State of Kansas

Highway Safety Plan FFY 2023

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The FFY 2023 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, Behavioral 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 Section 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), Behavioral Safety Section (BSS) 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. BSS also awards grants internally to supplement special projects and efforts of statewide significance.

Incentive Grants

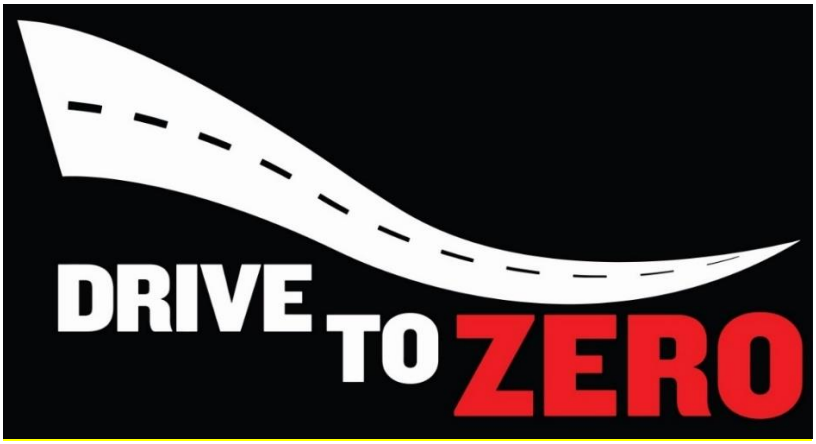
The state of Kansas will be applying for the following Section 405 incentive grants.

S. 405(b) Occupant Protection

S. 405(c) State Traffic Safety Information

S. 405(d) Impaired Driving Countermeasures

S. 405(f) Motorcyclist Safety Grants



Introduction

Kansas continues to move forward in providing plans and strategies aimed at reducing crashes and fatalities on its roadways. A renewed look by the Executive Safety Council and Behavioral Safety Section at addressing problems caused by risky drivers and finding workable solutions to make vulnerable road users safer will continue into 2023. Additionally, identifying programs to turn the tide with rural road user injuries and fatalities, and working closer with tribal authorities has been undertaken. The biggest issue facing Kansas in the increase in fatalities and especially those related to speed. This plan includes countermeasures to aggressively address rising fatality crashes and speed related crashes to reduce that rising trend.

In FFY2022 the Behavioral Safety Section (BSS or KBSS) undertook a complete update and revision of the Policy and Procedures Manual (PPM). This was done with the assistance of contracted consultants who spent weeks on the project. In that revision the Behavioral Safety Sections functional name will be the "State Highway Safety Office" (SHSO or HSO) for naming convention consistency with other states. The BSS may be referred to as the SHSO or HSO in this document.

A note about the Kansas Traffic Safety Resource Office (KTSRO) reference in this document. The Kansas Department of Transportation owns the title KTSRO. That KTSRO contract is up for renewal in FFY2023. Whichever successful bidder is awarded the contract that DCCCA currently manages, will on October 1, 2022, use the title "KTSRO" no matter who that is. When reading this document when the Kansas Traffic Safety Resource Office (KTSRO) is referenced for things prior to October 1, 2022, it references the DCCCA contract. When reading anything related to the 2023 fiscal year it implies whomever the contract is awarded to in 2023.

Requested for 2023 is the revision of the Fatality Analysis Reporting System (FARS) Manual used by the Crash Data Section. This update is needed to stay consistent with federal mandates and the new Bipartisan Infrastructure Law (or BIL).

Highway Safety Planning Process

The Kansas Department of Transportation, Behavioral Safety Section, (BSS) 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 BSS 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 BSS 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 BSS is chairing the Occupant Protection, Impaired Driving, Teen Drivers, 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), BSS 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	2016	2017	2018	2019	2020	2021	2022	2023
Problems with or loss of Cargo	315	232	262	233	213			
Projections						191	170	150
Target								149

Fatalities	2016	2017	2018	2019	2020	2021	2022	2023
Problems with or loss of Cargo	4	4	8	8	1			
Projections						4	4	4
Target								3

Data as of 06/28/2022

Total Crashes	2014	2015	2016	2017	2018	2019	2020	2021*
Fell Asleep or Fatigued Driving	969	951	1095	957	972	918	860	932
Fatalities	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021***
Fell Asleep or Fatigued Driving	18	12	15	19	17	7	12	12

*Data are incomplete and unofficial at this time

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 BSS 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.

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 BSS 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, KDOT performs 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 2021 study measured 47,094 vehicles and 59,632 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 2021 Adult Study are:

> *Belt use among truck drivers has historically been lower than drivers of other vehicle types.*
>
> *County-specific results for unweighted belt use, trucks only, are presented both alphabetically and ranked most belted to least belted*
>
> *In 2021, the belt use rate for trucks on interstates and limited access highways fell one percentage point to about 85 percent. Observed truck belt use on US, State,*

and County Highways and local roads remained relatively stable at about 77 percent and 68 percent, respectively.

Overall, about 8.3 percent of drivers were observed to be driving with a visible distraction. 3.5 percent of drivers were observed using a phone, while about 2.7 percent were observed texting/looking down. Another 2 percent were observed with "Other Distractions" (eating, operating the radio/audio device, looking for something on or under the seat, etc.).

Observed distractions increased about 1 percentage point over 2020.

Law Enforcement produced a belt use rate of about 98%.

The 2021 child survey was not conducted due to COVID, but the 2022 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 2022 study is comprised of 326,805 child observations at 378 unique sites in 20 diversified counties. Excerpts from the 2022 child survey are:

This 2022 study has found that children are much more likely to be buckled up if the driver is belted. If the driver is belted, about 96.5% of children in the vehicle are also belted. If the driver is not belted, only about 28% of the observed children are belted. This may be the most important finding in the study.

Taking only weighted 2022 results into consideration, observed belt use among youth 0-14 has remained relatively stable, increasing only slightly from 91.3% to 91.4%. Belt use among youth 0-17 has decreased slightly by half a percentage point from 90.5% to 90.0%.

Change in belt use by age group is starker, with belt use increasing among elementary-aged children but decreasing across all other age groups. The decrease is most noticeable in high school-aged youth, with a decrease in observed belt use of 3.9 percentage points.

Statewide seat belt use among Kansas children (0-17), as observed in 2019-2022, is an estimated 90.1%.

The pre-school age group is buckled up at the highest rate, at about 98%. Elementary-aged children have a belted rate of 88%, middle school-aged children have a belted rate of 86%, and high school-aged children are belted the least frequently at 85.6%.

Court Data

While not as easy to gather and evaluate, the BSS does receive conviction data from the courts. Specific data sets include DUI fillings 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 BSS 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 BSS 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 BSS 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 BSS an opportunity to engage local law enforcement and other safety advocates about potential traffic safety problems and or solutions. Speed reduction efforts will be highlighted in 2023 to ensure enforcement of speed limits is given equal efforts to education.

Every year, KDOT hosts the Kansas Transportation Safety Conference. This conference attracts more than 300 professionals and over 50 teens and their school 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 2023.

For the past five years KDOT has hosted a Teen Traffic Safety Conference. The conference attracts 150 teens and an additional 50 teen school and law enforcement sponsors every year. Belt use, underage drinking, impaired driving, and distractions were the central topics of discussion. This conference provides instruction and ideas on spreading the BUCKLE UP EVERY TRIP EVERY TIME message. It also provides guidance on teen leadership

and promoting safe driving. This conference will continue in 2023 and is administered fully with state funding.

The BSS 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 Behavioral Safety Section leading the Occupant Protection, Teen Drivers, 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 KDOT law enforcement liaisons, KDOT's Traffic Safety 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.

After the award, each entity will receive a Risk Assessment prior to their first reimbursement. 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, and ability to conform to statutory requirements. All disbarment and suspension research requirements are done prior to final contract award. 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

2023 Performance Measures

The state of Kansas is using 2016 – 2020 FARS and the state crash database to establish baseline and goals for the 2023 Highway Safety Plan. Additionally, we are using the 2021 statewide observational survey information to establish a baseline and establish the 2023 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

2023 Performance Measures

	Core Performance Measures	Target Period	2016-20 Baseline*	2020 Actual	2020-23 Projection*	2023 HSP Target	Projection vs Target Change
C-1	Number of Traffic Fatalities (FARS)	5 Year	412	426	445	400	10% Decrease
C-2	Number of Serious Injuries (KCARS)	5 Year	1,568	1,587	1,348	1,100	18% Decrease
	Serious Injury Rate per 100 million VMT (KCARS)	5 Year	4.898	4.943	4.374	3.540	19% Decrease
C-3	Fatalities/VMT (FARS/FHWA)	5 Year	1.28	1.53	1.44	1.29	11% Decrease
C-4	Number of unrestrained fatalities all positions (FARS)	Annual	137	134	113	112	1% Decrease
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	Annual	91	96	82	81	1% Decrease
C-6	Number of speeding fatalities (FARS)	Annual	111	102	102	101	1% Decrease
C-7	Number of motorcyclist fatalities (FARS)	Annual	41	65	61	60	1% Decrease
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	Annual	28	37	38	37	1% Decrease
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	Annual	51	46	45	44	2% Decrease
C-10	Number of pedestrian fatalities (FARS)	Annual	33	46	29	28	4% Decrease
C-11	Number of bicycle fatalities (FARS)	Annual	6	4	6	5	12% Decrease
	Core Behavior Measure						
B-1	Observed seat belt use (FFY 21 State Survey Actual)	Annual	85	86	88	89	1% Increase
	FFY 20 Activity Measures						
A-1	Number of seat belt citations issued during grant-funded activities		6166	8,282	10,000	10,100	1% Increase
A-2	Number of impaired driving arrests made during grant-funded enforcement activities		648	648	700	710	1% Increase
A-3	Number of speeding citations issued during grant-funded enforcement activities		6011	11,630	12,000	12,120	1% Increase
	Kansas Specific Measure						
	Distracted Driving Crashes (KCARS)	Annual	16,949	16,949	11,028	10,918	1% Decrease

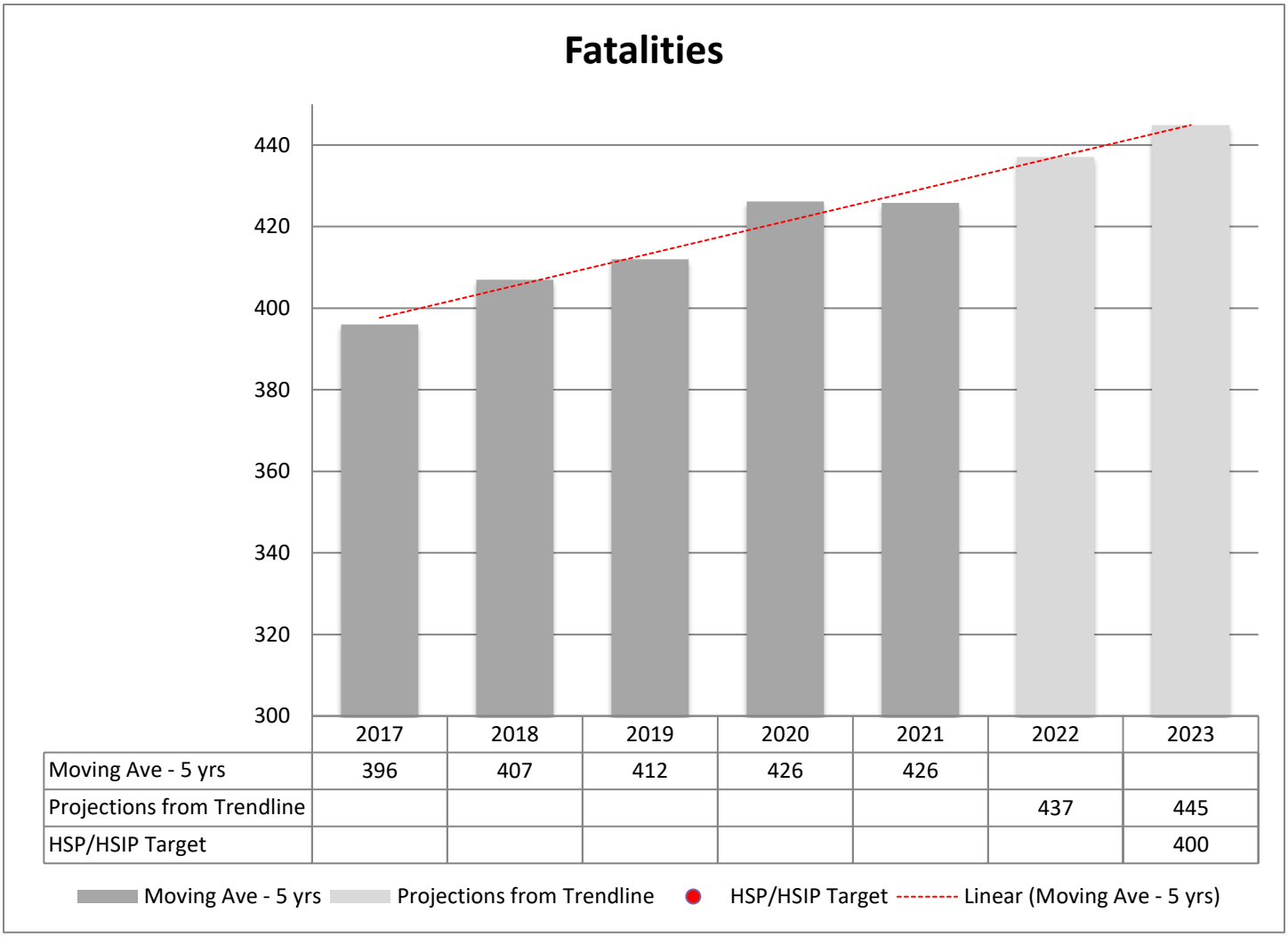
Performance Report

FFY 22 Kansas Performance Measures, Goals and Performance Report				
	Core Outcome Measures	**2016-20 Baseline**	**2021 Actual***	**2022 HSP Target**
C-1	Number of Traffic Fatalities (FARS)	385	426	407
C-2	Number of Serious Injuries (KCARS)	1,325	1,560	1,164
	Serious Injury Rate per 100 million VMT (KCARS)	4.289	4.873	3.576
C-3	Fatalities/VMT (FARS/FHWA)	1.24	1.41	1.28
C-4	Number of unrestrained fatalities all positions (FARS)	148	119	139
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	98	84	91
C-6	Number of speeding fatalities (FARS)	107	102	85
C-7	Number of motorcyclist fatalities (FARS)	52	61	54
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	30	38	36
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	55	47	57
C-10	Number of pedestrian fatalities (FARS)	41	30	13
C-11	Number of bicycle fatalities (FARS)	5	6	9
	Core Behavior Measure			
B-1	Observed seat belt use (FFY 21 State Survey)	87	86	87
	FFY 21 Activity Measures			
A-1	Number of seat belt citations issued during grant-funded activities	6166	6,932	6,000
A-2	Number of impaired driving arrests made during grant-funded enforcement activities	648	856	800
A-3	Number of speeding citations issued during grant-funded enforcement activities	6011	12,132	12,000
	Kansas Specific Measures			
	Distracted Driving Crashes (KCARS)	18,881	13,466	17,102

*2021 Data is unofficial and subject to change

Core Performance Measure Charts and Goals

Number of Traffic Fatalities (FARS):



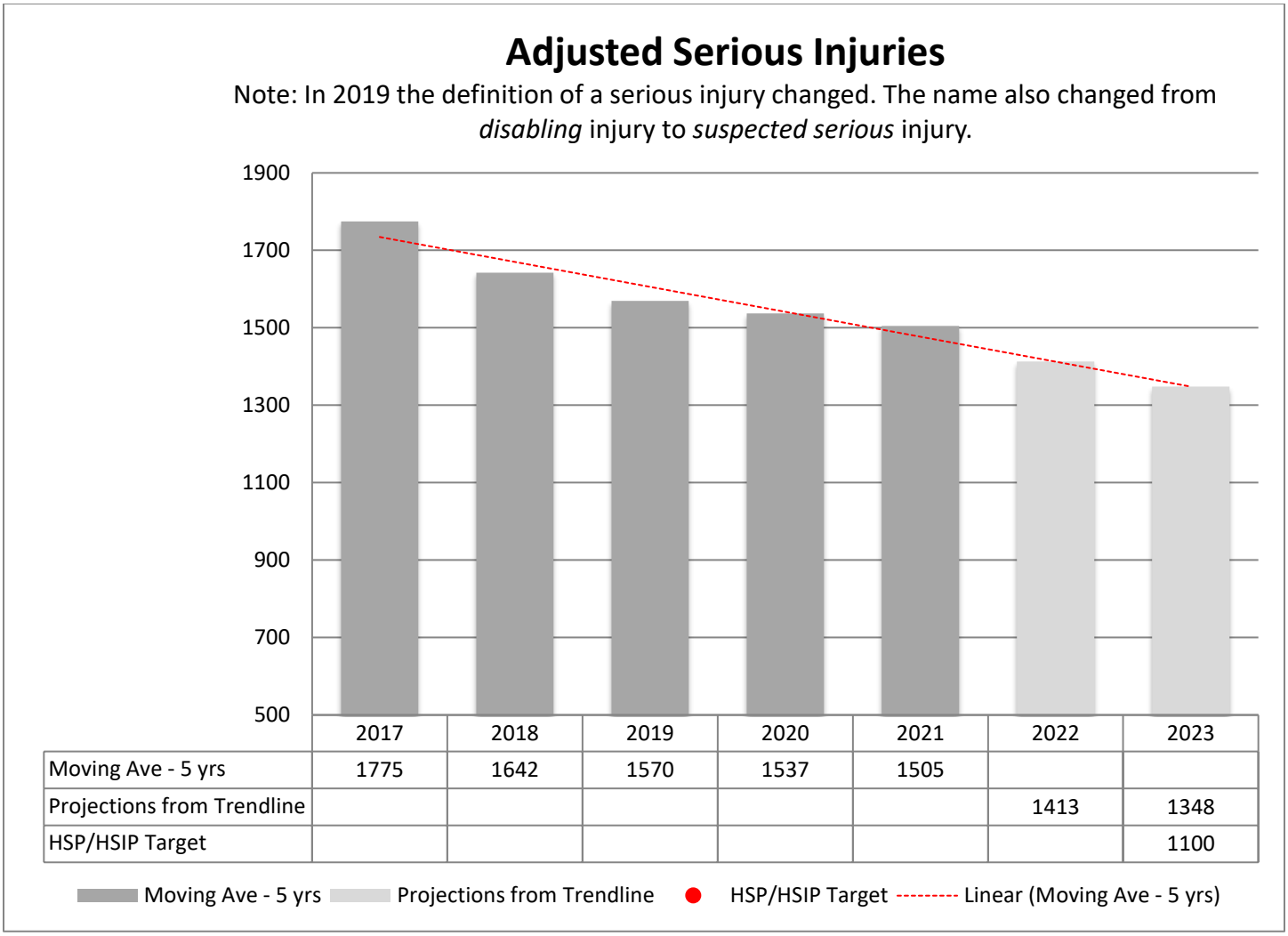
	2017	2018	2019	2020	2021	2022	2023
Moving Ave - 5 yrs	396	407	412	426	426		
Projections from Trendline						437	445
HSP/HSIP Target							400

Goal Statement

Number of Fatalities:

The 2023 five-year moving average projection based upon the trendline indicates 445 fatalities. A 10% percent reduction would derive our goal of 400 fatalities in 2023. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2023 HSP and 2023 HSIP five-year moving average targets are equal.

Suspected Serious Injuries (KCARS):



	2017	2018	2019	2020	2021	2022	2023
Moving Ave - 5 yrs	1775	1642	1570	1537	1505		
Projections from Trendline						1413	1348
HSP/HSIP Target							1100

Goal Statement

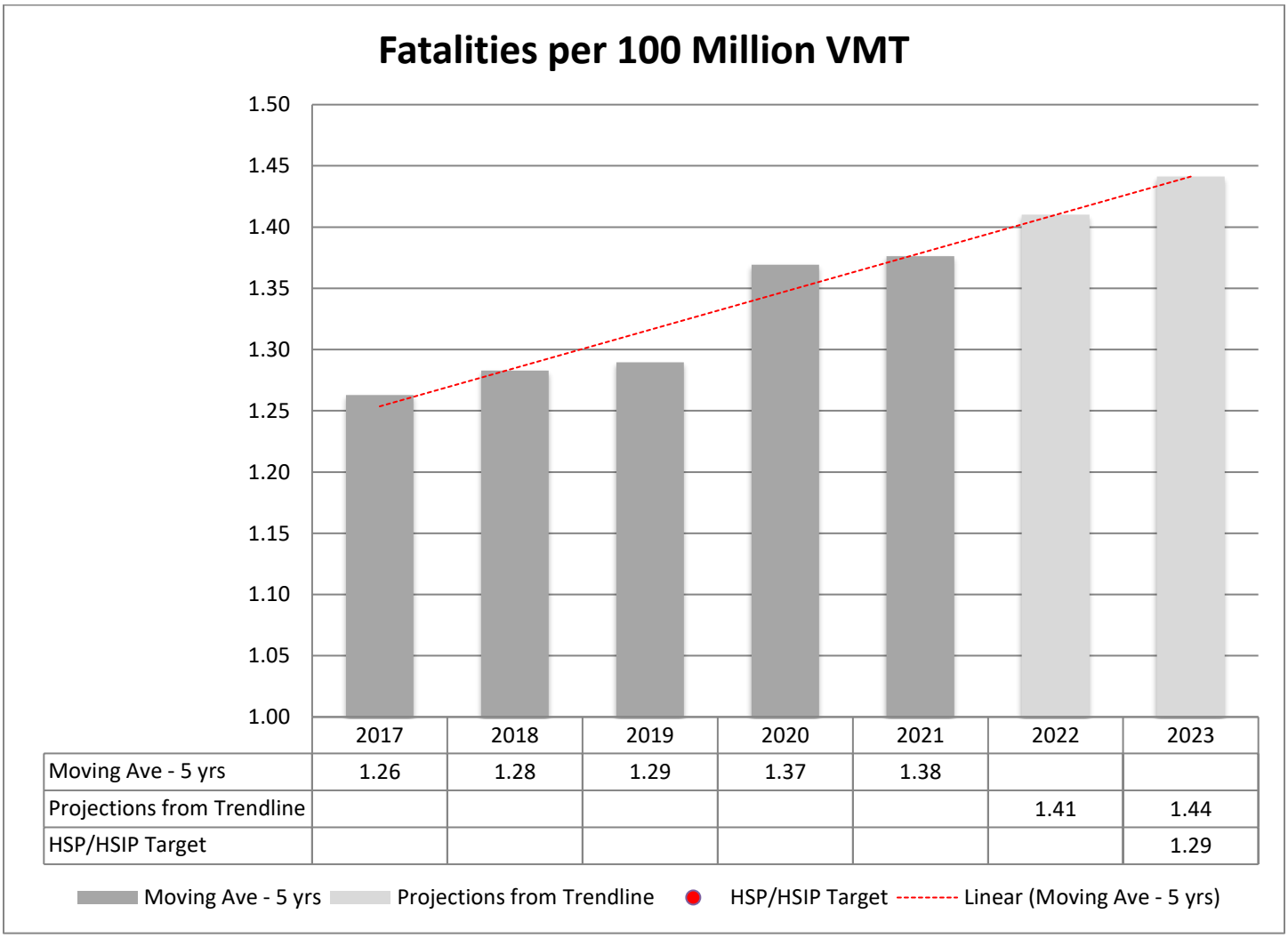
C-2 Number of Serious Injuries:

The 2023 five-year moving average projection based upon the trend line indicates 1,348 serious injuries. An eight percent reduction in this projection would derive our target of 1,100 serious injuries in 2023. 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 2023 HSP and 2023 HSIP five-year moving average targets are equal.

The data in this table reflect serious injuries as defined by the NHTSA/FHWA conversion table. In Kansas, that equates to the number of disabling injuries as recorded in our state crash database. In 2019 the definition of serious injury changed to meet current federal guidelines. The name also changed from disabling injury to suspected serious injury in the states crash database.

Fatality Rate per 100 million VMT (FARS):



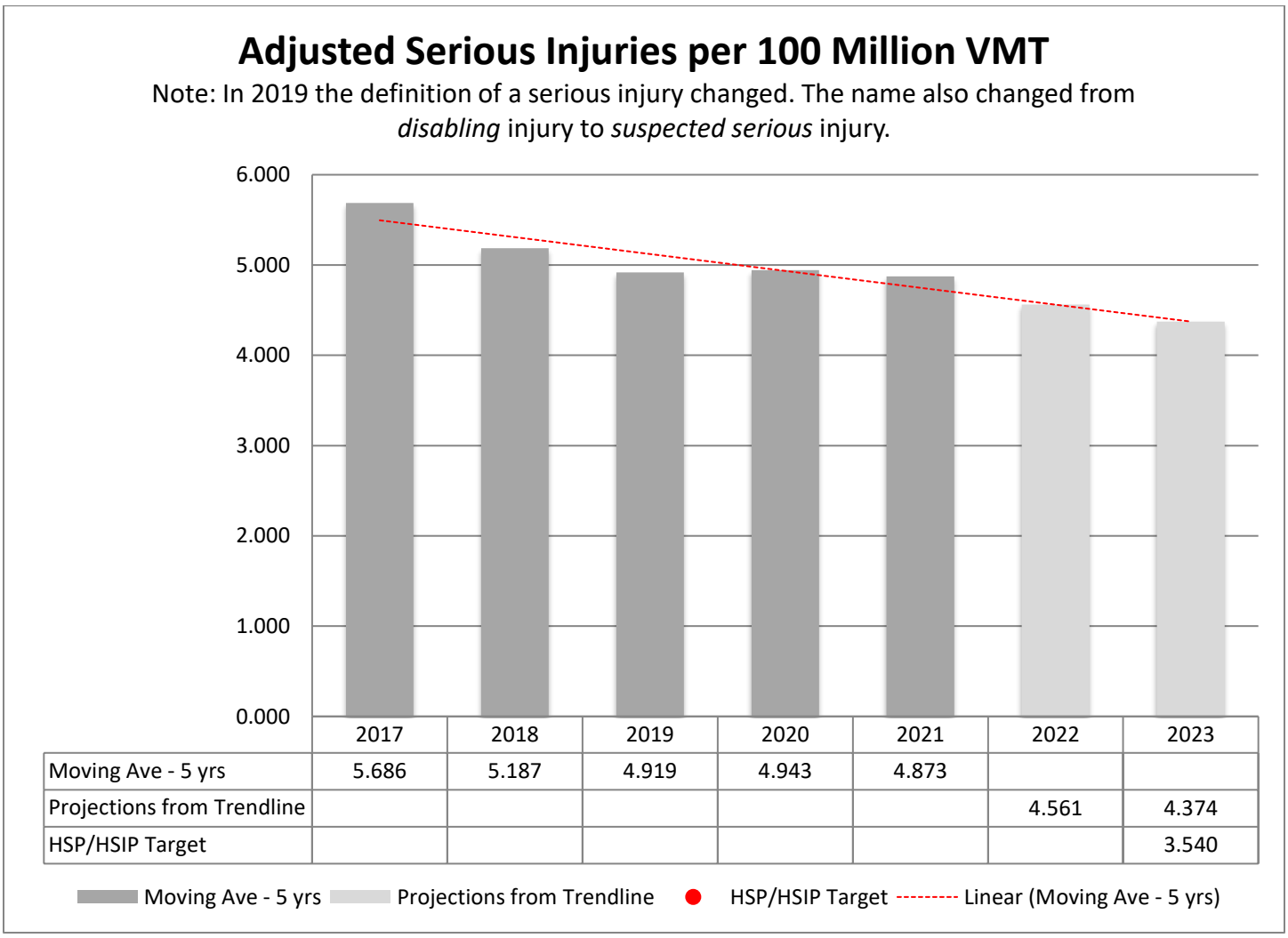
	2017	2018	2019	2020	2021	2022	2023
Moving Ave - 5 yrs	1.26	1.28	1.29	1.37	1.38		
Projections from Trendline						1.41	1.44
HSP/HSIP Target							1.29

Goal Statement

C-3 Fatality Rate:

The 2023 five-year moving average projection based upon the trendline indicates a fatality rate of 1.44. A seven percent reduction in this projection would derive our goal of 1.29 fatality rate in 2023. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2023 HSP and 2023 HSIP five-year moving average targets are equal.

Suspected Serious Injury Rate (KCARS/FARS):



	2017	2018	2019	2020	2021	2022	2023
Moving Ave - 5 yrs	5.686	5.187	4.919	4.943	4.873		
Projections from Trendline						4.561	4.374
HSP/HSIP Target							3.540

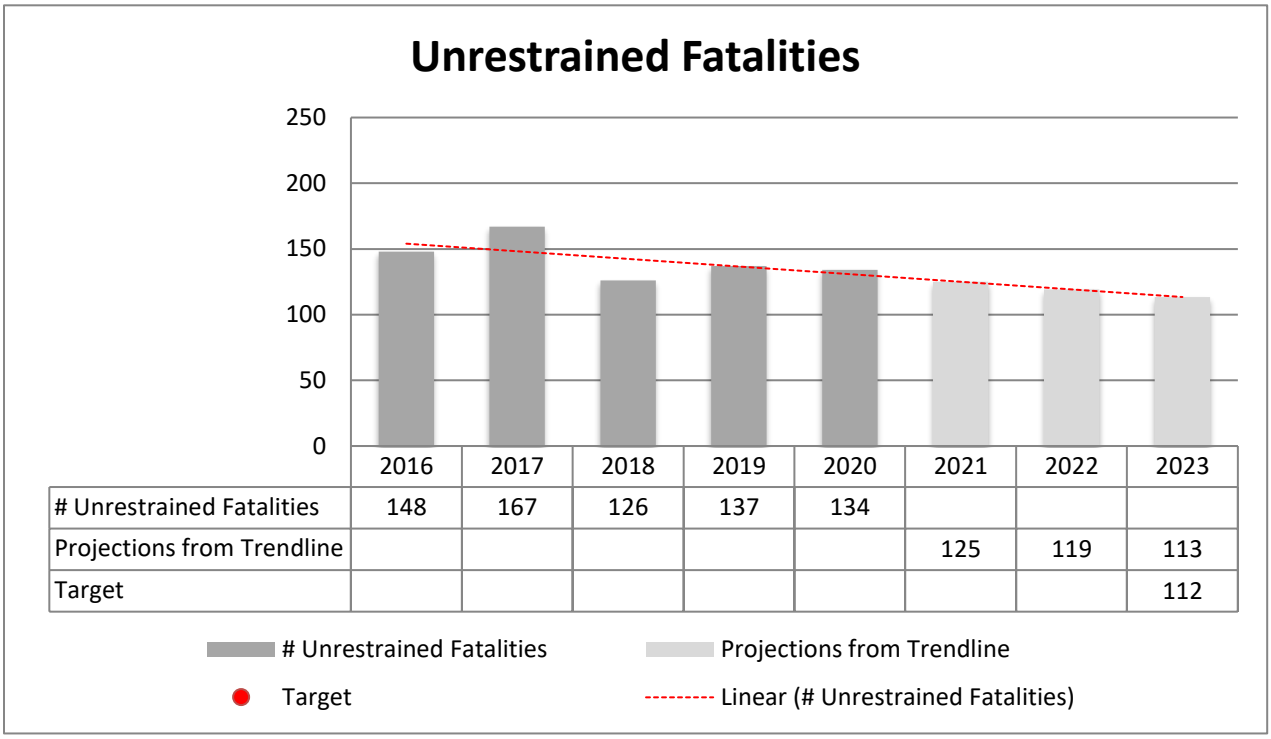
Goal Statement

Serious Injury Rate:

The 2023 five-year moving average projection based upon the curvilinear trendline indicates 4.374 serious injury rate per 100 million VMT. An eight percent reduction in this projection would lead to our goal of 3.540 serious injury rate per 100 million VMT in 2023. 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 2023 HSP and 2023 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):

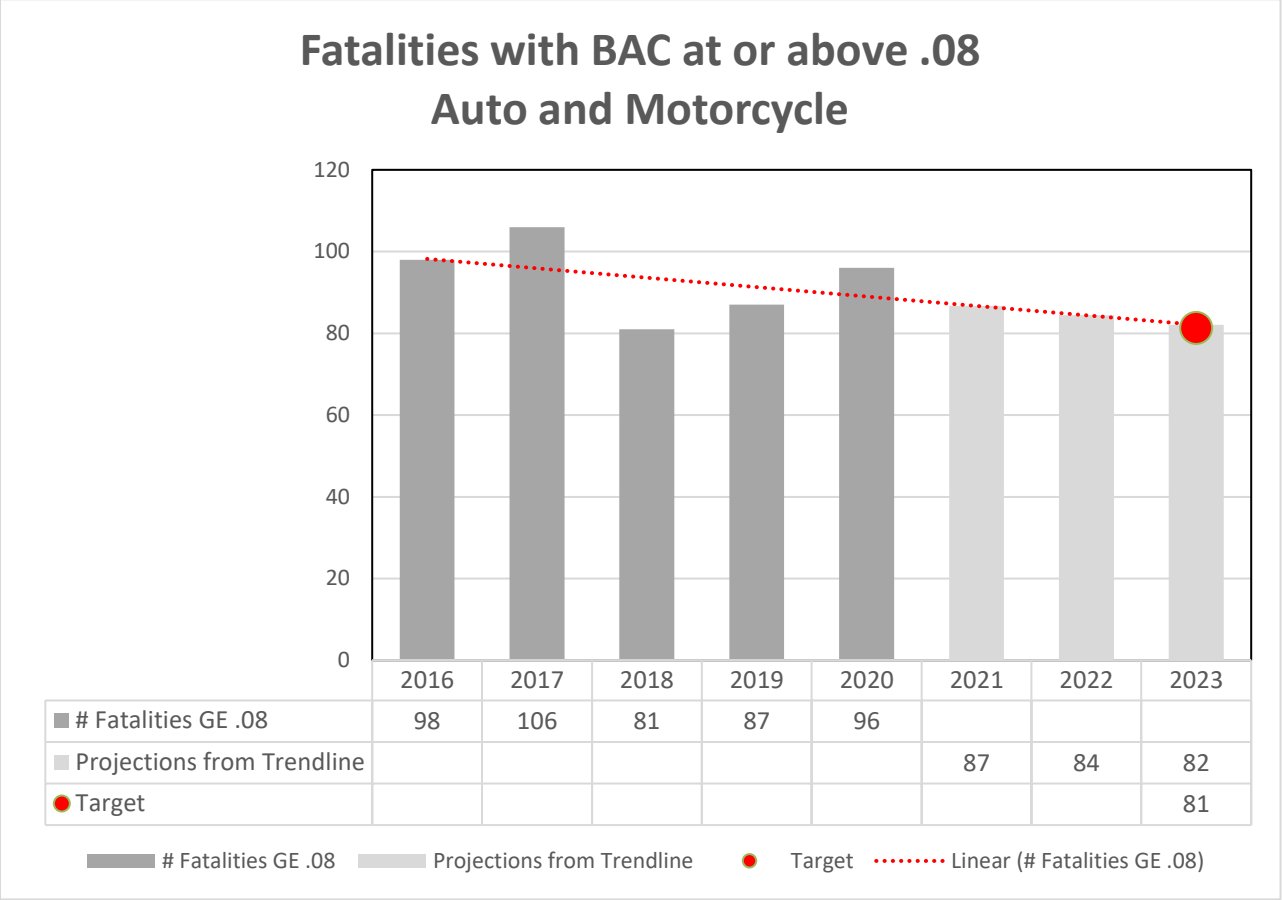


Goal Statement

C-4 Number of Unrestrained Fatalities:

The 2023 five-year average projection based upon the trendline indicates 113 unrestrained fatalities. A one percent reduction in this projection would derive our goal of 112 unrestrained fatalities in 2023. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

