	GREELEY	0	0.00%	100.00%			
92	JEWELL	0	0.00%	100.00%			
93	KINGMAN	0	0.00%	100.00%			
94	KIOWA	0	0.00%	100.00%	STEP		
95	LOGAN	0	0.00%	100.00%			
96	MITCHELL	0	0.00%	100.00%			
97	NEOSHO	0	0.00%	100.00%			
98	OSBORNE	0	0.00%	100.00%			
99	PHILLIPS	0	0.00%	100.00%			
100	ROOKS	0	0.00%	100.00%	STEP		
101	SCOTT	0	0.00%	100.00%			
102	SMITH	0	0.00%	100.00%			
103	STAFFORD	0	0.00%	100.00%			
104	STANTON	0	0.00%	100.00%			
105	WALLACE	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 2019. 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 impaired driving, providing training opportunities through our Traffic Safety Resource Prosecutor, and worked with the local media to address the problem.

Table 6

2019 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	JOHNSON	493	18.87%	18.87%	STEP	IDDP	NSEP
2	SEDGWICK	438	16.77%	35.64%	STEP	IDDP	NSEP
3	WYANDOTTE	207	7.92%	43.57%	STEP	IDDP	NSEP
4	SHAWNEE	171	6.55%	50.11%	STEP	IDDP	NSEP
5	DOUGLAS	126	4.82%	54.94%	STEP	IDDP	
6	COWLEY	75	2.87%	57.81%	STEP		
7	RILEY	71	2.72%	60.53%	STEP	IDDP	
8	SALINE	58	2.22%	62.75%	STEP	IDDP	
9	CRAWFORD	56	2.14%	64.89%	STEP		
10	LEAVENWORTH	53	2.03%	66.92%	STEP	IDDP	NSEP
11	FORD	48	1.84%	68.76%	STEP	IDDP	
12	RENO	48	1.84%	70.60%	STEP	IDDP	NSEP
13	FINNEY	44	1.68%	72.28%	STEP		
14	LYON	39	1.49%	73.77%	STEP		
15	MONTGOMERY	38	1.45%	75.23%	STEP	IDDP	
16	BUTLER	35	1.34%	76.57%	STEP		
17	GEARY	32	1.23%	77.79%	STEP		
18	SUMNER	29	1.11%	78.91%	STEP		
19	HARVEY	26	1.00%	79.90%	STEP		
20	ELLIS	25	0.96%	80.86%	STEP	IDDP	
21	SEWARD	22	0.84%	81.70%	STEP		
22	CHEROKEE	19	0.73%	82.43%	STEP		
23	MIAMI	19	0.73%	83.15%	STEP	IDDP	
24	FRANKLIN	17	0.65%	83.81%	STEP		
25	GREENWOOD	17	0.65%	84.46%	STEP		
26	ATCHISON	16	0.61%	85.07%	STEP		
27	MCPHERSON	16	0.61%	85.68%	STEP		
28	BARTON	14	0.54%	86.22%	STEP		
29	DICKINSON	14	0.54%	86.75%			

30	LABETTE	14	0.54%	87.29%	STEP		
31	NEOSHO	14	0.54%	87.83%			
32	JACKSON	13	0.50%	88.32%			
33	JEFFERSON	13	0.50%	88.82%			
34	HARPER	12	0.46%	89.28%			
35	THOMAS	12	0.46%	89.74%			
36	POTTAWATOMIE	10	0.38%	90.12%	STEP		
37	MARSHALL	9	0.34%	90.47%			
38	WABAUNSEE	9	0.34%	90.81%			
39	ALLEN	8	0.31%	91.12%	STEP		
40	BOURBON	8	0.31%	91.42%	STEP		
41	COFFEY	8	0.31%	91.73%	STEP		
42	MARION	8	0.31%	92.04%	STEP		
43	NEMAHA	8	0.31%	92.34%			
44	OSAGE	8	0.31%	92.65%	STEP	IDDP	
45	RICE	8	0.31%	92.96%	STEP		
46	ANDERSON	7	0.27%	93.22%	STEP		
47	BROWN	7	0.27%	93.49%	STEP		
48	DONIPHAN	7	0.27%	93.76%	STEP		
49	ELLSWORTH	7	0.27%	94.03%	STEP		
50	LINN	7	0.27%	94.30%	STEP	IDDP	
51	WILSON	7	0.27%	94.56%	STEP		
52	KINGMAN	6	0.23%	94.79%			
53	MORRIS	6	0.23%	95.02%			
54	RUSSELL	6	0.23%	95.25%			
55	WASHINGTON	6	0.23%	95.48%			
56	GRANT	5	0.19%	95.67%			
57	HASKELL	5	0.19%	95.87%			
58	HODGEMAN	5	0.19%	96.06%			
59	MITCHELL	5	0.19%	96.25%			
60	RUSH	5	0.19%	96.44%			
61	EDWARDS	4	0.15%	96.59%			
62	GRAY	4	0.15%	96.75%	STEP		
63	LINCOLN	4	0.15%	96.90%			
64	NORTON	4	0.15%	97.05%	STEP		
65	OSBORNE	4	0.15%	97.21%			
66	PRATT	4	0.15%	97.36%	STEP		
67	SHERMAN	4	0.15%	97.51%			
68	WOODSON	4	0.15%	97.66%	STEP		
69	BARBER	3	0.11%	97.78%			
70	CLAY	3	0.11%	97.89%	STEP		
71	GREELEY	3	0.11%	98.01%			
72	JEWELL	3	0.11%	98.12%			
73	LOGAN	3	0.11%	98.24%			

74	PAWNEE	3	0.11%	98.35%			
75	ROOKS	3	0.11%	98.47%	STEP		
76	TREGO	3	0.11%	98.58%			
77	WICHITA	3	0.11%	98.70%			
78	CHAUTAUQUA	2	0.08%	98.77%			
79	CLARK	2	0.08%	98.85%			
80	CLOUD	2	0.08%	98.93%	STEP		
81	GOVE	2	0.08%	99.00%			
82	KEARNY	2	0.08%	99.08%	STEP		
83	KIOWA	2	0.08%	99.16%	STEP		
84	LANE	2	0.08%	99.23%			
85	MEADE	2	0.08%	99.31%	STEP		
86	MORTON	2	0.08%	99.39%			
87	PHILLIPS	2	0.08%	99.46%			
88	SHERIDAN	2	0.08%	99.54%			
89	STAFFORD	2	0.08%	99.62%			
90	CHASE	1	0.04%	99.66%			
91	DECATUR	1	0.04%	99.69%			
92	ELK	1	0.04%	99.73%	STEP		
93	NESS	1	0.04%	99.77%			
94	OTTAWA	1	0.04%	99.81%			
95	REPUBLIC	1	0.04%	99.85%			
96	SCOTT	1	0.04%	99.89%			
97	SMITH	1	0.04%	99.92%			
98	STEVENS	1	0.04%	99.96%			
99	WALLACE	1	0.04%	100.00%			
100	CHEYENNE	0	0.00%	100.00%			
101	COMANCHE	0	0.00%	100.00%			
102	GRAHAM	0	0.00%	100.00%			
103	HAMILTON	0	0.00%	100.00%			
104	RAWLINS	0	0.00%	100.00%			
105	STANTON	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 2020, 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.

County	Yearly Belt Use Rates, S1200 Road Type 2020 Belt Use Rate, Alphabetical by County		
	2018	2019	2020
Atchison	78.1%	82.4%	82.0%
Butler	81.5%	68.9%	88.5%
Chase	68.6%	64.9%	59.2%
Coffey	89.7%	91.1%	60.9%
Cowley	86.9%	92.2%	87.9%
Crawford	71.8%	88.3%	84.9%
Douglas	95.7%	94.3%	95.5%
Ellsworth	90.4%	87.4%	91.9%
Franklin	87.2%	86.2%	87.6%
Gove	61.7%	68.2%	69.0%
Harvey	89.1%	87.1%	88.6%
Haskell	92.9%	97.3%	68.8%
Jefferson	85.1%	88.2%	81.8%
Johnson	96.4%	94.1%	97.3%
Labette	84.3%	94.6%	84.7%
Leavenworth	89.6%	89.5%	89.4%
Lyon	83.0%	51.7%	58.9%
Montgomery	71.2%	82.5%	81.6%
Reno	93.4%	95.2%	88.5%
Riley	90.7%	88.7%	80.4%
Saline	84.9%	85.4%	85.6%
Sedgwick	90.3%	90.9%	85.7%
Seward	94.4%	91.0%	65.8%
Shawnee	91.5%	95.9%	79.0%
Wabaunsee	75.1%	72.7%	63.9%
Wyandotte	90.8%	90.3%	83.6%

Adult Observational Survey

As Federally required, Kansas performs an adult observational seat belt survey immediately following the national Click it or Ticket mobilization. This data not only gives us our statewide observational use number but allows us to target counties with low belt use. Coupled with state crash data and the seat belt

survey numbers, the SHSO or law enforcement liaisons will reach out to the counties and offer assistance in the form of overtime enforcement, enhanced education, media or other proven countermeasures.

Belt Use Rates, Ranked by Percent Belted - 2020				
County	**S1100**	**S1200**	**S1400**	***Percent Belted**
Johnson	97.5%	97.3%	93.7%	96.8%
Douglas	98.4%	95.5%	84.2%	94.7%
Ellsworth	93.7%	91.9%	72.7%	91.3%
Franklin	94.5%	87.6%	70.0%	89.5%
Butler	90.8%	88.5%	85.8%	88.9%
Gove	94.5%	69.0%	40.0%	88.4%
Wabaunsee	96.7%	63.9%	47.8%	88.3%
Leavenworth	91.5%	89.4%	78.0%	88.0%
Harvey	88.8%	88.6%	79.1%	87.5%
Reno		88.5%	81.1%	87.1%
Saline	89.4%	85.6%	77.2%	86.3%
Sedgwick	87.8%	85.7%	84.2%	85.8%
Cowley		87.9%	69.7%	84.3%
Wyandotte	85.7%	83.6%	73.8%	83.8%
Crawford		84.9%	77.1%	83.4%
Jefferson		81.8%	86.7%	82.6%
Shawnee	85.8%	79.0%	84.9%	81.7%
Labette		84.7%	57.1%	80.5%
Chase	92.5%	59.2%	76.0%	80.5%
Atchison		82.0%	66.7%	78.7%
Montgomery		81.6%	52.9%	77.0%
Riley	94.5%	80.4%	68.1%	76.5%
Lyon	87.5%	58.9%	83.3%	76.6%
Coffey	89.3%	60.9%	86.7%	73.9%
Haskell		68.8%	42.9%	63.8%
Seward		65.8%	41.7%	61.1%
*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 assists 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 four high-visibility enforcement campaigns, each of which is tied to a national holiday: Thanksgiving (occupant protection and DUI focus), Click It or Ticket (Memorial Day) and DUI mobilizations tied to New Year's Eve and Labor Day. 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 22, 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 import role of enforcement in reducing injury and death on Kansas roads. 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:	Planning and Administration	Source Fiscal Year:	2021
Sub-Recipient:	KDOT	Funding Source ID:	FAST Act 402
Estimated Funding Amounts:	$40,000	Match Amount:	$0
Indirect Cost:	No	Local Benefit:	$0
Project Number (Unique ID):	SP-1400-22	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 Program Management and individual program area specialties. Additionally, the TSS section will continue the engagement with GHSA on hiring a vendor to update the policies and procedures manual. The objective of the project with GHSA is to ensure the highway safety office is following all current federal regulations, detail workflows and document contract procedures in the office to assist in preparation for an electronic grants management system we plan to implement in FFY 22.