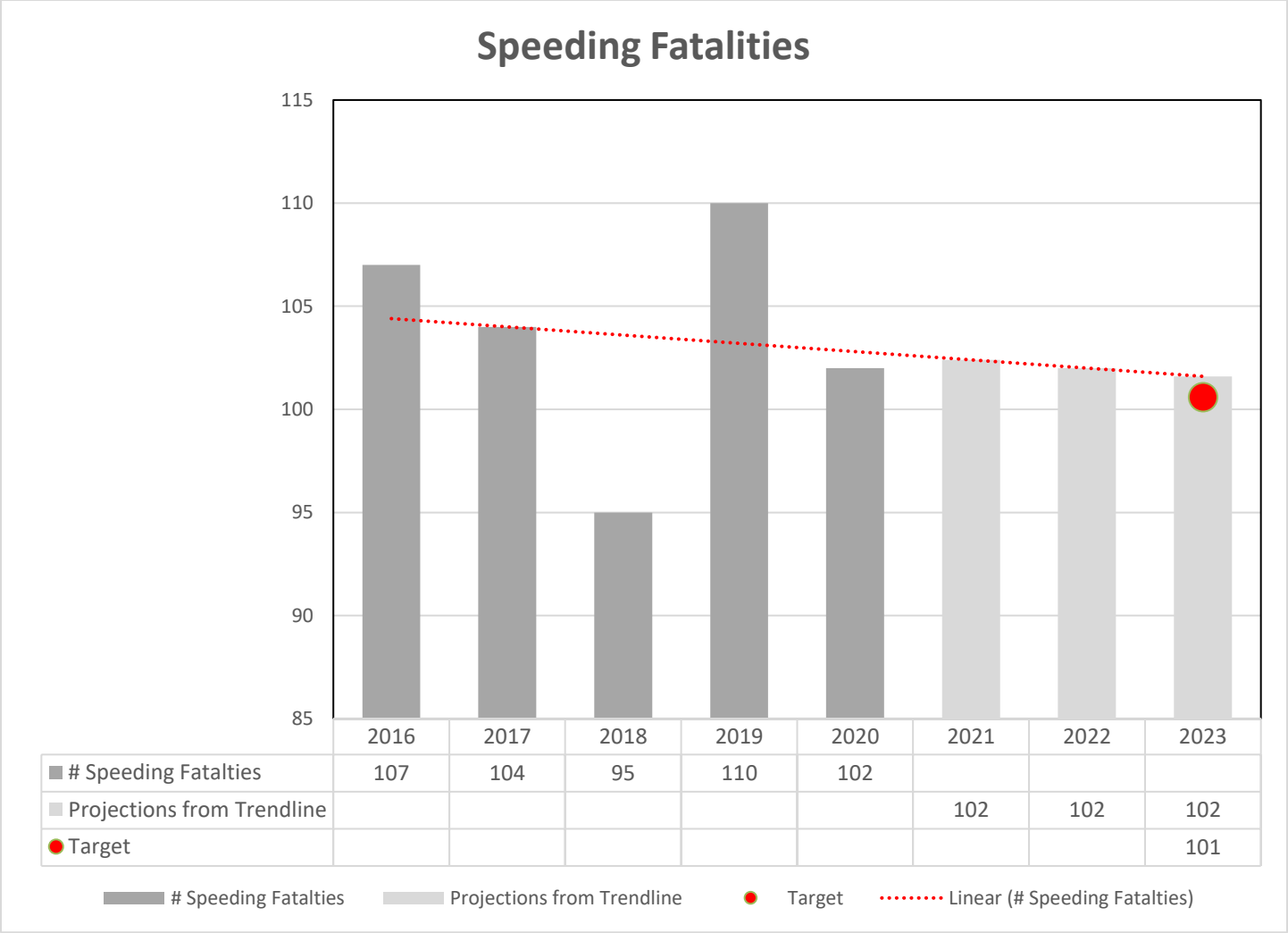
Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with BAC of .08 or above (FARS)



I. Goal Statement

C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above: The 2023 five-year average projection based upon the trendline indicates 82 fatalities with a BAC of .08 or above. A one percent reduction in this projection would derive our goal of 81 fatalities with a BAC of .08 or above in 2023. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Speeding Fatalities (FARS):

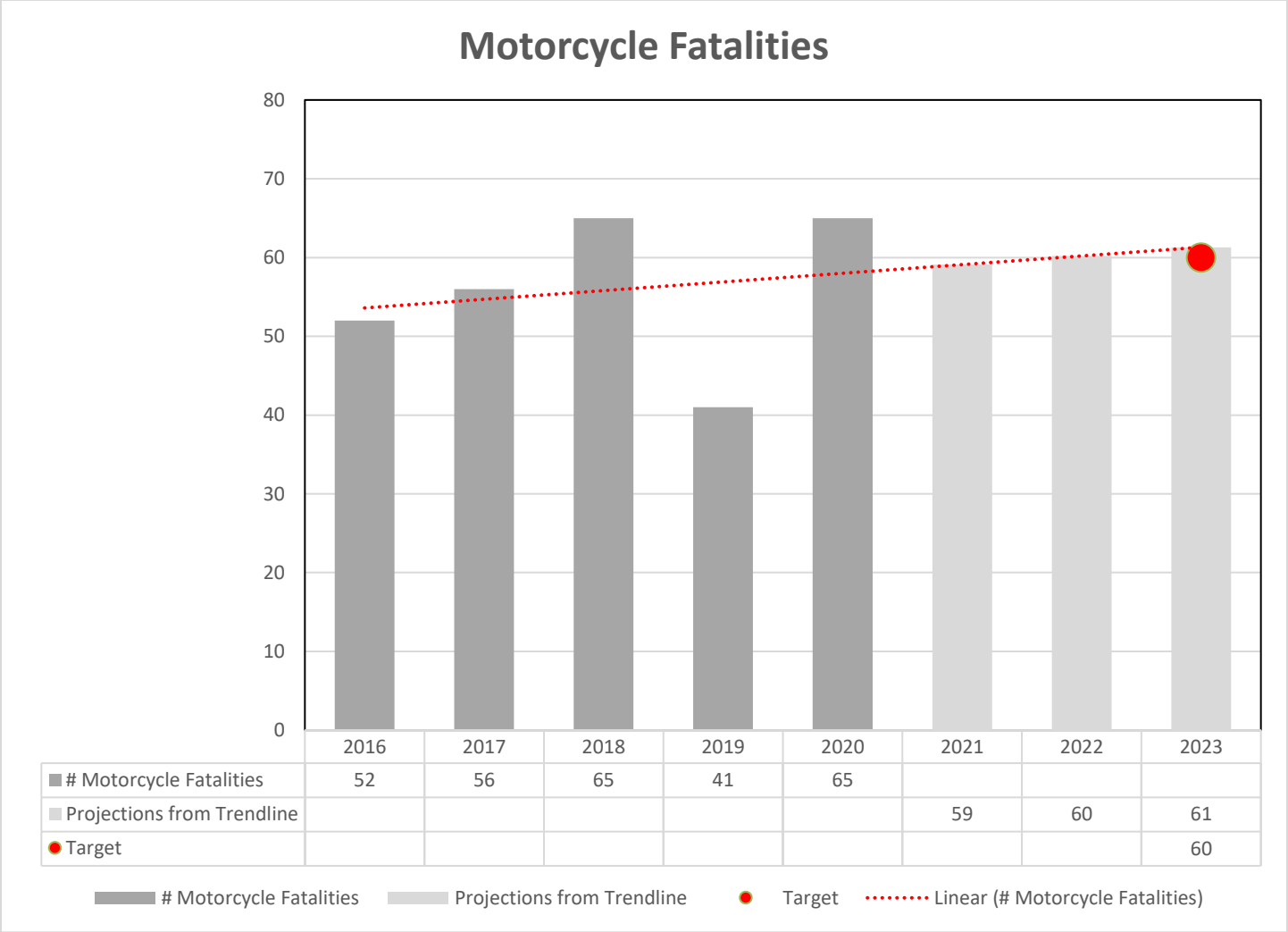


Goal Statement

C-6 Number of Speeding Fatalities:

The 2023 five-year average projection based upon the trendline indicates 102 speeding fatalities in 2023. A one percent reduction in this projection would derive our goal of 101 speeding fatalities in 2023. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Number of Motorcyclist Fatalities (FARS):

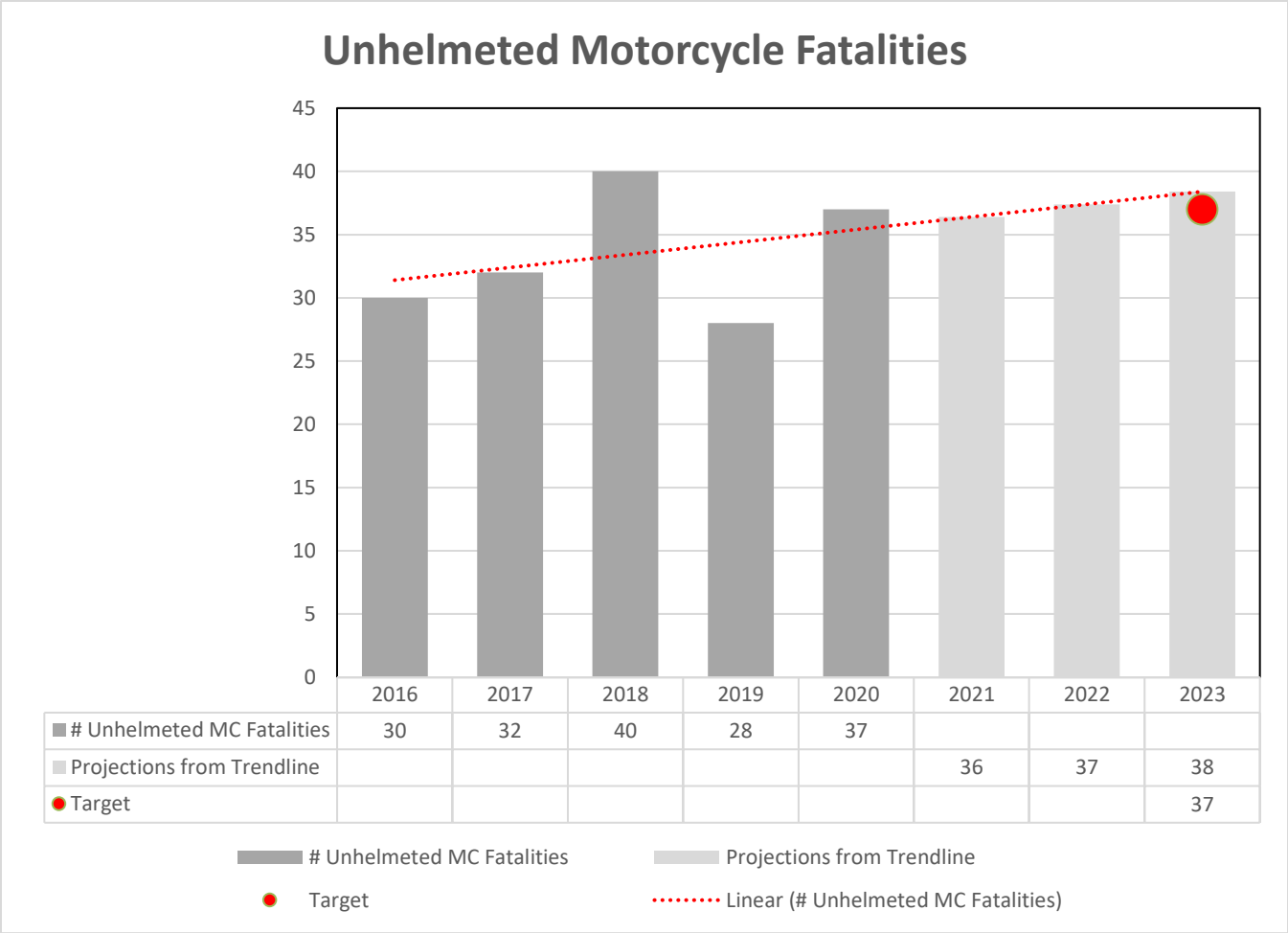


Goal Statement

C-7 Number of Motorcycle Fatalities:

The 2023 five-year average projection based upon the trendline indicates 61 motorcycle fatalities in 2023. A two percent reduction in this projection would derive our goal of 60 motorcycle fatalities in 2023. 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):

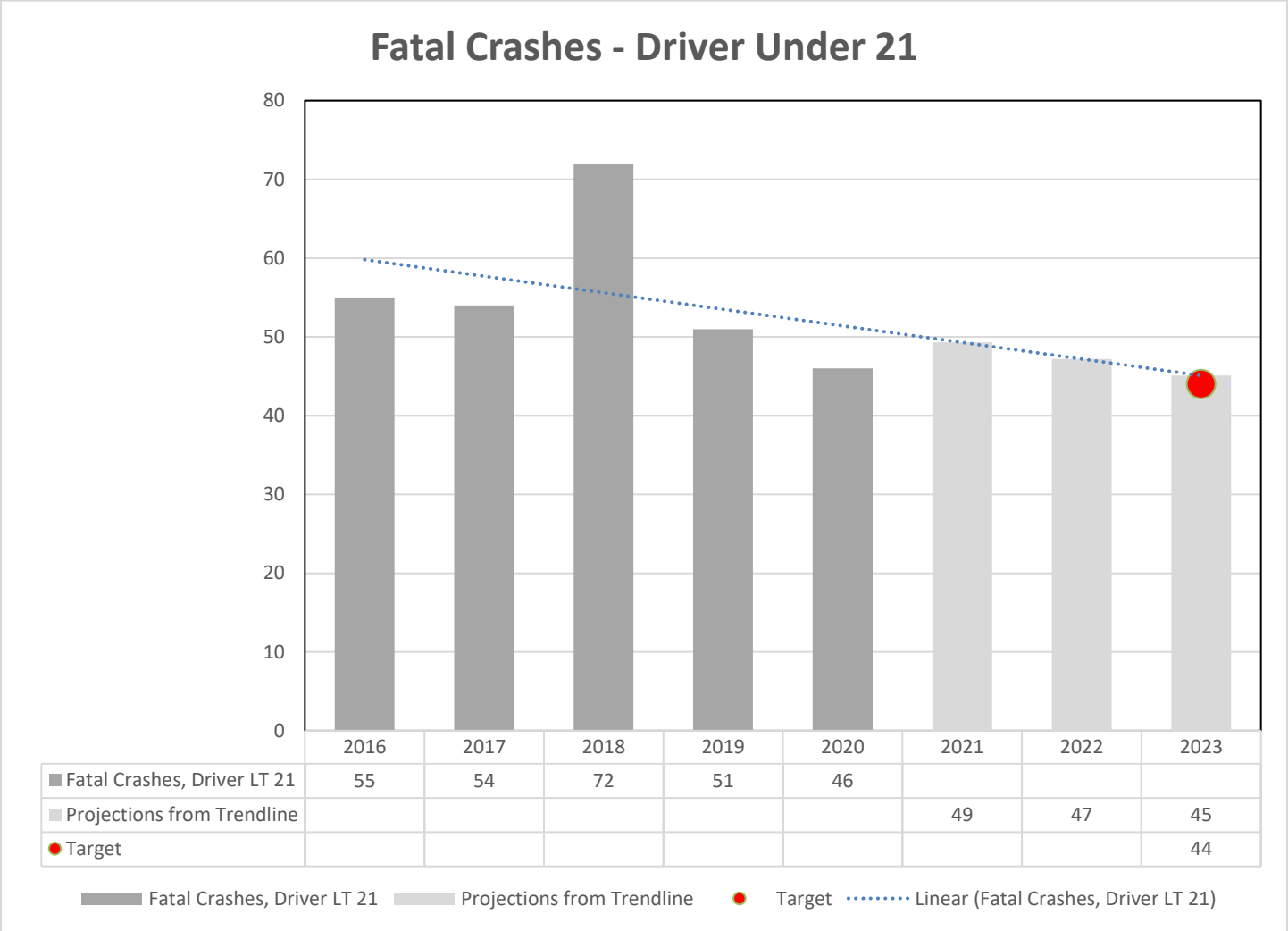


	2016	2017	2018	2019	2020	2021	2022	2023
# Unhelmeted MC Fatalities	30	32	40	28	37			
Projections from Trendline						36	37	38
Target								37

Goal Statement

C-8 Number of Un-helmeted Motorcycle Fatalities:
The 2023 five-year average projection based upon the trendline indicates 38 un-helmeted motorcycle fatalities in 2023. A one percent reduction in this projection would derive our goal of 37 un-helmeted motorcycle fatalities in 2023. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

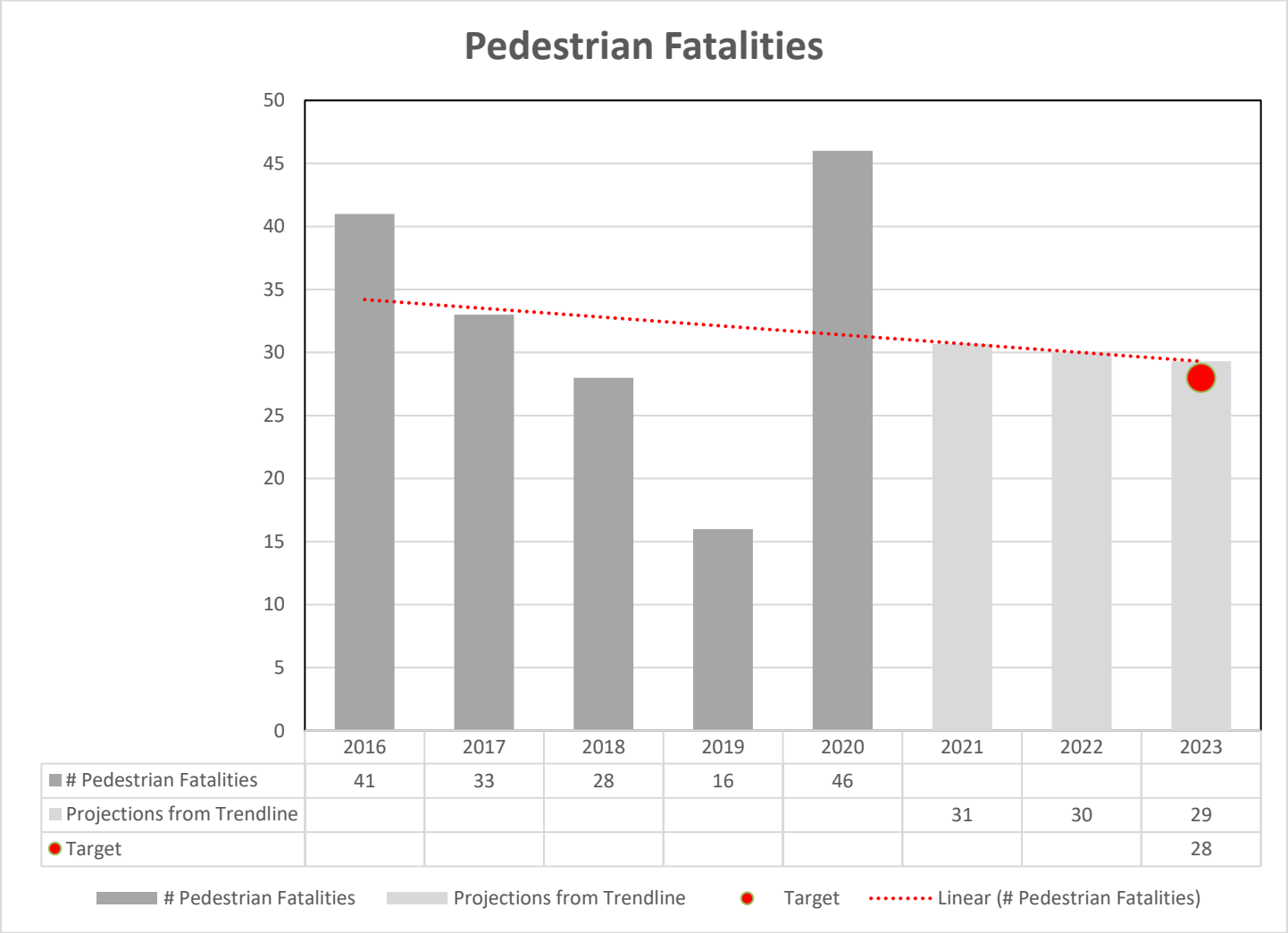
Number of Fatalities with Driver 20 or under (FARS):



II. Goal Statement

C-9 Goal Statement Number of Drivers, 20 or under, Involved in Fatal Crashes: The 2023 five-year average projection based upon the trendline indicates 45 drivers, age 20 or under, will be involved in a fatal crash in 2023. A one percent reduction in this projection would derive our goal of 44 drivers, age 20 or under, involved in a fatal crash in 2023. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.

Pedestrian Fatalities (FARS):



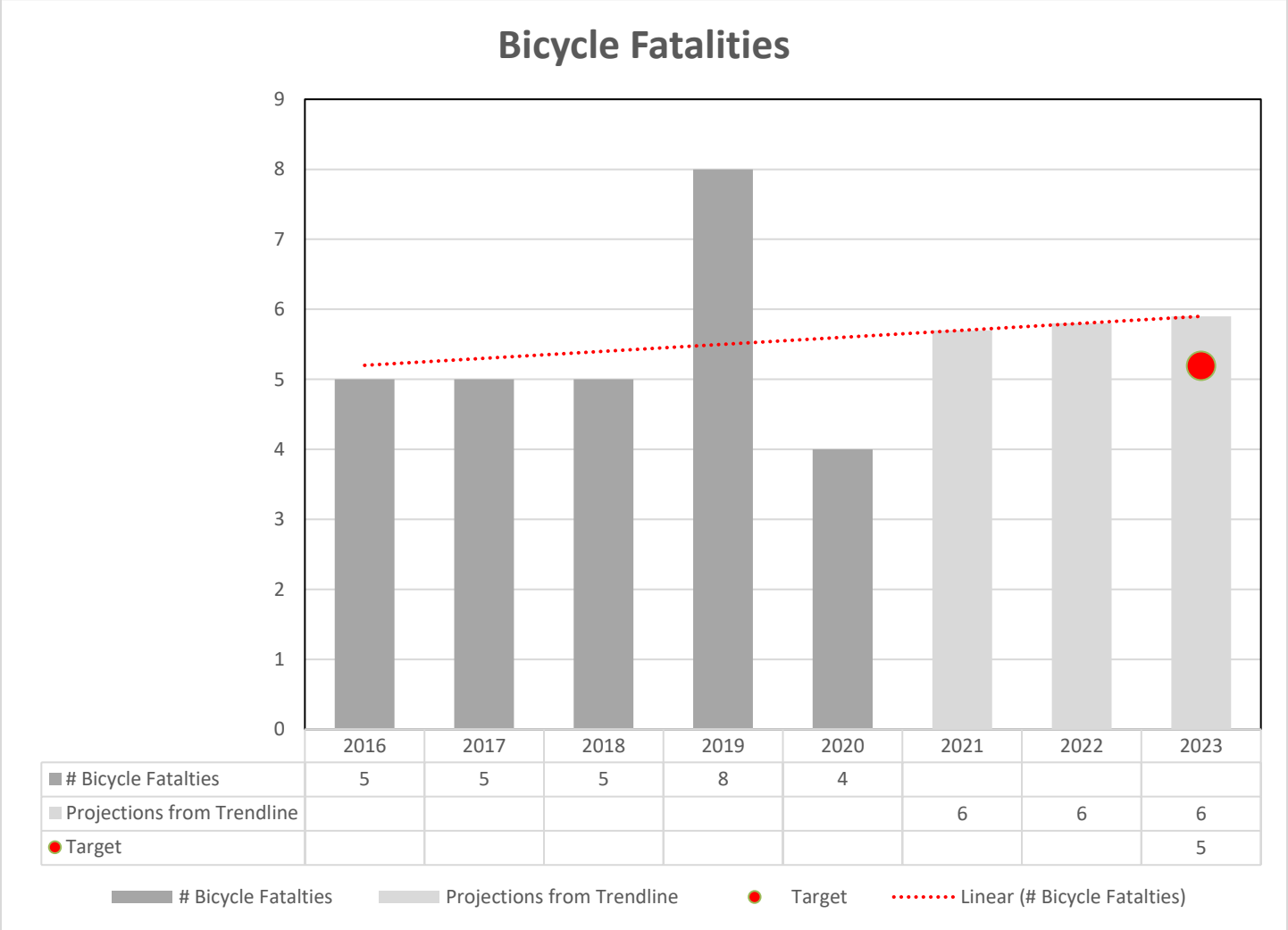
	2016	2017	2018	2019	2020	2021	2022	2023
# Pedestrian Fatalities	41	33	28	16	46			
Projections from Trendline						31	30	29
Target								28

Goal Statement

C-10 Pedestrian Fatalities:

The 2023 annual projection based upon the trendline indicates 29 pedestrian fatalities. A six percent reduction in this projection would equal our goal of 28 pedestrian fatalities in 2023. Based upon recent history, and relatively small number of pedestrian fatalities, a six percent reduction goal is realistic and attainable.

Bicycle Fatalities (FARS):

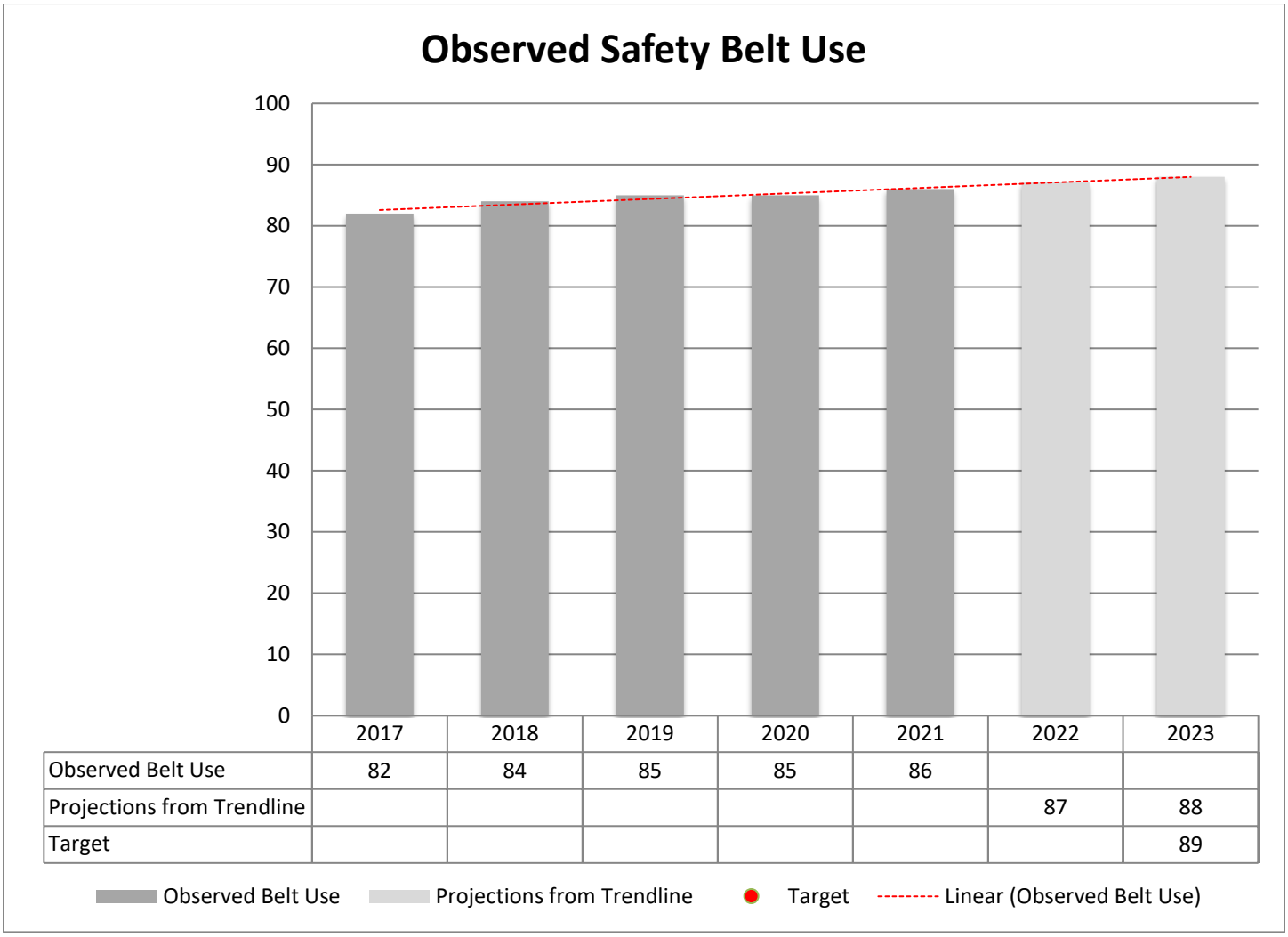


Goal Statement

C-11 Bicycle Fatalities:

The 2023 annual projection based upon the trendline indicates six bicycle fatalities. A 12 percent reduction in this projection would equal our goal of five bicycle fatalities in 2023. Based upon recent history, and relatively small number of bicycle fatalities, a 12 percent reduction goal is realistic and attainable.

Seat belt Use Rate (State Survey):



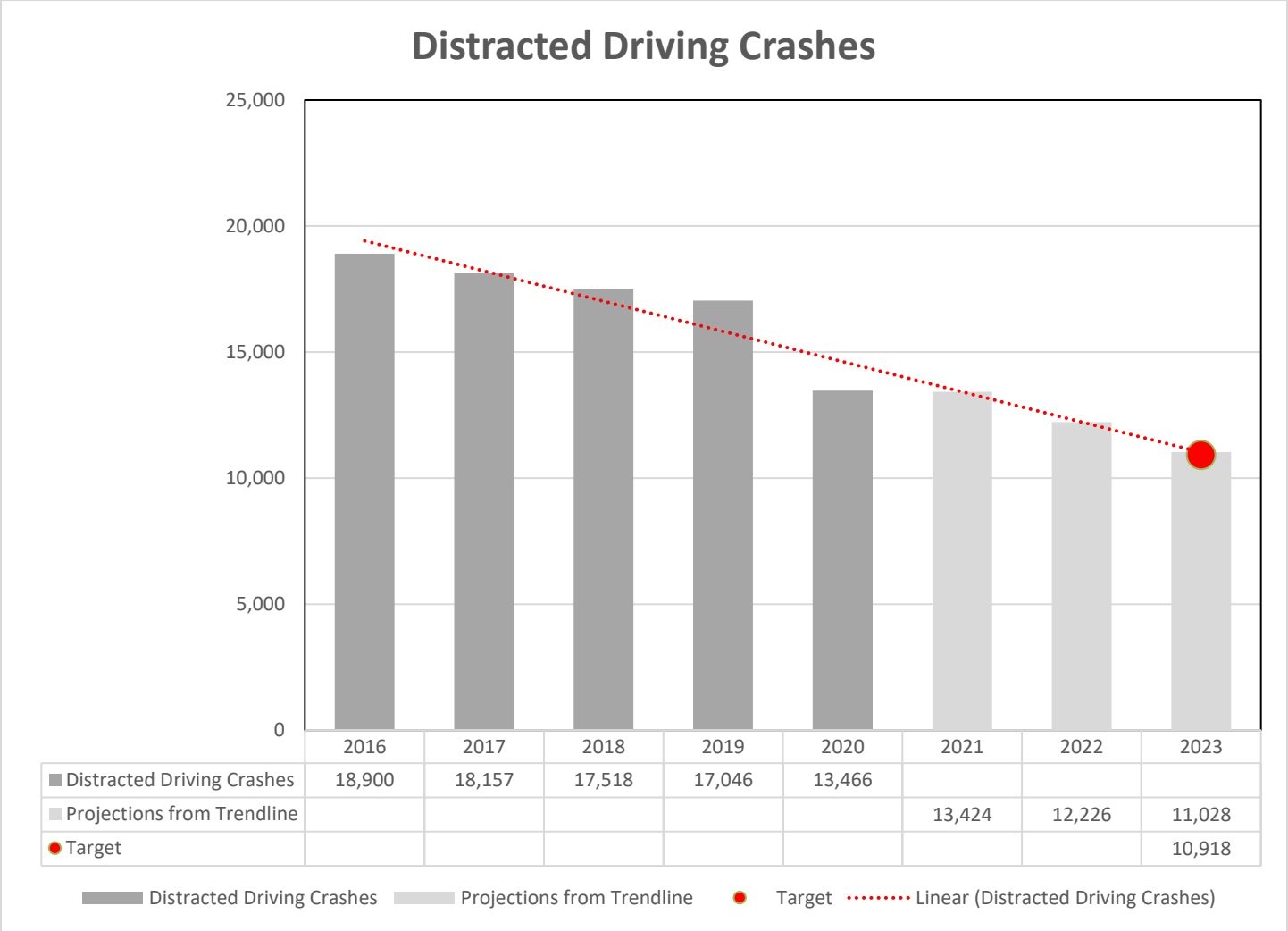
	2017	2018	2019	2020	2021	2022	2023
Observed Belt Use	82	84	85	85	86		
Projections from Trendline						87	88
Target							89

Goal Statement

B-1 Observed Seat Belt Use:

The 2023 five-year average projection based upon the trendline indicates 88 percent observed belt use. A one percent increase in this projection would derive our goal of 89 percent observed belt use in 2023. Based upon recent history, the trendline of the target, the one percent goal is realistic and attainable.

Distracted Driving Crashes (KCARS):



	2016	2017	2018	2019	2020	2021	2022	2023
Distracted Driving Crashes	18,900	18,157	17,518	17,046	13,466			
Projections from Trendline						13,424	12,226	11,028
Target								10,918

Goal Statement

Number of Distracted Driving Crashes: The 2023 five-year average projection based upon the trendline indicates 11,028 distracted driving crashes. A one percent reduction in this projection would derive our goal of 10,918 distracted driving crashes in 2023. 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 BSS 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 BSS 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 focus area. Currently, a member of the BSS is chairing the Occupant Protection, Teen Driver's, 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, KDOT 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 five counties represent more than 50 percent of all crashes in 2020. 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 BSS 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

	County	Total Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	8,627	16.44%	16.44%	STEP	IDDP	NSEP
2	JOHNSON	8,420	16.05%	32.49%	STEP	IDDP	NSEP
3	WYANDOTTE	3,639	6.94%	39.43%	STEP	IDDP	NSEP
4	SHAWNEE	3,595	6.85%	46.28%	STEP	IDDP	NSEP
5	DOUGLAS	2,134	4.07%	50.34%	STEP	IDDP	NSEP
6	BUTLER	1,239	2.36%	52.71%	STEP		
7	LEAVENWORT	1,110	2.12%	54.82%	STEP	IDDP	
8	RILEY	1,096	2.09%	56.91%	STEP	IDDP	NSEP
9	SALINE	1,080	2.06%	58.97%	STEP	IDDP	
10	RENO	995	1.90%	60.86%	STEP	IDDP	NSEP
11	COWLEY	778	1.48%	62.35%	STEP		
12	LYON	776	1.48%	63.83%	STEP		
13	CRAWFORD	700	1.33%	65.16%	STEP		
14	MONTGOMERY	676	1.29%	66.45%	STEP	IDDP	
15	FORD	675	1.29%	67.74%	STEP		
16	MIAMI	619	1.18%	68.91%	STEP	IDDP	

17	ELLIS	591	1.13%	70.04%	STEP		
18	SUMNER	574	1.09%	71.14%	STEP	IDDP	
19	FINNEY	558	1.06%	72.20%	STEP	IDDP	
20	GEARY	541	1.03%	73.23%	STEP		
21	HARVEY	536	1.02%	74.25%	STEP		
22	MCPHERSON	519	0.99%	75.24%	STEP		
23	FRANKLIN	490	0.93%	76.17%	STEP		
24	BARTON	476	0.91%	77.08%	STEP		
25	SEWARD	444	0.85%	77.93%	STEP		
26	POTTAWATOMI	427	0.81%	78.74%	STEP		
27	LABETTE	425	0.81%	79.55%			
28	CHEROKEE	403	0.77%	80.32%	STEP		
29	JEFFERSON	371	0.71%	81.03%	STEP		
30	DICKINSON	322	0.61%	81.64%			
31	NEOSHO	320	0.61%	82.25%	STEP		
32	BOURBON	310	0.59%	82.84%	STEP		
33	ATCHISON	304	0.58%	83.42%			
34	LINN	273	0.52%	83.94%	STEP		
35	JACKSON	272	0.52%	84.46%			
36	OSAGE	266	0.51%	84.97%			
37	ALLEN	254	0.48%	85.45%			
38	COFFEY	247	0.47%	85.92%	STEP		
39	MARION	243	0.46%	86.38%	STEP		
40	WABAUNSEE	238	0.45%	86.84%	STEP		
41	KINGMAN	237	0.45%	87.29%	STEP		
42	CLOUD	235	0.45%	87.74%	STEP		
43	RICE	229	0.44%	88.17%			
44	RUSSELL	229	0.44%	88.61%	STEP		
45	MARSHALL	226	0.43%	89.04%	STEP		
46	ELLSWORTH	222	0.42%	89.46%	STEP		
47	PRATT	213	0.41%	89.87%			
48	BROWN	208	0.40%	90.27%			
49	ANDERSON	206	0.39%	90.66%			
50	THOMAS	201	0.38%	91.04%			
51	NEMAHA	185	0.35%	91.39%	STEP		

52	WILSON	179	0.34%	91.74%	STEP	IDDP	
53	CLAY	172	0.33%	92.06%	STEP		
54	WASHINGTON	171	0.33%	92.39%			
55	PAWNEE	159	0.30%	92.69%	STEP		
56	GREENWOOD	157	0.30%	92.99%			
57	MITCHELL	146	0.28%	93.27%	STEP		
58	RUSH	145	0.28%	93.55%	STEP		
59	NORTON	143	0.27%	93.82%			
60	STAFFORD	142	0.27%	94.09%			
61	HARPER	138	0.26%	94.35%			
62	REPUBLIC	137	0.26%	94.61%			
63	SHERMAN	131	0.25%	94.86%			
64	CHASE	128	0.24%	95.11%			
65	ROOKS	125	0.24%	95.35%			
66	OTTAWA	122	0.23%	95.58%			
67	TREGO	120	0.23%	95.81%			
68	MORRIS	115	0.22%	96.03%			
69	GRANT	111	0.21%	96.24%	STEP		
70	BARBER	109	0.21%	96.45%	STEP		
71	SMITH	99	0.19%	96.63%	STEP		
72	GRAY	98	0.19%	96.82%			
73	WOODSON	98	0.19%	97.01%			
74	LINCOLN	91	0.17%	97.18%			
75	GOVE	81	0.15%	97.34%			
76	CHAUTAUQUA	76	0.14%	97.48%	STEP		
77	KIOWA	75	0.14%	97.62%			
78	KEARNY	73	0.14%	97.76%			
79	JEWELL	72	0.14%	97.90%			
80	PHILLIPS	65	0.12%	98.02%			
81	SHERIDAN	63	0.12%	98.14%			
82	SCOTT	62	0.12%	98.26%	STEP		
83	DONIPHAN	60	0.11%	98.38%			
84	HAMILTON	60	0.11%	98.49%			
85	HODGEMAN	60	0.11%	98.60%			
86	NESS	57	0.11%	98.71%	STEP		
87	OSBORNE	57	0.11%	98.82%			
88	LOGAN	56	0.11%	98.93%			
89	EDWARDS	54	0.10%	99.03%			
90	CLARK	53	0.10%	99.13%			
91	HASKELL	46	0.09%	99.22%	STEP		
92	CHEYENNE	44	0.08%	99.30%			

93	MORTON	39	0.07%	99.38%			
94	WICHITA	38	0.07%	99.45%			
95	STEVENS	37	0.07%	99.52%			
96	GRAHAM	35	0.07%	99.59%			
97	MEADE	32	0.06%	99.65%	STEP		
98	GREELEY	31	0.06%	99.71%			
99	STANTON	31	0.06%	99.77%			
100	COMANCHE	27	0.05%	99.82%			
101	DECATUR	25	0.05%	99.87%			
102	LANE	22	0.04%	99.91%			
103	ELK	17	0.03%	99.94%			
104	WALLACE	16	0.03%	99.97%			
105	RAWLINS	15	0.03%	100.00%			
	Total	52,469					

*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 Seat belt Enforcement Program- conducts overtime enforcement targeting unrestrained occupants throughout the year.

Fatal Crashes

The state of Kansas experienced 382 fatal crashes in 2020. 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 2020. 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 BSS 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

2020 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	56	14.66%	14.66%	STEP	IDDP	NSEP
2	WYANDOTTE	25	6.54%	21.20%	STEP	IDDP	NSEP
3	JOHNSON	21	5.50%	26.70%	STEP	IDDP	NSEP
4	SHAWNEE	20	5.24%	31.94%	STEP	IDDP	NSEP
5	LEAVENWORTH	13	3.40%	35.34%	STEP	IDDP	NSEP

6	DOUGLAS	12	3.14%	38.48%	STEP	IDDP	NSEP
7	RENO	10	2.62%	41.10%	STEP	IDDP	
8	FORD	8	2.09%	43.19%	STEP	IDDP	
9	HARVEY	8	2.09%	45.29%	STEP		
10	MONTGOMERY	8	2.09%	47.38%	STEP		
11	SALINE	8	2.09%	49.48%	STEP		
12	SUMNER	8	2.09%	51.57%	STEP		
13	FINNEY	7	1.83%	53.40%	STEP	IDDP	
14	PRATT	7	1.83%	55.24%	STEP		
15	FRANKLIN	6	1.57%	56.81%			
16	MIAMI	6	1.57%	58.38%	STEP		
17	RILEY	6	1.57%	59.95%	STEP		
18	BUTLER	5	1.31%	61.26%	STEP		
19	COWLEY	5	1.31%	62.57%	STEP		
20	DICKINSON	5	1.31%	63.87%	STEP		
21	JEFFERSON	5	1.31%	65.18%			
22	LABETTE	5	1.31%	66.49%			
23	CHEROKEE	4	1.05%	67.54%	STEP		
24	CLOUD	4	1.05%	68.59%	STEP		
25	JACKSON	4	1.05%	69.63%	STEP	IDDP	
26	MCPHERSON	4	1.05%	70.68%	STEP	IDDP	
27	NEOSHO	4	1.05%	71.73%			
28	OSBORNE	4	1.05%	72.77%	STEP		
29	POTTAWATOMIE	4	1.05%	73.82%			
30	REPUBLIC	4	1.05%	74.87%	STEP		
31	BARTON	3	0.79%	75.65%	STEP	IDDP	
32	GREENWOOD	3	0.79%	76.44%	STEP		
33	JEWELL	3	0.79%	77.23%	STEP	IDDP	
34	LINN	3	0.79%	78.01%	STEP		
35	LYON	3	0.79%	78.80%			
36	PHILLIPS	3	0.79%	79.58%	STEP		
37	SCOTT	3	0.79%	80.37%			
38	SEWARD	3	0.79%	81.15%	STEP		
39	STEVENS	3	0.79%	81.94%	STEP		
40	WALLACE	3	0.79%	82.72%			
41	WILSON	3	0.79%	83.51%			
42	WOODSON	3	0.79%	84.29%			
43	ANDERSON	2	0.52%	84.82%	STEP		
44	ATCHISON	2	0.52%	85.34%	STEP	IDDP	
45	BOURBON	2	0.52%	85.86%	STEP		
46	BROWN	2	0.52%	86.39%			

47	CHAUTAUQUA	2	0.52%	86.91%	STEP		
48	CLARK	2	0.52%	87.43%			
49	CLAY	2	0.52%	87.96%	STEP		
50	ELLIS	2	0.52%	88.48%			
51	ELLSWORTH	2	0.52%	89.01%			
52	GEARY	2	0.52%	89.53%			
53	GOVE	2	0.52%	90.05%	STEP		
54	GRANT	2	0.52%	90.58%			
55	KEARNY	2	0.52%	91.10%			
56	MARION	2	0.52%	91.62%			
57	OSAGE	2	0.52%	92.15%			
58	ROOKS	2	0.52%	92.67%	STEP		
59	STAFFORD	2	0.52%	93.19%	STEP		
60	WICHITA	2	0.52%	93.72%			
61	CHASE	1	0.26%	93.98%	STEP		
62	CHEYENNE	1	0.26%	94.24%	STEP		
63	COFFEY	1	0.26%	94.50%			
64	CRAWFORD	1	0.26%	94.76%	STEP		
65	ELK	1	0.26%	95.03%			
66	GRAY	1	0.26%	95.29%	STEP		
67	HARPER	1	0.26%	95.55%			
68	HASKELL	1	0.26%	95.81%			
69	KINGMAN	1	0.26%	96.07%			
70	KIOWA	1	0.26%	96.34%	STEP		
71	MARSHALL	1	0.26%	96.60%			
72	MEADE	1	0.26%	96.86%			
73	MORRIS	1	0.26%	97.12%			
74	MORTON	1	0.26%	97.38%			
75	NEMAHA	1	0.26%	97.64%			
76	NORTON	1	0.26%	97.91%	STEP		
77	OTTAWA	1	0.26%	98.17%			
78	RUSH	1	0.26%	98.43%	STEP		
79	RUSSELL	1	0.26%	98.69%			
80	SHERIDAN	1	0.26%	98.95%	STEP		
81	STANTON	1	0.26%	99.21%			
82	THOMAS	1	0.26%	99.48%			
83	TREGO	1	0.26%	99.74%			
84	WABAUNSEE	1	0.26%	100.00%			
85	ALLEN	0	0.00%	100.00%			
86	BARBER	0	0.00%	100.00%	STEP		
87	COMANCHE	0	0.00%	100.00%	STEP		

88	DECATUR	0	0.00%	100.00%			
89	DONIPHAN	0	0.00%	100.00%			
90	EDWARDS	0	0.00%	100.00%			
91	GRAHAM	0	0.00%	100.00%			
92	GREELEY	0	0.00%	100.00%			
93	HAMILTON	0	0.00%	100.00%	STEP		
94	HODGEMAN	0	0.00%	100.00%			
95	LANE	0	0.00%	100.00%			
96	LINCOLN	0	0.00%	100.00%			
97	LOGAN	0	0.00%	100.00%			
98	MITCHELL	0	0.00%	100.00%			
99	NESS	0	0.00%	100.00%	STEP		
100	PAWNEE	0	0.00%	100.00%			
101	RAWLINS	0	0.00%	100.00%			
102	RICE	0	0.00%	100.00%			
103	SHERMAN	0	0.00%	100.00%			
104	SMITH	0	0.00%	100.00%			
105	WASHINGTON	0	0.00%	100.00%			
	TOTAL	382					

*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 Seat belt 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 2020. 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 BSS 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

2020 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	426	19.14%	19.14%	STEP	IDDP	NSEP
2	JOHNSON	384	17.25%	36.39%	STEP	IDDP	NSEP
3	WYANDOTTE	204	9.16%	45.55%	STEP	IDDP	NSEP
4	SHAWNEE	149	6.69%	52.25%	STEP	IDDP	NSEP
5	DOUGLAS	97	4.36%	56.60%	STEP	IDDP	
6	LEAVENWORTH	66	2.96%	59.57%	STEP	IDDP	NSEP
7	SALINE	48	2.16%	61.73%	STEP	IDDP	
8	RENO	47	2.11%	63.84%	STEP	IDDP	NSEP
9	BUTLER	46	2.07%	65.90%	STEP		
10	RILEY	46	2.07%	67.97%	STEP	IDDP	
11	FORD	37	1.66%	69.63%	STEP	IDDP	
12	ELLIS	34	1.53%	71.16%	STEP	IDDP	
13	CRAWFORD	33	1.48%	72.64%	STEP		
14	GEARY	32	1.44%	74.08%	STEP		
15	HARVEY	30	1.35%	75.43%	STEP		
16	FINNEY	29	1.30%	76.73%	STEP		
17	COWLEY	28	1.26%	77.99%	STEP		
18	LYON	27	1.21%	79.20%	STEP		
19	SEWARD	27	1.21%	80.41%	STEP		
20	MIAMI	22	0.99%	81.40%	STEP	IDDP	
21	MONTGOMERY	22	0.99%	82.39%	STEP	IDDP	
22	SUMNER	22	0.99%	83.38%	STEP		
23	BARTON	17	0.76%	84.14%	STEP		
24	JACKSON	16	0.72%	84.86%			
25	ATCHISON	15	0.67%	85.53%	STEP		
26	POTTAWATOMIE	13	0.58%	86.12%	STEP		
27	CHEROKEE	12	0.54%	86.66%	STEP		
28	LABETTE	12	0.54%	87.20%	STEP		
29	MCPHERSON	12	0.54%	87.74%	STEP		
30	BOURBON	11	0.49%	88.23%	STEP		
31	FRANKLIN	11	0.49%	88.72%	STEP		
32	BROWN	10	0.45%	89.17%	STEP		
33	JEFFERSON	10	0.45%	89.62%			
34	LINN	10	0.45%	90.07%	STEP	IDDP	
35	RUSH	10	0.45%	90.52%			
36	DICKINSON	9	0.40%	90.93%			
37	NEOSHO	8	0.36%	91.28%			
38	THOMAS	8	0.36%	91.64%			

39	GOVE	7	0.31%	91.96%			
40	KINGMAN	7	0.31%	92.27%			
41	RICE	7	0.31%	92.59%	STEP		
42	ANDERSON	6	0.27%	92.86%	STEP		
43	COFFEY	6	0.27%	93.13%	STEP		
44	GRANT	6	0.27%	93.40%			
45	OSAGE	6	0.27%	93.67%	STEP	IDDP	
46	ALLEN	5	0.22%	93.89%	STEP		
47	ELLSWORTH	5	0.22%	94.12%	STEP		
48	JEWELL	5	0.22%	94.34%			
49	NEMAHA	5	0.22%	94.56%			
50	PRATT	5	0.22%	94.79%	STEP		
51	ROOKS	5	0.22%	95.01%	STEP		
52	RUSSELL	5	0.22%	95.24%			
53	WABAUNSEE	5	0.22%	95.46%			
54	WASHINGTON	5	0.22%	95.69%			
55	WICHITA	5	0.22%	95.91%			
56	CLOUD	4	0.18%	96.09%	STEP		
57	GRAY	4	0.18%	96.27%	STEP		
58	HARPER	4	0.18%	96.45%			
59	MARION	4	0.18%	96.63%	STEP		
60	MARSHALL	4	0.18%	96.81%			
61	PHILLIPS	4	0.18%	96.99%			
62	SHERMAN	4	0.18%	97.17%			
63	BARBER	3	0.13%	97.30%			
64	CHAUTAUQUA	3	0.13%	97.44%			
65	CLAY	3	0.13%	97.57%	STEP		
66	DONIPHAN	3	0.13%	97.71%	STEP		
67	EDWARDS	3	0.13%	97.84%			
68	GREENWOOD	3	0.13%	97.98%	STEP		
69	LANE	3	0.13%	98.11%			
70	MITCHELL	3	0.13%	98.25%			
71	MORRIS	3	0.13%	98.38%			
72	SCOTT	3	0.13%	98.52%			
73	SHERIDAN	3	0.13%	98.65%			
74	CHASE	2	0.09%	98.74%			
75	HASKELL	2	0.09%	98.83%			
76	LINCOLN	2	0.09%	98.92%			
77	MORTON	2	0.09%	99.01%			
78	NORTON	2	0.09%	99.10%	STEP		
79	OSBORNE	2	0.09%	99.19%			

80	OTTAWA	2	0.09%	99.28%			
81	STAFFORD	2	0.09%	99.37%			
82	WILSON	2	0.09%	99.46%	STEP		
83	WOODSON	2	0.09%	99.55%	STEP		
84	CHEYENNE	1	0.04%	99.60%			
85	CLARK	1	0.04%	99.64%			
86	DECATUR	1	0.04%	99.69%			
87	GRAHAM	1	0.04%	99.73%			
88	HODGEMAN	1	0.04%	99.78%			
89	KEARNY	1	0.04%	99.82%	STEP		
90	NESS	1	0.04%	99.87%			
91	REPUBLIC	1	0.04%	99.91%			
92	STEVENS	1	0.04%	99.96%			
93	TREGO	1	0.04%	100.00%			
94	COMANCHE	0	0.00%	100.00%			
95	ELK	0	0.00%	100.00%	STEP		
96	GREELEY	0	0.00%	100.00%			
97	HAMILTON	0	0.00%	100.00%			
98	KIOWA	0	0.00%	100.00%	STEP		
99	LOGAN	0	0.00%	100.00%			
100	MEADE	0	0.00%	100.00%	STEP		
101	PAWNEE	0	0.00%	100.00%			
102	RAWLINS	0	0.00%	100.00%			
103	SMITH	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 problem areas using a data-driven approach to remove impaired drivers throughout the year.
***Nighttime Seat belt Enforcement Program-conducts overtime enforcement centered on unrestrained 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 2021, NHTSA approved, adult survey. Utilizing this data, BSS has and will continue to work with our law enforcement liaisons, identify media opportunities and engage law enforcement partners to increase the belt use in these counties.

Yearly Belt Use Rates, S1200 Road Type 2021 Belt Use Rate, Alphabetical by County			
County	**2019**	**2020**	**2021**
Atchison	82.4%	82.0%	77.5%
Butler	68.9%	88.5%	86.3%
Chase	64.9%	59.2%	78.3%
Coffey	91.1%	60.9%	87.7%
Cowley	92.2%	87.9%	90.8%
Crawford	88.3%	84.9%	83.2%
Douglas	94.3%	95.5%	80.6%
Ellsworth	87.4%	91.9%	90.5%
Franklin	86.2%	87.6%	86.5%
Gove	68.2%	69.0%	79.0%
Harvey	87.1%	88.6%	86.9%
Haskell	97.3%	68.8%	66.1%
Jefferson	88.2%	81.8%	86.3%
Johnson	94.1%	97.3%	95.3%
Labette	94.6%	84.7%	84.8%
Leavenworth	89.5%	89.4%	87.1%
Lyon	51.7%	58.9%	79.1%
Montgomery	82.5%	81.6%	79.3%
Reno	95.2%	88.5%	95.7%
Riley	88.7%	80.4%	87.8%
Saline	85.4%	85.6%	84.3%
Sedgwick	90.9%	85.7%	85.8%
Seward	91.0%	65.8%	80.7%
Shawnee	95.9%	79.0%	87.0%
Wabaunsee	72.7%	63.9%	88.8%
Wyandotte	90.3%	83.6%	88.8%

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 help in the form of overtime enforcement, enhanced education, media, or other proven countermeasures.

The table below includes belt use results, by county, for all vehicles, drivers, and front-outboard passengers. The results are ranked from highest belt use rate to lowest belt use rate.

Results are weighted by road type proportions as measured by daily vehicle miles traveled calculated by the Kansas Department of Transportation.

Belt Use Rates, Ranked by Percent Belted - 2021

County	S1100	S1200	S1400	*Percent Belted
Johnson	96.1%	95.3%	91.4%	94.9%
Wabaunsee	96.5%	88.8%	81.8%	94.4%
Gove	97.5%	79.0%	61.1%	93.3%
Reno	0.0%	95.7%	83.3%	93.3%
Ellsworth	95.0%	90.5%	87.1%	92.7%
Cowley	0.0%	90.8%	85.3%	89.7%
Coffey	94.5%	87.7%	73.2%	88.9%
Wyandotte	90.5%	88.8%	78.3%	88.7%
Leavenworth	91.7%	87.1%	85.4%	88.2%
Butler	87.6%	86.3%	81.8%	86.2%
Chase	92.4%	78.3%	30.8%	86.2%
Jefferson	0.0%	86.3%	83.5%	85.9%
Harvey	88.8%	86.9%	72.1%	85.8%
Shawnee	84.7%	87.0%	80.9%	85.6%
Franklin	92.0%	86.5%	41.2%	85.4%
Sedgwick	88.3%	85.8%	81.0%	85.4%
Saline	90.2%	84.3%	68.7%	85.0%
Riley	97.5%	87.8%	79.7%	84.9%
Crawford	0.0%	83.2%	89.2%	84.4%
Lyon	92.9%	79.1%	50.0%	84.0%
Douglas	84.9%	80.6%	73.9%	80.8%
Montgomery	0.0%	79.3%	69.4%	77.7%
Seward	0.0%	80.7%	64.3%	77.5%
Atchison	0.0%	77.5%	74.2%	76.8%
Labette	0.0%	84.8%	16.7%	74.3%
Haskell	0.0%	66.1%	43.3%	61.8%

*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. In FFY 23, our planned expansion by at least five law enforcement agencies includes data driven locations for recruitment efforts. Additional information as well as a list of grantees 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.

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 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.

The Kansas Department of Transportation is the Lead State Agency for any Maintenance of Effort administration in support of 405(c) projects.

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-1400-23**	**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. With two new staff members and two with two years or less time in the office there is a significant need for training. National conferences offer opportunities for networking and attend workshops that would not be available unless travel to these conferences was offered.

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 in cases of polydrug use (an illegal drug combined with alcohol). In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. The Task Force is looking at reducing recidivism by testing the use of Roadside Oral Fluids Testing by law enforcement to test for drugs during a traffic stop. 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

Prosecutor. 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 Behavioral Safety Section with general oversite from the State Highway Safety Engineer.

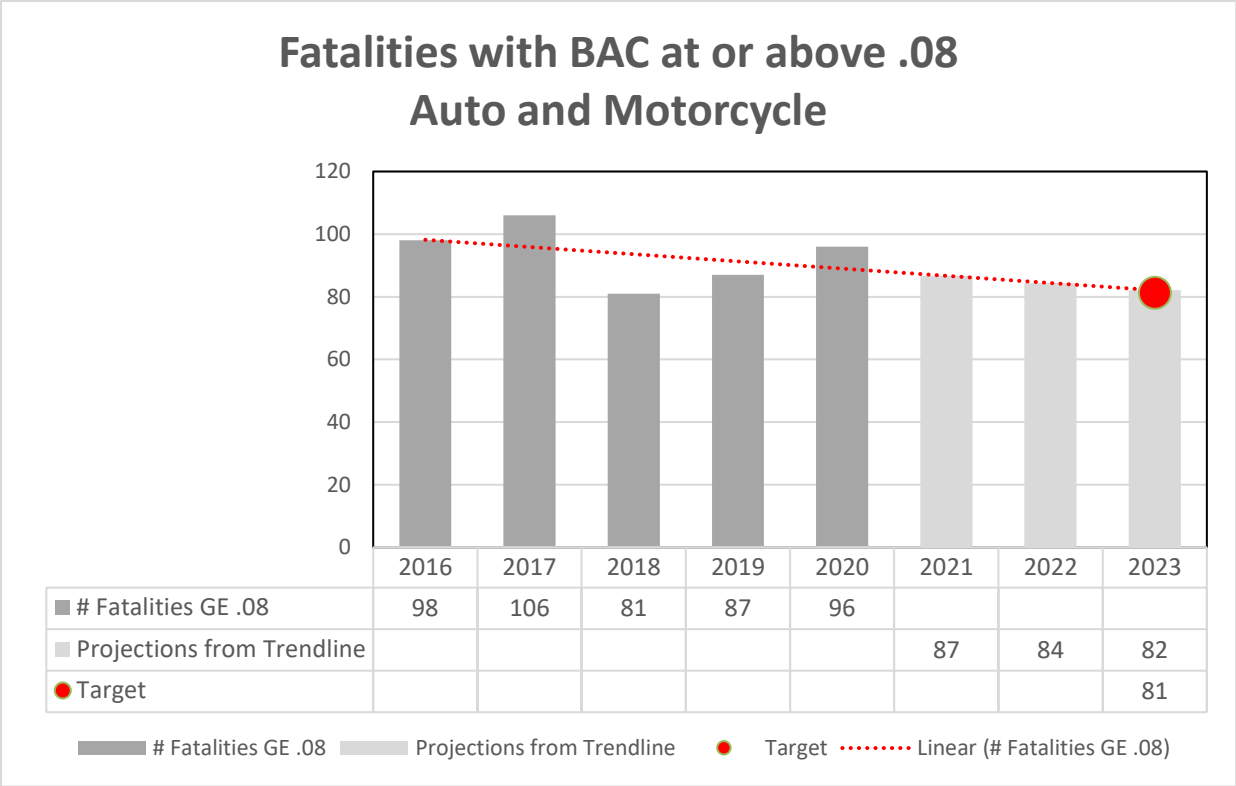
Impaired Driving Task Force

2021 ROSTER IMPAIRED DRIVING EMPHASIS TEAM

	NAME	E-MAIL	ORGANIZATION & TITLE
1	COREY KENNEY	Corey.Kenny@ag.ks.gov	Attorney General Traffic Safety Resource Prosecutor
2	NOEL SCHNEIDER	Noel.Schneider@ks.gov	Kansas Department of Transportation- Traffic Safety Coordinator
3	GARY HERMAN	Gary.Herman@ks.gov	Kansas Department of Transportation- Behavioral Safety Manager
4	NORRAINE WINGFIELD	Nwingfield705@outlook.com	University of Kansas Consultant
5	TROY WELLS	Wellsd0537@cox.net	Kansas Department of Transportation Law Enforcement Liaison
6	ALVIN ACKERMAN	Alackerman491@gmail.com	Kansas Department of Transportation Law Enforcement Liaison
7	BOB HAMILTON	bobhlel@gmail.com	Kansas Department of Transportation Law Enforcement Liaison
8	LORI HASKETT	Lori.Haskett@dot.gov	NHTSA Region 7 Office NHTSA Region 7

9	LORI MARSHALL	Lori.Marshall@madd.org	MADD Kansas Director
10	MICHAEL CHRISTOPHER	Michael.Christopher@dot.gov	USDOT Federal Motor Carrier Safety Specialist
11	LT. MARK FRENCH	MFrench@rileycountypolice.org	Riley County Police Department Commander
12	KRISTI CARTER	Kristi.Carter@kbi.ks.gov	Kansas Bureau of Investigation Forensic Lab
13	CAPT. CHRIS BAUER	Christopher.bauer@ks.gov	Kansas Highway Patrol KHP Academy Director
14	DANIEL KISER II	dkiserlel@gmail.com	Kansas Department of Transportation Law Enforcement Liaison SE Kansas
15	LT. MATT PAYNE	matthew.payne@ks.gov	Kansas Highway Patrol Breath Alcohol Unit
16	JULINNE KEMP	Julinne.Kemp@jocogov.org	Johnson County Sheriff Lab Forensic Scientist III--Toxicology
17	TAMMY ALLEN	Tammy.allen@ks.gov	Kansas Department of Revenue
18	LACEY HANE	Lacy.hane@ks.gov	Kansas Department of Revenue Driver Solutions Resource Services
19	CARISSA ROBERTSON	Carissa.robertson@ks.gov	KS Department Health and Environment Section Chief
20	TRACY HARCAR	Tracy.harcar@ks.gov	KS Department Health and Environment Administrator
21	KAREN WITTMAN	kwittman@wycokck.org	Wyandotte County Deputy District Attorney
22	TENILLE KIMBERLIN	tkimberlin@dccca.org	Kansas Traffic Safety Resource Office Director
23	AMANDA PFANNENSTIEL	Amanda.pfannenstiel@ks.gov	KS Department Health and Environment Breath Alcohol Unit
24	LAURIE MARTINEZ	Laurie.Martinez@ks.gov	Kansas Highway Patrol Ignition Interlock Program
25	KENT SELK	kent.selk@ks.gov	Kansas Department of Revenue Driver Services Manager
26	TIM ANDERSON	Tim.anderson@ks.gov	Kansas Highway Patrol Breath Alcohol Unit Instructor
27	LT. BRADLEY DIEL	Bradley.Diel@jcks.com	Junction City Police Lieutenant
28	AARON BREITENBACH	Aaron.Breitenbach@sedgwick.gov	Sedgwick CO. District Attorney's Office Chief Attorney-Traffic Division
29	CARRIE HODGES	Carrie.Hodges@kbi.state.ks.us	Kansas Bureau of Investigation Toxicology Section Supervisor

Performance Target Justification



C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above: The 2023 five-year average projection based upon the trendline indicates 82 fatalities with a BAC of .08 or above. A one percent reduction in this projection would derive our goal of 81 fatalities with a BAC of .08 or above in 2023. 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:**	**2020**
Sub-Recipient:	**Kansas Department of Transportation**	**Funding Source ID:**	**FAST Act 405(d) Impaired Driving Low**
Estimated Funding Amounts:	**$200,000**	**Match Amount:**	**$0**
Indirect Cost:	**No**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4700-23**	**Eligible Use of Funds:**	**405d Impaired Driving Low (FAST)**
Federal Equipment:	**No**		

Project enables the Behavioral 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:**	**2020**
Sub-Recipient:	**Kansas Department of Health and Environment**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low**
Estimated Funding Amounts:	**$15,000**	**Match: $0**	**$0**
Indirect Cost:	**$0**	**Local Benefit: $0**	**$0**
Project Number (Unique ID):	**SP-4702-23**	**Eligible Use of Funds:**	**405d Impaired Driving Low (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:**	**2020**
Sub-Recipient:	**TBD**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low**
Funding Amounts:	**$200,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4710-23**	**Eligible Use of Funds:**	**405d Impaired Driving Low (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:**	**2021**
Sub-Recipient:	**Kansas Department of Transportation**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low**
Funding Amounts:	**$100,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-2251-23**	**Eligible Use of Funds:**	**405(d) Impaired Driving Low (FAST)**
Federal Equipment:	**No**		

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

Countermeasure Strategy: Prosecutor Training:

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Countermeasure Strategy: Prosecutor Training

Project Name:	**Traffic Safety Resource Prosecutor**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Kansas Attorney General's Office**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low**
Funding Amounts:	**$200,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4709-23**	**Eligible Use of Funds:**	**405d Impaired Driving Low (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.

A. 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-1703-23**	**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:

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Countermeasure Strategy: High Visibility Enforcement

Project Name:	**Underage Drinking Enforcement**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Alcoholic Beverage Control**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$57,396**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**100%**
Project Number (Unique ID):	**SP-2253-23**	**Eligible Use of Funds:**	**Youth Alcohol (FAST)**
Federal Equipment:	**No**		

This project provides overtime funding for Alcoholic Beverage Control (ABC) agents to assist local law enforcement agencies by enforcing Kansas' underage drinking laws at Heartland Stampede and at other large events. Heartland Stampede is a three-day event which draws more than 150,000 concert goers annually. Alcoholic Beverage Control agents average at least one event per month enforcing underage drinking laws and checking establishments for underage drinking violations.

Countermeasure Strategy: High Visibility Enforcement

Project Name:	**Teen Angel**	**Source Fiscal Year:**	**2021**
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-2254-23**	**Eligible Use of Funds:**	**Youth Alcohol (FAST)**
Federal Equipment:	**No**		

The Overland Park Police Department objective with this grant 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:**	**2021**
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-4701-23**	**Eligible Use of Funds:**	**Youth Alcohol (FAST)**
Federal Equipment:	**No**		

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:**	**2021**
Sub-Recipient:	**Local Law Enforcement**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low**
Funding Amounts:	**$1,600,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**100%**
Project Number (Unique ID):	**SP-4704-23**	**Eligible Use of Funds:**	**405d Impaired Driving (FAST)**
Federal Equipment:	**No**		

This project provides overtime funding and problem identification supporting supplies for approximately twenty-five local law enforcement agencies to conduct an agreed upon number of saturation patrols and sobriety checkpoints throughout the grant year. These agencies were identified through crash data analysis. An allowance is also provided for traffic safety commodities needed to conduct impaired driving traffic activities. Supply purchases will be limited to $500 per agency and will focus on cones, vests, and other supplies to support check lanes and saturation patrols. Table 7 provides a list of these agencies.

Table 7

Impaired Driving Deterrence Program (IDDP) Grantees, by County			
Funding Source		**County**	**Grantee**
405(d)	SP-4704-23	DG	Douglas County Sheriff
405(d)	SP-4704-23	DG	Lawrence Police Department
405(d)	SP-4704-23	EL	Hays Police Department
405(d)	SP-4704-23	FO	Dodge City Police Department
405(d)	SP-4704-23	JO	Johnson County Sheriff's Office
405(d)	SP-4704-23	JO	Mission Police Department
405(d)	SP-4704-23	JO	Olathe Police Department
405(d)	SP-4704-23	JO	Overland Park Police Department
405(d)	SP-4704-23	JO	Prairie Village Police Department
405(d)	SP-4704-23	JO	Shawnee Police Department
405(d)	SP-4704-23	LV	Leavenworth Co Sheriff
405(d)	SP-4704-23	MI	Miami County Sheriff's Office
405(d)	SP-4704-23	MG	Coffeyville Police Department

405(d)	SP-4704-23	OS	Osage County Sheriff
405(d)	SP-4704-23	RL	Riley County Police Department
405(d)	SP-4704-23	RN	Hutchinson Police Department
405(d)	SP-4704-23	RN	Reno County Sheriff
405(d)	SP-4704-23	SA	Salina Police Department
405(d)	SP-4704-23	SG	Sedgwick County Sheriff
405(d)	SP-4704-23	SG	Wichita Police Department
405(d)	SP-4704-23	SN	Topeka Police Department
405(d)	SP-4704-23	SN	Shawnee Co Sheriff
405(d)	SP-4704-23	WY	Bonner Springs Police Department
405(d)	SP-4704-23	WY	Kansas City KS Police Department

Countermeasure Strategy: High Visibility Enforcement:

Project Name:	**Drug and Alcohol Evaluation Unit**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Kansas Highway Patrol**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low (FAST)**
Funding Amounts:	**$833,130**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4706-23**	**Eligible Use of Funds:**	**405d Impaired Driving Low (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. This course developed by KHP is focused on teaching educators the signs of intoxication in students and how to circumvent a crash from occurring. It provides an overview of what a drug is and the scope of the issue when driving. They address commonly used and abused drugs and look at the effect on driving. 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.

Countermeasure Strategy: High Visibility Enforcement

Project Name:	**Roving Aggressive Violation Enforcement**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Kansas Highway Patrol**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Low**
Funding Amounts:	**$171,790**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4705-23**	**Eligible Use of Funds:**	**405d Impaired Driving Low (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:**	**2023**
Sub-Recipient:	**Kansas Highway Patrol**	**Funding Source ID:**	**FAST Act 405d Impaired Driving Ignition Interlock**
Funding Amounts:	**$248,160**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4703-23**	**Eligible Use of Funds:**	**405d Impaired Driving Ignition Interlock**
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 2013 over 60,000 devices have been installed in offender vehicles. This project funds two KHP troopers as Statewide IID Coordinators to train law enforcement officers on Ignition Interlock Devices, host community and victim-offender panels, and investigate and enforce Ignition Interlock compliance. 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. The Kansas Legislature passed HB 2377 which amended prior statues that may make Kansas eligible for Ignition Interlock funds in FY2023.

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 Prosecutor, adjudication, serve

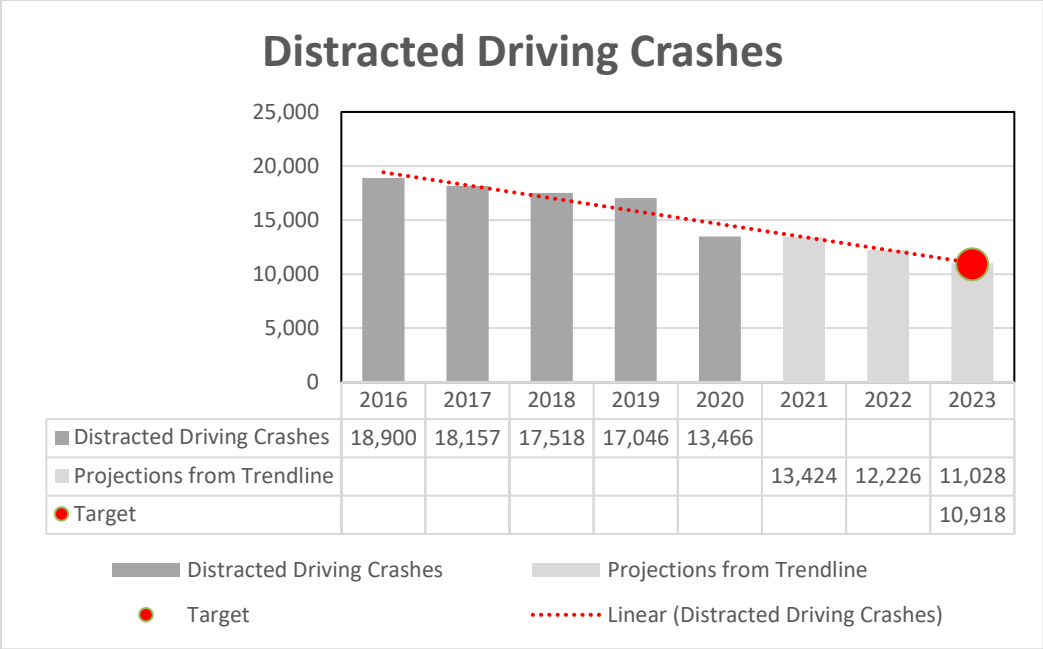
		on the Impaired Driving Task Force
Mothers Against Drunk Driving	State and Local	Provide victim assistance and court monitoring
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Serve on the Impaired Driving Task Force, enforcement
National Highway Traffic Safety Administration	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 2023 five-year average projection based upon the trendline indicates 11,028 distracted driving crashes. A one percent reduction in this projection would derive our goal of 10,918 distracted driving crashes in 2023. 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.