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 2013 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 2022 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 oversite from the State Highway Safety Engineer.

Impaired Driving Task Force

2021 ROSTER IMPAIRED DRIVING EMPHASIS TEAM

	NAME	E-MAIL	ORGANIZATION & TITLE
1	VACANT		Kansas Department of Transportation-State Highway Safety Engineer
2	CHRIS BORTZ	Chris.Bortz@ks.gov	Kansas Department of Transportation-Manager State Highway Safety Office
3	KAREN WITTMAN	kwittman@wycokck.org	Wyandotte County District Attorney Deputy District Attorney
4	GARY HERMAN	Gary.Herman@ks.gov	Kansas Department of Transportation-Traffic Safety Assistant Manager
5	LACEY HANE	lacy.hane@ks.gov	KS Department of Revenue Court Liaison for KDOR
6	TROY WELLS	Wellsd0537@cox.net	Kansas Department of Transportation-Law Enforcement Liaison
7	ALVIN ACKERMAN	Alackerman491@gmail.com	Kansas Department of Transportation-Law Enforcement Liaison
8	BOB HAMILTON	bobhlel@gmail.com	Kansas Department of Transportation-Law Enforcement Liaison
9	LORI HASKETT	Lori.Haskett@dot.gov	NHTSA REGION 7 Office NHTSA Region 7
10	LORI MARSHALL	Lori.Marshall@madd.org	Director, MADD KANSAS
11	MICHAEL CHRISTOPHER	Michael.Christopher@dot.gov	USDOT FEDERAL MOTOR CARRIER SAFETY ADMINISTRATION Safety Specialist

12	LT. MARK FRENCH	MFrench@rileycountypolice.org	Riley County Police Department Commander
13	KRISTI CARTER	Kristi.Carter@kbi.ks.gov	Kansas Bureau of Investigation Forensic Lab
14	CAPT. CHRIS BAUER	Christopher.Bauer@KS.GOV	Kansas Highway Patrol KHP Academy Director
15	DANIEL KISER II	dkiserlel@gmail.com	Kansas Department of Transportation Law Enforcement Liaison SE Kansas
16	LT. MATT PAYNE	matthew.payne@ks.gov	Kansas Highway Patrol Breath Alcohol Unit
17	JULINNE KEMP	Julinne.Kemp@jocogov.org	Johnson County Sheriff Lab Forensic Scientist III--Toxicology
18	LESLIE MOORE	Leslie.Moore@kbi.state.ks.us	Kansas Bureau of Investigation Forensics Laboratory
19	SHAWN STEWARD	ssteward@aaa-alliedgroup.com	AAA KANSAS Manager of Public and Governmental Affairs
20	COREY KENNEY	Corey.kenney@ag.ks.gov	Office of the Kansas Attorney General Traffic Safety Resource Prosecutor
21	AMANDA PFANNENSTIEL	Amanda.pfannenstiel@ks.gov	Kansas Department of Health and Environment Breath Alcohol Unit
22	LAURIE MARTINEZ	Laurie.Martinez@ks.gov	Kansas Highway Patrol Ignition Interlock Program
23	KENT SELK	kent.selk@ks.gov	Kansas Department of Revenue Driver's License Bureau Supervisor
24	TIM ANDERSON	Tim.anderson@ks.gov	Kansas Highway Patrol Breath Alcohol Unit Instructor
25	LT. BRADLEY DIEL	Bradley.Diel@jcks.com	Junction City Police Lieutenant
26	AARON BREITENBACH	Aaron.Breitenbach@sedgwick.gov	Chief Attorney-Traffic Division Sedgwick CO. District Attorney's Office
27	CARRIE HODGES	Carrie.Hodges@KBI.STATE.KS.US	KANSAS BUREAU OF INVESTIGATION FORENSICS CRIME LAB

Performance Target Justification

> **C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above**: The 2022 five-year average projection based upon the trendline indicates 92 fatalities with a BAC of .08 or above. A one percent reduction in this projection would derive our goal of 91 fatalities with a BAC of .08 or above in 2022. 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:**	**2019**
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-4700-22**	**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:**	**2019**
Sub-Recipient:	**Kansas Department of Health and Environment**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Mid**
Estimated Funding Amounts:	**$15,000**	**Match: $0**	**$0**
Indirect Cost:	**$0**	**Local Benefit: $0**	**$0**
Project Number (Unique ID):	**SP-4702-22**	**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. This project will also continue the state's efforts to connect with all Stationary Evidentiary Breath Testing Instruments. 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:**	**2019**
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-4710-22**	**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:**	**2019**
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-2251-22**	**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.

<u>Rationale</u>

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:	$200,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-4709-22	Eligible Use of Funds:	405d Impaired Driving Mid (FAST)
Federal Equipment: No			

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:	2021
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):	SP-1703-22	Eligible Use of Funds:	FAST Act 402
Federal Equipment: No			

This project will support the TSRP (SP-4709-22) on training and specific traffic law cases on non-impaired driving issues.

Countermeasure Strategy: High Visibility Enforcement:

<u>Project Safety Impacts</u>

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:	$57,396	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-2253-22	Eligible Use of Funds:	Youth Alcohol (FAST)
Federal Equipment: No			

This project provides overtime funding for Alcoholic Beverage Control (ABC) and local law enforcement agencies to provide overtime enforcement of Kansas' underage drinking laws at the Heartland Stampede and through various other enforcement activities. Heartland Stampede is a three-day event which 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 with the objective of reducing underage drinking.

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:	$23,500	Match:	$0
Indirect Cost:	$0	Local Benefit:	100%
Project Number (Unique ID):	SP-2254-22	Eligible Use of Funds:	Youth Alcohol (FAST)
Federal Equipment: No			

Through a Destination Safe Grant application, the Overland Park Police Department objective is to target and reduce underage drinking in their community. The Overland Park Police Department will utilize this grant, through a coordinated effort, to focus on reducing access, provide education and enforce the underage drinking laws in their jurisdiction. Overland Park is the second largest city in the state and is in the most populous county in the state.

Countermeasure Strategy: High Visibility Enforcement

Project Name:	**Fake ID**	Source Fiscal Year:	**2020**
Sub-Recipient:	**DCCCA.org**	Funding Source ID:	**FAST Act NHTSA 402**
Funding Amounts:	**$30,000**	Match:	**$0**
Indirect Cost:	**$0**	Local Benefit:	**100%**
Project Number (Unique ID):	**SP-4701-22**	Eligible Use of Funds:	**Youth Alcohol (FAST)**
Federal Equipment:	**No**		

This project is based on the philosophy of the "Click it. Or ticket." mobilization NHTSA and the Kansas Department of Transportation implement for two weeks each year over Memorial Day. This innovative program combines education along with enforcement and paid/earned advertising to build public awareness. The project includes the active involvement of local media and law enforcement at every stage. The grant will be providing the funding for press releases, media contacts, radio, posters, and signage for liquor establishments. In addition, social media ads will run through the campaign specifically targeting 16- to 20-year-olds in targeted counties and any of the other counties identified for each enforcement period. A coalition of law enforcement will begin targeted enforcement of liquor establishments and social hosting/underage drinking parties. The enforcement activities will be routine enforcement with tickets issued and investigation of the production or sources of the fake IDs will also be conducted.

Countermeasure Strategy: High Visibility Enforcement:

Project Name:	**Impaired Driving Deterrence and Equipment Program**	Source Fiscal Year:	**2019**
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-4704-22**	Eligible Use of Funds:	**405d Impaired Driving (FAST)**
Federal Equipment:	**No**		

This project provides overtime funding and supplies for approximately twenty-six 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-4704-22	DG	Douglas County Sheriff
405(d)	SP-4704-22	DG	Lawrence Police Department
405(d)	SP-4704-22	EL	Hays Police Department
405(d)	SP-4704-22	FO	Dodge City Police Department
405(d)	SP-4704-22	JO	Johnson County Sheriff's Office
405(d)	SP-4704-22	JO	Mission Police Department
405(d)	SP-4704-22	JO	Olathe Police Department
405(d)	SP-4704-22	JO	Overland Park Police Department
405(d)	SP-4704-22	JO	Prairie Village Police Department
405(d)	SP-4704-22	JO	Shawnee Police Department
405(d)	SP-4704-22	LN	Linn Co Sheriff
405(d)	SP-4704-22	LV	Leavenworth Co Sheriff
405(d)	SP-4704-22	LV	Tonganoxie Police Department
405(d)	SP-4704-22	MI	Miami County Sheriff's Office
405(d)	SP-4704-22	MG	Coffeyville Police Department
405(d)	SP-4704-22	OS	Osage County Sheriff
405(d)	SP-4704-22	RL	Riley County Police Department
405(d)	SP-4704-22	RN	Hutchinson Police Department
405(d)	SP-4704-22	RN	Reno County Sheriff
405(d)	SP-4704-22	SA	Salina Police Department
405(d)	SP-4704-22	SG	Sedgwick County Sheriff
405(d)	SP-4704-22	SG	Wichita Police Department
405(d)	SP-4704-22	SN	Topeka Police Department
405(d)	SP-4704-22	SN	Shawnee Co Sheriff
405(d)	SP-4704-22	WY	Bonner Springs Police Department
405(d)	SP-4704-22	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-4706-22**	**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:	**$171,790**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4707-22**	**Eligible Use of Funds:**	**405d Impaired Driving Mid (FAST)**
Federal Equipment:	**No**		

The Kansas Highway Patrol (KHP) conducts 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 uses data driven analytics to focus their efforts in areas of the state with identified impaired driving problems.

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-4703-22**	**Eligible Use of Funds:**	**405d Impaired Driving Low (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 KHP troopers as Statewide IID Coordinators for training law enforcement officers and provides funding for their statewide travel. Local and state law enforcement need to know how to find the 4,000 offenders who do not comply with the Courts, how to identify circumvention, and what statues to use when arresting offenders. 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 will be conducted.