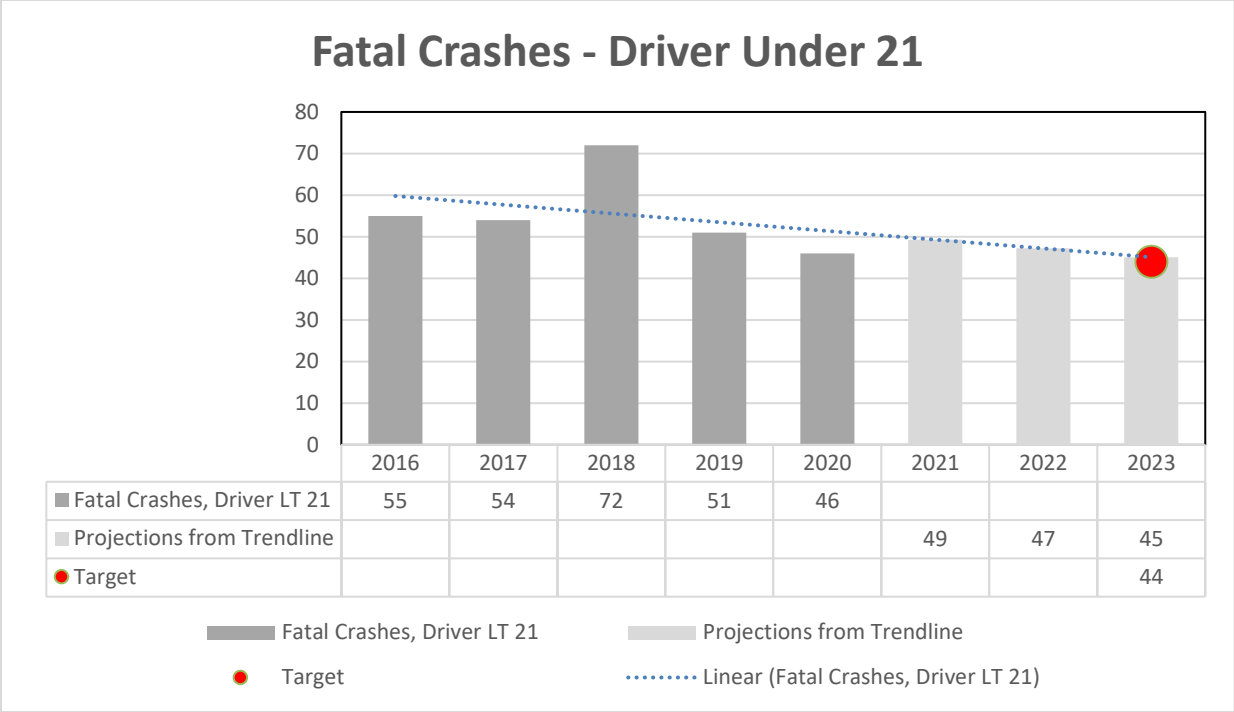
Countermeasure Strategy: Communication Campaign

Project Name:	**Distracted Driving Awareness**	**Source Fiscal Year:**	**2021**
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-4901-23**	**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 2023 five-year average projection based upon the trendline indicates 45 drivers, age 20 or under, will be involved in a fatal crash in 2023. A one percent reduction in this projection would derive our goal of 44 drivers, age 20 or under, involved in a fatal crash in 2023. 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

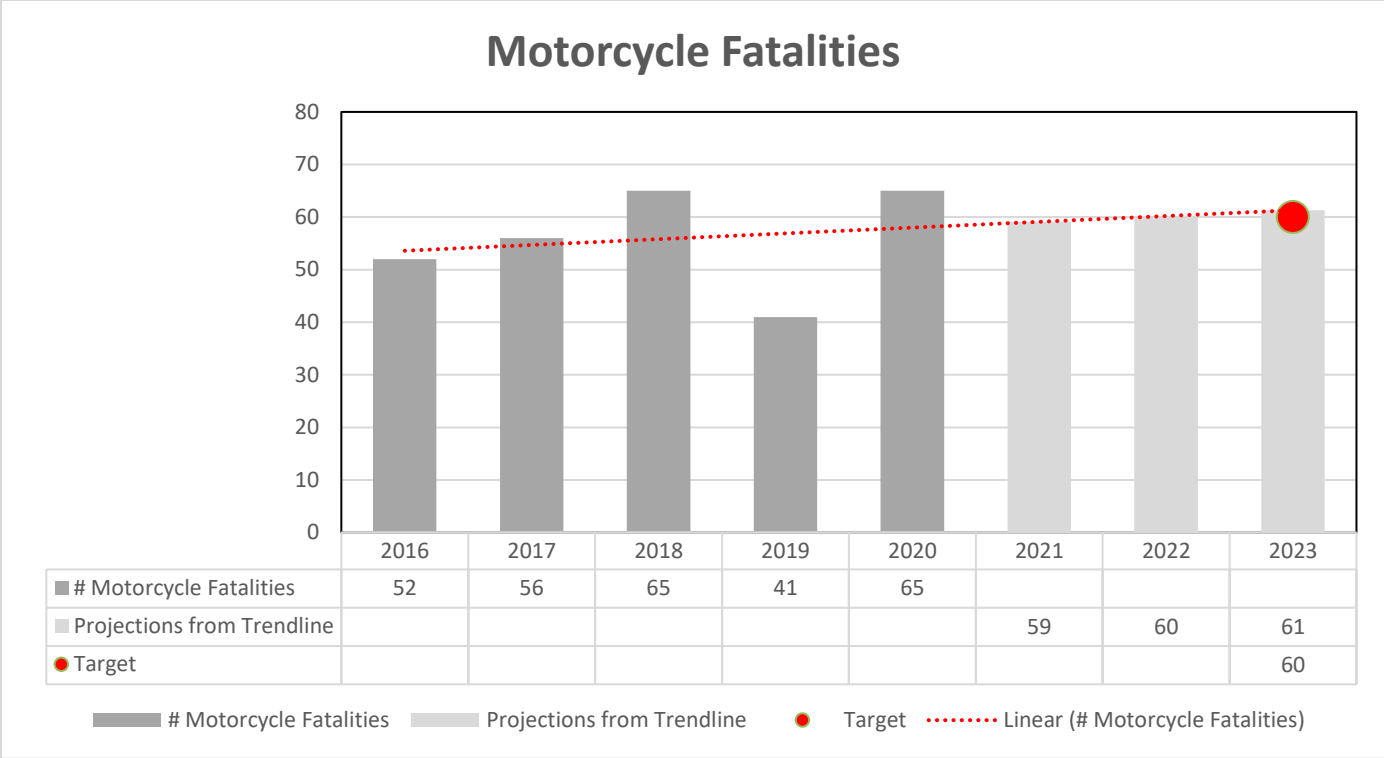
Driver education is a strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Project Name:	**Drivers Education**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Drivers Education Entities**	**Funding Source ID:**	**NHTSA 402**
Funding Amounts:	**$250,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**100%**
Project Number (Unique ID):	**SP-1800-23**	**Eligible Use of Funds:**	**Drivers Education (FAST)**
Federal Equipment:	**No**		

These funds are to encourage driver education course providers to partner with young Kansans who might otherwise be unable to afford the course. 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 14-29, 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 2021-2022 over 40 driver education providers have applied for an estimated 2,100 students.

Motorcycle Safety

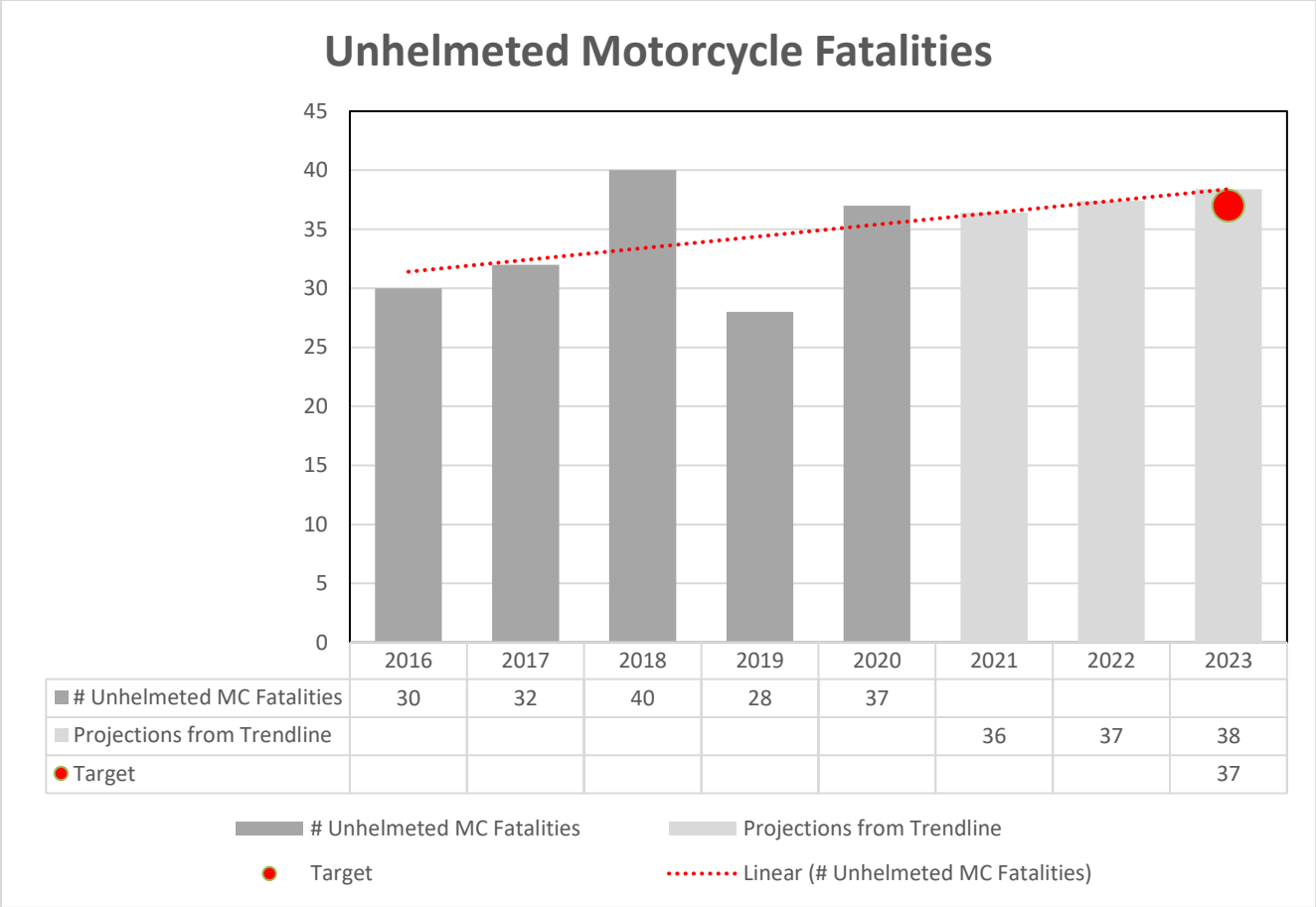
The state of Kansas has established a multi-disciplined task force to address the issue of motorcycle safety. The task force meets quarterly and gives the state direction on ways to combat the problem and has authority to direct funding to projects supporting our problem identification. KDOT will continue 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 2023 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 2023 five-year average projection based upon the trendline indicates 61 motorcycle fatalities in 2023. A two percent reduction in this projection would derive our goal of 60 motorcycle fatalities in 2023. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.



C-8 Number of Un-helmeted Motorcycle Fatalities:
The 2023 five-year average projection based upon the trendline indicates 38 un-helmeted motorcycle fatalities in 2023. A one percent reduction in this projection would derive our goal of 37 un-helmeted motorcycle fatalities in 2023. 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 435 motorcycle/moped operator crashes in 2020 involving another motor vehicle. Two hundred and twenty-five 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 Shawnee Counties, which will reach more than half of all crashes involving a motorcycle/moped and another motor vehicle.

Motor Vehicle Crash Summary							
Motorcycle/Moped Crashes Involving Another Motor Vehicle by County							
		CRASHES				PEOPLE	
County	Year	Total	Fatal	Injury	PDO*	Deaths	Injuries
ALLEN	2020	0	0	0	0	0	0
ANDERSON	2020	1	0	1	0	0	1
ATCHISON	2020	2	1	0	1	1	1
BARBER	2020	0	0	0	0	0	0
BARTON	2020	1	0	1	0	0	1
BOURBON	2020	0	0	0	0	0	0
BROWN	2020	0	0	0	0	0	0
BUTLER	2020	3	0	2	1	0	3
CHASE	2020	0	0	0	0	0	0
CHAUTAUQUA	2020	1	0	1	0	0	1
CHEROKEE	2020	3	0	2	1	0	4
CHEYENNE	2020	0	0	0	0	0	0
CLARK	2020	0	0	0	0	0	0
CLAY	2020	0	0	0	0	0	0
CLOUD	2020	1	1	0	0	2	1
COFFEY	2020	0	0	0	0	0	0
COMANCHE	2020	1	0	1	0	0	1
COWLEY	2020	6	1	5	0	1	8
CRAWFORD	2020	8	0	5	3	0	6
DECATUR	2020	0	0	0	0	0	0
DICKINSON	2020	4	1	2	1	1	3
DONIPHAN	2020	0	0	0	0	0	0
DOUGLAS	2020	16	1	13	2	1	14
EDWARDS	2020	0	0	0	0	0	0
ELK	2020	0	0	0	0	0	0
ELLIS	2020	3	0	3	0	0	4
ELLSWORTH	2020	0	0	0	0	0	0
FINNEY	2020	4	0	3	1	0	3
FORD	2020	4	0	2	2	0	2
FRANKLIN	2020	2	0	1	1	0	1
GEARY	2020	4	0	2	2	0	2
GOVE	2020	1	1	0	0	1	0
GRAHAM	2020	1	0	1	0	0	1

GRANT	2020	0	0	0	0	0	0
GREELEY	2020	0	0	0	0	0	0
GREENWOOD	2020	0	0	0	0	0	0
HAMILTON	2020	0	0	0	0	0	0
HARPER	2020	0	0	0	0	0	0
HARVEY	2020	7	0	5	2	0	7
HASKELL	2020	0	0	0	0	0	0
HODGEMAN	2020	0	0	0	0	0	0
JACKSON	2020	1	0	1	0	0	1
JEFFERSON	2020	3	1	2	0	1	4
JEWELL	2020	1	1	0	0	1	3
JOHNSON	2020	50	1	37	12	1	52
KEARNY	2020	0	0	0	0	0	0
KINGMAN	2020	1	0	0	1	0	0
KIOWA	2020	0	0	0	0	0	0
LABETTE	2020	1	0	1	0	0	1
LANE	2020	0	0	0	0	0	0
LEAVENWORTH	2020	15	3	9	3	3	11
LINCOLN	2020	0	0	0	0	0	0
LINN	2020	0	0	0	0	0	0
LOGAN	2020	0	0	0	0	0	0
LYON	2020	4	0	2	2	0	2
MARION	2020	1	0	1	0	0	1
MARSHALL	2020	2	0	2	0	0	2
MCPHERSON	2020	0	0	0	0	0	0
MEADE	2020	0	0	0	0	0	0
MIAMI	2020	2	0	2	0	0	2
MITCHELL	2020	0	0	0	0	0	0
MONTGOMERY	2020	6	1	4	1	1	5
MORRIS	2020	1	0	1	0	0	1
MORTON	2020	0	0	0	0	0	0
NEMAHA	2020	1	0	1	0	0	1
NEOSHO	2020	2	1	1	0	1	2
NESS	2020	1	0	1	0	0	1
NORTON	2020	0	0	0	0	0	0
OSAGE	2020	1	1	0	0	2	0
OSBORNE	2020	1	0	1	0	0	1
OTTAWA	2020	0	0	0	0	0	0
PAWNEE	2020	0	0	0	0	0	0
PHILLIPS	2020	1	0	1	0	0	2
POTTAWATOMIE	2020	1	0	1	0	0	1
PRATT	2020	0	0	0	0	0	0
RAWLINS	2020	0	0	0	0	0	0
RENO	2020	11	2	7	2	2	10
REPUBLIC	2020	1	1	0	0	1	0
RICE	2020	0	0	0	0	0	0
RILEY	2020	17	0	12	5	0	15
ROOKS	2020	1	0	1	0	0	1
RUSH	2020	0	0	0	0	0	0

RUSSELL	2020	0	0	0	0	0	0
SALINE	2020	20	2	16	2	2	20
SCOTT	2020	0	0	0	0	0	0
SEDGWICK	2020	128	12	102	14	12	121
SEWARD	2020	1	0	0	1	0	0
SHAWNEE	2020	47	2	33	12	2	41
SHERIDAN	2020	0	0	0	0	0	0
SHERMAN	2020	0	0	0	0	0	0
SMITH	2020	0	0	0	0	0	0
STAFFORD	2020	0	0	0	0	0	0
STANTON	2020	0	0	0	0	0	0
STEVENS	2020	0	0	0	0	0	0
SUMNER	2020	5	0	4	1	0	4
THOMAS	2020	1	0	1	0	0	2
TREGO	2020	0	0	0	0	0	0
WABAUNSEE	2020	0	0	0	0	0	0
WALLACE	2020	0	0	0	0	0	0
WASHINGTON	2020	0	0	0	0	0	0
WICHITA	2020	0	0	0	0	0	0
WILSON	2020	0	0	0	0	0	0
WOODSON	2020	0	0	0	0	0	0
WYANDOTTE	2020	34	3	23	8	3	27
TOTAL		**435**	**37**	**317**	**81**	**39**	**398**
***PDO- Property Damage Only Crashes**							

FY 2023 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)				
	Calendar Year			
	2019		2020	
	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	**41**	**21**	**65**	**17**

The state of Kansas experienced four less motorcycle fatalities where a motorcycle rider had a BAC of .08 or higher when comparing 2019 to 2020.

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 22 impaired motorcycle operator crashes in 2020. This data shows the state should target impaired-motorcycle educational and media resources in Johnson, Saline, Sedgwick and Shawnee 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.

2020 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	3	0	0	0
ANDERSON	3	0	0	0
ATCHISON	6	0	2	0
BARBER	0	0	0	0
BARTON	10	0	1	0
BOURBON	3	0	0	0
BROWN	1	0	0	0
BUTLER	19	1	0	0

CHASE	0	0	0	0
CHAUTAUQUA	1	0	0	0
CHEROKEE	8	0	0	0
CHEYENNE	0	0	0	0
CLARK	0	0	0	0
CLAY	3	0	0	0
CLOUD	2	0	2	0
COFFEY	2	0	0	0
COMANCHE	1	0	0	0
COWLEY	14	0	1	0
CRAWFORD	14	0	0	0
DECATUR	0	0	0	0
DICKINSON	7	0	1	0
DONIPHAN	1	0	0	0
DOUGLAS	29	1	1	0
EDWARDS	0	0	0	0
ELK	1	0	0	0
ELLIS	3	0	0	0
ELLSWORTH	0	0	0	0
FINNEY	5	0	0	0
FORD	5	0	0	0
FRANKLIN	5	0	0	0
GEARY	13	0	0	0
GOVE	1	0	1	0
GRAHAM	1	0	0	0
GRANT	0	0	0	0
GRAY	0	0	0	0
GREELEY	0	0	0	0
GREENWOOD	3	0	0	0
HAMILTON	0	0	0	0
HARPER	0	0	0	0
HARVEY	11	0	0	0
HASKELL	2	1	0	0
HODGEMAN	0	0	0	0
JACKSON	2	0	0	0
JEFFERSON	10	1	1	0
JEWELL	1	1	1	1
JOHNSON	96	4	1	0
KEARNY	0	0	0	0
KINGMAN	3	0	0	0
KIOWA	0	0	0	0

LABETTE	5	0	1	0
LANE	1	0	0	0
LEAVENWORTH	42	1	4	0
LINCOLN	1	0	0	0
LINN	6	0	0	0
LOGAN	0	0	0	0
LYON	10	1	0	0
MARION	1	0	0	0
MARSHALL	5	0	0	0
MCPHERSON	6	0	0	0
MEADE	0	0	0	0
MIAMI	9	0	0	0
MITCHELL	0	0	0	0
MONTGOMERY	12	1	3	1
MORRIS	3	0	1	0
MORTON	0	0	0	0
NEMAHA	2	0	0	0
NEOSHO	4	0	3	0
NESS	1	0	0	0
NORTON	1	0	0	0
OSAGE	1	0	2	0
OSBORNE	1	0	0	0
OTTAWA	1	0	0	0
PAWNEE	0	0	0	0
PHILLIPS	3	0	1	0
POTTAWATOMIE	4	0	0	0
PRATT	0	0	0	0
RAWLINS	0	0	0	0
RENO	24	1	3	1
REPUBLIC	4	0	3	0
RICE	2	0	0	0
RILEY	26	0	0	0
ROOKS	2	0	0	0
RUSH	0	0	0	0
RUSSELL	1	0	1	0
SALINE	32	2	3	2
SCOTT	1	0	1	0
SEDGWICK	235	4	17	0
SEWARD	4	0	0	0
SHAWNEE	84	3	4	0
SHERIDAN	0	0	0	0

SHERMAN	0	0	0	0
SMITH	2	0	0	0
STAFFORD	1	0	0	0
STANTON	0	0	0	0
STEVENS	0	0	0	0
SUMNER	14	0	0	0
THOMAS	3	0	0	0
TREGO	0	0	0	0
WABAUNSEE	1	0	0	0
WALLACE	0	0	0	0
WASHINGTON	2	0	0	0
WICHITA	0	0	0	0
WILSON	1	0	0	0
WOODSON	0	0	0	0
WYANDOTTE	63	0	6	0
Totals	**910**	**22**	**65**	**5**

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 Un-helmeted 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 Un-helmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

Countermeasure Strategy: Communication Campaign

Project Name:	**Motorcycle Awareness**	**Source Fiscal Year:**	**2020**
Sub-Recipient:	**Kansas Traffic Safety Resource Office**	**Funding Source ID:**	**FAST Act 405f Motorcycle Programs**
Funding Amounts:	**$40,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4801-23**	**Eligible Use of Funds:**	**405f Motorcycle Safety FAST**
Federal Equipment:	**No**		

The Kansas Traffic Safety Educational Contractor 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 continue to 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 and offered a $200 reimbursement for new traffic cones to the motorcycle schools. 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%
2021*	374	456	55%	24	22	48%

** 2021 data is incomplete and unofficial*

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:	**$100,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4800-23**	**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 most 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 Un-helmeted 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 Un-helmeted 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-1300-23**	**Eligible Use of Funds:**	**FAST Act NHTSA 402**
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 2023 aimed at deterring impaired driving behaviors for all motorcycle operators.

Impaired Motorcycle Operator Enforcement		
SP-1300-23	Gardner Police Department	$8,000
SP-1300-23	Johnson County Sheriff's Office	$12,000
SP-1300-23	Kansas City Police Department	$13,000
SP-1300-23	Lenexa Police Department	$7,000
SP-1300-23	Olathe Police Department	$10,000
SP-1300-23	Overland Park Police Department	$20,000
SP-1300-23	Sedgwick County Sheriff's Office	$25,000
SP-1300-23	Shawnee County Sheriff's Office	$15,000
SP-1300-23	Shawnee Police Department	$15,000
SP-1300-23	Topeka Police Department	$25,000
SP-1300-23	Wichita Police Department	$35,000
SP-1300-23	Kansas Highway Patrol	$55,000
	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 86% in 2021. 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 2023.

In addition to our educational efforts, participation by the law enforcement community in our Special Traffic Enforcement Program (STEP) continues to be quite strong. This program, which has grown from just 16 participating agencies in FFY 2000 to the point where, in 2021, participation surpassed 160 police agencies. Over that period, participating agencies have issued nearly 260,000 occupant restraint citations. In 2021, during the pandemic, STEP agencies wrote nearly 6,100 seat belt tickets alone.

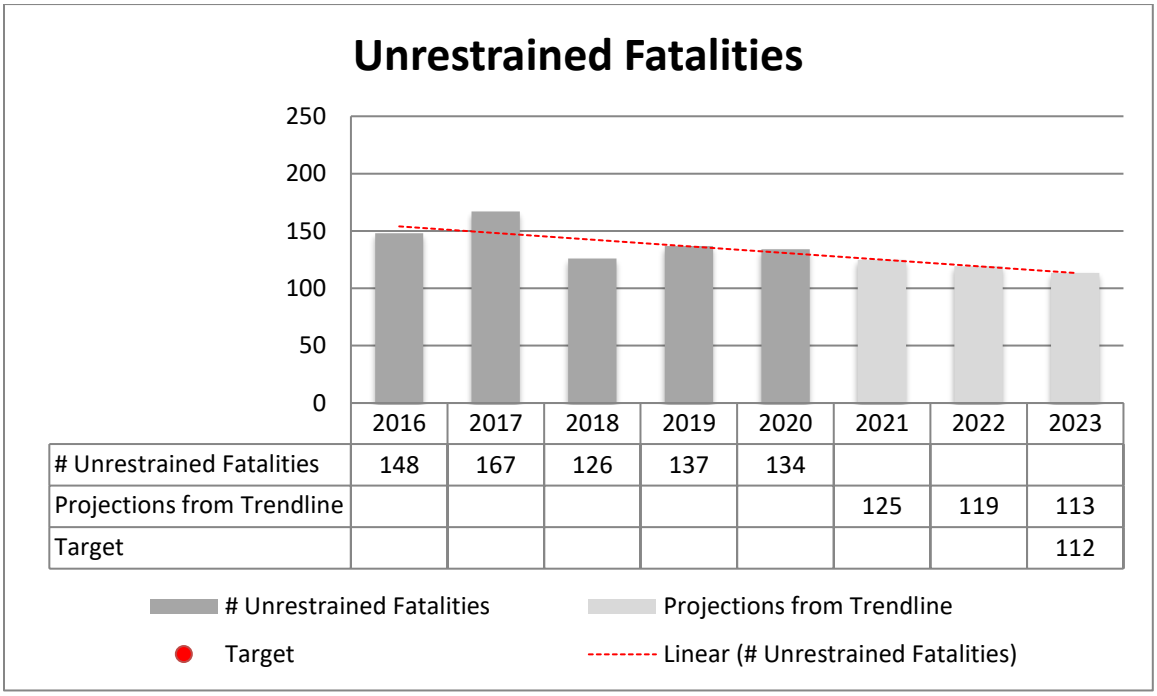
Supplementing STEP has been the 2012 creation and continuation of a close derivative, the Nighttime Seat belt Enforcement Program (NSEP). In FFY 2021, however, the NSEP participating agency's ability to carry out enforcements were hampered greatly by manpower shortages. Additionally, local and state 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.

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 650 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 23.

All motor vehicle occupants ages 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.

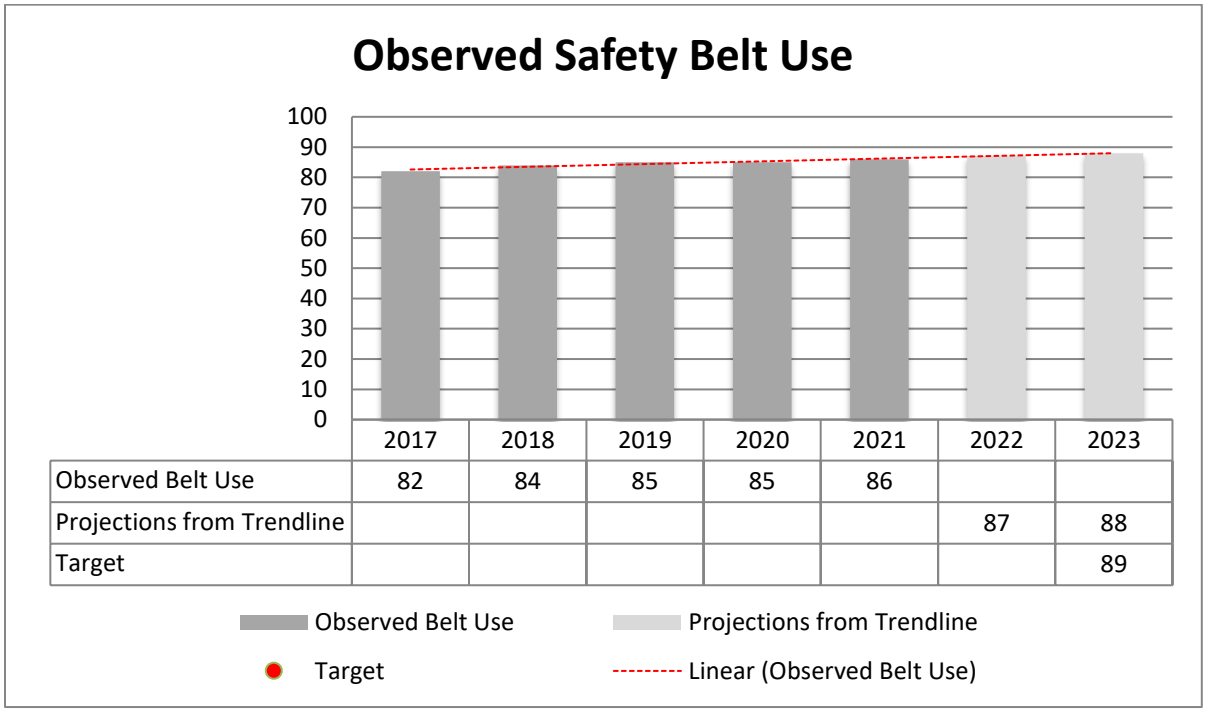
In 2010, the state passed a primary seat belt law for all front seat occupants aged 18 and over. This law is actively enforced throughout the state throughout the year. Back seat occupants over the age of 18 are covered with a secondary law. A bill was passed in 2017 which raised the $10 fine for not 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 2023 five-year average projection based upon the trendline indicates 113 unrestrained fatalities. A one percent reduction in this projection would derive our goal of 112 unrestrained fatalities in 2023. 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 2023 five-year average projection based upon the trendline indicates 88 percent observed belt use. A one percent increase in this projection would derive our goal of 89 percent observed belt use in 2023. 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.

Kansas Occupant Protection Multi-Year Strategic Plan

June 2022

III. Mission

Improve traffic safety in Kansas by fostering effective communication, coordination, and collaboration among public and private entities to implement strategies to increase safety belt use and thereby reduce the number of deaths and injuries resulting from unrestrained vehicle occupants in traffic crashes.

IV. Vision

Striving Toward Zero Deaths resulting from Unrestrained Vehicle Occupants on Kansas Roadways.

V. Overall Goal

Increase statewide safety belt usage to reduce fatalities and serious injuries involving unrestrained vehicle occupants.

VI. Benchmark

This goal will be measured by the number of unrestrained vehicle occupant fatalities and by the percentage of safety belt usage as measured by the annual Statewide Safety Belt Survey.

The baseline for both benchmarks will be based on 2021 data.

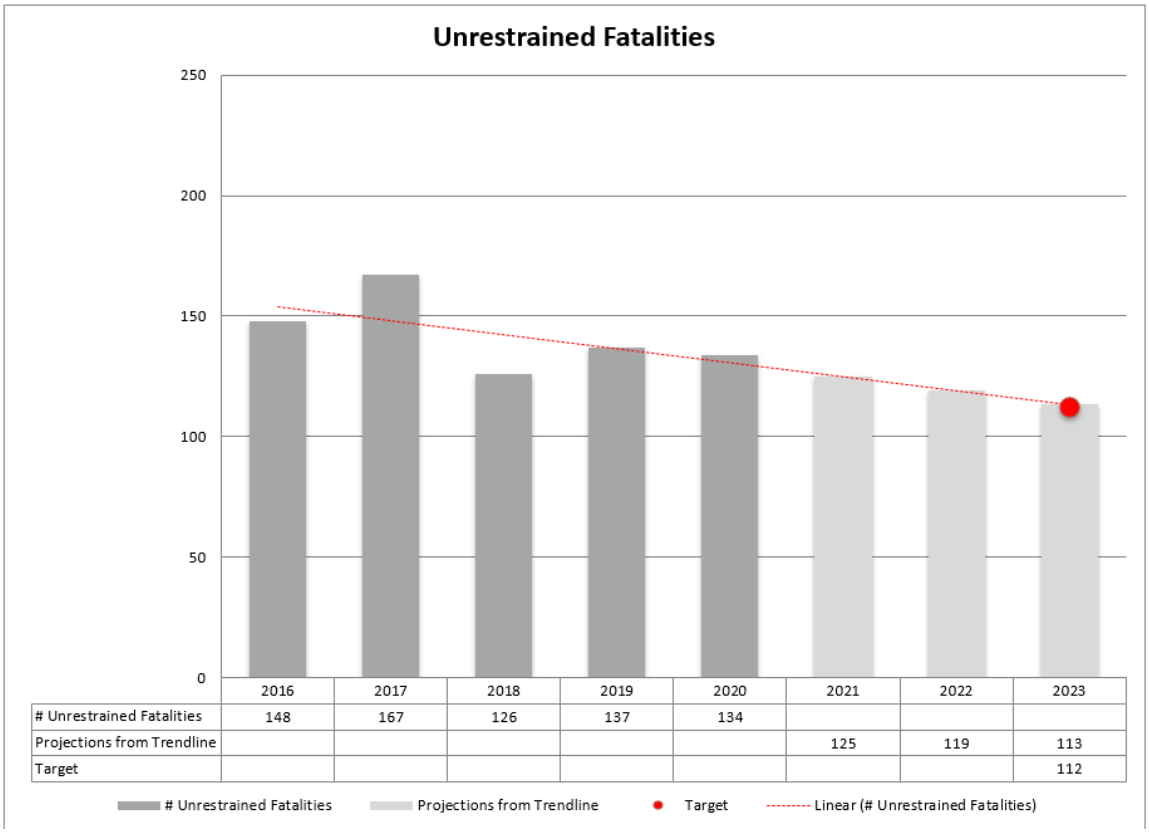
B. Background

Kansas in 2021 Occupant Protection Observational Survey conducted by DCCCA Inc. on behalf of the Kansas Department of Transportation Bureau of Transportation Safety. The annual safety belt survey in 2021 produced an observed belt use rate for drivers and outboard passengers of 85.92 percent in 2021. This represents about a one-point increase over 2020 study results. Kansas produced an observed belt use rate for drivers and outboard passengers of 85.92 percent in 2021. This represents about a one-point increase over 2020 study results.

The state-wide estimate of safety belt use is based on the observation of 47,094 vehicles and 59,632 drivers and front-outboard passengers. The 2021 standard error rate was 1.25 percent, meeting the NHTSA-required standard error rate of 2.5 percent or less.

This compares to a national belt rate of 90 percent based on the most recent NHTSA National Occupant Protection Use Survey results released in 2020.

Year	Kansas Rate	National Rate
2017	82%	90%
2018	84%	90%
2019	85%	91%
2020	85%	90%
2021	86%	
Source: 2021 Kansas Occupant Protection Observational Survey		
National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center Statistics and Analysis.		



Kansas currently outlines efforts to improve traffic safety and reduce fatal and serious injury crashes.

C. Introduction

Using a safety belt is the most effective protection during a car crash. The simple truth is that a great majority of people ejected from a motor vehicle die. In 2020, 134 vehicle occupants were killed in Kansas due to not wearing a safety belt. If those occupants had chosen to wear a safety belt, they would have increased their chance of survival. The use of safety belts in light trucks can also increase the chance of survival even higher as can the use of child safety seats.

Kansas law requires children ages 4 to 7 to be secured in a booster seat.

Children Under 1
A child under age 1 should always ride in a rear-facing car seat. There are different types of rear-facing car seats: Infant-only seats can only be used rear-facing.

Children Ages 1, 2 & 3
A child should rear-facing as long as possible. It's the best way to keep him or her safe. A child should remain in a rear-facing car seat until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once a child outgrows the rear-facing car seat, your child is ready to travel in a forward-facing car seat with a harness.

Children Ages 4 – 7
All children ages 4, 5, 6, and 7 are required to ride in a booster seat unless:

- The child weighs more than 80 pounds
- The child is taller than 4 feet 9 inches
- Only a lap belt is available

Children who meet the above height and weight criteria must be protected by a seat belt.
Keep a child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by the car seat's manufacturer. Once a child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

Children Ages 8 – 13
Children ages 8 to 13 must be protected by a seat belt. Keep a child in a booster seat until he or she is big enough to fit in a seat belt properly. For a seat belt to fit properly the lap belt must lie snugly across the upper thighs, not the stomach. The shoulder belt should lie snugly across the shoulder and chest and not cross the neck or face.

Teenagers Ages 14 – 18
Teenagers ages 14 to 18 must be protected by a seat belt.

Primary law: Occupants of a passenger car 14 years of age but younger than 18 can be cited for not wearing a seatbelt without being cited for another violation.

Consequences of the Violation
Violation of the Child Passenger Safety Act is a misdemeanor and requires a mandatory court date in addition to a fine of $60 and court costs.

- Troopers began issuing warnings for violations of the booster seat provision of the Child Passenger Safety Act on July 1, 2006.
- Troopers began issuing citations for violations of the booster seat provision of the Child Passenger Safety Act on July 1, 2007.
- The $60 fine will be waived if proof is provided to the court that an appropriate child safety seat has been acquired. Court costs still apply.

Child Passengers

A driver can be stopped and issued a citation when a law enforcement officer observes an unrestrained child riding in a vehicle. Violations of the Child Passenger Safety Act will cost you a $60 fine, plus court costs.

To ensure your child is properly secured in his/her safety seat, you may make an appointment with a certified child safety seat technician. The Highway Patrol offers free safety seat check-ups and installations by certified technicians at each troop's headquarters.

Seat belts are made to fit adults and do not protect small children properly. Booster seats work by raising the child up so the lap and shoulder belts are positioned properly across the child's chest and hips. Tucking the seat belt under the child's arm or behind their back also may cause more serious injuries during a crash.

Booster seats reduce the risk of injury by 59%, compared to using only a seat belt.

Adult Passengers

Air bags, combined with lap and shoulder safety belts, offer the most effective safety protection available today for adult passengers. All front seat passengers of motor vehicles designed to carry 10 or less passengers must wear safety belts. This includes pickup trucks registered for 12,000 pounds and farm trucks registered for 16,000 pounds.

Under Kansas law, all vehicle manufacturers are required to carry full warranties on safety belts for 10 years.

I. Program Management

Kansas's Occupant Protection program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations. Programs and activities are carried out under the Strategic Plan and are guided by problem identification and monitored for effectiveness.

The Office of Highway Safety has assigned an Occupant Protection Coordinator within the office to help aid state and local agencies on occupant protection programs. The coordinator works with agencies to encourage establishment of primary safety belt ordinances as the state continues to work for passage of a statewide law.

The Office of Highway Safety has worked to encourage the passage of primary safety belt ordinances. The Office of Highway Safety conducts occupant protection campaigns during the year, including the National Click it or Ticket (CIOT) campaign. T he Office of Highway Safety issues occupant protection enforcement grants including the statewide and teen seat belt surveys.

The 2021 Kansas Occupant Protection Observational Survey is comprised of observations at 552 sites across 26 counties. The 26 counties were chosen from a sampling frame made up of the 66 counties accounting for 85 percent of Kansas motor vehicle crash-related fatalities from 2010-2014.
The Kansas Occupant Protection Observational Survey has complied with the Uniform Criteria for State Observational Surveys of Seat Belt Use since 2002, with a survey redesign in 2012 and required resample occurring in 2016. The site sample used in 2021 was approved by NHTSA in 2016.
Observations were conducted by 11 qualified individuals who were provided training in observational methods, quality, safety standards, and the requirements of this study and sample. The observational data collection period of the study was between June 1, 2021, and August 2, 2021. Observer training exceeded the standards required by NHTSA under federal guidelines.

II. Legislation, Regulation and Policy

In June of 2010, enforcement of the adult safety belt law became a Primary law. The Kansas law enables police officers to stop and ticket the driver of any passenger vehicle if either the driver or front seat passenger is observed not wearing a seat belt. This law also applies to anyone under age 18. Passengers in the back seat may be cited only when there is another citable offense at the time. To read the Child Passenger Safety Act and Kansas statutes pertaining to seat belts, visit the Kansas Legislature's website.
The Kansas Child Passenger Safety Act was amended during the 2006 Legislative Session to require children ages 4, 5, 6, and 7 to be in secured booster seats. The Office of Highway Safety will continue to push for all occupants in the vehicle to be required to buckle up.

Graduated Driver License Requirements for Teen Drivers

INSTRUCTION PERMIT - AGES 14, 15 AND 16

- Present acceptable proof of identity
- Age: Minimum 14 years old
- Testing required: Vision. Written - or certificate of completion from driver education.
- Parental approval required: Yes for 14- and 15-year-olds
- Driver education required: No
- Driving restrictions: Licensed adult in front seat always - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No
- Time required to be held: 1 year to advance to restricted license

INSTRUCTION PERMIT - AGE 17 AND UP

- Present acceptable proof of identity
- Age: Minimum 17 years old
- Testing required: Vision. Written - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No
- Driving restrictions: Licensed adult in front seat at all times - minimum age 21
- Wireless restriction: No
- Passenger restriction: No
- Time required to be held: None

FARM PERMITS - AGE 14 AND 15

- Present acceptable proof of identity
- Age: Minimum 14 years old but less than 16.
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: Yes
- Farm affidavit required: Yes
- Driver education required: No
- Instruction permit required: No
- 50 Hour affidavit required: No - must provide prior to 16 to move to lesser restrictions
- Driving restrictions: To or from farm job, employment or other farm related work; To or from school on days when school is in session, over the most direct and accessible route between the licensee's residence and school of enrollment for the purposes of school attendance; Anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: May not transport any non-sibling minor passengers
- Time required to be held: At 16 will move to less restricted privileges if 50 hour affidavit has been turned in

LESS RESTRICTED FARM PERMIT PRIVILEGES - AGE 16

- Present acceptable proof of identity
- Age: Minimum 16 years old but less than 17
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No

- Instruction permit required: No
- 50 Hour affidavit required: Yes
- Driving restrictions: Anywhere from 5am to 9pm; anytime to or from farm job, employment or other farm related work; anytime going to or from authorized school activities; directly to or from any religious worship service held by a religious organization; anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted Farm Permit for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply

RESTRICTED DRIVER'S LICENSE - AGE 15

- Present acceptable proof of identity
- Age: Minimum 15 years old but less than 16
- Testing required: Vision
- Parental approval required: Yes
- Driver education required: Yes
- Instruction permit required: Yes - must have held a state issued permit at least 1 year. This does not include driver's education permit slip time held. Please visit Kansas Department of Revenue - Reopening to schedule an appointment with the driver's license office to obtain the state issued permit.
- 50 hour affidavit required: No - at 15 must have at least 25 hours; must provide 50 prior to 16 to move to lesser restrictions
- Driving restrictions: To or from work; To or from school on days when school is in session, over the most direct and accessible route between the licensee's residence and school of enrollment for the purposes of school attendance; Anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: May not transport any non-sibling minor passengers
- Time required to be held: At 16 will move to less restricted privileges if 50 hour affidavit has been turned in, and maintains a satisfactory driving record

LESS RESTRICTED PRIVILEGES - AGE 16

- Present acceptable proof of identity
- Age: Minimum 16 years old but less than 17
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No
- Instruction permit required: Yes - must have held a state issued permit at least 1 year. This does not include driver's education permit slip time held. Please visit Kansas Department of Revenue - Reopening to schedule an appointment with the driver's license office to obtain the state issued permit.
- 50 hour affidavit required: Yes
- Driving restrictions: Anywhere from 5am to 9pm; anytime going to or from work; anytime going to or from authorized school activities; directly to or from any religious worship service held by a religious organization; anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help

- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted DL for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply

NON-RESTRICTED DRIVER'S LICENSE

- Present acceptable proof of identity
- Age: Minimum 17 years old
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No
- Instruction permit required: No
- 50-hour affidavit required: Yes if 17; No if 18 or older
- Driving restrictions: None
- Wireless restriction: No
- Passenger restriction: No
- Time required to be held: None

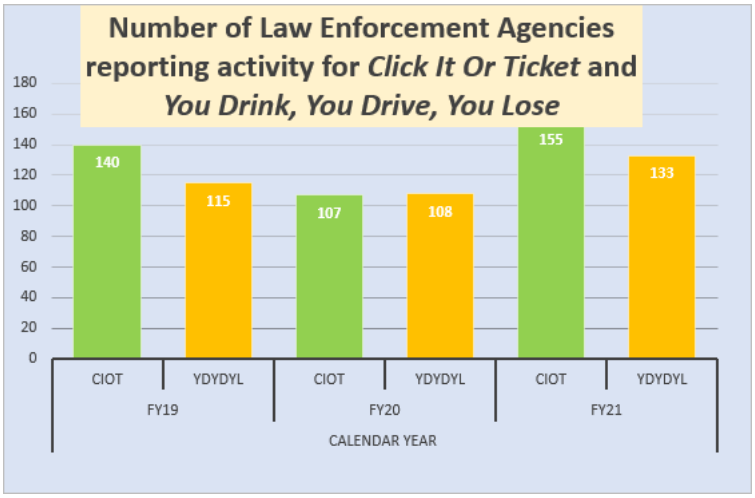
The Office of Highway Safety works with state and local agencies to implement safety belt policies. To receive any grant funding from the office, an organization is required to have a safety belt policy in place. Agencies are required to note the policy on their application and have the policy available for review. Agencies are encouraged to enforce their safety belt policy at all times.

The Office of Highway Safety encourages insurance companies to offer economic incentives for policyholders who wear safety belts and secure children in child safety seats or other appropriate restraints.

The Office of Highway Safety continues to encourage legislation to require driver education programs to qualify for a driver's license.

III. Enforcement Program

The Office of Highway Safety encourages law enforcement efforts in occupant protection through the use of yearly mobilizations and the Click it or Ticket Campaign. Federal grant money is used to provide funding for overtime during Click it or Ticket and Youth Seat Belt campaigns to get more departments involved in these mobilizations.



*Collected during the pandemic

The Kansas State Highway Patrol takes the lead for traffic enforcement efforts within the state, enforcing all violations including occupant protection violations. Troopers are used in various grant projects throughout the year in addition to their normal patrol duties. They target participate in specifically targeted occupant protection activities.

The Office of Highway Safety provides overtime funding to various law enforcement agencies to conduct enforcement activities including Secure Your Load enforcement, DWI enforcement, and safety belt enforcement.

The Office of Highway Safety has four Law Enforcement Liaisons in current staffing to focus on occupant protection, child passenger restraint, and alcohol enforcements. Their duties will include contacting law enforcement agencies throughout the state to increase the number of agencies participating in the safety belt mobilization efforts, as well as to push for more agencies to apply for grant funding for traffic enforcement.

Kansas will continue to conduct frequent, high-visibility law enforcement efforts, coupled with communication strategies, to increase seat belt and child safety seat use. Essential components of the law enforcement efforts include data from statewide crash reports detailing occupant protection system usage, to include seat belt and child safety seat use, restraint type, and air bag presence and deployment. The Office of Highway Safety currently collects safety belt citation data from the Kansas State Highway Patrol and all grant funded activities, including annual mobilization campaigns. The Office will continue to work with traffic safety partners, to offer occupant protection enforcement training and support safe nighttime occupant protection enforcement strategies.

IV. Communication Program:

Kansas implements a statewide comprehensive communications plan that supports priority policies and program efforts. Campaign materials target at-risk groups who are identified through statewide traffic data and provide special emphasis during high-risk times including the national crackdown periods and quarterly high visibility enforcement efforts.

Kansas publicizes its high visibility enforcement efforts through paid and earned media and uses messages consistent with national campaigns. Kansas participates in each of the national crackdowns and encourages all law enforcement agencies to increase their enforcement efforts during these events.

When enforcement activities are being conducted, the Traffic and Highway Safety grant funded agencies are strongly encouraged to provide press releases to their local media. The releases announce their upcoming events and release their results after the activity.

KDOTs Communications Division documents all radio and television interviews, logs the number of press conferences and maintains files of articles printed in newspapers.
To continue to raise awareness and change driving attitudes and behaviors, the safe driving messages are perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and web) as well as through social media throughout the year. Social media has become a key part of

the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions, and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter, and Instagram. Media outlets will continue to be encouraged to report seat belt use and nonuse in motor vehicle crashes.

KDOT included in the Strategic Highway Safety Plan (SHSP) and has been responsible for the diversified and multi-jurisdictional teams, many Emphasis Area Teams (EATs) that focus on specific traffic safety areas, such as Occupant Protection.
KDOT has executed and continues in the process of problem identification that led the highway safety office to initiate the Safer Sedgwick Plan as part of that will be targeting belt use.

The BSS 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 BSS is chairing the Occupant Protection, Impaired Driving, Teen Drivers, 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), BSS 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.

The premier coalition initiative “Drive Safe Sedgwick” campaign is funded by federal traffic safety funds administered by KDOT. The public awareness initiative runs concurrently with a media campaign reminding motorists that drivers can be fined or jailed for certain traffic violations.

JNA FY22 KDOT
PROJECT ROLL-UP

DATE: 3/11/2022

JNA

2022 Kansas Traffic Deaths:	59	▲ 40.5% YoY	
Conferences:	Lifesavers: 3/12-3/15	KTSC: 4/4-4/6 (Topeka)	KTTSC: 4/19-4/20 (Topeka)

Projects	Job Title	Description / Status Notes	Status	Target Completion Date
Creative Production	Distracted Driving	Using a mix of past creative developed (FY20/FY21) as well as NHTSA	With KDOT	3/14
	Television	Proposing use of NHTSA TV "Crash/Manifesto" spot as well as KDOT WDYMBHF FY20 spot	With KDOT	
	Print	New creative proposed for FY22	With KDOT	
	Outdoor	Would like to review possible options based off of print - Also like WDYMBHF option from past years	With KDOT	
	Radio	Propose using KDOT WDYMBHF FY20 :30 spot	With KDOT	
	Digital/Social	New creative proposed for FY22 as well as use of NHTSA materials	With KDOT	
Media	Distracted Driving	Mon, Apr 4 - Sun, Apr 10 - $85,000 Budget - Need approval on creative	With KDOT	
	Television	Final media buy in place - $34,046 spend	With KDOT	
	Print	Final media buy in place - $950 spend	With KDOT	
	Outdoor	Final media buy in place - $10,033 spend	With KDOT	
	Radio	Final media buy in place - $26,100 spend	With KDOT	
	Digital/Social	Final media buy in place - $34,880 spend	With KDOT	
Public Relations	Distracted Driving	Working to finalize first draft of press release for Wed 4/6 release	In progress	3/17
Creative Production	Front Seat Interviews	Have six additional spots from FY21 production to review and potentially produce: *Truck vs That (Ben)* *The Call (Elsa)* *Two Seconds (Madison & Ally)* *Honored (Theresa)* *Talk Your Way Out (Theresa)* *Wins (Theresa & Derreck)* We will share these spots shortly with the hope of building out the creative options - Approved spots will need final audio production with moderator.	In progress	3/25
Social Media	Kansas Teen Traffic Safety Conference	Develop Snapchat Filter for use during KTTSC - APRIL 19-20, 2022, Topeka	Not started	3/29
Creative Production	District 5 - Wichita	Coordinating production of "Front Seat Interviews" for **3/28 & 3/29** in Wichita - Currently looking at The Hudson (https://www.thehudsonict.com/) as the production location - working through contacts (victims and law enforcement) to provide final recommended list of interviewees.	In progress	4/27
	Television	Will look to produce and edit final video spots for 4/27 initial review.	In progress	
	Print	Will provide final print concepts for 4/27 final review	In progress	
	Outdoor	Reviewing options with "No More Broken Hearts" concept	In progress	
	Radio	Will develop :30 spots from "Front Seat Interviews" - Will also develop copy points for DJs	In progress	
	Digital/Social	Reviewing options with "No More Broken Hearts" concept	In progress	
Media	District 5 - Wichita	Based on approval to move forward (3/4 status) - Team is negotiating and detailing final plans for review/approval - Looking at early May start (5/9) date due to necessary creative production	In progress	
	Television	Negotiating plans with Wichita Broadcast/Cable - $10,000 budget	In progress	
	Print	Negotiating plans with Wichita Eagle and surrounding pubs - $4,000 budget	In progress	
	Outdoor	Looking at avails for posters and digital bulletins in Sedgwick area - $25,000 budget	In progress	
	Radio	Negotiating plans with Wichita Radio stations (including DJ endorsements) - $15,000 budget	In progress	
	Digital/Social	Pulling together final plan for sustained digital/social effort in Wichita - $76,500 budget	In progress	
Public Relations	District 5 - Wichita	5/11 Press conference will be executed. Will also deliver first draft of press release for Wed 5/11 release	In progress	
	Press Conference	Will look to plan/coordinate press conference in Wichita for reinforcement of behavior safety messaging	In progress	5/11
Creative Production	Drugged Driving - 4/20	Using a mix of past creative developed (FY21) + new graphic options - Will review NHTSA as well	In progress	3/25
	Television	Will utilize Front Seat Interview Options from FY21 as well as NHTSA available materials	Needs Review	
	Print	Have new print options that will be shared for approval	Needs Review	
	Outdoor	Will look at new OOH options based on print concepts	In progress	
	Radio	Will utilize Front Seat Interview Options from FY21	Needs Review	
	Digital/Social	Will look at new digital/social options based on print concepts	In progress	
Media	Drugged Driving - 4/20	Mon, Apr 18 - Sun, Apr 24 - $85,000 Budget	In progress	
	Television	Media buy pending final discussions/negotiations - $19,092 estimated spend	In progress	
	Print	Final Print plan placed - Awaiting creative assets $950	Done	
	Outdoor	Media buy pending final discussions/negotiations - $11,200 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - $22,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - $31,800 estimated spend	In progress	
Public Relations	Drugged Driving - 4/20	Working to finalize first draft of press release for Tue 4/19 release	In progress	3/25
Creative Production	Share the Road	Working on new concepts to share Monday, 3.21.22	In progress	3/21
	Outdoor	Present creative concepts to Motorcycle Safety Committee: Wednesday, 3.30.22	In progress	3/30
Media	Share the Road	Mon, May 2 - Sun, May 29 - $50,000 Budget	In progress	4/8
	Outdoor	Final outdoor placements being negotiated - $32,200 estimated spend	In progress	
	Print	Final Print plan placed - Awaiting creative assets $2,850	Done	
	Digital/Social	Final Digital/Social plan awaiting creative assets $15,150 estimated spend	In progress	
Creative Production	Sustained Digital	Concepting new standard display banners (320x50, 300x600, 728x90, 300x250, 300x50, 160x600) to increase options for sustained digital campaign - This will also include Social media GIFs (9:16, 1:1, 16:9, 4:5) that can be used as well.	In progress	4/15
Creative Production	Memorial Day CIOT	Using a mix of past creative developed (FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.	Needs Review	4/22
	Television	Will utilize Front Seat Interview Options from FY21 as well as Wichita production efforts if relevant	Needs Review	
	Print	Have new print options that will be shared for approval	Needs Review	
	Outdoor	Will look at new OOH options based on print concepts	In progress	
	Radio	Will utilize Front Seat Interview Options from FY21- Might work in Wichita production efforts as well	Needs Review	
	Digital/Social	Will look at new digital/social options based on print concepts	In progress	
Media	Memorial Day CIOT	Wed, May 18 - Mon, May 30 - $168,000 Budget	In progress	
	Television	Media buy pending final discussions/negotiations - $47,900 estimated spend	In progress	
	Print	Final Print plan placed - Awaiting creative assets $1,850	Done	
	Outdoor	Media buy pending final discussions/negotiations - $20,000 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - $68,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - $90,450 estimated spend	In progress	
Public Relations	Memorial Day CIOT	Will deliver first draft of press release for Wed 5/18 release	Not started	
Reporting	Q2 Quarterly Report	Will complete Q2 (Jan-Mar) quarterly report in April	Not started	4/29
Creative Production	Speed Enforcement	Reviewing past creative developed - Would like to use potential assets from Wichita production as well for digital/social	Not started	5/20
	Print	Print concepts will be developed for further review	Not started	
	Radio	Have spot from FY21 that needs additional review	Needs Review	
	Digital/Social	Will look to potentially use Law Enforcement materials from Wichita production as well as print concepts	Not started	
Media	Speed Enforcement	Fri, Jun 10 - Sun, Jun 19 - $50,000 Budget	In progress	
	Print	Final Print plan placed - Awaiting creative assets $950	Done	

JNA FY22 KDOT
PROJECT ROLL-UP

DATE: 9/11/2022 JNA

	Radio	Media buy pending final discussions/negotiations - $28,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - $27,090 estimated spend	In progress	
Creative Production	July 4th - Impaired Driving	Using a mix of past creative developed (FY20/FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.	Needs Review	
	Television	Will utilize Front Seat Interview Options from FY21 as well as Wichita production efforts if relevant	Needs Review	
	Print	Have new print options that will be shared for approval	In progress	
	Outdoor	Will look at new OOH options based on print comments	In progress	
	Radio	Will utilize Front Seat Interview Options from FY21- Might work in Wichita production efforts as well	Needs Review	
	Digital/Social	Will look at new digital/social options based on print comments	In progress	
Media	July 4th - Impaired Driving	Mon, Jun 27 - Mon, Jul 4 - $90,000 Budget	In progress	6/3
	Television	Media buy pending final discussions/negotiations - $27,990 estimated spend	In progress	
	Print	Final Print plan placed - Awaiting creative assets $990	Done	
	Outdoor	Media buy pending final discussions/negotiations - $11,200 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - $28,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - $20,900 estimated spend	In progress	
Public Relations	July 4th - Impaired Driving	Will deliver first draft of press release for Wed 6/29 release	Not started	
Creative Production	Sustained Print	Currently have two approved impaired print ads and three approved occupant protection print ads. Will look at potentially adding a few more for impaired to help weekly creative rotation	Not started	6/10
Creative Production	Child Passenger Safety Photo/Video Shoot	Working with KTSRO (Cynthia Callaway) to develop shot list for CPS. Will look to do a production in June that uses kids of various ages, various car seats, and guardians to have better local stock photos and videos for various PR and creative use. (Link)	In progress	6/24
Creative Production	Labor Day - Impaired Driving	Using a mix of past creative developed (FY20/FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.	Needs Review	
	Television	Will utilize Front Seat Interview Options from FY21 as well as Wichita production efforts if relevant	Needs Review	
	Print	Have new print options that will be shared for approval	In progress	
	Outdoor	Will look at new OOH options based on print comments	In progress	
	Radio	Will utilize Front Seat Interview Options from FY21- Might work in Wichita production efforts as well	Needs Review	
	Digital/Social	Will look at new digital/social options based on print comments	In progress	
Media	Labor Day - Impaired Driving	Wed, Aug 17 - Mon, Sep 5 - $270,000 Budget	In progress	7/22
	Television	Media buy pending final discussions/negotiations - $68,750 estimated spend	In progress	
	Print	Final Print plan placed - Awaiting creative assets $2,850	Done	
	Outdoor	Media buy pending final discussions/negotiations - $94,000 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - $75,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - $75,000 estimated spend	In progress	
Public Relations	Labor Day - Impaired Driving	8/17 Press conference will be executed. Will also deliver first draft of press release for Wed 8/17 release	Not started	
	Press Conference	Will look to plan/coordinate press conference in Wichita for Impaired Driving enforcement	Not started	8/17
Reporting	Q3 Quarterly Report	Will complete Q3 (Apr-Jun) quarterly report in July	Not started	7/29
Creative Production	Child Passenger Safety Week	Will look to develop new assets using production materials from shoot executed in June - Will also review past creative and NHTSA materials	Not started	
	Digital/Social	New materials will be developed for FY22 - NHTSA will also be reviewed	Not started	
	Print	New materials will be developed for FY22	Not started	
	Outdoor	New materials will be developed for FY22	Not started	
	Radio	Will review spot from FY21 - New radio spot might be needed in FY22	Needs Review	8/26
Media	Child Passenger Safety Week	Mon, Sep 18 - Sun, Sep 25 - $50,000 Budget	In progress	
	Print	Final Print plan placed - Awaiting creative assets $990	Done	
	Outdoor	Media buy pending final discussions/negotiations - $10,000 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - $26,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - $14,090 estimated spend	In progress	
Research	FY2022 Research Exercise	Need to discuss research options - Statewide survey or Wichita focus group	Not started	9/1
Reporting	Q4 Quarterly Report/Annual Report	Will complete Q4 (Jul-Sep) quarterly report in October - Will also provide final annual report for distribution	Not started	10/31

Occupant Protection (Mass Media) Campaign Initiatives	
Thanksgiving Occupant Protection Campaign, November 22 – 28	Section 405(b) Funded –Recommended Allocated budget - $100,000
Memorial Day Occupant Protection Campaign - May 21 - Tuesday, May 31	Section 405(b) Funded --- Recommended Allocated Budget: $168,000
CPS Occupant Protection Campaign – September 18 - Saturday, September 24	Section 405(b) Funded --- Recommended Allocated Budget: $50,000

Kansas publicizes the various safe driving messages on our website, Who do you make it home for?(kansasdrivetozero.com). The goal is to educate individuals of all ages about the significance of wearing seat belts and to help them comprehend the lifesaving value of doing so. Our campaign strives

to teach drivers of all ages the significance of wearing a seat belt, whether they are driving or riding as a passenger.
Kansas Office of Highway Safety enlists the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts on seat belts, air bags, and child safety seats.

All media campaign messages are evaluated and tracked for effectiveness and statewide reach. All partners and Office of Highway Safety grantees are encouraged to use and distribute such messages.

V. Occupant Protection for Children Program

Kansas law requires the driver of the vehicle is responsible for ensuring that these laws are obeyed.

Children Under 1
A child under age 1 should always ride in a rear-facing car seat. There are different types of rear-facing car seats: Infant-only seats can only be used rear-facing.

Children Ages 1, 2 & 3
A child should rear-facing as long as possible. It's the best way to keep him or her safe. A child should remain in a rear-facing car seat until he or she reaches the top height or weight limit allowed by your car seat's manufacturer. Once a child outgrows the rear-facing car seat, your child is ready to travel in a forward-facing car seat with a harness.

Children Ages 4 – 7
All children ages 4, 5, 6, and 7 are required to ride in a booster seat unless:
- The child weighs more than 80 pounds
- The child is taller than 4 feet 9 inches
- Only a lap belt is available

Children who meet the above height and weight criteria must be protected by a seat belt.
Keep a child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by the car seat's manufacturer. Once a child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

Children Ages 8 – 13
Children ages 8 to 13 must be protected by a seat belt. Keep a child in a booster seat until he or she is big enough to fit in a seat belt properly. For a seat belt to fit properly the lap belt must lie snugly across the upper thighs, not the stomach. The shoulder belt should lie snugly across the shoulder and chest and not cross the neck or face.

Teenagers Ages 14 – 18
Teenagers ages 14 to 18 must be protected by a seat belt.

Primary law: Occupants of a passenger car 14 years of age but younger than 18 can be cited for not wearing a seatbelt without being cited for another violation.

The Office of Highway Safety has a designated CPS coordinator who oversees the grant funding in this area. Funding is provided for the purchase of Child Safety Seats as well as to provide training for certified Child Safety Seat Technicians and Inspection Stations. The coordinator assures that adequate and accurate training is provided to the professionals who deliver the occupant protection programs for parents and caregivers. The coordinator promotes activities to increase the use of booster seats by children who have outgrown infant or convertible seats. The coordinator collects and analyzes key data in order to evaluate the progress of the overall program.

The Office of Highway Safety encourages law enforcement partners to vigorously enforce all child occupant protection laws. The Office will continue to enlist the support of all media outlets to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts are made to reach under-served populations and the child occupant protection programs at the local level are periodically assessed and designed to meet the unique demographic needs of the community.
Carefully crafted and administered child safety seat subsidy and/or give-away programs will continue as funding allows. To maintain qualified Child Passenger Safety Technicians and Instructors, the Office will continue to provide CPS training and opportunities for re-certification and CEUs, and foster networking opportunities.

A. Health, Medical, and Emergency Services

The Office of Highway Safety works closely with Health, Medical, and Emergency Services. There are representatives serving as safety partners on numerous safety programs. Many health professionals participate in safety events and give presentations on safety belt and child safety seat use. Public Health and medical personnel are required to use safety belts when driving within the State of Kansas, and most if not all EMS providers have internal policies in place requiring personnel to use safety belts.

Kansas Office of Highway Safety will work to integrate occupant protection into health programs. The failure of drivers and passengers to use occupant protection systems is a major public health problem that must be recognized by the medical and health care communities. The Office, the State Health Department, and other state and local medical organizations will work to collaborate in developing programs that encourage occupant protection professional health training and comprehensive public health planning and support occupant protection systems as a health promotion/injury prevention measure. Data is collected, analyzed, and publicized on additional injuries and medical expenses resulting from nonuse of occupant protection devices.

B. Schools

An excellent means to reach the youth of Kansas is to work with the school districts encouraging positive safety belt messaging and education within the schools. Kansas Office of Highway Safety will continue to encourage school boards, educators and other educational stakeholders or advocacy groups to incorporate occupant protection education into school curricula and programs.

Schools will be encouraged to establish and enforce written policies requiring school employees and students to use seat belts when operating a motor vehicle, active promotion of regular seat belt use through classroom and extracurricular activities as well as in school-based health clinics; and work with school resource officers to promote seat belt use among high school students.

C. Employers

The Kansas State Highway Safety Office will collaborate with employers to encourage development of programs and policies that establish and enforce a mandatory seat belt use policy. This will include sanctions for nonuse, and conduct occupant protection education programs for employees on their seat belt use policies. Included also will be narratives on safety benefits of motor vehicle occupant protection devices.

VI. Data and Program Evaluation

Kansas Office of Highway Safety will access and analyze reliable data sources for problem identification and program planning. The Office will continue to conduct and publicize at least one statewide observational survey of seat belt and, as funding permits, child safety seat use. The Office will ensure that the survey meets current, applicable Federal guidelines.

Data on child safety seat use, safety belt use and air bag deployment in fatal crashes through observational usage surveys and crash statistics will continue to be collected and analyzed in order to identify high-risk populations. Statewide surveys of public knowledge, attitudes and practices about occupant protection laws and systems will drive the media messages used to encourage safety belt use. Law enforcement agencies will continue to be encouraged to participate in safety belt campaigns and issue citations during all hazardous moving violation traffic stops. Data from citations written, morbidity and the estimated cost of crashes will continue to be used and available for planning and evaluation of occupant protection programs and to determine the relation of injury to seatbelt use and nonuse.

VII. Conclusion

In adopting this strategic plan, Kansas hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities involving unrestrained vehicle occupants. The specific goals and plans

outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing unrestrained passenger vehicle occupant fatalities to 0.

Robyn Meinholdt is the state of Kansas designated Occupant Protection Coordinator.

The most recent Occupant Protection Assessment was completed on March 15, 2019.

2022 ROSTER OCCUPANT PROTECTION EMPHASIS AREA TEAM (EAT)

NAME	E-MAIL	Title & Organization
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Shannon Bernal	smbernal@cmh.edu	Children's Mercy children with special health care needs
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TheresaTaylor		Trauma Prevention Coordinator - Stormont Vail Kansas Emergency Nurses Association
Wendy O'Hare	wendy.ohare@ks.gov	Trauma Program Director KDHE

As identified by the Occupant Protection Emphasis Area Team.

OCCUPANT PROTECTION SHSP STRATEGY
DRAFT PRIORITIZATION RESULTS

#	Strategy	Local Roads	Roadway Departure	Occupant Protection	Intersections	Impaired Driving	Older Drivers	Teen Drivers	Pedestrians & Cyclists	Total Score	EAT Leadership Top Priorities	EAT/ESC Workshop Ranking	Dot Exercise Result (# of dots)	Federally Required	IKE Required	ESC Action Required	Action Planning Needed
		1.57	1.46	1.33	1.29	1.21	1.20	1.15	1.09								
OP5	Analyze existing and new data sources to define and support the prioritization of	2	2	2	2	2	2	2	2	20.58				No	No		
OP1	Create a targeted media campaign directed toward pickup drivers	1	1	2	1	1	0	1	0	9.33	x	1	4	No	No	No	No^
OP2	Provide funding and other forms of support for law enforcement efforts to uphold occupant protection laws	1	1	2	1	1	0	1	0	9.33				No	No		
OP3	Collaborate with state and local partners, including employers, to promote seat belt usage through education and incentive	1	1	2	1	1	0	1	0	9.33	x	2	5	No	No	Yes	Yes
OP4	Enhance existing primary seat belt law to include all seating positions, increase fines and assess court costs*	1	1	2	1	1	0	1	0	9.33		3	11	No	No	Yes	Yes
	Emphasis Area Correlation Score	6	6	10	6	6	2	6	2								

*Workshop participants suggested amending this strategy to read: "Enhance existing occupant protection laws, including primary seat belt to include all seating positions, increase fines, and assess court costs and the Child Passenger Safety Law rear-facing to Age 2.
^This strategy has been accomplished. Behavioral Safety staff can report out if necessary.

End of Multi-Year Occupant Protection Strategic Plan

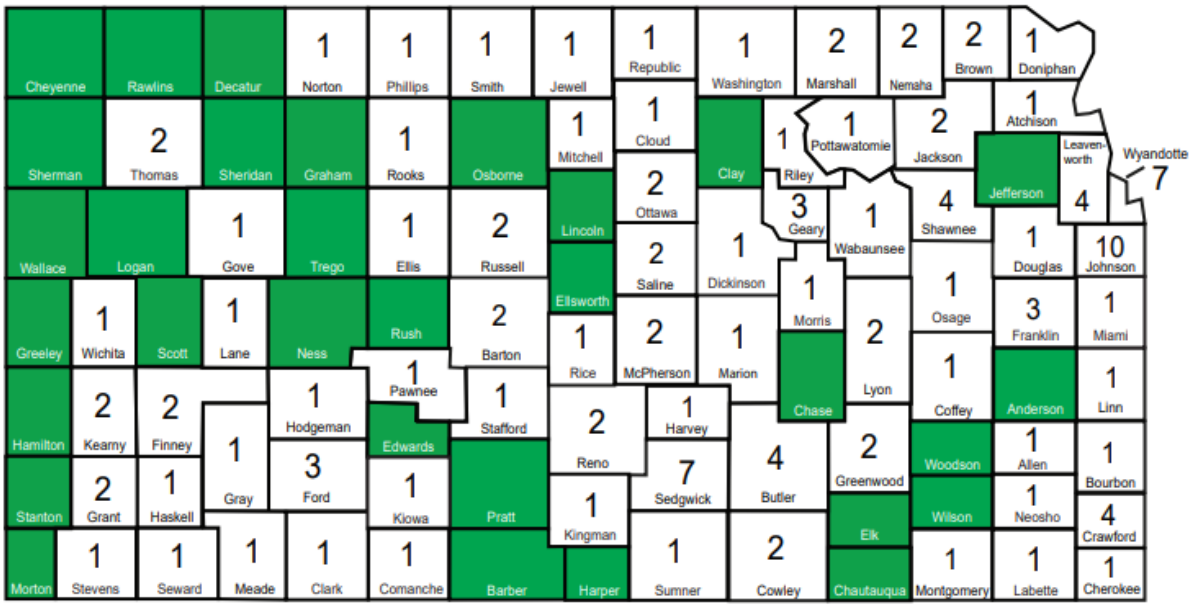
Child Restraint Inspection Stations and Child Passenger Safety Technicians

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

The state of Kansas currently has 31 CPS Instructors and 594 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.

Currently the Kansas Traffic Safety Resource Office recruits and maintains a list of all CPS technicians and instructors around the state (if KTSRO does not get the new contract bid in FY2023 the selected vendor will assume this function). Through correspondence, the KTSRO keeps this group of specialized individuals apprised of upcoming trainings, seat recalls and other important information relating to child passenger safety. Each year, the KTSRO hosts and/or assists with the 3-day CPS Technician Certification Course, the 1-day Renewal Course, and the Tech Update Trainings, as well as other special certification trainings. Additionally, KTSRO maintains several continuing education training opportunities on their website. Through the KTSRO newsletter, promotion of the CPS program at our annual Transportation Safety Conference, Safe Kids events, medical and law enforcement communities, and check lanes conducted around the state, the instructors and technicians will identify new professionals to be recruited. Special effort is given to plan trainings in areas of the state where there are no techs or inspection stations.

CPS Inspection Stations in Kansas



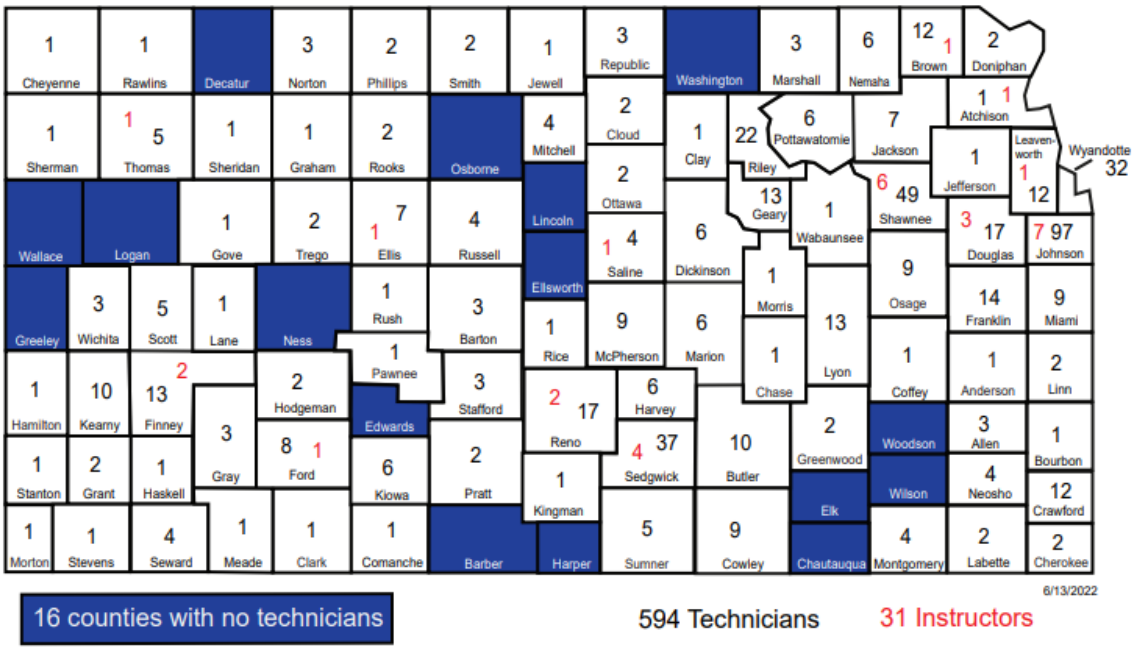
130 Total CPS Inspection Stations

72 Counties with CPS Inspection Stations

www.ktsro.org/child-passenger-safety

800-416-2522

CPS Instructor and Technician Count



FY2023 CPS Planned Training Schedule		
Proposed Date	**NHTSA 3-Day Child Passenger Safety Certification Classes**	**Status**
February 2023	Douglas County/Lawrence (Contact: Nate Haig)	20
March 2023	Harvey County/Newton (Contact: Tera Stucky)	20
April 2023	Coffey County & Anderson County (Contact: Chelsea @ CCHD)	20
May 2023	Sherman County/Goodland (Contact: Frankie Hays)	20
June 2023	Cloud County & Clay County (Contacts: Lois Tracy & Ron Rose)	20
July 2023	Ford County/Dodge City (Contact: Eric Fisher)	20
August 2023	Saline County/Salina (Contact: Ben Gardner)	20
September 2023	Ellis County/Hays (Contact: Tod Hileman)	20
October 2023	Seward County/Liberal (Contact: Mike Racy)	20
		180
NHTSA 3-Day Child Passenger Safety Certification Classes (Outside Agency)		
March 2023	Olathe	20
May 2023	Bonner Springs	20

July 2023	Gardner	20
		60
NHTSA 1-Day Renewal CPS Classes		
March 2023	Shawnee County/Topeka	10
September 2023	Sedgwick County/Wichita	10 **20+**
Kansas Child Passenger Safety Technician Update Trainings		
April 2023		**150**
Safe Travel for All Children: Transporting Children with Special Healthcare Needs		
March 2023	Kansas City	10
		10
	Total projected attendance, all in-person trainings	**360**
CPS Online Webinars		
	Recorded CPS Technician Update Trainings	500
	Total projected attendance, all on-line trainings	**500**
Kansas Child Care Transportation Safety Online Course (KCCTO)		
March 2023	Spring training	25
June 2023	Summer training	25
September 2023	Fall training	25
December 2023	Winter training	25
	Total projected attendance, all on-line trainings	**100**

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			
Atchison Police Department	Atchison	16,380	Atchison			
Barton County HD	Barton	26,775	Barton			
Great Bend Fire/EMS	Barton		Barton			
Fort Scott PD	Bourbon	14,617	Bourbon			

Amberwell Hiawatha Hospital	Brown	9,684	Brown			
Brown CO SO	Brown		Brown			
Andover PD	Butler	67,025	Butler, Sedgwick			
Butler CO SO	Butler		Butler			
Butler County EMS	Butler		Butler			
El Dorado PD	Butler		Butler			
Cherokee CO SO	Cherokee	20,246	Cherokee			
Clark County SO	Clark	2,072	Clark, Comanche, Meade			
Cloud County HD	Cloud	9,150	Cloud		Yes	
Coffey Health System	Coffey	8,433	Coffey			
Coldwater Police Department	Comanche	1,862	Comanche			
Arkansas City Police Department	Cowley	35,753	Cowley	Spanish		
Winfield Police Department	Cowley		Cowley			
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		
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			
Garden City Police Department	Finney	36,722	Finney	Spanish		
Kansas Highway Patrol Troop E	Finney		Clark, Comanche, Edwards, Finney, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Kiowa, Lane, Meade, Morton, Ness, Pawnee, Rush, Scott, Seward, Stanton, Stevens, Wichita			
Dodge City FD	Ford	33,971	Ford	Spanish		