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

Distracted Driving

Distracted or inattentive driving is listed as a contributing circumstance in 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 2022 five-year average projection based upon the trendline indicates 17,275 distracted driving crashes. A one percent reduction in this projection would derive our goal of 17,102 distracted driving crashes in 2022. 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:	$100,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-4901-22	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. About 20 percent of all Kansas crashes involved a teen driver, a proportion about three times higher than would be expected for a group that comprises only about 5 percent 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 driver license law, but 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 2022 five-year average projection based upon the trendline indicates 58 drivers, age 20 or under, involved in a fatal crash in 2022. A one percent reduction in this projection would derive our goal

of 57 drivers, age 20 or under, involved in a fatal crash in 2022. 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

Driver 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

Driver 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

Driver 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 (Unique ID):	SP-1800-22	Eligible Use of Funds:	Drivers Education (FAST)
Federal Equipment:	No		

These funds will support a reimbursement program for young drivers. Each driver education provider may receive up to $200 for each student who meets these requirements, including but not limited to, being a Kansas resident, age 14-17, meet financial considerations and successfully complete the course. KDOT will engage entities that provide an approved course and reimburse them for the number of qualifying students. For School Year 2020-2021 almost 30 driver education providers have enrolled an estimated 1,100 students.

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. 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 2022 five-year average projection based upon the trendline indicates 55 motorcycle fatalities in 2022. A two percent reduction in this projection would derive our goal of 54 motorcycle fatalities in 2022. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

Goal Statement

C-8 Number of Unhelmeted Motorcycle Fatalities: The 2022 five-year average projection based upon the trendline indicates 37 unhelmeted motorcycle fatalities in 2022. A one percent reduction in this projection would derive our goal of 37 unhelmeted motorcycle fatalities in 2022. 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 412 motorcycle/moped operator crashes in 2019 involving another motor vehicle. Two hundred and twenty-eight of these crashes occurred in three counties and account for more than fifty percent of the total. This data shows the state will target Share the Road messages in Sedgwick, Johnson and Wyandotte 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							
		Crashes				People	
County	Year	Total	Fatal	Injury	PDO	Deaths	Injuries
SEDGWICK	2019	124	4	99	21	4	124
JOHNSON	2019	69	2	39	28	3	48
WYANDOTTE	2019	35	3	27	5	3	37
SHAWNEE	2019	20	0	15	5	0	15
DOUGLAS	2019	17	1	10	6	1	10
RILEY	2019	16	0	10	6	0	12
SALINE	2019	15	0	15	0	0	18
LEAVENWORTH	2019	11	1	6	4	1	15
CRAWFORD	2019	10	0	7	3	0	7
RENO	2019	10	0	7	3	0	9
MONTGOMERY	2019	6	0	5	1	0	5
WABAUNSEE	2019	6	1	4	1	1	5
LYON	2019	5	0	5	0	0	5

MIAMI	2019	5	1	4	0	1	6
COWLEY	2019	4	0	4	0	0	6
GEARY	2019	4	0	3	1	0	4
NEOSHO	2019	4	0	4	0	0	4
ATCHISON	2019	3	0	2	1	0	2
BUTLER	2019	3	0	1	2	0	1
FINNEY	2019	3	0	3	0	0	4
HARVEY	2019	3	0	2	1	0	2
LABETTE	2019	3	0	2	1	0	3
LINN	2019	3	1	2	0	1	3
CHEROKEE	2019	2	0	2	0	0	4
FORD	2019	2	0	2	0	0	2
FRANKLIN	2019	2	0	2	0	0	2
JEFFERSON	2019	2	0	2	0	0	4
NORTON	2019	2	0	2	0	0	2
POTTAWATOMIE	2019	2	0	2	0	0	3
PRATT	2019	2	0	1	1	0	1
BOURBON	2019	1	0	1	0	0	1
BROWN	2019	1	0	1	0	0	2
CHEYENNE	2019	1	0	1	0	0	2
CLAY	2019	1	0	1	0	0	5
CLOUD	2019	1	0	1	0	0	1
ELLIS	2019	1	0	0	1	0	0
HASKELL	2019	1	1	0	0	1	0
JACKSON	2019	1	0	1	0	0	1
KINGMAN	2019	1	0	1	0	0	1
LANE	2019	1	0	1	0	0	1
LINCOLN	2019	1	0	1	0	0	1
MARION	2019	1	0	1	0	0	1
MARSHALL	2019	1	0	1	0	0	1
OSBORNE	2019	1	0	1	0	0	1
OTTAWA	2019	1	0	1	0	0	1
RICE	2019	1	0	0	1	0	0
SCOTT	2019	1	0	1	0	0	1
THOMAS	2019	1	0	1	0	0	1
WOODSON	2019	1	1	0	0	1	1
Total		**412**	**16**	**304**	**92**	**17**	**385**

Reduction of fatalities and crashes in impaired motorcyclists

	FY 2022 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)			
	Calendar Year			
	2017		2018	
	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+
Kansas	56	12	65	11

The state of Kansas experienced one less motorcycle fatality where a motorcycle rider had a BAC of .08 or higher when comparing 2017 to 2018.

Description of the State's methods for collecting and analyzing data
The methodology for collecting crash reports in Kansas is through law enforcement agencies only. The law requirement concerning reportable crashes includes:

State Reportable Crashes
Data Collection Law: By state law KSA 8-1611, any crash which occurs on a public roadway and which results in death or injury to any person or total property damage of $1,000 or more must be reported to the Kansas Department of Transportation (KDOT) within ten (10) days of the investigation of the crash. Non-injury crashes whose total property damage is less than $1,000 and crashes which occur on private property are not reportable to KDOT. One exception to this is a fatal crash that takes place on private property. These reports must be submitted to KDOT to satisfy Federal requirements. A fatal crash is one that causes death of one or more persons either at the time of the crash, or within a 30-day period of the time and date of the crash.

Once an original or amended crash report which includes a motorcycle is received by KDOT, the data is loaded into the Kansas Crash Analysis Reporting System (KCARS) and is available for analysis. Data that is received and loaded into KCARS has gone through an extensive quality control process and will not upload into KCARS unless the critical elements are present on the report. Each crash report must be validated at the agency level prior to sending to KDOT. Data elements on the crash report and collection processes were the same in 2017 and 2018. On average, KDOT processes 60,000 crash reports annually and works with law enforcement each year to ensure we are getting all the reports per the established guidelines mentioned above.

Analysis of Crash data: Kansas law enforcement utilizes several forms to complete a motorcycle crash report. This detailed report is the basis for data analysis in KCARS. The Kansas Motor Vehicle Crash Reporting Manual is made available to all law enforcement and provides detailed instructions for completion of all the forms listed below.
- Form 850A is the Motor Vehicle Crash Report which contains: location information, responding law enforcement agency, county, city, severity, short narrative, weather conditions, if DUI suspected, work zone, road class, time of crash, diagram, etc.
- Form 850B includes driver and occupant data, such as driver's license information, contributing circumstances, driver impairment, etc.; vehicle data specific to each vehicle in the crash and vehicle sequence of events.

- Form 851 is the narrative report which contains an officer's complete description of the event, including witness statements, crash reconstruction data, and any other relevant crash investigation information. This form is required for fatality crashes and is strongly recommended for all crashes.
- Form 852 is used only if large/heavy vehicles (GCVWR over 10,000 lbs.) are involved.
- Form 854 is used to list additional passengers that were not listed on 850B and pedestrians.

An on-line training and evaluation for the proper completion of all forms has been made available through the Kansas Traffic Safety Resource Office website.

The Crash Data Unit at KDOT handles all queries, public and private, concerning motorcycle crash data. Kansas utilizes motorcycle crash data to review their motorcycle crash problem in the state. KDOT can conduct an analysis of any field on the crash report. Kansas utilizes data to determine causes of motorcycle crashes, and location of crashes so that media campaigns and traffic safety programs may be targeted, developed and implemented as part of the Highway Safety planning process.

Impaired Riding Program

Impaired Riding: There were 35 impaired motorcycle operator crashes in 2019. This data shows the state should target impaired-motorcycle educational and media resources in Johnson, Douglas, Wyandotte and Sedgwick Counties, which will reach more than half of all impaired motorcycle crashes in the state where the operator recorded a BAC of .08 or greater.

2019 Kansas Crash Data				
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+
ALLEN	0	0	0	0
ANDERSON	2	0	0	0
ATCHISON	5	0	0	0
BARBER	2	0	2	0
BARTON	2	0	0	0
BOURBON	4	0	0	0
BROWN	1	0	0	0
BUTLER	18	1	1	1
CHASE	1	0	0	0
CHAUTAUQUA	0	0	0	0
CHEROKEE	8	0	0	0
CHEYENNE	1	0	0	0
CLARK	1	0	1	0
CLAY	1	0	0	0
CLOUD	3	0	1	0
COFFEY	1	0	0	0
COMANCHE	0	0	0	0
COWLEY	13	2	1	0

CRAWFORD	18	1	0	0
DECATUR	0	0	0	0
DICKINSON	1	0	0	0
DONIPHAN	0	0	0	0
DOUGLAS	42	5	3	2
EDWARDS	0	0	0	0
ELK	0	0	0	0
ELLIS	5	0	0	0
ELLSWORTH	2	0	0	0
FINNEY	5	1	0	0
FORD	5	0	0	0
FRANKLIN	8	1	1	0
GEARY	15	0	0	0
GOVE	0	0	0	0
GRAHAM	0	0	0	0
GRANT	0	0	0	0
GRAY	1	0	0	0
GREELEY	0	0	0	0
GREENWOOD	4	0	0	0
HAMILTON	0	0	0	0
HARPER	1	0	0	0
HARVEY	7	0	0	0
HASKELL	1	1	1	1
HODGEMAN	0	0	0	0
JACKSON	4	0	0	0
JEFFERSON	10	0	0	0
JEWELL	0	0	0	0
JOHNSON	130	8	4	3
KEARNY	2	0	0	0
KINGMAN	5	0	0	0
KIOWA	1	0	0	0
LABETTE	7	0	0	0
LANE	1	0	0	0
LEAVENWORTH	26	0	3	0
LINCOLN	1	0	0	0
LINN	7	1	1	1
LOGAN	2	0	0	0
LYON	13	2	0	0
MARION	5	1	0	0
MARSHALL	3	0	0	0
MCPHERSON	5	0	0	0
MEADE	0	0	0	0
MIAMI	7	1	1	1
MITCHELL	1	0	0	0

MONTGOMERY	14	1	0	0
MORRIS	1	0	0	0
MORTON	0	0	0	0
NEMAHA	1	0	0	0
NEOSHO	4	0	0	0
NESS	0	0	0	0
NORTON	3	0	0	0
OSAGE	1	0	0	0
OSBORNE	1	0	0	0
OTTAWA	4	0	0	0
PAWNEE	0	0	0	0
PHILLIPS	1	0	0	0
POTTAWATOMIE	4	0	0	0
PRATT	4	0	0	0
RAWLINS	0	0	0	0
RENO	22	0	0	0
REPUBLIC	0	0	0	0
RICE	1	0	0	0
RILEY	20	0	0	0
ROOKS	0	0	0	0
RUSH	0	0	0	0
RUSSELL	2	0	0	0
SALINE	31	1	2	1
SCOTT	1	0	0	0
SEDGWICK	218	4	9	1
SEWARD	1	0	0	0
SHAWNEE	48	1	2	0
SHERIDAN	0	0	0	0
SHERMAN	1	1	0	0
SMITH	0	0	0	0
STAFFORD	1	0	0	0
STANTON	0	0	0	0
STEVENS	1	0	0	0
SUMNER	9	0	0	0
THOMAS	2	0	0	0
TREGO	0	0	0	0
WABAUNSEE	9	0	2	0
WALLACE	0	0	0	0
WASHINGTON	0	0	0	0
WICHITA	0	0	0	0
WILSON	1	0	0	0
WOODSON	2	0	1	0
WYANDOTTE	60	2	5	0
Totals	**876**	**35**	**41**	**11**

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:**	**2019**
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-4801-22**	**Eligible Use of Funds:**	**405f Motorcycle Safety 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 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, in 2020, more than 50 percent of fatal motorcycle operators were 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.