Ford CO SO	Ford		Ford	As needed		
Ford County Fire & EMS	Ford		Ford			
City of Ottawa Fire Department	Franklin	25,560	Franklin			STAC trained
Life Care Center	Franklin		Franklin			
Franklin County Health Department	Franklin		Franklin, Osage, Miami, Anderson			
Fort Riley Department of Public Health	Geary	35,586	Geary, Riley	can be arranged for any language		
Fort Riley Safety Office	Geary		Geary, Riley			
Geary CO HD	Geary		Geary	Spanish		
Gove CO HD	Gove	2,589	Gove, Trego, Sheridan	Spanish		
Grace Place Pregnancy Care Center	Grant	7,646	Grant, Haskell, Meade, Seward, Stevens			
Kansas Children's Service League-Head Start	Grant		Grant	Spanish		
Gray CO HD	Gray	6,034	Gray	Spanish		
Greenwood CO HD	Greenwood	6,151	Greenwood			
Greenwood CO SO	Greenwood		Greenwood			
NMC Health	Harvey	34,913	Harvey, Marion, Reno, McPherson			
Haskell CO HD	Haskell	4,006	Haskell, Gray, Stevens, Grant, Finney, Scott	Spanish		
Hodgeman CO HD	Hodgeman	1,870	Hodgeman			
Prairie Band Potawatomi Tribal Police	Jackson	13,291	Jackson			
Safe Kids Prairie Band Potawatomi Nation	Jackson		Jackson			
Jewell CO HD	Jewell	2,901	Jewell			
City of Shawnee Fire Department	Johnson	584,451	Johnson			
Gardner PD	Johnson		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			

Kansas Traffic Safety Resource Office - Mission Office	Johnson		Johnson, Wyandotte, Leavenworth, Miami, Douglas			
Kearny CO Hospital	Kearny	3,917	Kearny, Hamilton, Finney, Grant, Wichita	Spanish		
Kearny County Sheriff's Office	Kearny		Kearny			
Kingman County Health Department	Kingman	7,467	Kingman, Sedgwick, Reno			
Kiowa CO EMS, Safe Kids Kiowa CO	Kiowa	2,483	Kiowa	Assistance can be arranged with appt		
Labette County Health Department	Labette	20,444	Labette			
Lane CO HD	Lane	1,636	Lane		YES	
Fort Leavenworth Fire Department	Leavenworth	80,204	Leavenworth			
Henry Leavenworth Elementary/USD 453	Leavenworth		Leavenworth	Spanish interpreter available		
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			
McPherson Fire Department	McPherson	28,804	McPherson			
Safe Kids McPherson CO/McPherson EMS	McPherson		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			
Morris CO HD	Morris	5,573	Morris			
Nemaha CO SO	Nemaha	10,241	Nemaha			Safe Travel
Nemaha Valley Community Hospital	Nemaha		Nemaha			

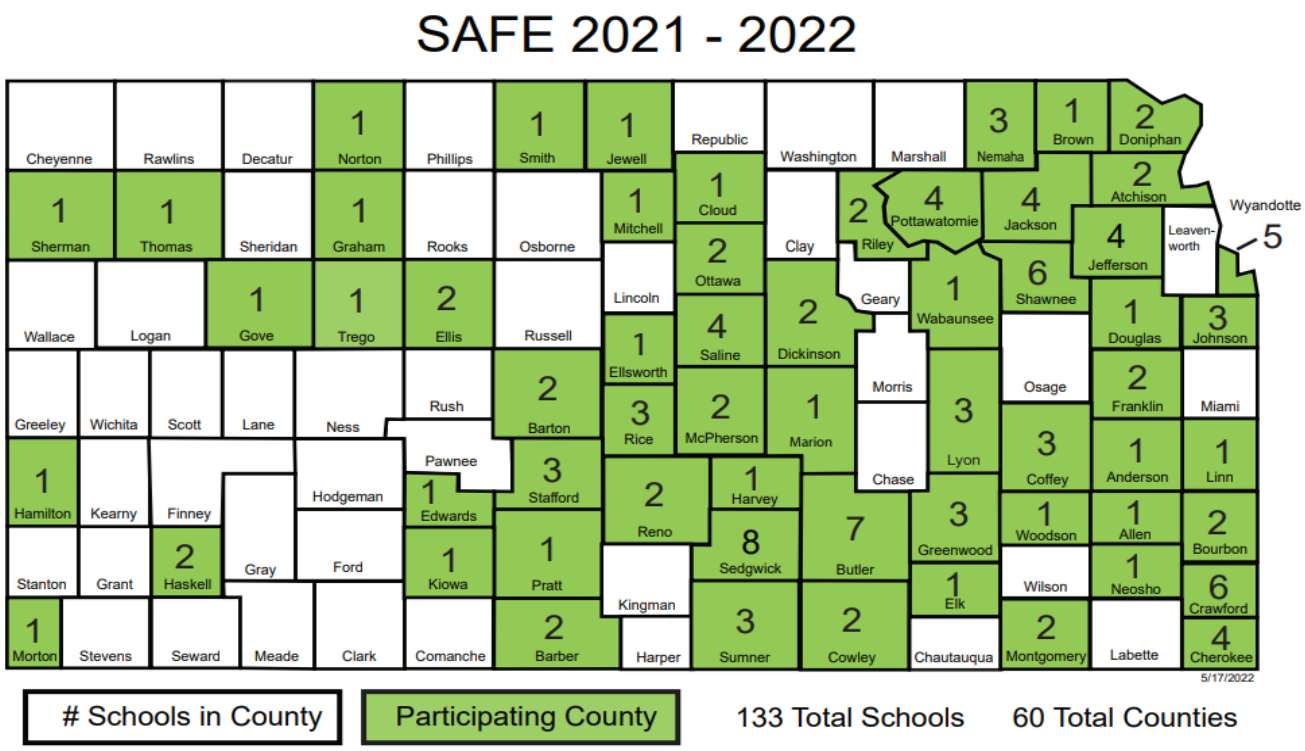
Kansas Highway Patrol Troop H	Neosho	16,146	Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Neosho, Wilson, Woodson		YES	
Norton CO Hospital	Norton	5,493	Norton, Graham, Phillips, Decatur, Rooks			
Osage County HD	Osage	15,843	Osage, Lyon, Coffey, Franklin, Wabaunsee, Shawnee			
Minneapolis Ambulance Service	Ottawa	5,920	Ottawa	No		
Ottawa County Rural Fire District #4	Ottawa		Ottawa			
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			
Parents as Teachers	Reno	63,220	Reno			
Reno County Health Department	Reno		Reno	Spanish interpreter available	TRUE	
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			
DCCCA	Sedgwick		Sedgwick, Butler, Sumner, Cowley, Kingman, Reno, Harvey	Spanish (Rosa)		Safe Travel for All Children trained (Jodi)
Seward CO HD	Seward	22,709	Seward, Grant, Stevens, Haskell, Morton			
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			
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			
City of Washington	Washington	5,546	Washington			
Wichita CO SO	Wichita	2,112	Wichita	Spanish by appt		
Community Policing Unit of Kansas City, Kansas Police Department	Wyandotte	163,831	Wyandotte	Spanish translator available		
Edwardsville Fire and EMS Department	Wyandotte		Wyandotte			
Kansas City Kansas Early Childhood Center	Wyandotte		Wyandotte	Yes	Yes	Limited transportation assistance
Unified Government Public Health Department	Wyandotte		Wyandotte	Spanish		
USD 500	Wyandotte		Wyandotte			
Wyandotte CO Infant-Toddler Services	Wyandotte		Wyandotte	Spanish		

Community Health Council of Wyandotte	Wyandotte		Wyandotte, Johnson, Leavenworth, Miami	Spanish, Burmese, Portuguese, Swahili, Nepalese, interpreter service for others		
POPULATION OF COUNTIES WITH INSPECTION STATIONS		**2,769,932**	Total Number of Inspection Stations is 130.	**NUMBER OF COUNTIES WITH INSPECTION STATIONS**		**74**
POPULATION OF KANSAS		**2,907,289**	Total number of Inspection Stations that service rural, urban, and at-risk population is 130.	**NUMBER OF COUNTIES IN KANSAS**		**105**
PERCENT OF POPULATION WITH INSPECTION STATIONS		**95%**	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	
Anderson	7,827
Barber	4,688
Chase	2,669
Chautauqua	3,374
Cheyenne	2,661
Clay	8,143
Decatur	2,832
Edwards	2,938
Elk	2,547
Ellsworth	6,328
Graham	2,564
Greeley	1,296
Hamilton	2,536
Harper	5,685
Jefferson	18,897
Lincoln	3,073
Logan	2,831
Morton	2,848
Ness	2,962
Osborne	3,642
Pratt	9,584
Rawlins	2,549

Rush	3,058		
Scott	5,032		
Sheridan	2,509		
Sherman	5,965		
Stanton	2,062		
Trego	2,872		
Wallace	1,497		
Wilson	8,723		
Woodson	3,164		
POPULATION OF COUNTIES WITH NO INSPECTION STATIONS	**137,356**	**NUMBER OF COUNTIES WITH NO INSPECTION STATION**	**31**
PERCENT OF POPULATION WITH NO INSPECTION STATION	**4.7%**	**PERCENT OF COUNTIES WITH NO INSPECTION STATION**	**30%**



Teen Drivers

During the 2008-09 school year, the state of Kansas implemented the Seat belts Are for Everyone (SAFE) program in six schools in one county. By the end of the 2021-22 school year, the state had expanded SAFE into 133 schools in 60 counties. KDOT will continue to promote and expand the program in FFY 2023 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. A survey was not conducted in 2021 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 or prize 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. The seatbelt fine account funds the monthly and grand

prizes. Through the KTSRO grant (or new vendor in FFY2023), 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.

2021 - 2022 SAFE Counties and Schools					
County	**Population**	**School Name**	**Pre-Survey Percentage**	**Post-Survey Percentage**	**% change**
Allen	12,714	Iola High School	88		
Anderson	7,827	Anderson County Jr/Sr High School	83	83	0
Atchison	16,380	Atchison Co. Comm. Jr/Sr High School	78		
Atchison		Atchison High School	77	80	3
Barber	4,688	Medicine Lodge Jr/Sr High School	68	59	-9
Barber		South Barber High School	64	77	13
Barton	25,779	Great Bend High School	76		
Barton		Great Bend Middle School	73	82	9
Bourbon	14,617	Fort Scott High School			
Bourbon		Uniontown High School	81	91	10
Brown	9,684	Horton High School	78		
Butler	67,025	Andover Central High School	87		
Butler		Andover High School	92	96	4
Butler		Augusta High School			
Butler		Douglass High School			
Butler		El Dorado High School	87	93	6
Butler		Flinthills High School	82	94	12
Butler		Remington High School	93	98	5
Cherokee	20,246	Baxter Springs High School	92		
Cherokee		Columbus High School	93	83	-10
Cherokee		Galena High School			
Cherokee		Riverton High School	73	84	11
Cloud	9,150	Concordia Jr/Sr High School	85	87	2
Coffey	8,433	Burlington High School	96	95	-1

Coffey		Southern Coffey County High School			
Coffey		Waverly High School	68		
Cowley	35,753	Dexter Jr-Sr High School	66		
Cowley		Udall Jr-Sr High School	88		
Crawford		Arma Northeast High School	95	90	-5
Crawford		Cherokee Southeast High School	92	94	2
Crawford	39,164	Frontenac High School	90	94	4
Crawford		Girard High School	74	81	7
Crawford		Pittsburg High School	71	77	6
Crawford		St. Mary's Colgan High School	98	97	-1
Dickinson	19,064	Chapman High School			
Dickinson		Herington High School			
Doniphan	7,664	Doniphan West Jr/Sr High School	63	69	6
Doniphan		Riverside High School	79	81	2
Douglas		Lawrence High School	80		
Edwards	2,938	Kinsley-Offerle Jr/Sr High School	51	57	6
Elk	2,547	West Elk USD 282	64	91	27
Ellis	28,893	Hays High School	85	92	7
Ellis		Victoria Jr/Sr High School	77	74	-3
Ellsworth	6,328	Ellsworth Jr/Sr High School	91	92	1
Franklin	25,560	Ottawa High School	88	92	4
Franklin		Wellsville High School	88	93	5
Gove	2,589	Wheatland High School	89	96	7
Graham		Hill City Jr/Sr High School	80	86	6
Greenwood	6,151	Eureka Jr/Sr High School	82		
Greenwood		Hamilton High School	65	60	-5
Greenwood		Madison High School	83	85	2
Hamilton	2,536	Syracuse Jr/Sr High School	52	59	7
Harvey	34,913	Sedgwick High School	91	95	4
Haskell	4,006	Satanta High School	83	71	-12
Haskell		Sublette High School	74		
Jackson	13,291	Holton High School	92	92	0
Jackson		Holton Middle School	89		
Jackson		Jackson Heights High School	99	99	0
Jackson		Royal Valley High School	97	98	1
Jefferson	18,897	Jefferson West High School	82	90	8

Jefferson		McLouth High School	88	90	2
Jefferson		Oskaloosa Jr/Sr High School	79		
Jefferson		Perry Lecompton School	89	87	-2
Jewell	2,901	Rock Hills High School	72	37	-35
Johnson	584,451	Blue Valley High School	94	98	4
Johnson		Blue Valley Northwest High School			
Johnson		Olathe North High School	85	95	10
Kiowa	2,483	Kiowa County High School	92	87	-5
Linn	9,558	Pleasanton Jr/Sr High School	77	81	4
Lyon	33,510	Hartford Jr-Sr High School	84	90	6
Lyon		Northern Heights High School			
Lyon		Olpe High School	77	95	18
Marion	12,112	Goessel Jr/Sr High School	92		
McPherson	28,542	Smoky Valley High School			
McPherson		Smoky Valley Middle School			
Mitchell	6,243	Beloit Jr/Sr High School	85	75	-10
Montgomery	32,746	Caney Valley High School	79	75	-4
Montgomery		Independence High School	87		
Morton	2,667	Elkhart High School	72	85	13
Nemaha	10,241	Centralia High School	80	92	12
Nemaha		Nemaha Central High School	79	79	0
Nemaha		Wetmore Academic Center	88	75	-13
Neosho	16,146	Erie High School	83	90	7
Norton	5,493	Norton Community High School	67		
Ottawa	5,920	Bennington High School	80	79	-1
Ottawa		Tescott High School	80	74	-6
Pottawatomie	23,661	Flint Hills Christian School	84	99	15
Pottawatomie		Rock Creek Jr/Sr High School	96	94	-2
Pottawatomie		St Marys Jr/Sr High School	85	88	3
Pottawatomie		Wamego High School	87	86	-1
Pratt	9,584	Pratt High School	82	84	2
Reno	63,220	Hutchinson High School			
Reno		Pretty Prairie High School	63	61	-2

Rice	9,831	Lyons High School	80	79	-1
Rice		Lyons Middle School			
Rice		Sterling Jr/Sr High School	81	91	10
Riley	73,343	Manhattan High School	94	94	0
Riley		Riley County High School	91		
Saline	55,142	Ell Saline High School	96	98	2
Saline		Sacred Heart Jr/Sr High School	91	95	4
Saline		Salina South High School	88	74	-14
Saline		Southeast of Saline High School	97	98	1
Sedgwick	511,995	Cheney High School	79	80	1
Sedgwick		Clearwater High School	100	100	0
Sedgwick		Goddard High School	92	93	1
Sedgwick		Maize High School	96	93	-3
Sedgwick		Maize South High School	95	90	-5
Sedgwick		Valley Center High School	90	96	6
Sedgwick		Wichita East High School	91		
Sedgwick		Wichita South High School	95	97	2
Shawnee	178,146	Rossville High School	97	98	1
Shawnee		Seaman High School	98	93	-5
Shawnee		Shawnee Heights High School	97	97	0
Shawnee		Silver Lake Jr/Sr High School	92	95	3
Shawnee		Topeka West High School			
Shawnee		Washburn Rural High School	97	97	0
Sherman	5,965	Goodland Jr/Sr High School			
Smith	3,632	Thunder Ridge High School	90		
Stafford	4,208	Macksville High School	75	79	4
Stafford		St John High School	62	88	26
Stafford		Stafford High School	46	68	22
Sumner	23,272	Belle Plaine High School	87	87	0
Sumner		Caldwell High School			
Sumner		Wellington High School	90	95	5
Thomas	7,892	Brewster High School	50	90	40
Trego	2,872	Trego County Community High School			
Wabaunsee	6,891	Wabaunsee High School	92	97	5
Woodson	3,165	Yates Center High School	88	93	5

Wyandotte	163,831	F.L. Schlagle High School	71		
Wyandotte		JC Harmon High School	66		
Wyandotte		Sumner Academy High School	83	71	-12
Wyandotte		Washington High School	63		
Wyandotte		Wyandotte High School	91	94	3
TOTAL: 58 Counties		**133 Schools**	**82.8%**	**86.3%**	**2.8%**

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 2020. The countermeasure strategies will target increased seat belt use.

County	Year	Unbelted Fatalities	Percentage of State	Running Total
SEDGWICK	2020	16	11.3%	12.8%
WYANDOTTE	2020	11	7.8%	7.8%
SHAWNEE	2020	7	5.0%	5.0%
MIAMI	2020	5	3.5%	3.5%
FINNEY	2020	4	2.8%	5.0%
LEAVENWORTH	2020	4	2.8%	2.8%
RENO	2020	4	2.8%	2.8%
WABAUNSEE	2020	4	2.8%	5.0%
BUTLER	2020	3	2.1%	2.8%
DOUGLAS	2020	3	2.1%	2.1%
FORD	2020	3	2.1%	2.8%
HARVEY	2020	3	2.1%	2.8%
LINN	2020	3	2.1%	2.1%
MCPHERSON	2020	3	2.1%	2.1%
OSBORNE	2020	3	2.1%	2.8%
POTTAWATOMIE	2020	3	2.1%	4.3%
PRATT	2020	3	2.1%	2.1%
SCOTT	2020	3	2.1%	13.5%
WALLACE	2020	3	2.1%	2.1%
ANDERSON	2020	2	1.4%	1.4%
CHEROKEE	2020	2	1.4%	2.1%
CLOUD	2020	2	1.4%	2.1%
DICKINSON	2020	2	1.4%	1.4%
ELLSWORTH	2020	2	1.4%	4.3%
JOHNSON	2020	2	1.4%	2.1%
PHILLIPS	2020	2	1.4%	3.5%
RILEY	2020	2	1.4%	2.1%
SEWARD	2020	2	1.4%	6.4%

WOODSON	2020	2	1.4%	9.2%
BARTON	2020	1	0.7%	1.4%
BOURBON	2020	1	0.7%	1.4%
BROWN	2020	1	0.7%	2.8%
CHASE	2020	1	0.7%	1.4%
CHAUTAUQUA	2020	1	0.7%	2.1%
CHEYENNE	2020	1	0.7%	0.7%
CLAY	2020	1	0.7%	2.1%
COFFEY	2020	1	0.7%	0.7%
COWLEY	2020	1	0.7%	0.7%
ELLIS	2020	1	0.7%	2.1%
FRANKLIN	2020	1	0.7%	1.4%
GEARY	2020	1	0.7%	0.7%
GREENWOOD	2020	1	0.7%	0.7%
HARPER	2020	1	0.7%	2.8%
HASKELL	2020	1	0.7%	0.7%
JACKSON	2020	1	0.7%	1.4%
JEFFERSON	2020	1	0.7%	1.4%
JEWELL	2020	1	0.7%	2.1%
KEARNY	2020	1	0.7%	0.7%
LABETTE	2020	1	0.7%	0.7%
LYON	2020	1	0.7%	1.4%
MARION	2020	1	0.7%	1.4%
MARSHALL	2020	1	0.7%	2.8%
MORTON	2020	1	0.7%	1.4%
NEMAHA	2020	1	0.7%	0.7%
NORTON	2020	1	0.7%	0.7%
OTTAWA	2020	1	0.7%	0.7%
ROOKS	2020	1	0.7%	0.7%
STAFFORD	2020	1	0.7%	0.7%
SUMNER	2020	1	0.7%	0.7%
TREGO	2020	1	0.7%	3.5%
WICHITA	2020	1	0.7%	1.4%
WILSON	2020	1	0.7%	2.1%
ALLEN	2020	0	0.0%	1.4%
ATCHISON	2020	0	0.0%	0.0%
BARBER	2020	0	0.0%	0.7%
CLARK	2020	0	0.0%	0.7%
COMANCHE	2020	0	0.0%	0.7%
CRAWFORD	2020	0	0.0%	0.0%
DECATUR	2020	0	0.0%	1.4%

DONIPHAN	2020	0	0.0%	2.1%
EDWARDS	2020	0	0.0%	0.0%
ELK	2020	0	0.0%	0.7%
GOVE	2020	0	0.0%	0.0%
GRAHAM	2020	0	0.0%	0.0%
GRANT	2020	0	0.0%	0.0%
GRAY	2020	0	0.0%	0.0%
GREELEY	2020	0	0.0%	0.7%
HAMILTON	2020	0	0.0%	0.7%
HODGEMAN	2020	0	0.0%	0.7%
KINGMAN	2020	0	0.0%	0.0%
KIOWA	2020	0	0.0%	0.7%
LANE	2020	0	0.0%	2.8%
LINCOLN	2020	0	0.0%	2.1%
LOGAN	2020	0	0.0%	0.7%
MEADE	2020	0	0.0%	3.5%
MITCHELL	2020	0	0.0%	0.0%
MONTGOMERY	2020	0	0.0%	0.0%
MORRIS	2020	0	0.0%	0.7%
NEOSHO	2020	0	0.0%	0.0%
NESS	2020	0	0.0%	0.7%
OSAGE	2020	0	0.0%	2.1%
PAWNEE	2020	0	0.0%	1.4%
RAWLINS	2020	0	0.0%	2.8%
REPUBLIC	2020	0	0.0%	0.0%
RICE	2020	0	0.0%	1.4%
RUSH	2020	0	0.0%	0.0%
RUSSELL	2020	0	0.0%	0.0%
SALINE	2020	0	0.0%	2.1%
SHERIDAN	2020	0	0.0%	0.0%
SHERMAN	2020	0	0.0%	0.0%
SMITH	2020	0	0.0%	0.7%
STANTON	2020	0	0.0%	0.0%
STEVENS	2020	0	0.0%	0.7%
THOMAS	2020	0	0.0%	0.7%
WASHINGTON	2020	0	0.0%	0.7%
TOTAL		**141**		

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:**	**2021**
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-1301-23**	**Eligible Use of Funds:**	**Occupant Protection (FAST)**
Federal Equipment:	**No**		

These project funds will enable the Behavioral Safety Section to purchase and distribute printed materials and ***"Buckle Up It's The Law"*** signs which 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. This project will also support outreach opportunities in KDOT field offices. Resources allocated to these statewide locations will include but are not limited to: exit signs and informational items that can be placed inside KDOT vehicles.

Countermeasure Strategy: Communication Campaign

Project Name:	**Occupant Protection Initiatives**	**Source Fiscal Year:**	**2021**
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-4501-23**	**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 2023.

Countermeasure Strategy: Communication Campaign

Project Name:	**Child Passenger Safety Outreach**	**Source Fiscal Year:**	**2021**
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-4502-23**	**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:	**KHP Rollovers/Convincers**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Kansas Highway Patrol**	**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-4502-23**	**Eligible Use of Funds:**	**405b Low Public Education (FAST)**
Federal Equipment:	**No**		

This project assigns troopers to engage community groups, schools, and special events to press upon them the importance of buckling up in a vehicle. The rollovers are replica vehicles which are used to simulate the forces within a vehicle as it rolls over and tumbles. The convincers are replica vehicle seats which demonstrate the force applied to the human occupant during a low-speed crash scenario. Existing equipment is being repaired and maintained.

Countermeasure Strategy: Communication Campaign

Project Name:	**Safe Kids Buckle Up**	**Source Fiscal Year:**	**2021**
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-4503-23**	**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:	**Child Passenger Safety**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**TBD**	**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-4504-23**	**Eligible Use of Funds:**	**405b Low Public CPS Education (FAST)**
Federal Equipment:	**No**		

The awarded agency will support child passenger safety efforts around the state. Support will include promotion of CPS technician classes and updates, CPS check lanes 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-1303-23**	**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:**	**2021**
Sub-Recipient:	**TBD**	**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-1304-23**	**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:**	**2021**
Sub-Recipient:	**TBD**	**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-4506-23**	**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.

For the Observational Survey, the 2022 study was comprised of 326,805 child observations at 378 unique sites. The 2022 adult survey is underway with 222 sites. 117 are completed to date, with 105 remaining sites to be monitored.

The 2021 completed adult study contained 552 sites.

Countermeasure Strategy: 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: High Visibility Seat Belt Enforcement

Project Name:	**Nighttime Seat belt Enforcement**	**Source Fiscal Year:**	**2021**
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-4505-23**	**Eligible Use of Funds**	**Short-Term Enforcement (FAST)**
Federal Inventory:	**No**		

The Nighttime Seat Belt Enforcement Program, initiated in FFY 2012, is projected to fund overtime enforcement efforts of eight 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-4505-23	FO	Dodge City Police

405b OP	SP-4505-23	JO	Olathe PD
405b OP	SP-4505-23	LV	Leavenworth Co Sheriff
405b OP	SP-4505-22	RN	Hutchinson PD
405b OP	SP-4505-23	SG	Wichita PD
405b OP	SP-4505-23	SG	Sedgwick County Sheriff
405b OP	SP-4505-23	SN	Topeka PD
405b OP	SP-4505-23	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%

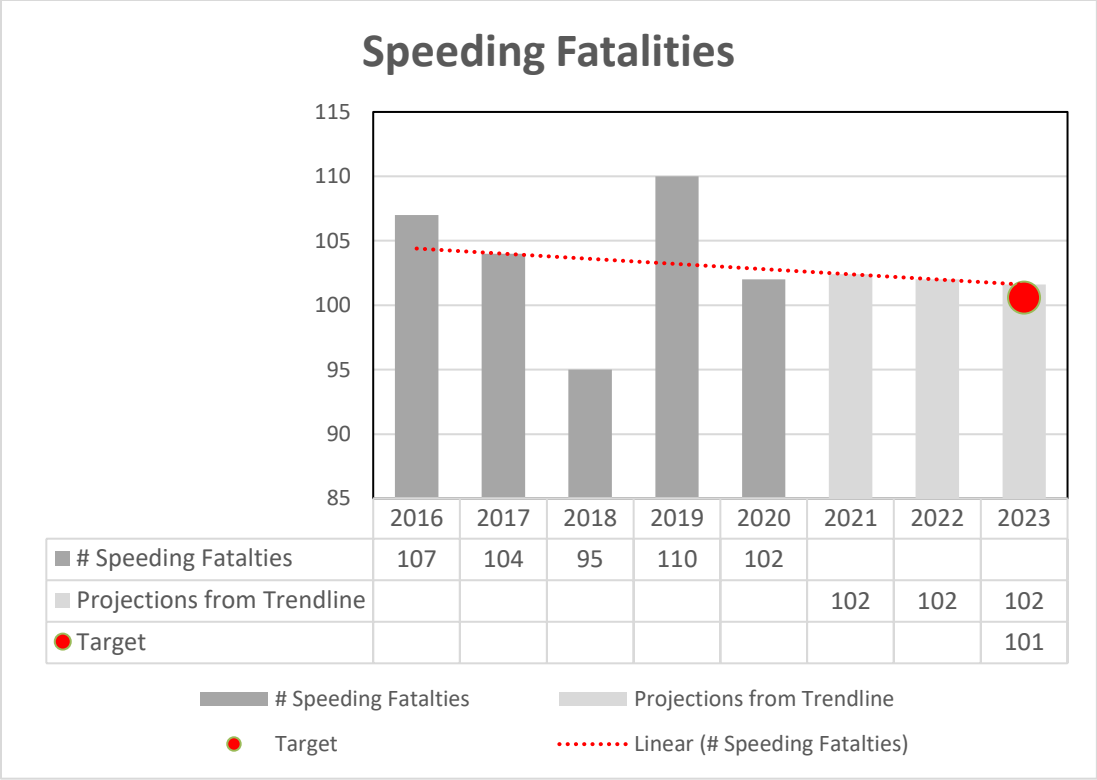
Local Partnerships:

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 seat belt 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 seat belt 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, reduce speeding, 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 2023 five-year average projection based upon the trendline indicates 102 speeding fatalities in 2023. A one percent reduction in this projection would derive our goal of 101 speeding fatalities in 2023. 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-1500-23**	**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-1505-23**	**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-4500-23**	**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:	**Regional Safety Coalition Ad Campaign**	**Source Fiscal Year:**	**2021**

Sub-Recipient:	**Regional Safety Coalitions**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts: **Indirect Cost:** **Project Number (Unique ID):** **Federal Equipment:**	**$500,000** **$0** **SP-1500-23** **No**	**Match:** **Local Benefit:** **Eligible Use of Funds:**	**$0** **$0** **Paid Advertising (FAST)**

KDOT's premier coalition initiative "Drive Safe Sedgwick" campaign is funded by federal traffic safety funds administered by KDOT. The public awareness initiative runs concurrently with a media campaign reminding motorists that drivers can be fined or jailed for certain traffic violations. Earned media is playing a significant part in the messaging with traffic safety segment airing on iHeart Radio in Wichita. Sedgwick County, Kansas is garnering attention for something no one want to celebrate – some of the highest traffic fatalities in the state, including speeding. In May 2022, Sedgwick County and law enforcement started with the public awareness campaign, "Drive Safe Sedgwick." Between 2016 and 2020, Sedgwick County recorded 326 traffic-related deaths and more than 900 suspected serious injuries – many of which were considered "potentially avoidable crashes, some from speeding, in fact Sedgwick County ranked Number 1, recording 65 traffic fatalities in 2020. KDOT continues to encourage Sedgwick County residents to visit DriveSafeSedgwick.com to learn about vehicle safety. The is one of the Regional Safety Coalition initiatives to educate drivers in high crash locations throughout Kansas.

Countermeasure Strategy: Mass Media Campaign

Project Name:	**Impaired Driving/Riding Ad Campaign**	**Source Fiscal Year:**	**2021**
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-4708-23**	**Eligible Use of Funds:**	**405d Low 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:**	**2020**
Sub-Recipient:	**Blue Window**	**Funding Source ID:**	**405d—Impaired Driving Low**
Funding Amounts:	**$720,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4708-23**	**Eligible Use of Funds:**	**405d Low Driver Education**
Federal Equipment:	**No**		

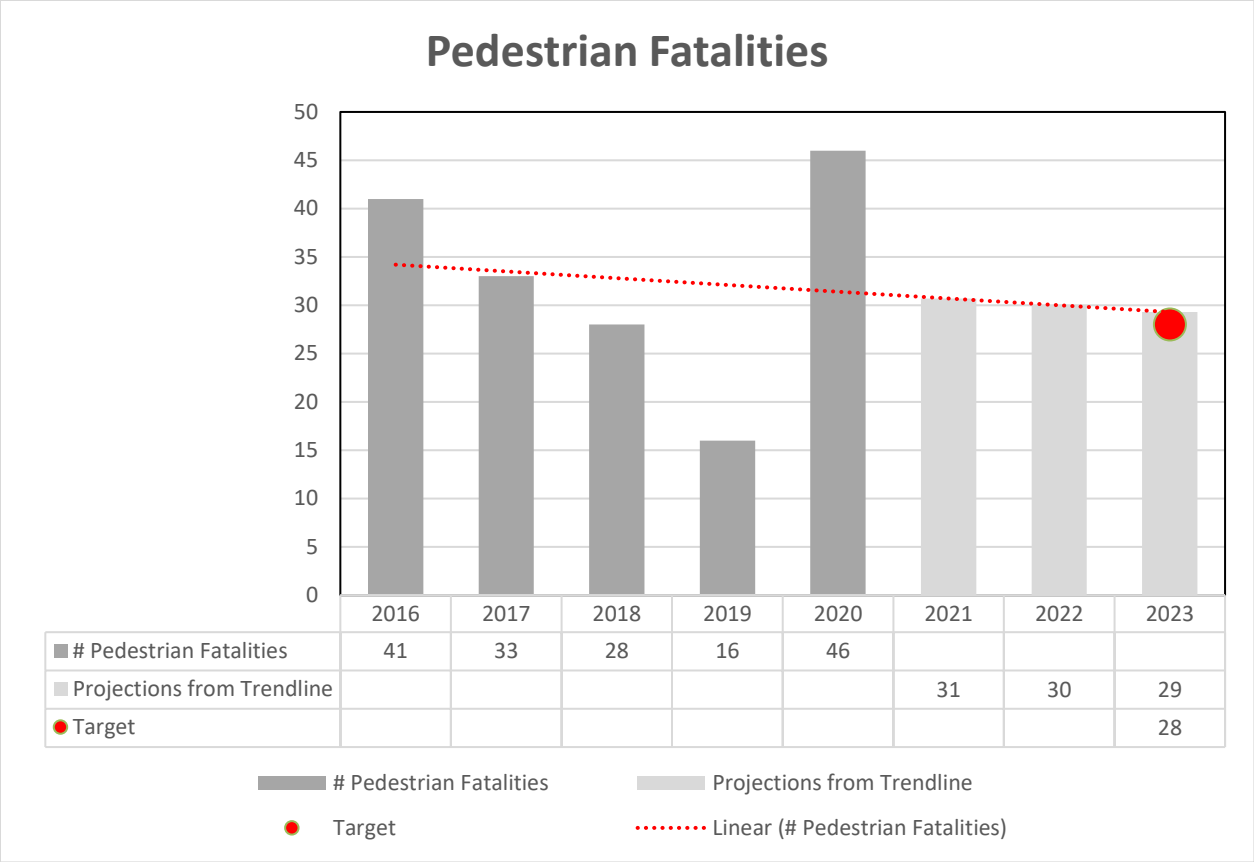
Secure airtime, as well as non-traditional media, for a targeted effort at sporting venues that cater to our target audience of 18 to 34-year-old male. This project will be coordinated by KDOT media contractor, Blue Window.

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.

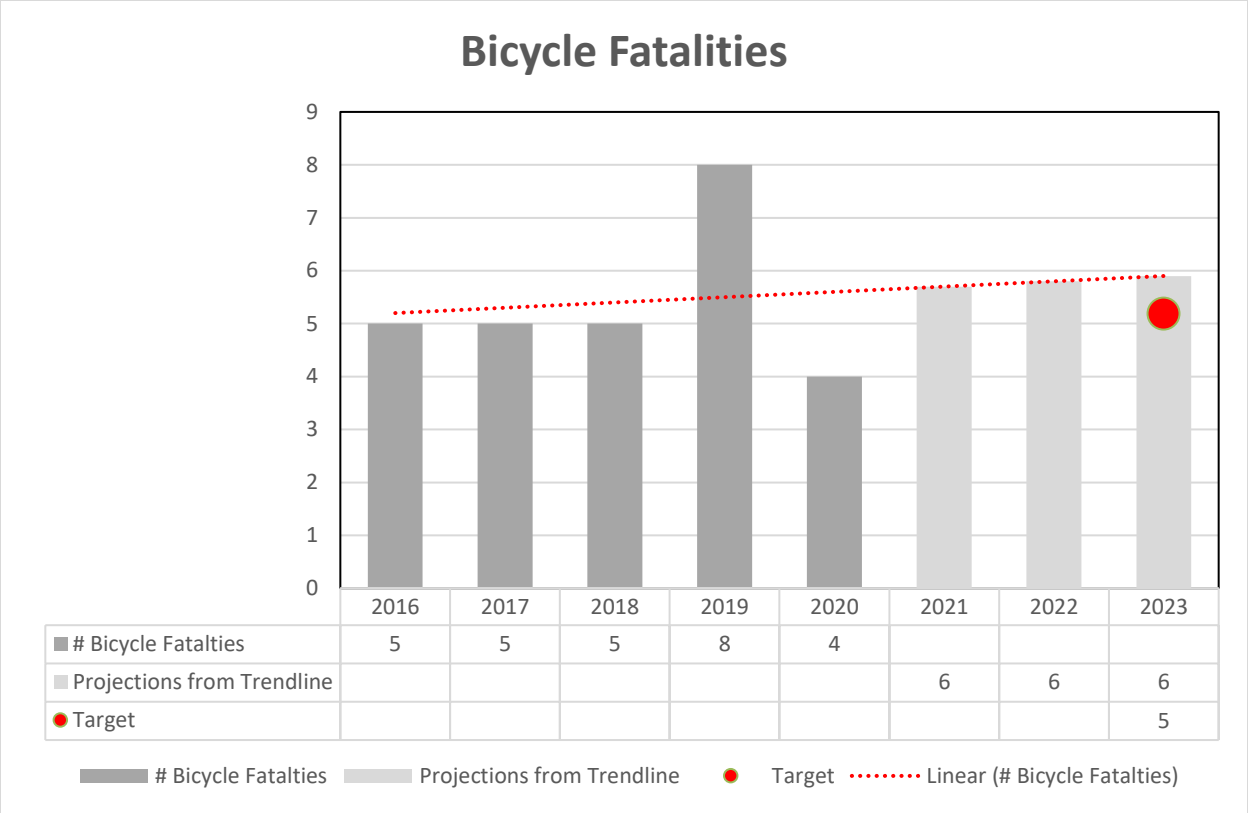
Pedestrian and Bicycle Safety

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 2023 annual projection based upon the trendline indicates 29 pedestrian fatalities. A six percent reduction in this projection would equal our goal of 28 pedestrian fatalities in 2023. 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 2023 annual projection based upon the trendline indicates six bicycle fatalities. A 12 percent reduction in this projection would equal our goal of five bicycle fatalities in 2023. 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-1600-23**	**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:	**Ped and Bike Education**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Americans for Older Driver Safety**	**Funding Source ID:**	**FAST Act NHSA 402**
Funding Amounts:	**$2,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-XXXX-23**	**Eligible Use of Funds:**	**Pedestrian/Bicycle Safety (FAST)**

Federal Equipment:	**No**		

This pilot educational program will provide classroom education for drivers, particularly youth and older drivers, on driving with bicycles on the roads. The program will target the Kansas portion of the greater Kansas City market. Four campaigns are expected to be completed in FFY 23.