Motorcycle Operators Endorsement Status						
	Crashes			Fatalities		
	Endorsed	Unendorsed	Unendorsed %	Endorsed	Unendorsed	Unendorsed %
2019	424	391	48%	20	20	50%
2020	478	371	44%	30	35	54%

Countermeasure Strategy: Communication Campaign

Project Name:	**Motorcycle Awareness**	**Source Fiscal Year:**	**2020**
Sub-Recipient:	**John Nohe & Associates**	**Funding Source ID:**	**FAST Act 405f Motorcycle Programs**
Funding Amounts:	**$50,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4800-22**	**Eligible Use of Funds:**	**405f Motorcycle Safety 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-1300-22**	**Eligible Use of Funds:**	**Motorcycle Safety (FAST)**
Federal Equipment:	**No**		

Funding will be provided to fund overtime to the Kansas Highway Patrol and 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 2022 aimed at deterring impaired driving behaviors for all vehicle operators.

Impaired Motorcycle Operator Enforcement		
SP-1300-22	Gardner Police Department	$10,000
SP-1300-22	Johnson County Sheriff's Office	$10,000
SP-1300-22	Kansas City Police Department	$10,000
SP-1300-22	Lenexa Police Department	$10,000
SP-1300-22	Olathe Police Department	$10,000
SP-1300-22	Overland Park Police Department	$20,000
SP-1300-22	Sedgwick County Sheriff's Office	$20,000
SP-1300-22	Shawnee County Sheriff's Office	$20,000
SP-1300-22	Shawnee Police Department	$20,000
SP-1300-22	Topeka Police Department	$30,000
SP-1300-22	Wichita Police Department	$30,000
SP-1300-22	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 2020. 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 2022.

In addition to our educational efforts, there 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 2020, participation surpassed 170 police agencies even in the midst of the COVID-19 pandemic. Over that period, participating agencies have issued nearly 260,000 occupant restraint citations. In 2021, during the pandemic, STEP agencies wrote nearly 6,800 seatbelt tickets alone. Supplementing STEP has been the 2012 creation and continuation of a close derivative, the Nighttime Seatbelt Enforcement Program (NSEP). Additionally, local and state law enforcement have and will continue the voluntary, no-cost, school day (30 minutes before & after classes) High School and Middle School Enforcement Campaigns (March and September), which begun in 2013. In FFY 2020, the NSEP participating agency's ability to carry out enforcements were hampered greatly by the pandemic. The voluntary High School and Middle School Enforcement Campaigns statewide fall and spring school neighborhood activity engaged the efforts of nearly 100 agencies per campaign, which collectively issued 1,084 restraint citations.

The direct observational survey also provides the state with specific county data. This data is used to program resources including media and enforcement. Observed county belt use in the 26 observed counties can be found in the Traffic Safety Enforcement Program (TSEP) of the HSP. Additional information in this survey includes rural vs. urban rates and confirms that male pick-up truck drivers have the lowest observed rate. The observational survey will continue in FFY 22.

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 2022 five-year average projection based upon the trendline indicates 140 unrestrained fatalities. A one percent reduction in this projection would derive our goal of 139 unrestrained fatalities in 2022. 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 2022 five-year average projection based upon the trendline indicates 86 percent observed belt use. A one percent increase in this projection would derive our goal of 87 percent observed belt use in 2022. Based upon recent history, the trendline of the target, the one 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 97 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 30 CPS Instructors and 560 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.

FY2022 CPS Planned Training Schedule			
Proposed Date	**NHTSA 3-Day Child Passenger Safety Certification Classes (KTSRO)**	**Estimated Attendance**	**Status**
Oct 6-8	Emporia	10	
Oct 20-22	Junction City	11	
Feb 23-25	Topeka	15	
Mar 23-25	Scott City	14	
April 27-29	Haysville	17	
May 4-6	Hiawatha	14	
June 8-10	Pittsburg	14	
July 20-22	Haysville	14	
Aug 17-19	Topeka	14	
Sept 14-16	Buhler	14	
		137	
NHTSA 3-Day Child Passenger Safety Certification Classes (Outside Agency)			
Oct 20-23	Kansas City	6	
		6	
NHTSA 1-Day Renewal CPS Classes			
June 30	Emporia	10	
		10	

Kansas Child Passenger Safety Technician Update Trainings			
April	Virtually	150	
		150	
Safe Travel for All Children: Transporting Children with Special Healthcare Needs			
		0	
Total estimated attendance, all in-person trainings		**303**	
KTSRO CPS Online Webinars			
	Recorded CPS Technician Update Trainings	222	
Total estimated attendance, all on-line trainings		**222**	
Kansas Child Care Transportation Safety Online Course (KCCTO)			
10/15-10/22		13	
12/10-12/17		13	
2/18-2/25		16	
Total estimated attendance, all on-line trainings		**42**	

CPS Inspection Stations in Kansas

124 Total CPS Inspection Stations   74 Counties with CPS Inspection Stations

www.ktsro.org/child-passenger-safety   800-416-2522
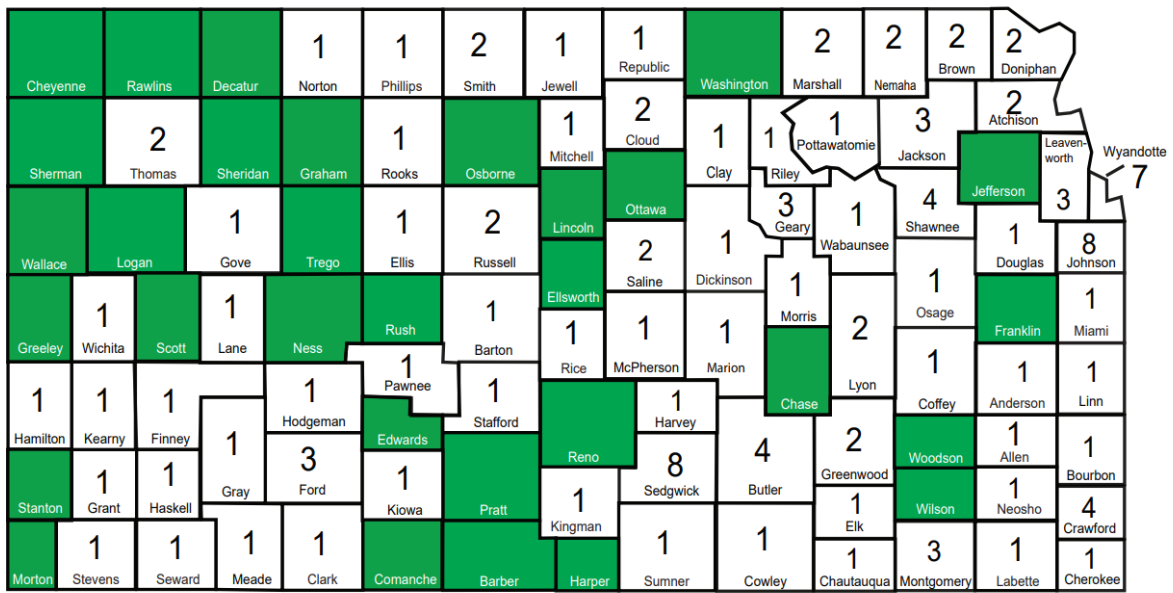
CPS Instructor and Technician Count

County	Value
Cheyenne	(blue)
Rawlins	(blue)
Decatur	(blue)
Norton	5
Phillips	2
Smith	3
Jewell	2
Republic	3
Washington	(blue)
Marshall	3
Nemaha	6
Brown	10, 1
Doniphan	1
Sherman	1, 5
Thomas	
Sheridan	(blue)
Graham	1
Rooks	
Osborne	(blue)
Mitchell	3
Cloud	1
Clay	4
Riley	21
Pottawatomie	7
Jackson	11
Atchison	4
Leavenworth	3, 1
Wyandotte	33, 1
Wallace	(blue)
Logan	(blue)
Gove	2
Trego	
Ellis	5, 1
Russell	4
Lincoln	(blue)
Ottawa	
Saline	6, 1
Dickinson	3
Geary	16
Wabaunsee	2
Shawnee	35, 6
Jefferson	3
Douglas	16, 3
Johnson	100, 7
10	

27 counties with no technicians

560 Technicians   31 Instructors

4/15/2021

Child Restraint Inspection Stations by Population

Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population July 1, 2016	County/ies Served	Multi-lingual	Hearing Impaired Assistance	Special Needs Description
Iola Police Department	Allen	12,714	Allen			
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			

Organization	County	Population	Counties Served	Languages	Col6	Col7	Col8
City-Cowley CO HD	Cowley	35,753	Cowley	Spanish, Laotian, Vietnamese, Guatemalan			
Ascension Via Christi Hospital	Crawford	39,164	Crawford, Cherokee				
Community Health Center of Southeast Kansas	Crawford		Crawford, Cherokee	Spanish Interpreters Available			
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		
Lawrence Kansas Police Department	Douglas	119,440	Douglas, Franklin, Jefferson, Leavenworth	Spanish by appointment			
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			
Ford County Fire & EMS	Ford		Ford				
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			
Grace Place Pregnancy Care Center	Grant	7,646	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				
Newton Medical Center	Harvey	34,913	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				
Safe Kids Prairie Band Potawatomi Nation	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		
Kingman County Health Department	Kingman	7,467	Kingman, Sedgwick, Reno			
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	
Basehor Police Department	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
Lyon County Sheriff's Office	Lyon		Lyon			
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		
Miami County Sheriff's Office	Miami	32,964	Miami			
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			
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			
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			
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	**2,692,252**	Total number of inspection stations is 125 Total number of inspection stations that service rural, urban and at-risk population is 125	**NUMBER OF COUNTIES WITH INSPECTION STATIONS**	**74**
POPULATION OF KANSAS	**2,907,289**		**NUMBER OF COUNTIES IN KANSAS**	**105**
PERCENT OF POPULATION WITH INSPECTION STATIONS	**93%**	Counties under 50,000 population are considered rural. By policy, only At-Risk Population are eligible for KDOT child safety seat distribution.	**PERCENT OF COUNTIES WITH INSPECTION STATIONS**	**70%**

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		
Franklin	25,560		
Graham	2,564		
Greeley	1,296		
Harper	5,685		
Jefferson	18,897		
Lincoln	3,073		
Logan	2,831		
Morton	2,848		
Ness	2,962		
Osborne	3,642		
Ottawa	5,920		
Pratt	9,584		
Rawlins	2,549		
Reno	63,220		
Rush	3,058		
Scott	5,032		
Sheridan	2,509		
Sherman	5,965		
Stanton	2,062		
Trego	2,872		
Wallace	1,497		
Washington	5,546		
Wilson	8,723		
Woodson	3,164		
POPULATION OF COUNTIES WITH NO INSPECTION STATIONS	**215,037**	**NUMBER OF COUNTIES WITH NO INSPECTION STATION**	**31**
PERCENT OF POPULATION WITH NO INSPECTION STATION	**7.4%**	**PERCENT 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 2020-21 school year, the state had expanded SAFE into 141 schools in 63 counties. KDOT will continue to promote and expand the program in FFY 2022 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 and a survey was not conducted in 2020 due to COVID. 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.

2020 - 2021 SAFE Counties and Schools					
County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage	% change
Allen	12,714	Iola High School	87		
Anderson	7,827	Anderson County Jr/Sr High School	77	79	2
Atchison	16,380	Atchison County Community High School	96		
Barber	4,688	South Barber High School	70	82	12
Barton	25,779	Great Bend High School	83	80	-3

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Barton		Great Bend Middle School	78	83	5
Bourbon	14,617	Uniontown High School	79	81	2
Butler	67,025	Andover Central High School	99	99	0
Butler		Andover High School	99	96	-3
Butler		Douglass High School	78	93	15
Butler		Flinthills High School	88	87	-1
Butler		Remington High School	95	94	-1
Cherokee	20,246	Baxter Springs High School	88	97	9
Cherokee		Columbus High School	84	88	4
Cherokee		Galena High School	97	97	0
Cherokee		Riverton High School	96	85	-11
Cloud	9,150	Concordia Jr/Sr High School	85	85	0
Coffey	8,433	Burlington High School	89	93	4
Coffey		Southern Coffey County High School	96	100	4
Coffey		Waverly High School	86		
Cowley	35,753	Arkansas City High School	95		
Cowley		Arkansas City Middle School	98		
Cowley		Dexter Jr-Sr High School		70	
Cowley		Udall Jr-Sr High School	93	93	0
Crawford	39,164	Frontenac High School	86	92	6
Crawford		Girard High School	85	80	-5
Crawford		Northeast High School	93	94	1
Crawford		Pittsburg High School	77	78	1
Crawford		Southeast High School	93	91	-2
Crawford		St. Mary's Colgan High School	95	99	4
Dickinson	19,064	Chapman High School			
Dickinson		Herington High School	94		
Doniphan	7,664	Doniphan West Jr/Sr High School	61	63	2
Doniphan		Riverside High School	81	79	-2
Edwards	2,938	Kinsley Jr-Sr High School	70	50	-20
Elk	2,547	West Elk USD 282	79	81	2
Ellis	28,893	Hays High School	91	91	0
Ellsworth	6,328	Ellsworth Jr/Sr High School	85		
Ford	33,971	Dodge City High School	83	88	5
Franklin	25,560	Ottawa High School	99	96	-3
Gove	2,589	Wheatland High School	94	96	2
Greenwood	6,151	Eureka Jr/Sr High School	85	77	-8
Greenwood		Hamilton High School			
Greenwood		Madison High School	80	83	3
Hamilton	2,536	Syracuse High School	65	73	8
Harper	5,506	Chaparral Jr./Sr. High School			
Harvey	34,913	Burrton High School	73	77	4
Harvey		Sedgwick High School	99	93	-6
Haskell	4,006	Satanta High School	85	90	5
Haskell		Sublette High School	74	74	0

Jackson	13,291	Holton High School	88	95	7
Jackson		Holton Middle School	76	81	5
Jackson		Jackson Heights High School	99	99	0
Jackson		Royal Valley High School	96	95	-1
Jefferson	18,897	Jefferson West High School	94	87	-7
Jefferson		McLouth High School	87	94	7
Jefferson		Oskaloosa Jr/Sr High School	80	80	0
Jefferson		Perry-Lecompton School	90	86	-4
Jewell	2,901	Rock Hills High School	62	58	-4
Johnson	584,451	Blue Valley High School	99	98	-1
Johnson		Blue Valley North High School	99	100	1
Johnson		Blue Valley Northwest High School	95	95	0
Johnson		Blue Valley Southwest High School	99	99	0
Johnson		Blue Valley West High School	98	100	2
Johnson		DeSoto High School	96	96	0
Johnson		Olathe South High School	94	95	1
Johnson		Spring Hill High School	94	95	1
Kiowa	2,483	Kiowa County High School	87	85	-2
Leavenworth	80,204	Pleasant Ridge High School	94	1	-93
Linn	9,558	Pleasanton Jr/Sr High School	83	86	3
Lyon	33,510	Emporia High School			
Lyon		Hartford Jr-Sr High School	67	72	5
Lyon		Northern Heights High School	94	88	-6
Lyon		Olpe High School	80	74	-6
Marion	12,112	Centre USD 397	91	96	5
Marion		Goessel Jr/Sr High School	84	72	-12
Marion		Marion High School	66	86	20
McPherson	28,542	Smoky Valley High School	76	89	13
McPherson		Smoky Valley Middle School	86		
Mitchell	6,243	Beloit Jr/Sr High School	84	89	5
Montgomery	32,746	Caney Valley High School			
Montgomery		Independence High School	89	94	5
Morton	2,667	Elkhart High School	51	84	33
Nemaha	10,241	Centralia High School	89	82	-7
Nemaha		Nemaha Central High School	86		
Nemaha		Wetmore Academic Center	82	85	3
Neosho	16,146	Erie High School	88	86	-2
Norton	5,493	Norton Community High School	95	57	-38
Ottawa	5,920	Bennington High School	71	79	8
Ottawa		Tescott High School	79	78	-1
Phillips	5,428	Phillipsburg High School			
Pottawatomie	23,661	Flint Hills Christian School	91	92	1
Pottawatomie		Rock Creek Junior/Senior High School	96	95	-1
Pottawatomie		Wamego High School	88	90	2
Pratt	9,584	Pratt High School	81	80	-1

County	Population	School			
Reno	63,220	Hutchinson High School	97	90	-7
Rice	9,831	Lyons High and Middle School	82	85	3
Riley	73,343	Manhattan High School	93	97	4
Riley		Riley County High School	93	95	2
Saline	55,142	Lakewood Middle School	86	90	4
Saline		Sacred Heart Jr/Sr High School	89	99	10
Saline		Salina Central High School	81		
Saline		Salina South High School	97	86	-11
Saline		Salina South Middle School	87	94	7
Saline		Southeast of Saline High School	95	97	2
Scott		Scott Community High School	62		
Sedgwick	511,995	Cheney High School	89	87	-2
Sedgwick		Cheney Middle School	84	87	3
Sedgwick		Clearwater High School	100	100	0
Sedgwick		Eisenhower High School	98	99	1
Sedgwick		Goddard High School	95	98	3
Sedgwick		Maize High School	98	96	-2
Sedgwick		Maize Middle School			
Sedgwick		Valley Center High School	98	98	0
Sedgwick		Wichita East High School	98	96	-2
Shawnee	178,146	Rossville High School	96	97	1
Shawnee		Seaman High School	94	99	5
Shawnee		Shawnee Heights High School	93	97	4
Shawnee		Silver Lake High School	92	95	3
Shawnee		Washburn Rural High School	94	96	2
Sheridan	2,533	Hoxie High School			
Sherman	5,965	Goodland High School			
Smith	3,632	Smith Center Jr/Sr High School	83		
Smith		Thunder Ridge High School	80	90	10
Stafford	4,208	Macksville High School	79	76	-3
Stafford		St. John High School	70	80	10
Stafford		Stafford High School	60	56	-4
Sumner	23,272	Caldwell High School	66		
Sumner		Wellington High School	87	94	7
Thomas	7,892	Brewster High School	55	49	-6
Wabaunsee	6,891	Mission Valley High School	96	99	3
Wabaunsee		Wabaunsee High School	86	87	1
Wichita	2,112	Wichita County Jr/Sr High School	53	63	10
Wilson	8,723	Neodesha High School	88	93	5
Wyandotte	163,831	Bonner Springs High School	99	88	-11
Wyandotte		F.L. Schlagle High School	96		
Wyandotte		JC Harmon High School	95		
Wyandotte		Robert E. Clark Middle School	99	88	-11
Wyandotte		Sumner Academy High School	98		
Wyandotte		Washington High School	95		

Wyandotte	Wyandotte High School		97		
TOTAL: 63 Counties	**141 Schools**	**86.7%**	**86.5%**	**0.2%**

Due to COVID-19 schools did self reporting surveys and in person surveys. We are still collecting surveys as of May 31, 2021.

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 2019. The countermeasure strategies will target increased seat belt use.				
County	**Year**	**Unbelted Fatalities**	**Percentage of State**	**Running Total**
Sedgwick	2019	10	7.04%	7.04%
Wyandotte	2019	9	6.34%	13.38%
Johnson	2019	8	5.63%	19.01%
Reno	2019	8	5.63%	24.65%
Montgomery	2019	6	4.23%	28.87%
Wilson	2019	5	3.52%	32.39%
Geary	2019	4	2.82%	35.21%
Thomas	2019	4	2.82%	38.03%
Labette	2019	4	2.82%	40.85%
Sumner	2019	4	2.82%	43.66%
Douglas	2019	3	2.11%	45.77%
Franklin	2019	3	2.11%	47.89%
Jefferson	2019	3	2.11%	50.00%
Leavenworth	2019	3	2.11%	52.11%
Republic	2019	3	2.11%	54.23%
Saline	2019	3	2.11%	56.34%
Butler	2019	3	2.11%	58.45%
Finney	2019	3	2.11%	60.56%
Grant	2019	3	2.11%	62.68%
Brown	2019	2	1.41%	64.08%
Miami	2019	2	1.41%	65.49%
Ottawa	2019	2	1.41%	66.90%
Shawnee	2019	2	1.41%	68.31%
Wichita	2019	2	1.41%	69.72%
Bourbon	2019	2	1.41%	71.13%
Chase	2019	2	1.41%	72.54%
Crawford	2019	2	1.41%	73.94%
Lyon	2019	2	1.41%	75.35%
Marion	2019	2	1.41%	76.76%
Meade	2019	2	1.41%	78.17%