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:**	**100%**
Project Number (Unique ID):	**SP-1601-23**	**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: 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-1602-23**	**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.

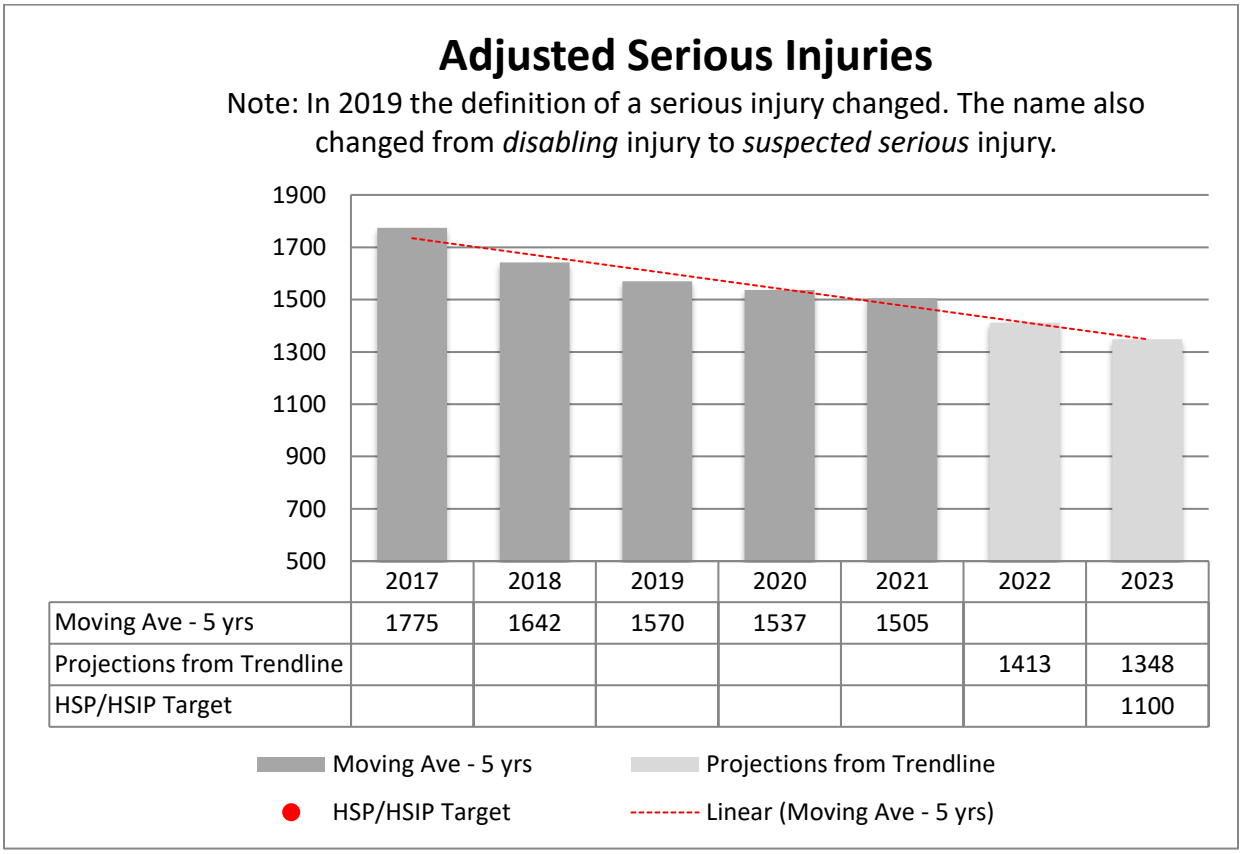
Local Partnerships:

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. This is especially critical with Speeding becoming a major traffic safety concern. Making a significant impact in all traffic safety areas requires additional enforcement resources beyond those available for day-to-day police operations. In Kansas, the BSS 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

partnership 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.



	2017	2018	2019	2020	2021	2022	2023
Moving Ave - 5 yrs	1775	1642	1570	1537	1505		
Projections from Trendline						1413	1348
HSP/HSIP Target							1100

Goal Statement

C-2 Number of Suspected Serious Injuries: The 2023 five-year moving average projection based upon the trend line indicates 1,348 suspected serious injuries. An eight percent reduction in this projection would derive our target of 1,100 suspected serious injuries in 2023. 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 2023 HSP and 2023 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:	**$395,000**	**Match:**	**$395,000**

Indirect Cost:	**$0**	**Local Benefit:**	**100%**
Project Number (Unique ID):	**SP-1700-23**	**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 encourage the BSS traffic enforcement programming and the other resources which are available to them (e.g., SAFE – Seat belts Are for Everyone – STEP, IDDP, and NSEP).

Law Enforcement Liaisons		
SP-1700-23	Ackerman, Al	$90,000
SP-1700-23	Hamilton, Bob	$90,000
SP-1700-23	Kiser, Daniel	$85,000
SP-1700-23	Wells, Troy	$90,000
SP-1700-23	Part-Time	$40,000
Total		**$395,000**

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-1701-23**	**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:**	**100%**
Project Number (Unique ID):	**SP-1702-23**	**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: 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-1703-23**	**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: High Visibility Enforcement

Project Safety Impacts

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

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

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:	**Special Traffic Enforcement Program**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Law Enforcement**	**Funding Sources:**	**402 PTS Police Traffic Services**
Funding Amounts:	**$1,500,000**	**Match:**	**$1,300,000**
Indirect Cost:	**$0**	**Local Benefit:**	**$1,300,000**
Project Number (Unique ID):	**SP-1300-23**	**Eligible Use of Funds:**	**PT High Visibility Enforcement**
Federal Equipment:	**No**		

This program will provide funds for approximately 120 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2023: 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.

In conjunction with our STEP contractors this project also 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.

Table 9

Special Traffic Enforcement Program (STEP) Grantees, by County				
Funding Source		**County**	**County Population**	**Grantee**
402 PT	SP-1300-23	AL	13,371	Allen Co SO
402 PT	SP-1300-23	AL		Iola PD
402 PT	SP-1300-23	AL		Moran PD
402 PT	SP-1300-23	AN	8,102	Anderson Co. SO
402 PT	SP-1300-23	AN		Garnett PD
402 PT	SP-1300-23	AT	16,924	Atchison PD
402 PT	SP-1300-23	BB	15,173	Bourbon Co SO
402 PT	SP-1300-23	BB		Fort Scott Dept. of Public Safety
402 PT	SP-1300-23	BR	9,984	Brown Co. SO
402 PT	SP-1300-23	BR		Hiawatha PD
402 PT	SP-1300-23	BR		Horton PD
402 PT	SP-1300-23	BT	27,674	Barton Co SO
402 PT	SP-1300-23	BU	65,880	Andover PD
402 PT	SP-1300-23	BU		Butler Co SO
402 PT	SP-1300-23	BU		El Dorado PD
402 PT	SP-1300-23	CD	9,533	Cloud Co. SO
402 PT	SP-1300-23	CD		Concordia PD
402PT	SP-1300-23	CF	8,601	Coffey County SO
402 PT	SP-1300-23	CK	21,603	Cherokee Co SO
402 PT	SP-1300-23	CK		Galena PD
402 PT	SP-1300-23	CK		Baxter Spring PD
402 PT	SP-1300-23	CL	36,311	Arkansas City PD
402 PT	SP-1300-23	CL		Udall PD
402 PT	SP-1300-23	CR	39,134	Crawford Co SO
402 PT	SP-1300-23	CR		Frontenac PD
402 PT	SP-1300-23	CR		Pittsburg PD
402 PT	SP-1300-23	CY	8,535	Clay Center PD
402 PT	SP-1300-23	DG	119,826	Baldwin City PD
402 PT	SP-1300-23	DG		Douglas Co. SO
402 PT	SP-1300-23	DG		Kansas University Ofc. Public Safety
402 PT	SP-1300-23	DG		Lawrence PD

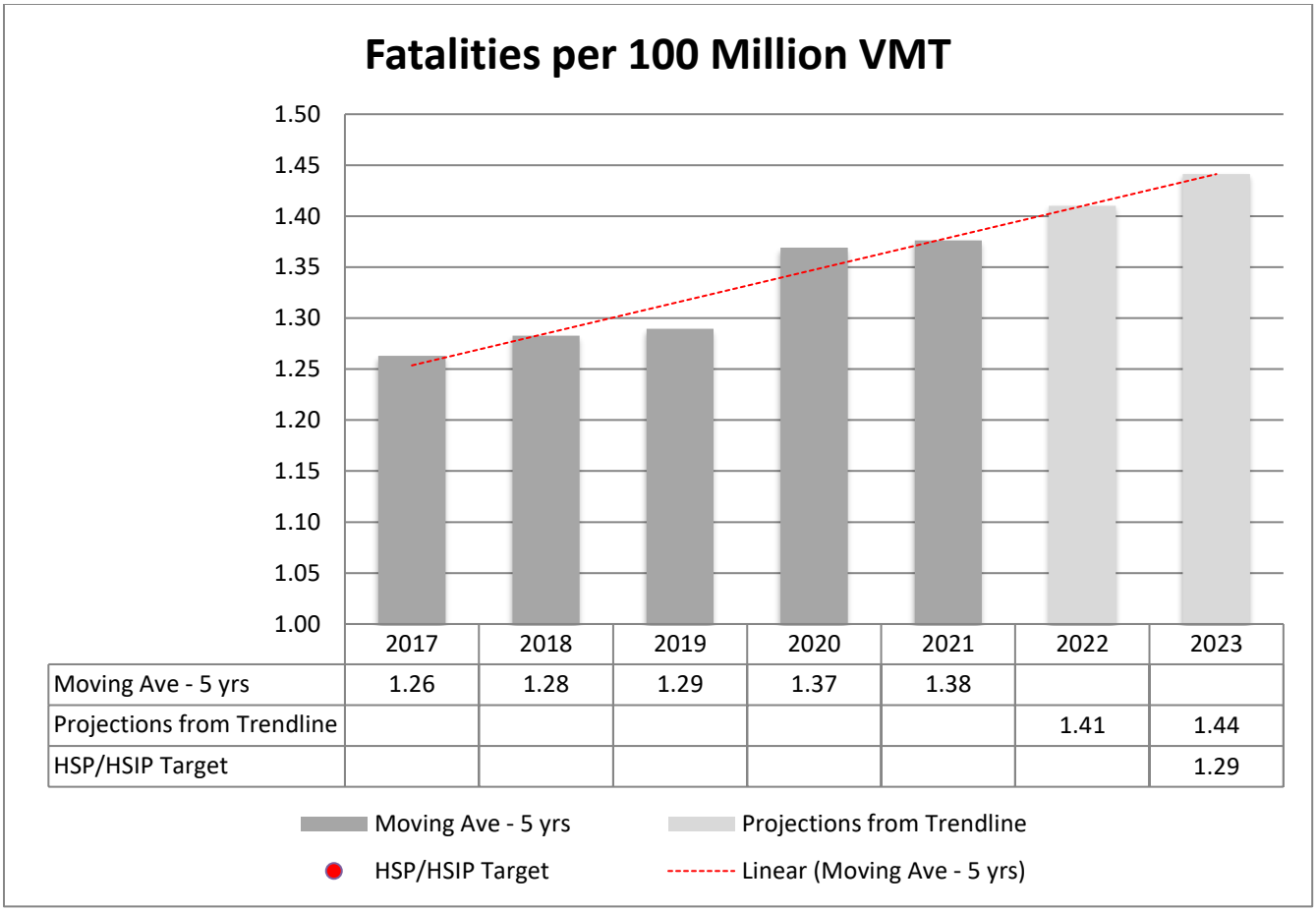
402 PT	SP-1300-23	DP	7,874	Elwood PD
402 PT	SP-1300-23	DP		Highland PD
402 PT	SP-1300-23	EK	2,882	Elk County SO
402 PT	SP-1300-23	EL	28,553	Ellis Co. SO
402 PT	SP-1300-23	EL		Hays PD
402 PT	SP-1300-23	EW	6,196	Ellsworth PD
402 PT	SP-1300-23	FI	36,467	Garden City PD
402 PT	SP-1300-23	FO	34,795	Dodge City PD
402 PT	SP-1300-23	FR	25,611	Franklin Co. SO
402 PT	SP-1300-23	FR		Ottawa PD
402 PT	SP-1300-23	GE	31,670	Geary Co. SO
402 PT	SP-1300-23	GE		Junction City PD
402 PT	SP-1300-23	GW	6,328	Greenwood Co. SO
402 PT	SP-1300-23	GY	6,006	Gray County Sheriff
402 PT	SP-1300-23	HV	34,429	Halstead PD
402 PT	SP-1300-23	HV		Harvey Co. SO
402 PT	SP-1300-23	HV		Hesston PD
402 PT	SP-1300-23	HV		Newton PD
402 PT	SP-1300-23	JO	602,401	Gardner Dept. of Public Safety
402 PT	SP-1300-23	JO		Johnson Co. SO
402 PT	SP-1300-23	JO		Leawood PD
402 PT	SP-1300-23	JO		Lenexa PD
402 PT	SP-1300-23	JO		Merriam PD
402 PT	SP-1300-23	JO		Mission PD
402 PT	SP-1300-23	JO		Olathe PD
402 PT	SP-1300-23	JO		Overland Park PD
402 PT	SP-1300-23	JO		Prairie Village PD
402 PT	SP-1300-23	JO		Roeland Park PD
402 PT	SP-1300-23	JO		Shawnee PD
402 PT	SP-1300-23	JO		Spring Hill PD
402 PT	SP-1300-23	JO		Westwood PD
402PT	SP-1300-23	KE	3,977	Kearny County SO
402 PT	SP-1300-23	KW	2,516	Greensburg PD
402 PT	SP-1300-23	LB	19,618	Parsons PD
402 PT	SP-1300-23	LN	9,502	Linn Co. SO
402 PT	SP-1300-23	LN		Linn Valley PD

402 PT	SP-1300-23	LN		Pleasanton PD
402 PT	SP-1300-23	LV	78,797	Basehor PD
402 PT	SP-1300-23	LV		Lansing PD
402 PT	SP-1300-23	LV		Leavenworth PD
402 PT	SP-1300-23	LV		Leavenworth SO
402 PT	SP-1300-23	LV		Tonganoxie PD
402 PT	SP-1300-23	LY	33,195	Emporia PD
402 PT	SP-1300-23	LY		Lyon Co. SO
402 PT	SP-1300-23	ME	4,146	Meade Police Dept
402 PT	SP-1300-23	MG	35,471	Montgomery Co SO
402 PT	SP-1300-23	MG		Caney PD
402 PT	SP-1300-23	MG		Coffeyville PD
402 PT	SP-1300-23	MG		Independence PD
402 PT	SP-1300-23	MI	32,822	Louisburg PD
402 PT	SP-1300-23	MI		Miami Co. SO
402 PT	SP-1300-23	MI		Osawatomie PD
402 PT	SP-1300-23	MN	1,927	Marion PD
402 PT	SP-1300-23	MP	29,241	McPherson PD
402 PT	SP-1300-23	MP		McPherson Co. SO
402 PT	SP-1300-23	NT	5,560	Norton PD
402 PT	SP-1300-23	OS	16,300	Osage County Sheriff
402 PT	SP-1300-23	PR	9,850	Pratt PD
402 PT	SP-1300-23	PT	24,383	Wamego PD
402 PT	SP-1300-23	RC	10,015	Lyons PD
402 PT	SP-1300-23	RL	75,194	Riley Co. Police Dept.
402 PT	SP-1300-23	RL		Kansas State Univ. Police
402 PT	SP-1300-23	RN	61,998	Hutchinson PD
402 PT	SP-1300-23	RN		Reno Co. SO
402 PT	SP-1300-23	RN		South Hutchinson PD
402 PT	SP-1300-23	RO	5,013	Plainville PD
402 PT	SP-1300-23	RO		Rooks Co. SO
402 PT	SP-1300-23	SA	55,755	Saline Co. SO
402 PT	SP-1300-23	SA		Salina PD
402 PT	SP-1300-23	SG	516,042	Bel Aire PD
402 PT	SP-1300-23	SG		Derby PD
402 PT	SP-1300-23	SG		Eastborough PD

402 PT	SP-1300-23	SG		Goddard PD
402 PT	SP-1300-23	SG		Haysville PD
402 PT	SP-1300-23	SG		Kechi PD
402 PT	SP-1300-23	SG		Park City PD
402 PT	SP-1300-23	SG		Sedgwick Co. SO
402 PT	SP-1300-23	SG		Wichita PD
402 PT	SP-1300-23	SN	176,875	Rossville PD
402 PT	SP-1300-23	SN		Shawnee Co. SO
402 PT	SP-1300-23	SN		Topeka PD
402 PT	SP-1300-23	SU	22,836	Wellington PD
402 PT	SP-1300-23	SW	22,428	Liberal PD
402 PT	SP-1300-23	WD	3,310	Woodson County Sheriff
402 PT	SP-1300-23	WL	8,665	Neodesha PD
402 PT	SP-1300-23	WL		Wilson Co SO
402 PT	SP-1300-23	WY	165,429	Bonner Springs PD
402 PT	SP-1300-23	WY		Edwardsville PD
402 PT	SP-1300-23	WY		Kansas City PD
402 PT	SP-1300-23	WY		Wyandotte Co. SO
402 PT	SP-1300-23	Statewide		Kansas Highway Patrol
121 Local Law Enforcement Agencies + KHP		Population of Kansas: 2,913,000 Population of Counties with STEP: 2,654,728		**91%** of Kansas residents live in a county with at least one STEP law enforcement agency.

Roadway Safety/Traffic Engineering

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



	2017	2018	2019	2020	2021	2022	2023
Moving Ave - 5 yrs	1.26	1.28	1.29	1.37	1.38		
Projections from Trendline						1.41	1.44
HSP/HSIP Target							1.29

Goal Statement

C-3 Fatality Rate: The 2023 five-year moving average projection based upon the trendline indicates a fatality rate of 1.44. A seven percent reduction in this projection would derive our goal of 1.29 fatality rate in 2023. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2023 HSP and 2023 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:**	**2021**
Sub-Recipient:	**Kansas State University**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$100,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$100,000**
Project Number (Unique ID):	**SP-1402-23**	**Eligible Use of Funds:**	**Roadway Safety (FAST)**
Federal Equipment:	**No**		

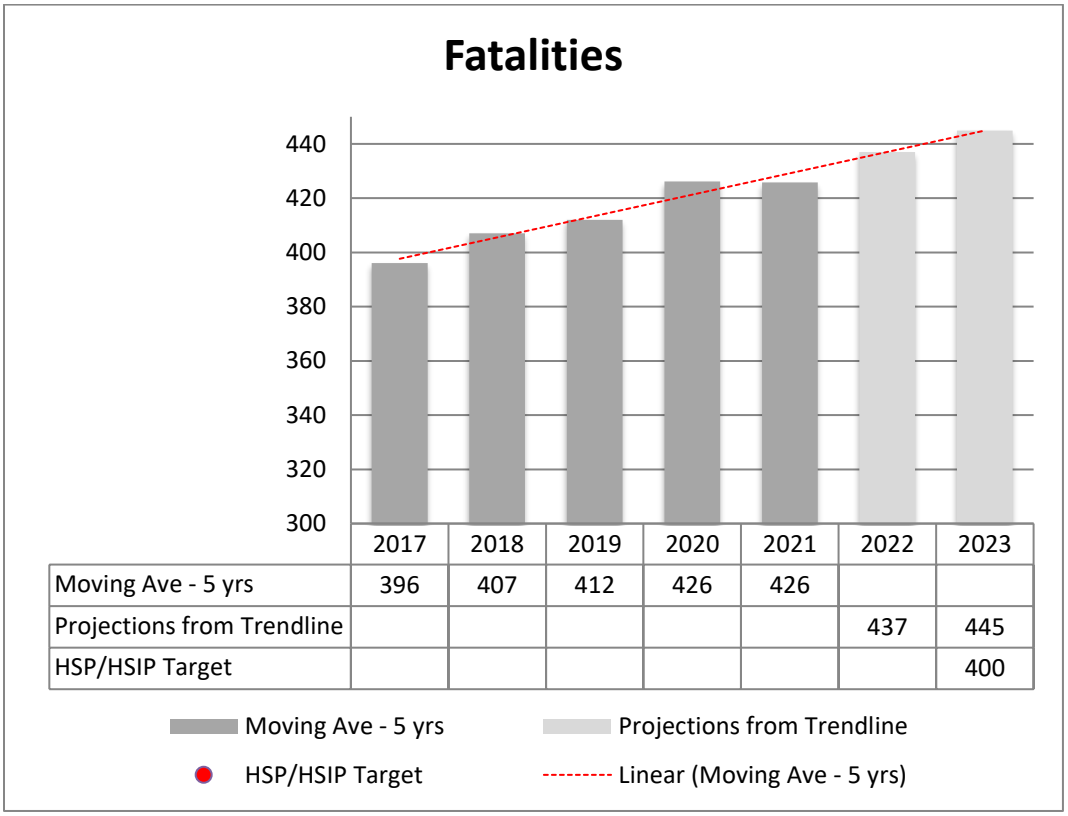
Provide training for Kansas local and state public works employees and traffic engineers who have traffic safety responsibilities. A secondary objective is to develop and/or update workshop materials and handbooks to be used in these trainings and on-the-job activities. This training provides additional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



	2017	2018	2019	2020	2021	2022	2023
Moving Ave - 5 yrs	396	407	412	426	426		
Projections from Trendline						437	445
HSP/HSIP Target							400

Goal Statement

Number of Fatalities: The 2023 five-year moving average projection based upon the trendline indicates 445 fatalities. An eight percent reduction would derive our goal of 400 fatalities in 2023. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2023 HSP and 2023 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-1900-23**	**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:**	**100%**
Project Number (Unique ID):	**SP-1902-23**	**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-1903-23**	**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-1904-23**	**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-1905-23**	**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:	**TBD**	**Funding Source ID:**	**FAST Act NHTSA 402**
Funding Amounts:	**$800,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-1906-23**	**Eligible Use of Funds**	**Community Traffic Safety Project (FAST)**
Federal Equipment:	**No**		

The Kansas Traffic Safety Resource Office (or new vendor in FY2023 depending on contract award) 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 and continued in 2023, 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 (Seat belts 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:	**$70,000**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**100%**
Project Number (Unique ID):	**SP-1911-23**	**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. 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, everyone 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-23**	**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.

D. TRCC Individuals, Title, Agency, and Core Data Set Represented

Member Name	Agency Title	Core Data Set Represented
Carla Anderson	Kansas Dept. of Transportation, State Highway Safety Engineer	Crash/Roadway
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, Assistant CIO of Delivery Services	Citation
Chris Bortz	Kansas Dept. of Transportation, Assistant Bureau Chief, Bureau of Transportation Safety	TRCC, Strategic Planning
Shawn Brown	Kansas Dept. of Transportation, Interim Chief Information Officer	Crash/Roadway
Tom Catania	Kansas Highway Patrol, Safety and Health Specialist	Crash
Haley Dougherty	Kansas Dept. of Transportation, Traffic Safety Engineer	Crash/Roadway
Scott Ekberg	KS 911 Coordinating Council, NG911 Administrator	Crash/Injury
Mike Floberg	Kansas Dept. of Transportation, Director, Division of Innovative Technologies	Roadway
Lacey Hane	Kansas Dept. of Revenue, Court Liaison	Driver/Vehicle
Lori Haskett	NHTSA, Region 7, Regional Program Manager	FARS
Gary Herman	Kansas Dept. of Transportation, Behavioral Safety Manager	Crash
Jamie Holley	Kansas Highway Patrol, Chief Information Officer	Crash/Vehicle
Jim Hollingsworth	Kansas Dept. of Transportation, Safety Data Manager	TRCC, Strategic Planning
Joe House	Emergency Medical Services, Executive Director	Injury/Surveillance
Corey Kenney	Kansas Traffic Safety Resource Office, Kansas Traffic Safety Resource Prosecutor	Citation
Ed Klumpp	Kansas Association of Chiefs of Police, Legislative Committee	Crash/Citation

Member Name	Agency Title	Core Data Set Represented
Karli Koci	Kansas Bureau of Investigation, Program Support	Citation
John Koelsch	Lyon County Sheriff's Office, Undersheriff	Crash/Citation
Tim Kurowski	Kansas Highway Patrol, Applications Developer	Crash
David LaRoche	Federal Highway Administration, US DOT, Safety Specialist	Roadway
Donald Lee	Kansas Dept. of Revenue, Compliance Reviewer	Driver/Vehicle
Wes Ludolph	Kansas Highway Patrol, Captain	Crash
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
Ken Nelson	KU Dept. of Education, KS Geological Survey, Section Manager / DASC Manager	Roadway/Crash
Kelly O'Brien	Office of Judicial Administration, Director	Citation/Adjudication
Wendy O'Hare	Kansas Dept. of Health & Environment, Trauma Program Director	Injury/Surveillance
LeeAnn Phelps	Kansas Dept. of Revenue, Vehicle Services Manager	Driver/Vehicle
Michael Ronin	Kansas Dept. of Transportation, Crash Data Section Manager	Crash
Danielle Sass	Kansas Dept. of Health & Environment, Epidemiologist	Crash/Injury
Scott Schiller	Kansas Dept. of Transportation, Application Developer Supervisor	Crash/Roadway
Terri Slater	Kansas Dept. of Transportation, Applications Developer	Crash
Amy Smith	Kansas Dept. of Transportation, Traffic Records Coordinator	TRCC

Member Name	Agency Title	Core Data Set Represented
Vanessa Spartan	Kansas Dept. of Transportation, Bureau Chief, Bureau of Transportation Safety	All
James Stewart	Kansas Dept. of Transportation, Information System Manager	Crash
Melanie Waters	Office of Judicial Administration, OJA Administrator	Citation

VII. Achievement of the Quantitative Improvement (Interim Progress Report)

E.

F. Timeliness of Crash Data

Crash report data was measured for timeliness by the comparing the average number of days from the crash date to the system acceptance of the crash data for the baseline and current years. For the purpose of this measurement, system acceptance is when the crash report data has been keyed, passed all validation, and has been received and accepted by the Traffic Records System (TRS).

The table below shows there was a decrease of 14.49 days, or 24.6%, in the average number of days between the crash date and the system acceptance of the crash data between the baseline and current years.

Year	Total Reports Processed	Average Days from Crash to System Acceptance
April 1, 2020, to March 31, 2021 (baseline)	53,579	58.89
April 1, 2021, to March 31, 2022 (current)	56,120	44.4

VIII. Traffic Records Assessment

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

IX. TRCC Meeting Dates

August 12, 2021
November 18, 2021
February 10, 2022
May 12, 2022

Traffic Records Projects

The 2023 traffic records projects are listed by the core databases as identified by NHTSA. Each project may have multiple contracts associated with it to accomplish its goals and objectives.

Core Database: CRASH

Project 1: Master Data Management

Contract: 1.2 Paper Crash Reporting
Improves Accuracy and Timeliness of a Core Highway Safety Database Countermeasure.

Project Name:	**Paper Crash Reporting**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Data Dash**	**Funding Source ID:**	**FAST Act Section 405 (c)**
Funding Amounts:	**$30,000**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4603-23**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

This contract will provide for a company to transcribe scanned crash report PDFs from state and local law enforcement agencies into blank KLER report forms exactly as written and coded. This contract will focus on increasing the accuracy and timeliness of crash reports.

Contract 1.3 Motor Vehicle Crash Report Conversion
Improves Accuracy and Completeness of a Core Highway Safety Database Countermeasure.

Project Name:	**Motor Vehicle Crash Report Conversion**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**BTCO**	**Funding Source ID:**	**FAST Act Section 405 (c)**
Funding Amounts:	**$103,660**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4605-23**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

The contract will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports from state and local law enforcement agencies. This contract will focus on increasing accuracy and completeness of crash reports.

Contract: 1.5 KCDS Hosting
Improves Timeliness, Integration, and Accessibility of a Core Highway Safety Database Countermeasure.

Project Name:	**KCDS Hosting**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Affinity Global Solutions**	**Funding Source ID:**	**FAST Act Section 405 (c)**
Funding Amounts:	**$114,000**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**TBD**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

This is the second phase of a three-phase contract, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through the September 30, 2025. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. This contract will focus on increasing timeliness, integration, and accessibility of crash reports.

Contract: 1.6 KCDS Maintenance
Improves Timeliness, Integration, and Accessibility of a Core Highway Safety Database Countermeasure.

Project Name:	**KCDS Maintenance**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Affinity Global Solutions**	**Funding Source ID:**	**FAST Act Section 405 (c)**
Funding Amounts:	**$180,000**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**TBD**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

This is the third phase of a three-phase contract, which provides for replacement of the TRS system. This third phase covers the annual KCDS maintenance charges for a term of six (6) years; including at minimum, platform upgrades and training on new features for a term of six (6) years. This contract will focus on increasing timeliness, integration, and accessibility of crash reports.

Core Database: CRASH

Project 2: Geo-Location Capture/Recording

Contract: 2.1 GIS Mapping Integration

Improves Accuracy, Completeness, and Timeliness of One or More Core Highway Safety Database Countermeasures.

Project Name:	**GIS Mapping Integration**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**KUCR - Data Access & Support Center (DASC)**	**Funding Source ID:**	**FAST Act Section 405 (c)**
Funding Amounts:	**$257,403**	**Match:**	**$0**
Indirect Cost:	**$60,912**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4608-23**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

This contract will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures. This contract will focus on increasing accuracy, completeness, and timeliness of location information within crash reports.

Improves Accuracy, Completeness, and Timeliness of One or More Core Highway Safety Database Countermeasures.

Project Name:	**FARS Program Manual**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**TBD**	**Funding Source ID:**	**FAST Act Section 405 (c)**
Funding Amounts:	**$30,000**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-XXXX-23**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

This contract will assist the state in engaging a vendor to update the current FARS operational manual.

Core Database: CRASH and CITATION/ADJUDICATION Project 3: Provide Ongoing Maintenance

Contract: 3.1 TIRES Maintenance and Support
Improves Accuracy of a Core Highway Safety Database Countermeasure.

Project Name:	**TIRES Maintenance & Support**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**Image Trend**	**Funding Source ID:**	**TREF (State)**
Funding Amounts:	**$22,587**	**Match:**	**N/A**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4200-23**	**Eligible Use of Funds:**	**TREF**
Federal Equipment:	**No**		

This contract will provide for the ability to add, hide, or remove the validation rules associated with data received from the Kansas crash reports submitted by law enforcement agencies within the vendor application TIRES. This contract will focus on increasing accuracy in critical data elements of crash reports.

Contract 3.2 TRS 2.0 Support Staff
Improves Integration and Accessibility of a Core Highway Safety Database Countermeasure.

Project Name:	**TRS 2.0 Support Staff**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**KBI**	**Funding Source ID:**	**TREF (State)**
Funding Amounts:	**$70,000**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4200-23**	**Eligible Use of Funds:**	**TREF**
Federal Equipment:	**No**		

This contract will provide for augmentation for staff to support KCDS (aka TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint. This contract will focus on integration and accessibility of crash reports.

Contract 3.3 KCJIS Identity & Access Management
Improves Accessibility of a Core Highway Safety Database Countermeasure.

Project Name:	**KCJIS Identity & Access Management**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**KBI**	**Funding Source ID:**	**FAST Act Section 405 (c)**
Funding Amounts:	**$32,250**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4612-23**	**Eligible Use of Funds:**	**405c Data Program**
Federal Equipment:	**No**		

This contract will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included with our current maintenance agreement, this contract is for implementation costs only. This contract will focus on accessibility of KCJIS information sharing infrastructure.

Core Database: CITATION/ADJUDICATION

Project 5: Security Modernization Phase 2

Contract: 5.2 KBI Systems Architect Position
Improves Integration of a Core Highway Safety Database Countermeasure.

Project Name:	**Systems Architect Position**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**KBI**	**Funding Source ID:**	**TREF (State)**
Funding Amounts:	**$125,000.00**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4200-23**	**Eligible Use of Funds:**	**TREF**
Federal Equipment:	**No**		

This contract will provide for a position to research, develop, and document current and future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart. This contract will focus on integration of the KCJIS information sharing infrastructure.

Core Database: CITATION/ADJUDICATION Project 6: Citation Automation Deployment

Contract: 6.1 KBI eCite Vendor

Improves Integration and Completeness of a Core Highway Safety Database Countermeasure.

Project Name:	**KBI eCite Vendor**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**KBI**	**Funding Source ID:**	**TREF (State)**
Funding Amounts:	**$90,000**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4200-23**	**Eligible Use of Funds:**	**TREF**
Federal Equipment:	**No**		

This contract will provide the software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units. This contract will focus on integration, and completeness of the eCitation web services and repository.

6.2 KBI eCitation Position

Improves Timeliness and Accessibility of a Core Highway Safety Database Countermeasure.

Project Name:	**eCitation Position**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**KBI**	**Funding Source ID:**	**TREF (State)**
Funding Amounts:	**$77,400**	**Match:**	**$0**
Indirect Cost:	**$0**	**Local Benefit:**	**$0**
Project Number (Unique ID):	**SP-4200-23**	**Eligible Use of Funds:**	**TREF**
Federal Equipment:	**No**		

This contract provides for the salary and benefits for a Program Consultant I with KBI's Information Services Division. This position conducts training to instruct law enforcement on use of the electronic form, provides reports to partners, and works with eCitation vendors. This contract will focus on the timeliness and accessibility of eCitation web services and repositories.

Core Database: INJURY/SURVEILLANCE Project 8: EMS/Injury Integration

Contract: 8.1 Bio-Spatial Interstate Trauma Database

Improves Integration and Completeness of a Core Highway Safety Database Countermeasure.

Project Name:	**Bio Spatial Interstate Trauma Database**	**Source Fiscal Year:**	**2021**
Sub-Recipient:	**TBD**	**Funding Source ID:**	**TREF (State)**
Funding Amounts:	**$150,000**	**Match:**	**$0**
Indirect Cost:		**Local Benefit:**	**$0**
Project Number (Unique ID):	**TBD**	**Eligible Use of Funds:**	**TREF**
Federal Equipment:	**No**		

This contract is designed to explore the exchange of medical information from non KEMSIS bordering state databases. This contract will focus on integration and completeness of a patient's record.

Local Partnerships

Agency/Entity	Funding Source	Funded Activities
Kansas Association of Chiefs of Police	State	Law Enforcement
Kansas Board of Emergency Medical Services	State	Emergency Medical Services statewide
Kansas Bureau of Investigation	State and Federal	Traffic and Criminal Data repository
Kansas Criminal Justice Information System	State and Federal	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
Office of Judicial Administration	State	Courts and Adjudication

X.

"Persistence is what makes the impossible possible, the possible likely, and the likely definite" —**Robert Half**

Kansas
Traffic Records Coordinating Committee
Strategic Plan

2021 – 2025

Last update: 07/26/2022

Table of Contents

XI. The Plan: A Quick Reference

MISSION

The TRCC is committed to the reduction of fatalities and serious injuries on Kansas State roadways by providing timely, accurate, integrated, and accessible traffic records data.

VISION

To develop the primary integrated data destination for creating life-saving strategies which improve the quality of life for the traveling public on Kansas roadways.

GOAL 1: Improve and Expand the Quantity and Quality of Traffic Safety Data (Traffic Safety Data)

Strategies:

- *Automate Data Capture:* Develop means by which to capture traffic safety data more effectively.
- *Increase Data Completeness:* Ensure data is captured as complete as possible even when the data may come from disparate sources or at different points in time.
- *Increase Data Accuracy:* Allow for information to be exchanged between stakeholders in an automated fashion and associated between disparate data sources accurately.

GOAL 2: Improve and Expand Information Sharing (Information Sharing)

Strategies:

- *Improve Timeliness:* Furnish critical traffic safety information to stakeholders with enough time for them to properly use it.
- *Increase Consistency:* Ensure the information being provided to stakeholders remains consistent regardless of when the information is requested.
- *Improve Operational Integration:* Bring together disparate traffic safety data sources to provide complete and accurate information to operational stakeholders (e.g. law enforcement officer, judge, etc.).
- *Increase Accessibility:* Ensure that stakeholders who need the information, always have access to it when needed.

GOAL 3: Expand Crash Data Analysis Capabilities (Analytics)

Strategies:

- *Improve Analytical Integration* - Bring together disparate traffic safety data sources in a statistical fashion to provide complete and accurate information to analytical decision makers (e.g. legislators, traffic planners, etc.).
- *Improved Analysis Capabilities* — Implement processes, tools and technologies which improve the organization's ability to aggregate and statistically report on data collected.

GOAL 4: Promote Collaboration and Innovation (Collaboration)

Strategies:

- *Collaboration* – Foster a shared vision and promote on-going communication with TRCC members and partners.
- *Enable Innovation* – Reduce duplication of data; support training; identify key performance measures; and develop a data dashboard that is accessible by all TRCC members.