Dickinson	2019	1	0.70%	78.87%
Doniphan	2019	1	0.70%	79.58%
Jackson	2019	1	0.70%	80.28%
Marshall	2019	1	0.70%	80.99%
Nemaha	2019	1	0.70%	81.69%
Osage	2019	1	0.70%	82.39%
Washington	2019	1	0.70%	83.10%
Barton	2019	1	0.70%	83.80%
Cheyenne	2019	1	0.70%	84.51%
Decatur	2019	1	0.70%	85.21%
McPherson	2019	1	0.70%	85.92%
Ness	2019	1	0.70%	86.62%
Rush	2019	1	0.70%	87.32%
Russell	2019	1	0.70%	88.03%
Sheridan	2019	1	0.70%	88.73%
Trego	2019	1	0.70%	89.44%
Allen	2019	1	0.70%	90.14%
Chautauqua	2019	1	0.70%	90.85%
Coffey	2019	1	0.70%	91.55%
Greenwood	2019	1	0.70%	92.25%
Linn	2019	1	0.70%	92.96%
Comanche	2019	1	0.70%	93.66%
Ford	2019	1	0.70%	94.37%
Gray	2019	1	0.70%	95.07%
Hamilton	2019	1	0.70%	95.77%
Harper	2019	1	0.70%	96.48%
Harvey	2019	1	0.70%	97.18%
Kearny	2019	1	0.70%	97.89%
Morton	2019	1	0.70%	98.59%
Pratt	2019	1	0.70%	99.30%
Seward	2019	1	0.70%	100.00%
Atchison	2019	0	0.00%	100.00%
Clay	2019	0	0.00%	100.00%
Cloud	2019	0	0.00%	100.00%
Pottawatomie	2019	0	0.00%	100.00%
Riley	2019	0	0.00%	100.00%
Wabaunsee	2019	0	0.00%	100.00%
Ellis	2019	0	0.00%	100.00%
Ellsworth	2019	0	0.00%	100.00%
Gove	2019	0	0.00%	100.00%
Graham	2019	0	0.00%	100.00%
Greeley	2019	0	0.00%	100.00%
Jewell	2019	0	0.00%	100.00%
Lane	2019	0	0.00%	100.00%

Lincoln	2019	0	0.00%	100.00%
Logan	2019	0	0.00%	100.00%
Mitchell	2019	0	0.00%	100.00%
Norton	2019	0	0.00%	100.00%
Osborne	2019	0	0.00%	100.00%
Phillips	2019	0	0.00%	100.00%
Rawlins	2019	0	0.00%	100.00%
Rice	2019	0	0.00%	100.00%
Rooks	2019	0	0.00%	100.00%
Scott	2019	0	0.00%	100.00%
Sherman	2019	0	0.00%	100.00%
Smith	2019	0	0.00%	100.00%
Wallace	2019	0	0.00%	100.00%
Anderson	2019	0	0.00%	100.00%
Cherokee	2019	0	0.00%	100.00%
Elk	2019	0	0.00%	100.00%
Morris	2019	0	0.00%	100.00%
Neosho	2019	0	0.00%	100.00%
Woodson	2019	0	0.00%	100.00%
Barber	2019	0	0.00%	100.00%
Clark	2019	0	0.00%	100.00%
Cowley	2019	0	0.00%	100.00%
Edwards	2019	0	0.00%	100.00%
Haskell	2019	0	0.00%	100.00%
Hodgeman	2019	0	0.00%	100.00%
Kingman	2019	0	0.00%	100.00%
Kiowa	2019	0	0.00%	100.00%
Pawnee	2019	0	0.00%	100.00%
Stafford	2019	0	0.00%	100.00%
Stanton	2019	0	0.00%	100.00%
Stevens	2019	0	0.00%	100.00%
Total	2019	142		

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-1301-22**	**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:**	**2020**
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-4501-22**	**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. This project will also support an Occupant Protection Assessment in 2022.

Countermeasure Strategy: Communication Campaign

Project Name:	Child Passenger Safety Outreach	Source Fiscal Year:	2020
Sub-Recipient:	John Nohe & Associates	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-4502-22	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-4503-22	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-4504-22	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:**	**2021**
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-1303-22**	**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. Additionally, the contractor will assist in analysis and evaluation of data that support problem identification and required HSP datal elements.

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-1304-22**	**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 Low**
Funding Amounts:	**$248,241**	**Match:**	**$0**
Indirect Cost:	**$22,231**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4506-22**	**Eligible Use of Funds:**	**Observational Survey (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-4505-22	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 six 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

Night-Time Seat Belt Enforcement Program, by County *			
Funding Source		**County**	**Agency**
405b OP	SP-4505-22	JO	Olathe PD
405b OP	SP-4505-22	LV	Leavenworth Co Sheriff
405b OP	SP-4505-22	RN	Hutchinson PD
405b OP	SP-4505-22	SG	Wichita PD
405b OP	SP-4505-22	SN	Topeka PD
405b OP	SP-4505-22	WY	Kansas City KS 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%		108	35	65	32%
2015	155	84	71	54%		96	26	60	27%
2016	185	96	89	52%		113	36	65	32%
2017	190	98	81	52%		145	43	83	30%
2018	165	85	80	52%		116	46	55	40%
2019	208	110	74	53%		109	32	59	29%
2020	157	84	56	54%		122	34	77	28%

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 2022 five-year average projection based upon the trendline indicates 86 speeding fatalities in 2022. A one percent reduction in this projection would derive our goal of 85 speeding fatalities in 2022. 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:	$720,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-1500-22	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, speeding 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 will 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-1505-22	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, occupant protection and other poor driving behaviors in the greater Kansas City area.

Countermeasure Strategy: Mass Media Campaign

Project Name:	Occupant Protection Advertising	Source Fiscal Year:	2020
Sub-Recipient:	John Nohe & Associates	Funding Source ID:	FAST Act 405b OP Low
Funding Amounts:	$350,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-4500-22	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:	**John Nohe & Associates**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low**
Funding Amounts:	**$725,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4708-22**	**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, John Noe and Associates.

Countermeasure Strategy: Mass Media Campaign

Project Name:	**Impaired Driving Sports Media**	**Source Fiscal Year:**	**2019**
Sub-Recipient:	**Blue Window**	**Funding Source ID:**	**405d—Impaired Driving Mid**
Funding Amounts:	**$720,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4708-22**	**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 KDOT media contractor, Blue Window.

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 New Year's Eve, 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 2022 annual projection based upon the trendline indicates 14 pedestrian fatalities. A six percent reduction in this projection would equal our goal of 13 pedestrian fatalities in 2022. Based upon recent history, and relatively small number of pedestrian fatalities, a six percent reduction goal is realistic and attainable.

Goal Statement

C-11 Bicycle Fatalities: The 2022 annual projection based upon the trendline indicates ten bicycle fatalities. A 12 percent reduction in this projection would equal our goal of nine bicycle fatalities in 2022. Based upon recent history, and relatively small number of bicycle fatalities, a 12 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:**	**2021**
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:**	**2021**
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-1601-22**	**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 to reduce the number of children injured while operating a bicycle.

Countermeasure Strategy: Communication Campaign

Project Name:	**Bike Walk Wichita**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Wichita Street Safety**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$3,500**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-1602-22**	**Eligible Use of Funds:**	**Pedestrian/Bicycle Safety (FAST)**
Federal Equipment:	**No**		

Bike Walk Wichita promotes bicycle education and safety by providing bicycle headlights and reflectors during community events. This program has and will distribute over 300 bicycle flashlights and taillights and repaired over 40 bicycles during these community events. Through this outreach they are attempting to make bicycling safer and reduce injuries.

Countermeasure Strategy: Communication Campaign

Project Name:	**Light Topeka's Bikes**	**Source Fiscal Year:**	**2020**
Sub-Recipient:	**Topeka Community Cycle**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$5,500**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-1602-22**	**Eligible Use of Funds:**	**Pedestrian/Bicycle Safety (FAST)**
Federal Equipment:	**No**		

Light Topeka's Bikes engages their community by providing bicycle light sets during community bicycle safety events. They have distributed over 300 light and/or taillight sets during these educational opportunities with the objective of reducing bicycle-related injuries.

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:**	**2021**
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-1602-22**	**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. Making a significant impact requires additional enforcement resources beyond those available for day-to-day police operations. In Kansas, the TSS will continue to develop 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 strategically placed 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 Suspected Serious Injuries: The 2022 five-year moving average projection based upon the trend line indicates 1,265 suspected serious injuries. An eight percent reduction in this projection would derive our target of 1,164 suspected serious injuries in 2022. With the change in definition to suspected serious injury, there was a sharp increase in crashes meeting the definition. This is an artificial increase, not an actual degradation of safety. In order to re-establish a trendline for this category, it was determined to "back-cast" how many suspected serious injuries would have occurred in past years with the new definition. We used a conversion factor to inflate previous years' crashes by 1.46 (46% increase). This allows for a steady, downward trend that we predict would have occurred apart from the definition change. 2020 defied that trend with a rise in suspected serious injuries, but we do not expect that to continue, that suspected serious injuries will resume falling. It is this trend upon which we based our suspected serious injury target. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2022 HSP and 2022 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 Suspected 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 Suspected 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-1700-22**	**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-1700-22	Ackerman, Al	$60,000
SP-1700-22	Hamilton, Bob	$60,000
SP-1700-22	Kiser, Daniel	$70,000
SP-1700-22	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-1701-22**	**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:	**$38,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$38,000**
Project Number (Unique ID):	**SP-1702-22**	**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 best practices, latest training and equipment utilized to conduct crash reconstruction.

Countermeasure Strategy: Short-Term High Visibility Enforcement

Project Name:	**KHP Fatality Reduction**	**Source Fiscal Year:**	**2021**
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 (Unique ID):	**SP-1703-22**	**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 speeding, seat belts and child passenger safety.

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, Suspected 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, Suspected 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-0931-22	Eligible Use of Funds:	PT High Visibility Enforcement
Federal Equipment:	No		

In conjunction with our STEP contractors, SP-1300-22, 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-1300-22	Eligible Use of Funds:	PT High Visibility Enforcement
Federal Equipment:	No		

This program will provide funds for approximately 121 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2022: 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.

Table 9

Special Traffic Enforcement Program (STEP) Grantees, by County				
Funding Source		County	County Population	Grantee
402 PT	SP-1300-22	AL		Allen Co SO
402 PT	SP-1300-22	AL	13,371	Iola PD
402 PT	SP-1300-22	AL		Moran PD
402 PT	SP-1300-22	AN		Anderson Co. SO
402 PT	SP-1300-22	AN	8,102	Garnett PD
402 PT	SP-1300-22	AT	16,924	Atchison PD
402 PT	SP-1300-22	BB		Bourbon Co SO
402 PT	SP-1300-22	BB	15,173	Fort Scott Dept. of Public Safety
402 PT	SP-1300-22	BR		Brown Co. SO
402 PT	SP-1300-22	BR	9,984	Hiawatha PD
402 PT	SP-1300-22	BR		Horton PD
402 PT	SP-1300-22	BT	27,674	Barton Co SO
402 PT	SP-1300-22	BU		Andover PD
402 PT	SP-1300-22	BU	65,880	Butler Co SO
402 PT	SP-1300-22	BU		El Dorado PD
402 PT	SP-1300-22	CD		Cloud Co. SO
402 PT	SP-1300-22	CD	9,533	Concordia PD
402PT	SP-1300-22	CF	8,601	Coffey County SO
402 PT	SP-1300-22	CK		Cherokee Co SO
402 PT	SP-1300-22	CK	21,603	Galena PD
402 PT	SP-1300-22	CK		Baxter Spring PD
402 PT	SP-1300-22	CL		Arkansas City PD
402 PT	SP-1300-22	CL	36,311	Udall PD
402 PT	SP-1300-22	CR		Crawford Co SO
402 PT	SP-1300-22	CR	39,134	Frontenac PD
402 PT	SP-1300-22	CR		Pittsburg PD
402 PT	SP-1300-22	CY	8,535	Clay Center PD
402 PT	SP-1300-22	DG		Baldwin City PD
402 PT	SP-1300-22	DG		Douglas Co. SO
402 PT	SP-1300-22	DG	119,826	Kansas University Ofc. Public Safety
402 PT	SP-1300-22	DG		Lawrence PD
402 PT	SP-1300-22	DP	7,874	Elwood PD

402 PT	SP-1300-22	DP		Highland PD
402 PT	SP-1300-22	EK	2,882	Elk County SO
402 PT	SP-1300-22	EL	28,553	Ellis Co. SO
402 PT	SP-1300-22	EL		Hays PD
402 PT	SP-1300-22	EW	6,196	Ellsworth PD
402 PT	SP-1300-22	FI	36,467	Garden City PD
402 PT	SP-1300-22	FO	34,795	Dodge City PD
402 PT	SP-1300-22	FR	25,611	Franklin Co. SO
402 PT	SP-1300-22	FR		Ottawa PD
402 PT	SP-1300-22	GE	31,670	Geary Co. SO
402 PT	SP-1300-22	GE		Junction City PD
402 PT	SP-1300-22	GW	6,328	Greenwood Co. SO
402 PT	SP-1300-22	GY	6,006	Gray County Sheriff
402 PT	SP-1300-22	HV	34,429	Halstead PD
402 PT	SP-1300-22	HV		Harvey Co. SO
402 PT	SP-1300-22	HV		Hesston PD
402 PT	SP-1300-22	HV		Newton PD
402 PT	SP-1300-22	JO	602,401	Gardner Dept. of Public Safety
402 PT	SP-1300-22	JO		Johnson Co. SO
402 PT	SP-1300-22	JO		Leawood PD
402 PT	SP-1300-22	JO		Lenexa PD
402 PT	SP-1300-22	JO		Merriam PD
402 PT	SP-1300-22	JO		Mission PD
402 PT	SP-1300-22	JO		Olathe PD
402 PT	SP-1300-22	JO		Overland Park PD
402 PT	SP-1300-22	JO		Prairie Village PD
402 PT	SP-1300-22	JO		Roeland Park PD
402 PT	SP-1300-22	JO		Shawnee PD
402 PT	SP-1300-22	JO		Spring Hill PD
402 PT	SP-1300-22	JO		Westwood PD
402PT	SP-1300-22	KE	3,977	Kearny County SO
402 PT	SP-1300-22	KW	2,516	Greensburg PD
402 PT	SP-1300-22	LB	19,618	Parsons PD
402 PT	SP-1300-22	LN	9,502	Linn Co. SO
402 PT	SP-1300-22	LN		Linn Valley PD
402 PT	SP-1300-22	LN		Pleasanton PD
402 PT	SP-1300-22	LV	78,797	Basehor PD
402 PT	SP-1300-22	LV		Lansing PD
402 PT	SP-1300-22	LV		Leavenworth PD
402 PT	SP-1300-22	LV		Leavenworth SO
402 PT	SP-1300-22	LV		Tonganoxie PD
402 PT	SP-1300-22	LY	33,195	Emporia PD

402 PT	SP-1300-22	LY		Lyon Co. SO
402 PT	SP-1300-22	ME	4,146	Meade Police Dept
402 PT	SP-1300-22	MG		Montgomery Co SO
402 PT	SP-1300-22	MG	35,471	Caney PD
402 PT	SP-1300-22	MG		Coffeyville PD
402 PT	SP-1300-22	MG		Independence PD
402 PT	SP-1300-22	MI		Louisburg PD
402 PT	SP-1300-22	MI	32,822	Miami Co. SO
402 PT	SP-1300-22	MI		Osawatomie PD
402 PT	SP-1300-22	MN	1,927	Marion PD
402 PT	SP-1300-22	MP	29,241	McPherson PD
402 PT	SP-1300-22	MP		McPherson Co. SO
402 PT	SP-1300-22	NT	5,560	Norton PD
402 PT	SP-1039-22	OS	16,300	Osage County Sheriff
402 PT	SP-1300-22	PR	9,850	Pratt PD
402 PT	SP-1300-22	PT	24,383	Wamego PD
402 PT	SP-1300-22	RC	10,015	Lyons PD
402 PT	SP-1300-22	RL	75,194	Riley Co. Police Dept.
402 PT	SP-1300-22	RL		Kansas State Univ. Police
402 PT	SP-1300-22	RN		Hutchinson PD
402 PT	SP-1300-22	RN	61,998	Reno Co. SO
402 PT	SP-1300-22	RN		South Hutchinson PD
402 PT	SP-1300-22	RO	5,013	Plainville PD
402 PT	SP-1300-22	RO		Rooks Co. SO
402 PT	SP-1300-22	SA	55,755	Saline Co. SO
402 PT	SP-1300-22	SA		Salina PD
402 PT	SP-1300-22	SG		Bel Aire PD
402 PT	SP-1300-22	SG		Derby PD
402 PT	SP-1300-22	SG		Eastborough PD
402 PT	SP-1300-22	SG		Goddard PD
402 PT	SP-1300-22	SG	516,042	Haysville PD
402 PT	SP-1300-22	SG		Kechi PD
402 PT	SP-1300-22	SG		Park City PD
402 PT	SP-1300-22	SG		Sedgwick Co. SO
402 PT	SP-1300-22	SG		Wichita PD
402 PT	SP-1300-22	SN		Rossville PD
402 PT	SP-1300-22	SN	176,875	Shawnee Co. SO
402 PT	SP-1300-22	SN		Topeka PD
402 PT	SP-1300-22	SU	22,836	Wellington PD
402 PT	SP-1300-22	SW	22,428	Liberal PD
402 PT	SP-1300-22	WD	3,310	Woodson County Sheriff
402 PT	SP-1300-22	WL	8,665	Neodesha PD

402 PT	SP-1300-22	WL		Wilson Co SO
402 PT	SP-1300-22	WY		Bonner Springs PD
402 PT	SP-1300-22	WY	165,429	Edwardsville PD
402 PT	SP-1300-22	WY		Kansas City PD
402 PT	SP-1300-22	WY		Wyandotte Co. SO
402 PT	SP-1300-22	Statewide		Kansas Highway Patrol

121 Local Law Enforcement Agencies + KHP	Population of Kansas: 2,913,000	**91%** of Kansas residents live in a county with at least one STEP law enforcement agency.
	Population of Counties with STEP: 2,654,728	

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 2022 five-year moving average projection based upon the trendline indicates a fatality rate of 1.38. A seven percent reduction in this projection would derive our goal of 1.16 fatality rate in 2022. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2022 HSP and 2022 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:	$200,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$200,000
Project Number (Unique ID):	SP-1402-22	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.

Goal Statement

Number of Fatalities: The 2022 five-year moving average projection based upon the trendline indicates 444 fatalities. An eight percent reduction would derive our goal of 407 fatalities in 2022. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2022 HSP and 2022 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:**	**2021**
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-1900-22**	**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:	**Kansas Operation Lifesaver, Inc.**	**Source Fiscal Year:**	**2021**
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-1902-22**	**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:	**John Nohe & Associates**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$720,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-1903-22**	**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-1904-22**	**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:**	**2021**
Sub-Recipient:	**University of Kansas**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$155,155**	**Match:**	**$0**
Indirect Cost:	**$32,016**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-1905-22**	**Eligible Use of Funds:**	**Community Traffic Safety Project (FAST)**
Federal Equipment:	**No**		

This project provides for an annual two-day statewide transportation safety conference with the objective 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:	DCCCA, Inc	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	$667,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-1906-22	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. New in 2022, the KTSRO staff will be expanded to include a person in Kansas City, Wichita and northwest Kansas. This regional support will increase the outreach, communication and engagement efforts in the state and reduce the amount of travel time among current staff. 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.

Countermeasure Strategy: Communications and Outreach

Project Name:	B.R.A.K.E.S.	Source Fiscal Year:	2021
Sub-Recipient:	Put On The Brakes Driving School	Funding Source ID:	FAST Act NHTSA 402
Funding Amounts:	$60,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-1911-22	Eligible Use of Funds	Community Traffic Safety Project (FAST)
Federal Equipment:	No		

Motor vehicle crashes are the leading cause of deaths for teens in the United States. Per mile driven, teen drivers ages 16 to 19 are three times more likely than drivers aged 20 and older to be in a fatal crash. Thousands of

teenagers lose their lives each year across the country in traffic collisions. While conventional driver's education is important and valuable, most outside sources only include basic driver's training and do not include defensive, education about distracted driving, and strategies for driving in dangerous and emergency situations. The project intended to address the above-mentioned safety issues is the B.R.A.K.E.S. Teen Pro-Active Driving School. B.R.A.K.E.S. primary goal is to prevent injuries and save lives by training and educating teenage drivers and their parents about the importance of safe and responsible driving. The free four-hour class provides classroom and behind the wheel experience and instruction. Fortunately, teen's motor vehicle crashes are preventable and proven strategies can improve the safety of young drivers on the road. Collaborating with other law enforcement agencies and a successful defensive driving organization will help educate Kansas teens as well as move closer to our "Drive to Zero, every one counts."

Countermeasure Strategy: Communications and Outreach

Project Name:	Electronic Grant Management System	Source Fiscal Year:	2021
Sub-Recipient:	TBD	Funding Source ID:	FAST Act 402
Funding Amounts:	$250,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-XXXX-22	Eligible Use of Funds:	Community Traffic Safety Project (FAST)
Federal Equipment:	Yes		

This project will fund an electronic grant administration and tracking system. The new system will provide potential grantees the ability to submit grant applications, reimbursement vouchers and progress reports electronically. This system will also improve internal workflows, contract documentation, monitoring inside the Traffic Safety office.

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 currently 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.

Countermeasure Strategy: Education and Training

Project Safety Impacts

Education and training coupled with selected planned activities will positively impact demonstrated problem identification. 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. 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:	**FARS Process Management**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**GHSA**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$40,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-XXXX-22**	**Eligible Use of Funds:**	**Traffic Records (FAST)**
Federal Equipment:	**No**		

KDOT will engage GHSA to update and draft a new Fatality Analysis Reporting System (FARS) training manual. This process will not only update the current manual, but work to define, improve workflows in capturing and entering the data into the federal system and serve as a benchmark in providing consistency for current and new staff.

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

Member Name	Agency	Title	Core Data Set Represented
Chief Todd Ackerman	Marysville Police Department	Police Chief	Crash/Citation
Aaron Bartlett	NHTSA Region 7	Regional Program Manager	FARS
Mitch Beemer	Kansas Bureau of Investigation	Manager, IBR Unit	Citation
Laura Bohnenkemper	Kansas Bureau of Investigation	IT Project Analyst	Citation
Jason Bonar	KDOT Transportation Planning	Application Developer	Crash
Chris Bortz	KDOT, Bureau of Transportation Safety	Traffic Safety Program Manager	TRCC, Strategic Planning

Shawn Brown	KDOT, Information Technology Services	Infrastructure Support Mgr.	Crash/Roadway
Tom Catania	Kansas Highway Patrol		Crash
Scott Ekberg	KS 911 Coordinating Council	NG 911 Administrator	Crash/Injury
Mike Floberg	KDOT		Roadway
Lacey Hane	KDOR, Driver Solutions	Resource Specialist	Driver/Vehicle
Lori Haskett	NHTSA, Region 7	Regional Program Manager	FARS
Gary Herman	KDOT, Bureau of Transportation Safety	Asst. Traffic Safety Program Manager	Crash
Jamie Holley	Kansas Highway Patrol	Chief Information Officer	Crash/Vehicle
Jim Hollingsworth	KDOT, Bureau of Transportation Safety	Transportation Records Data Coordinator	TRCC, Strategic Planning
Joe House	Emergency Medical Services	Deputy Director	Injury/Surveillance
Ed Klumpp	Kansas Association of Chiefs of Police	Legislative Committee	Crash/Citation
Karli Koci	Kansas Bureau of Investigation	Program Support	Citation
Tim Kurowski	Kansas Highway Patrol	Application Developer	Crash
David LaRoche	Federal Highway Administration/ US DOT	Safety Specialist	Roadway
Joe Mandala	Kansas Bureau of Investigation	Chief Information Officer	Citation/Crash
David Marshall	Kansas Criminal Justice Information Systems	Executive Director	Crash/Citation/Injury
Leslie Moore	Kansas Bureau of Investigation	Director, Information Serv.	Citation
Jeff Neal	KDOT Information Technology	Chief Information Officer	Crash/Roadway
Ken Nelson	KU Dept. of Education/KS Geological Survey	Section Manager/DASC Manager	Roadway/Crash
Kelly O'Brien	Office of Judicial Administration	Director, Information Systems	Citation/Adjudication
Wendy O'Hare	KDHE	Trauma Program Director	Injury/Surveillance

Michael Ronin	KDOT, Bureau of Transportation Safety	Crash Data Unit Manager	Crash
Danielle Sass	KDHE, Trauma Program	Epidemiologist	Crash/Injury
Terri Slater	KDOT, Transportation OITS	Application Developer	Crash/Roadway
Vanessa Spartan	KDOT, Bureau of Transportation Safety	Bureau Chief, Transportation Safety	All
Vacant	KDOT, Bureau of Transportation Safety	State Safety Engineer	Crash/Roadway
Melanie Waters	Office of Judicial Administration	OJA Administrator	Citation

Achievement of the Quantitative Improvement (Interim Progress Report)

Timeliness and Completeness of EMS Data

The following table compares the number of EMS providers reporting in KEMSIS. An improvement of three agencies was achieved.

Dates	Number of EMS Providers Actively Participating	Change
4/1/2019 to 3/31/2020	164	
4/1/2020 to 3/31/2021	167	Increase of 3

Traffic Records Assessment

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

TRCC Meeting Dates

August 13, 2020
November 12, 2020
February 11, 2021
May 13, 2021

Traffic Records Projects

The 2022 traffic records projects are listed by the core databases as identified by NHTSA.

Core Database: Crash

Project 1: Master Data Management

Contract: 1.1 TRS Rebuild

Improves Timeliness, Integration & Accessibility of a Core Highway Safety Database Countermeasure

Project Name:	**TRS Rebuild**	**Source Fiscal Year:**	**N/A**
Sub-Recipient:	**TBD**	**Funding Source ID:**	**TREF (State)**
Funding Amounts:	**$500,000**	**Match:**	**$0**

Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-XXXX-22**	**Eligible Use of Funds:**	**N/A**
Federal Equipment:	**No**		

This project will redesign and implement a new platform for accepting .xml formatted files and submitting the data to the crash database and other downstream external information sources. This project will focus on increasing the timeliness of number of crash reports received and entered into the crash database. KDOT will work to provide guidance to individual Records Management System (RMS) vendors operating in the state to provide an electronic crash data output for seamless acceptance.

Core Database: CRASH

Contract 1.2 Crash Report Scanning and Data Entry
Improves Integration, Uniformity, Accuracy & Completeness of a Core Highway Safety Database
Countermeasure

Project Name:	**Crash Report Scanning**	**Source Fiscal Year:**	**2019**
Sub-Recipient:	**BTCO**	**Funding Source ID:**	**FAST Act Section 405c Data Program**
Funding Amounts:	**$100,960**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4605-22**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

The objective of this project is to perform scanning and data entry for paper crash reports received by KDOT. In the current environment, KDOT receives about 50 percent of all crash reports on paper. The outcome of the TRS Rebuild project is to increase the number of electronic crash reports received to decrease the amount of time it takes to get a crash report into the crash database and available for safety and problem identification analysis.

Core Database: CRASH

Project 2: Geo-location Capture/Recording

Contract: 2.1 GIS Mapping Integration

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

Project Name:	**GIS Mapping Integration**	**Source Fiscal Year:**	**2019**
Sub-Recipient:	**KU Center for Research Data Access & Support Center (DASC) GIS Mapping Integration**	**Funding Source ID:**	**FAST Act Section 405c Data Program**
Funding Amounts:	**$225,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4608-22**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

GIS Mapping Integration is an efficient method to identify and verify crash locations received from law enforcement agencies. Accurately locating crash locations is an important goal for the TRCC, local public works, KDOT, NHSTA, FHWA and other safety advocates and is utilized by several internal and external KDOT entities for the development of traffic safety enhancements.

Core Database: CRASH

Project 2: Geo-location Capture/Recording

Contract: 2.2 Aerial Imaging

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

Project Name:	Aerial Imaging	Source Fiscal Year:	N/A
Sub-Recipient:	Kansas NG 911	Funding Source ID:	TREF (State)
Funding Amounts:	$100,000	Match:	$0
Indirect Cost:	$0	Local Benefit:	$0
Project Number (Unique ID):	SP-4200-22	Eligible Use of Funds:	N/A
Federal Equipment:	No		

This contract provides for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the NG911 road centerline database, the primary geographic reference dataset for crash location mapping.

Core Database: CRASH

Project 3: On-Going Maintenance

Contract: 3.1 TRS 21 Application Support and Hosting

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

Project Name:	TRS 21 Application Support & Hosting	Source Fiscal Year:	N/A
Sub-Recipient:	Image Trend	Funding Source ID:	TREF (State)
Funding Amounts:	$21,595	Match:	N/A
Indirect Cost:		Local Benefit:	$0
Project Number (Unique ID):	SP-4200-22	Eligible Use of Funds:	TREF
Federal Equipment:	No		

This project is designed to continue the contract for providing the support for the development and application of the validation rules for the data received from the KLER system. The project integrates with the current TRS.

Core Database: CITATION/ADJUDICATION

Contract 3.2 TRS 2.0 Support

Improves Accessibility of a Core Highway Safety Database Countermeasure

Project Name:	KCJIS TRS 2.0 Support	Source Fiscal Year:	2019
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-2100-22	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 continued 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.

Core Database: CITATION/ADJUDICATION

Project 4: Security Modernization Phase 2

Contract: 4.1 KCJIS Security Architecture

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

Project Name:	KCJIS Security Architecture	Source Fiscal Year:	2019
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-4601-22	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.

Core Database: CITATION/ADJUDICATION

4.2 KBI Security Architect Position

Improves Accessibility of a Core Highway Safety Database Countermeasure

Project Name:	KBI Security Architecture Position	Source Fiscal Year:	2019
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-4609-22	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

This is a continued reimbursement of the position to research, develop and document current and future standards for data exchanges, and coordinate with peer staff at partner agencies. The position also designs enterprise level integration solutions and single system integrations and system interfaces.

Core Database: <u>CITATION/ADJUDICATION</u>

Project 5: Citation Automation Deployment

Contract: 5.1 KBI eCite Vendor

Improves Uniformity & Completeness of a Core Highway Safety Database Countermeasure

Project Name:	**KBI eCite Vendor**	Source Fiscal Year:	**2019**
Sub-Recipient:	**Kansas Bureau of Investigation**	**Funding Source ID:**	**Fast Act Section 405c**
Funding Amounts:	**$77,400**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4606-22**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

The information sharing infrastructure platform of the KCJIS system's technical infrastructure is managed by the Kansas Bureau of Investigation. To support the continued need for expansion of information sharing capabilities with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts, this project will provide the necessary software or support for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.

Core Database: <u>CITATION/ADJUDICATION</u>

5.2 KBI eCite Position

Improves Timeliness, Completeness & Accessibility of a Core Highway Safety Database Countermeasure

Project Name:	**KBI eCite Position**	Source Fiscal Year:	**2019**
Sub-Recipient:	**Kansas Bureau of Investigation**	**Funding Source ID:**	**FAST Act Section 405c**
Funding Amounts:	**$90,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4602-22**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

This is a continued reimbursement of the position to support and manage the e-Citation repository. This position responds to questions from local users or other citation data consumers and coordinates law enforcement token privileges.

Core Database: CITATION/ADJUDICATION

5.3 Electronic Citation Reporting

Improves Uniformity & Completeness of a Core Highway Safety Database Countermeasure

Project Name:	Electronic Citation Reporting	Source Fiscal Year:	2019
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-4604-22	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.

Core Database: ROADWAY

Project 6: MIRE Alignment

Contract: 6.1 LiDAR Data Integration

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

Project Name:	LIDAR Data Integration	Source Fiscal Year:	N/A
Sub-Recipient:	WSP	Funding Source ID:	TREF
Funding Amounts:	$500,000	Match:	$500,000
Indirect Cost:		Local Benefit:	$0
Project Number (Unique ID):	SP-4200-22	Eligible Use of Funds:	TREF
Federal Equipment:	No		

This project is designed to continue the 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 and reduce crashes.

Core Database: <u>INJURY/SURVEILLANCE</u>

Project 7: EMS/Injury Integration

Contract: 7.1 Bio-Spatial Interstate Trauma Database

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

Project Name:	Bio Spatial Interstate Trauma Database	Source Fiscal Year:	2019
Sub-Recipient:	TBD	Funding Source ID:	FAST Act Section 405c
Funding Amounts:	$150,000	Match:	$0
Indirect Cost:		Local Benefit:	$0
Project Number (Unique ID):	SP-XXXX-22	Eligible Use of Funds:	405c Data Program
Federal Equipment:	No		

This project is designed to explore the exchange of medical information from non KEMSIS bordering state databases. This information will better enable EMS and Trauma personnel to develop integration strategies to improve the completeness of a patient's records in the region.

Local Partnerships

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