OBJECTIVES

- Reduce time between the capture and availability of data.
- Increase uniformity and linking of data across all participating systems
- Increase location accuracy for crash reports and other traffic events.
- Increase completeness of traffic data by capturing any missing information.
- Reduce time associated with capturing information at the source.
- Reduce the staff time associated with the entry of information into the central repositories.
- Reduce time associated with the compilation of statistical reports to support traffic safety initiatives.
- Provide better access to traffic record statistical information to state and local agency personnel.
- Improve accessibility to comprehensive traffic record information about an individual to state and local agency personnel.
- Increase integration of statistical analysis tools available to state and local agency personnel.
- Ensure uniformity with the emerging national traffic records information standards.
- Leverage available state or agency infrastructure tools to minimize long-term costs.
- Utilize an architecture that is flexible and adaptable (covering both current and future needs).

XII. Purpose

This Kansas Traffic Records Coordinating Committee Strategic Plan document is designed to provide information about the structure, mission, vision, goals, and strategies of the Traffic Records Coordinating Committee (TRCC), provide feedback based on the most recent TRCC Performance Measure and NHTSA Traffic Records Self-Assessment Findings, and detail the proposed projects for the upcoming 5-year plan period.

XIII. Why are Traffic Safety Data Records Important?

Traffic records safety data serves as the primary source of knowledge about Kansas's transportation environment. The State's Traffic Records System (TRS) consists of numerous systems gathering, processing, and sharing information about crashes, location and make-up of the state's roadways, registered vehicles and licensed drivers, citation, adjudication, and health data. Together these systems provide the underpinnings of a coordinated effort to reduce serious injuries and fatalities on Kansas's roadways.

Kansas' traffic information and data systems are comprised of hardware, software, and accompanying processes that capture, store, transmit, and analyze a variety of data. The following information is used to make up Kansas's TRS:

- Traffic fatalities and serious injuries
- All statewide traffic crashes
- Driver citations
- Criminal history and judicial outcome data
- Driver licenses and registered vehicles
- Commercial motor vehicles
- Emergency Medical Systems
- Trauma and inpatient hospital records
- Emergency department and clinic records
- Roadway geometrics and features
- Traffic volumes, traffic mix, and freight
- Location information via Geographic Information Systems

Each component of this system provides key information for diagnosing the contributing factors to crashes and for the supporting decisions related to reducing fatalities on Kansas roadways. Project requests from participating agencies are reviewed by the TRCC for the project's ability to meet the TRCC's goals. Projects are evaluated against its ability to integrate with other data sources, improve data storage, deploy analytical tools, and increase electronic data capture among others.

XIV. Organizational Principles

This 2021-2025 TRCC Strategic Plan provides the framework that represents the organization's principle values. The following principles have been established for the traffic records community:

- The state will support local agencies in their effective use of resources.
- The state will maintain agency and systems autonomy while building on an integrated information-capture and information-sharing approach.
- The state will seek out short-term benefits and improvements to the existing systems while building a long-term integrated system.

- Incremental build and improve traffic safety systems as funding permits.
- Information available to community in near real-time.
- The state will focus equally on high-volume and low-volume agencies to meet the objectives.

XV. TRCC Governance Structure

To promote the development of a fully integrated TRS affecting multiple agencies, Kansas developed an organizational structure that allows interaction between the partner agencies, as well as communication, collaboration and cooperation with organizations governing similar integration efforts. Figure 1 summarizes the governing bodies leveraged throughout the state's ongoing traffic improvement efforts.

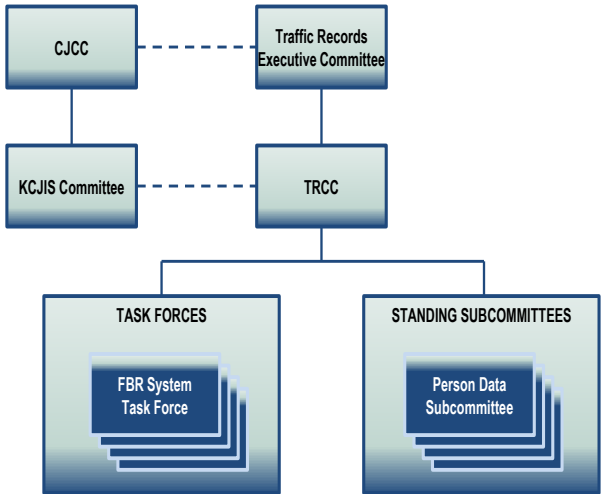


Figure 1: TRCC Organizational Structure

This organizational structure aligns the TRCC effort with Kansas Criminal Justice Information System (KCJIS) Committee, as the two programs are similar in nature and related in scope. By ensuring communication with the KCJIS Committee, the TRCC can ensure that the two programs are not duplicating each other's efforts and that each program is able to leverage and expand upon work performed by the other.

G. TRCC Membership

The TRCC is a partnership of federal, state, and local stakeholders from transportation, law enforcement, criminal justice, and health disciplines. The TRCC's membership includes state and local agencies and organizations that have a shared mission to reduce the number of fatalities and severity of injuries related to trauma. The TRCC is the Chief Information Officer (CIO)-level planning and implementation committee. The TRCC is the governing body and primary means of internal and external communication for the TRS project. It serves as a facility for establishing priorities and consensus among traffic safety agencies. The TRCC also reviews federal and state funding for projects designed to integrate and aid in accessing traffic safety related data.

The TRCC membership consists of members who represent the core functional data systems, and the TRCC Coordinator is Amy Smith. The following chart lists the represented agency, the position of the member, and the functional area they are representing.

Member Name	**Organization** *Title*	**Core Data Set Represented**
Carla Anderson	KDOT, Bureau of Transportation Safety - *State Highway Safety Engineer*	Crash/Roadway
Mitch Beemer	Kansas Bureau of Investigation - *Manager, IBR Unit*	Citation
Laura Bohnenkemper	Kansas Bureau of Investigation - *Assistant CIO of Delivery Services*	Citation

Chris Bortz	KDOT, Bureau of Transportation Safety - *Assistant Bureau Chief*	TRCC, Strategic Planning
Shawn Brown	KDOT, Information Technology Services - *Interim Chief Information Officer*	Crash/Roadway
Tom Catania	Kansas Highway Patrol - *Safety and Health Specialist*	Crash
Haley Dougherty	KDOT, Bureau of Transportation Safety - *Traffic Safety Engineer*	Crash/Roadway
Scott Ekberg	KS 911 Coordinating Council - *NG 911 Administrator*	Crash/Injury
Mike Floberg	KDOT, Division of Innovative Technologies - *Director*	Roadway
Lacey Hane	KDOR, Driver Solutions - *Court Liaison*	Driver/Vehicle
Gary Herman	KDOT, Bureau of Transportation Safety - *Behavioral Safety Manager*	Crash
Jamie Holley	Kansas Highway Patrol, Information Technology Department - *Chief Information Officer*	Crash/Vehicle
Jim Hollingsworth	KDOT, Bureau of Transportation Safety - *Safety Data Manager*	TRCC, Strategic Planning
Joe House	Emergency Medical Services - *Executive Director*	Injury/Surveillance
Corey Kenney	Kansas Traffic Safety Resource Office - *Kansas Traffic Safety Resource Prosecutor*	Citation
Karli Koci	Kansas Bureau of Investigation - *Program Support*	Citation
John Koelsch	Lyon County Sheriff's Office - *Undersheriff*	Crash/Citation
Tim Kurowski	Kansas Highway Patrol - *Applications Developer*	Crash
Donald Lee	KDOR, Division Vehicles - *Compliance Reviewer*	Driver/Vehicle
Wes Ludolph	Kansas Highway Patrol, Troop I (CHART, MCI, MSCAP) - *Captain*	Crash

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
Ken Nelson	KU Dept. of Education, KS Geological Survey - *Section Manager/DASC Manager*	Roadway/Crash
Kelly O'Brien	Office of Judicial Administration, Information Systems - *Director*	Citation/Adjudication
Wendy O'Hare	KDHE - *Trauma Program Director*	Injury/Surveillance
LeeAnn Phelps	KDOR, Division of Vehicles - *Vehicle Services Manager*	Driver/Vehicle
Michael Ronin	KDOT, Bureau of Transportation Safety - *Crash Data Section Manager*	Crash
Danielle Sass	KDHE, Trauma Program - *Epidemiologist*	Crash/Injury
Shawn Saving	Kansas Geological Survey, Data Access and Support Center - *GIS Specialist*	Roadway/Crash
Scott Schiller	KDOT, Information Technology Services - *Application Developer Supervisor*	Crash/Roadway
Terri Slater	KDOT, Bureau of Transportation Planning - *Applications Developer*	Crash
Amy Smith	KDOT, Bureau of Transportation Safety - *Traffic Records Coordinator*	TRCC
Vanessa Spartan	KDOT, Bureau of Transportation Safety - *Bureau Chief*	All
James Stewart	KDOT, Bureau of Transportation Planning - *Information System Manager*	Crash
Melanie Waters	Office of Judicial Administration, Information Services - *OJA Administrator*	Citation

H. TRCC Meetings

The committee meets quarterly and serves as the TRS program's steering committee. In the preceding 12 months, the TRCC met May 12, 2022, February 10, 2022, November 18, 2021, and August 12, 2021.

I. Kansas Criminal Justice Information System

Because a large portion of traffic safety data is generated by law enforcement, the statewide governing body surrounding law enforcement information sharing is a key participant in the governance of the state's TRCC. The KCJIS Committee is a peer group to the TRCC that also meets regularly to discuss ways to improve public safety within the state through improved information sharing.

J. Standing Subcommittees

To determine the ongoing progress of certain aspects of the program, the TRCC has the authority to charter standing subcommittees to provide input and direction for areas that require specific expertise. For example, the TRCC may require a subcommittee be formed to maintain the exchange and responsibility or developing policy and plan direction in certain aspects of the program requiring a high level of expertise.

K. Task Forces

Various ad hoc task forces are formed as projects demand. The task forces are largely meant to be composed of various stakeholders brought together to research or determine the requirements for a specific project. The task forces provide input and direction to individual projects and may be dissolved once the project is complete.

Together, these groups develop and monitor the state's Traffic Records Committee strategic plan.

XVI. Mission, Vision, Goals and Strategies

L. Mission

The TRCC is committed to the reduction of fatalities and serious injuries on Kansas roadways by providing timely, accurate, integrated, and accessible traffic records data.

M. Vision

To develop the primary integrated data destination for creating life-saving strategies which improve the quality of life for the traveling public on Kansas roadways.

Pursuing this vision will allow the state to achieve the following outcomes:

- Centralized data aggregation for analysis
- Accurate, timely, location-based data
- Quality data collection
- Advanced data analysis and research skills
- 100% electronic traffic records data
- Instant, automated data capture
- Sustainable traffic records systems
- High level of customer satisfaction with data

N. Strategic Goals and Objectives

GOAL 1: Improve and Expand the Quantity and Quality of Traffic Safety Data:

Strategies:

- Develop means to capture traffic safety data more effectively.
- Promote legislative agendas to support traffic records systems
- Ensure data is captured as complete as possible even when the data may come from disparate sources.
- Ensure accurate information is exchanged between disparate data sources.
- Promote innovative data collection solutions.
- Strive to align individual agency priorities with TRC and Drive to Zero goals.
- Continue to invest towards the goal in achieving 100% electronic records.
- Ensure that systems have a long-term plan for sustainable funding and a plan for maintenance.

Objectives:

- Sustainable traffic records systems
- 100% electronic traffic records data
- Accurate, timely, location-based data
- High level of customer satisfaction with data
- Automated data capture

GOAL 2: Improve and Expand Information Sharing

Strategies:

- Establish governance for traffic records data sharing and integration.
- Develop data quality processes between partner agencies to improve information quality.
- Support data integration for traffic records data sets.
- Standardize fields to support data linkages.
- Further develop guidelines for deduplication and linkage of data.
- Pursue statutory changes to allow greater collection and access to traffic records systems.

Objectives:

- Increase data uniformity.
- Improve the ability to aggregate and statistically report on data collected.
- Provide accurate, timely, location-based data
- Advanced data analysis and research skills
- High level of customer satisfaction with data

GOAL 3: Expand Crash Data Analysis Capabilities

Strategies:

- Promote innovative data collection solutions
- Improve timeliness and quality of traffic safety data
- Modernize traffic data systems
- Improve map-based crash intelligence for local law enforcement
- Maintain and enhance electronic DUI data for analytical and reporting purposes for better decision making
- Develop predictive analytics tool for law enforcement
- Create an environment to support data quality reporting and feedback mechanisms to stakeholders

Objectives:

- Quality data collection for improved analysis
- 100% electronic traffic records data
- Accurate, timely, location-based data
- Advanced data analysis and research skills
- High level of customer satisfaction with data

GOAL 4: Promote collaboration and innovation.

Strategies:

- Continue to foster a shared vision and spirit of collaboration embraced by all stakeholders.
- Provide on-going communication with TRC members, and their internal and external stakeholders, about the traffic records vision and goals of the TRC.
- Support on-going training and communication tools to enable innovation and collaboration.
- Identify key performance measures and develop in a data dashboard that is accessible to all TRC members.

Objectives:

- Enhance the spirit of cooperation and collaboration among TRCC members.
- Reduce duplication of data
- Leverage agency infrastructure tools
- Quality data collection for improved analysis
- Advanced data analysis and research skills
- Ensure the system is compatible with the emerging national traffic records information standards.
- High level of member satisfaction with data

XVII. TRCC Alignment to National, State and Local Goals

The TRCC is a partnership of federal, state, and local stakeholders from transportation, law enforcement, criminal justice, and health disciplines. The TRCC's membership includes state and local agencies and organizations that have a shared mission to reduce the number of fatalities and severity of injuries related to trauma. All these organizations participate in the development of the TRCC strategic plan, and thereby align the mutual strategic goals of each respective agency with statewide goals for traffic records.

O. Updating and Reporting Progress on the TRCC Strategic Plan

The TRCC Strategic Plan is a living document that is designed to guide the state's efforts in traffic records, including the development of project proposals, coordination among TRCC partners, and evaluation of the effectiveness of the chosen strategies and projects. Each year, the TRCC conducts an evaluation of Kansas's Traffic Records Strategic Plan. This evaluation will consider changes to federal, state, and local priorities, as well as emerging technology and how these may influence or drive updates to the plan.

P. Kansas Strategic Highway Safety Plan

The Kansas State Highways Safety Plan is a data-driven approach to reducing traffic fatalities and serious injuries. Timely, accurate, integrated, and accessible data is the foundation for targeting resources and monitoring progress toward reducing traffic fatalities and serious injuries. The TRCC supports the state's highway safety plan by providing quality data needed to:

- Diagnose the contributing factors to crashes
- Assess the effectiveness of implemented countermeasures, and
- Identify innovative and targeted strategies that will have the greatest impact on achieving the goal of zero deaths and serious injuries.

Q. National Agenda for Transportation Safety

The National Highway Traffic Safety Administration (NHTSA) is a critical partner in Kansas' effort to reduce traffic fatalities and serious injuries. NHTSA provides funding and oversight for the Traffic Records Coordinating Committee.

NHTSA provides coordinated guidance, outreach, best-practices, and training and technical assistance designed to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of state crash, driver, vehicle, roadway, citation and adjudication, and injury surveillance databases. The TRS helps states improve their traffic safety data collection, management, and analysis capabilities through evaluation, training, and technical assistance.

R. NHTSA Model Performance Measures

The National Highway Traffic Safety Administration has identified 61 model performance measures for the six core State traffic records data systems -- Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and Emergency Medical Services (EMS) / Injury Surveillance. These model performance measures address the six performance attributes -- timeliness, accuracy, completeness, uniformity, integration, and accessibility. The measures are utilized by the NHTSA and the TRCC to monitor the development and implementation of traffic record data systems, strategic plans, and data improvement grant processes. These common performance measures are expected to help stakeholders quantify systemic improvements to their traffic records systems.

Core Traffic Records Data Systems

The model performance measures were created for the six core traffic data systems.

1. Crash: The State repository that stores law enforcement officer crash reports.

2. Vehicle: The State repository that stores information on registered vehicles within the State (also known as the vehicle registration system). This database can also include records for vehicles not registered in the State—e.g., a vehicle that crashed in the State but was registered in another State.

3. Driver: The State repository that stores information on licensed drivers within the State and their driver histories. This is also known as the driver license and driver history system. The driver file also could contain a substantial number of records for drivers not licensed within the State—e.g., an unlicensed driver involved in a crash.

4. Roadway: The State repository that stores information about the roadways within the State. It should include information on all roadways within the State and is typically composed of discrete sub-

files that include roadway centerline and geometric data, location reference data, geographical information system data, travel, and exposure data, etc.

5. Citation/Adjudication: The component repositories, managed by multiple State or local agencies, which store traffic citation, arrest, and final disposition of charge data.

6. EMS/Injury Surveillance: The component repositories, managed by multiple State or local agencies, which store data on motor vehicle-related injuries and deaths. Typical components of an EMS/injury surveillance system are pre-hospital EMS data, hospital emergency department data systems, hospital discharge data systems, trauma registries, and long-term care/rehabilitation patient data systems.

Performance Attributes

The attributes are applied somewhat differently for each of the data systems. These criteria take a broad view of performance measures. For example, performance on some of the model measures may not change from year to year. Once agencies have incorporated uniform data elements, established data linkages, or provided appropriate data file access, further improvement may not be expected. Some data systems cannot use all measures. Some measures may require a set of critical data elements be defined. Many measures require each data system to define their own performance goals or standards. The model measures should be a guide to assess the data systems to improve their performance. Each data system should select performance measures most appropriate to the circumstance and should define and modify them to fit their specific needs. Generally, the performance attributes were developed to capture the following core characteristics.

1. *Timeliness:* Timeliness reflects the span of time between the occurrence of an event and entry of information into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.

2. *Accuracy:* Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means the recorded value for some data element of interest is incorrect. Error does not mean the information is missing from the record. Erroneous information in a database cannot always be detected.

3. *Completeness:* Completeness reflects both the number of records that are missing from the database (e.g., events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database. In the crash database, internal completeness reflects the amount of specified information captured in each individual crash record. External crash completeness reflects number or percentage of crashes on which crash reports are entered into the database. However, it is not possible to determine precisely external crash completeness as it is impossible to determine the number of unreported crashes. The measures in this report only address internal completeness by measuring what is *not* missing.

4. *Uniformity:* Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard. If the same data elements are used in different files, they should be identical or at least compatible (e.g., names, addresses, geographic locations). Data collection procedures and data elements should also agree with nationally accepted guidelines and standards such as the Model Minimum Uniform Crash Criteria (MMUCC).

5. *Integration:* Integration reflects the ability of records in a database to be linked to a set of records in another of the six core data systems—or components thereof—using common or unique identifiers. Integration differs in one important respect from the first four attributes of data quality. Integration is a performance attribute that always involves two or more traffic records subsystems (i.e., databases or files). For integration, the model performance measures offer a single performance measure with database-specific applications that typically are of interest. The samples included are of course not exhaustive.

6. *Accessibility:* Accessibility, which reflects the ability of legitimate users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction. The accessibility of the database or sub file is determined by obtaining the users' perceptions of how well the system responds to their requests. Each database manager should decide which of the legitimate users of the database would be classified as principal users, whose satisfaction with the system's response to requests for data and other transactions will provide the basis for the measurement of accessibility.

XVIII. Current State

S. Traffic Records Grant Process

Traffic Records is one of the priority areas to which the TRCC awards funding, in accordance with NHTSA regulations for funding Traffic Records. The TRCC considers grants that support initiatives that enhance the core highway safety databases: Crash, Driver, Vehicle, Citation and Adjudication, Roadway, and Injury Surveillance. Per 23 C.F.R. § 1300.22, NHTSA grant funds awarded shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

In addition to NHTSA funding, in 2007 the Kansas legislature passed K.S.A. § 75-5080, *et seq.* in 2007, which established the Traffic Records Enhancement Fund (TREF) for the purpose of enhancing and upgrading the traffic records systems in the state. Although essential, NHTSA grants must strictly comply with specific purposes. The TREF has greater application flexibility for filing in the gaps when the NHTSA funding may not strictly apply.

All project proposals for new or continuing projects are submitted through the TRCC annual grant process each year. NHTSA grants awarded are for the federal fiscal year, running October 1 – September 30.

As a guideline, below is the timeline for TRCC projects grant requests:

Milestone	Month
Grant Proposals due	January
Grant Proposals distributed to TRCC Workgroup for evaluation	February
TRCC Executive Committee meets to discuss and prepare recommendations to the TRCC of Grant Proposals	March
TRCC meets to approve individual Grant Proposals	May
Project agreements signed	Aug/Sept
Grant funding available	October 1

T. Strategic Goals

The TRCC has made tremendous strides towards achieving its goals. The chart below depicts the current and planned projects and how they are aligned with the NHTSA performance measures. The chart includes projects that were identified in previous years' Strategic Plans and are underway, included in this plan, or are targeted for future TRCC focus. Some of the systems listed below have either been deployed and improvements are planned or are in the process of being deployed.

	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash						
Vehicle						
Driver						
Roadway						
Citation/Adjudication						
EMS/Injury						

Current Focus	**Future Focus**	Not Yet Applicable

U. Gaps and Barriers

While much has been accomplished, there are gaps and barriers that must be overcome if progress is to continue.

- **Progress on data sharing and integration remains slower than some expect, and some major barriers exist.**

    - The TRCC is not able to leverage resources to the highest degree possible because the approach to seeking funding and investments to support the TRCC's efforts is not coordinated. The main driver is the stresses agencies face within their own internal environments and the challenge of keeping attention focused on traffic records goals and projects amid competing

policy, reduction in human capitol, and budgetary priorities. Resource constraints and the priority some TRCC partners have had to place on the maintenance or replacement of legacy systems is a barrier to aligning the TRCC's resources to address significant issues of data collection, sharing, and integration.

- Access to different data sets residing in TRCC member agencies is significant. For example, the Kansas Department of Revenue (KDOR) continues to perform and complete system migration for the driver dataset. Getting the right expertise in the room to understand and address the issues of security, confidentiality, legal concerns, and technical capabilities/deficits is a key reason why progress is slow.

- With improved systems and tools, technical barriers are becoming fewer and the biggest data sharing hurdles are HIPAA laws and public disclosure concerns. KDOR has a multi-year initiative to modernize its IT systems, which is affecting its ability to fully participate in this area in the short-term, but the changes may contribute to higher data integrity and standardization. The Office of Office of Judicial Administration (OJA) is resource constrained and the replacement of its legacy systems is its highest priority, making it difficult for the agency to participate in activities that would further data sharing. Data integration projects across and within agencies are slowed by lack of a common personal identifier. Data is collected and retention policies are driven more by compliance and not future utility.

- The relationships and level of collaboration among the partner agencies within the TRCC are strong. Strong relationships of trust and collaboration have been built among the TRCC partner agencies over time. This has helped the TRCC sustain their inter-dependencies even under the strain of disagreements, particularly in data sharing. Even so, there is not a common understanding of "where we are going and how."

- The 2020 pandemic has presented significant issues with limited access to personnel and technological challenges. Many agencies were not prepared to transition to a fully remote workforce. It is expected that these issues will be exacerbated by the degradation of the state's revenues due to the state-wide shutdown.

- **There are existing concerns about data timeliness. These concerns include several different data sets within several agencies that are part of the TRCC.**

  - Efforts to address some of the identified timeliness issues are already underway; however, there is a need for continued focus and attention on this issue, as more agencies begin using the data for predictive analysis and decision-making. Systemically, the TRS was built to electronically accept a single file structure from the Kansas Highway Patrol (KHP). As local law enforcement agencies embrace systems for citations and crashes, the inability to accept an electronic file necessitates the need for data entry from paper reports sent to the state. In addition, state agencies lack dedicated staff resources to sufficiently support data analysis and integration.

  - TRCC members also feel it is time for an infusion of new ideas into fulfilling the traffic records data mission. Now, the conversation needs to turn to: "What's is TRCC's next step?" The TRCC continues to innovative integration methodologies and monitors a few key states in specific areas for best practices that could inspire their efforts with fresh ideas and alternative approaches to providing higher quality data, better analysis, and useful tools to customers.

- **The TRCC has not been able to leverage resources to the highest degree possibly because the approach to seeking investments beyond NHTSA grant funding to support TRCC's efforts is not well coordinated across agency boundaries. It is also expected the effects of the ongoing COVID-19 pandemic, state-wide shutdown, and subsequent significant loss of state revenues will place further pressure on state financial resources and diminish the number of**

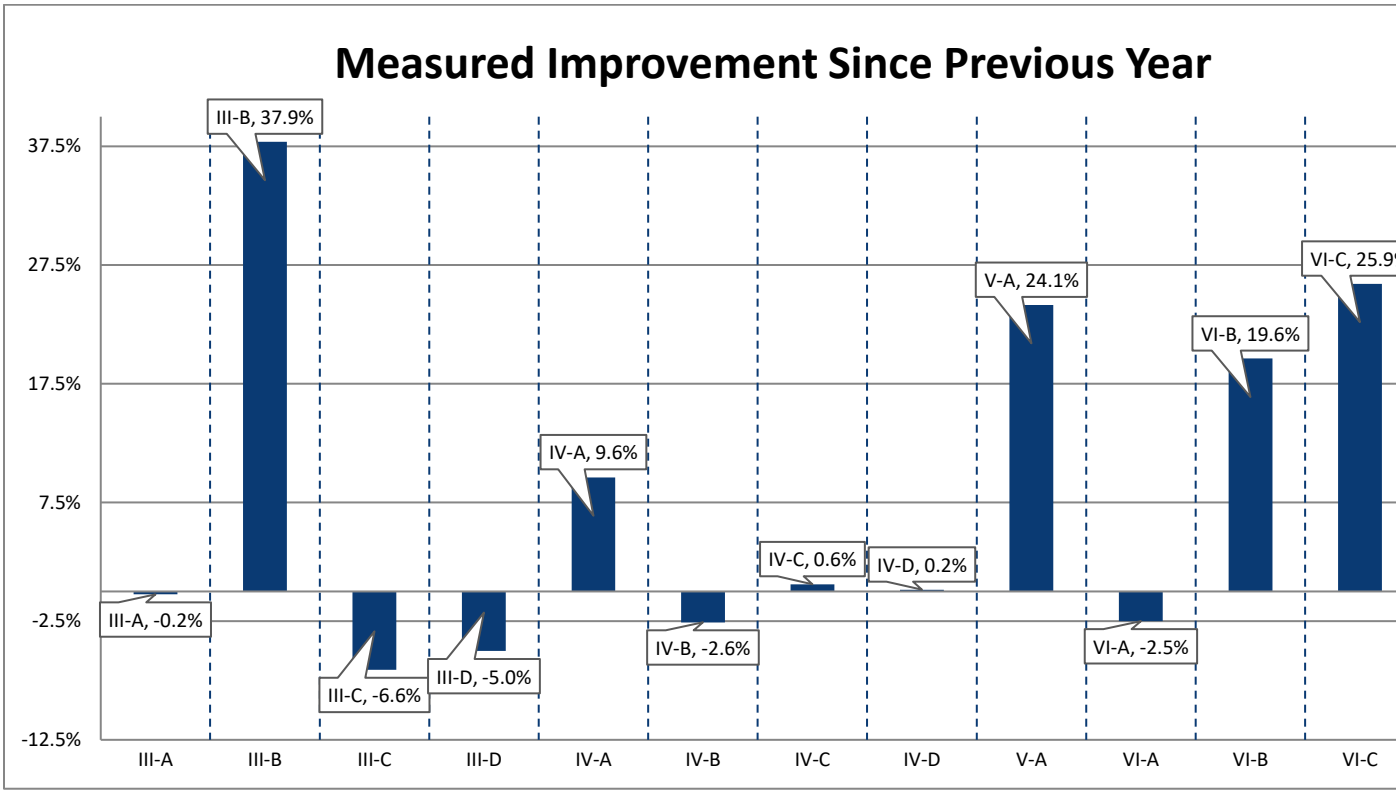
state projects and initiatives being able to be undertaken in the near future.

V. TRCC Performance Measurements

The TRCC utilizes the NHTSA traffic records model performance measures to gauge the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic safety data. These measures are updated and reviewed annually. In addition to these TRCC performance level measures, individual project managers track performance measures at the project level and for the specific objectives or strategies that they own individually.

The following graph and table summarize the overall year-over-year percentage change of each measurement as reported in the Fiscal Year 2023 Kansas Traffic Records System Performance Measurement Report.

W.

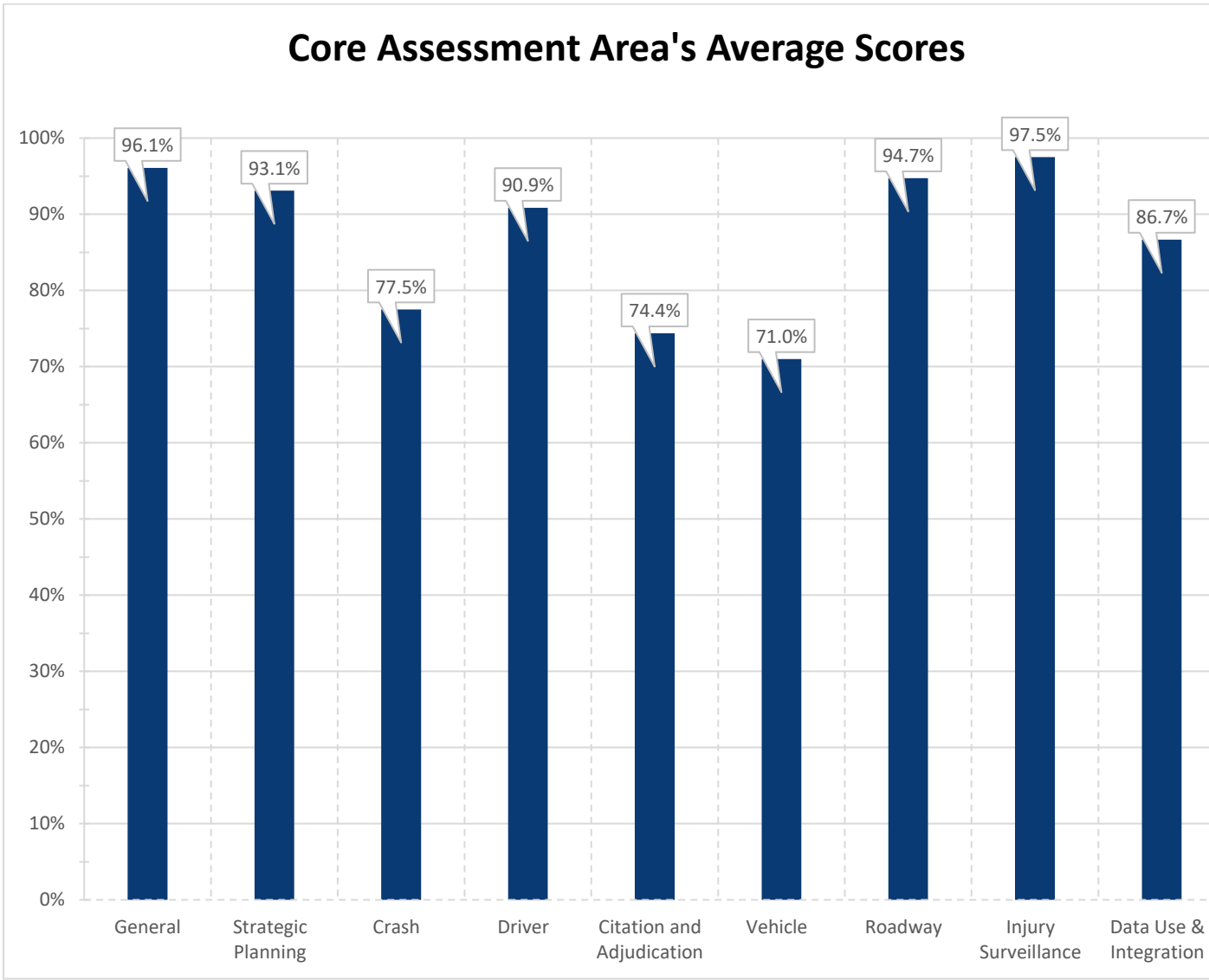


III-A	Timeliness – Trauma Reports Received (<30 days)
III-B	Timeliness – Crash Report Submittal
III-C	Timeliness – Crash Report Processing
III-D	Timeliness – Disposition Submittal
IV-A	Completeness – Crash BAC Provided
IV-B	Completeness – Crash CMV Form Completed
IV-C	Completeness – EMS Provider Participation
IV-D	Completeness – EMS Reports Submitted
V-A	Integration – Electronic Disposition
VI-A	Accessibility – Crash Electronic Searches
VI-B	Accessibility – Crash Electronic Records Received
VI-C	Accessibility – E-Citation Agencies

X.

Y. 2020 NHTSA Traffic Records Self-Assessment Findings

Evaluations of state TRS capabilities are performed every five years and evaluated against NHTSA program ideals. From May through July 2020, the traffic records coordinator performed a NHTSA supplied self-assessment of Kansas's TRS. At the conclusion of the assessment, the coordinator documented the assessments and the assessment averages for each core data system as shown below and as detailed on **Appendix B**.



XIX. 2021-2025 Projects

The following pages provide summary information for the planned projects for the 2021-2025 Strategic Plan implementation cycle. The list of projects below includes details regarding the Project Description, TRCC Objectives being sought by the Project, TRCC Strategic Goal, Core Data System, and the anticipated total project cost. Additionally, the related 2020 NHTSA Assessment Recommendations and 2020 Self-Assessment score core assessment areas that are being addressed by each project are listed.

Each project may have multiple contracts associated with it to accomplish its goals and objectives. Contract details are listed immediately following the associated project and include the contract title, description, performance metrics, anticipated contract schedule, funding source, and anticipated cost.

Items marked with an (*) are scheduled as a new contract in FY2023 and details are subject to change.

Z. Project: Master Data Management

Project Description: This project will improve the methods of receiving electronic crash information in the field more quickly and efficiently. This includes reviewing and documenting the current Information Exchange Packet Document (IEPD) for import to the Traffic Records System (TRS) and continuing support for the TRS system. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs.	**Goal # 2: Information Sharing** **Core Data System: Crash** **NHTSA Assessment Recommendations** **Crash: Interfaces** **2020 Assessment Score: 53.3%** Improve the interfaces with the Crash data system that reflect best prac identified in the Traffic Records Program Assessment Advisory. **Crash: Procedures / Process Flow** **2020 Assessment Score: 74.2%** Improve the procedures/process flows with the Crash data system that re best practices identified in the Traffic Records Program Assessr Advisory. **Crash: Data Quality Control Programs** **2020 Assessment Score: 91.8%** Improve the data quality control program for the Crash data system reflect best practices identified in the Traffic Records Program Assessr Advisory. **Total Project Cost: $2,132**

Contracts:

1.1	**Information Exchange Packet Document:** This contract will develop an updated IEPD to provide to crash data system ven to enable digital input of the crash reports into the Crash Portal system.	
	Performance Metrics: Completeness: The IEPD will include the data required in the current state of the Crash Portal. Uniformity: The data dictionary will include the data required in the current state of the Crash Portal. Integration: The IEPD will adhere to the NIEM 4.2 data schema and in a format ready for distribution to crash data vendors.	
	Anticipated Contract Schedule: 10/1/2020 – 9/30/2021	
	Funding Source: NHTSA Grant Funding	Anticipated Contract Cost: $50

1.2	**Paper Crash Reporting (Data Dash)**: This contract will provide for a company to transcribe scanned crash report PDFs f state and local law enforcement agencies into blank KLER report forms exactly as written and coded.	
	Performance Metrics: Accuracy: The contractor shall retain 98% or higher accuracy level with the data entry in spelling and placement of information. Timeliness: The contractor shall ensure that each report is submitted properly back to KDOT within 20 days from the date of receipt.	
	Anticipated Contract Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Anticipated Contract Cost: $102
1.3	**Motor Vehicle Crash Report Conversion (BTCO):** This contract will provide for a company to perform the sorting, scann destruction, and daily data entry of paper crash reports received from state and local law enforcement agencies.	
	Performance Metrics: Accuracy: Maintain a 95% or higher accuracy level of the data entry of paper crash reports. Completeness: Maintain a 100% scan rate with zero loss of incoming mail.	
	Anticipated Contract Schedule: 1/1/2021 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Contract Cost: $467
1.4	**Kansas Crash Data Systems (KCDS):** This is the first phase of three-phase contract, which provides for a replacem of the TRS system. This first phase covers the software costs of a crash data processing system that will access, proc validate, and store crash data contained within law enforcement agency crash reports and the first year's host Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hos provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments w outages occur.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Contract Schedule: 3/7/2022 – 9/30/2022	
	Funding Source: State TREF	Anticipated Contract Cost: $614
1.5	**KCDS Hosting:** This is the second phase of a three-phase contract, which provides for a replacement of the TRS system. second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through the end of this Strategic Plan pe (9/30/2025). Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include nam hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments w outages occur.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Contract Schedule: 10/1/2022 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Contract Cost: $342
1.6	**KCDS Maintenance:** This is the third phase of a three-phase contract, which provides for replacement of the TRS system. third phase covers the annual KCDS maintenance charges for a term of six (6) years; including at minimum, platform upgr and training on new features for a term of six (6) years.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Contract Schedule: 10/1/2022 – 9/30/2025	
	Funding Source: State TREF and NHTSA Grant Funding	Anticipated Contract Cost: $556

AA. Project: Geo-Location Capture/Recording

Description: The Geometric & Crash Data Unit of KDOT will record the geolocation of crashes that occur on the state's 130,000 miles of local roads. This project will generate the data to identify crash locations and provide data for crash analysis and reporting. **TRCC Objectives:** • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs.	**Goal # 3: Analytics** **Core Data System: Crash** **NHTSA Assessment Recommendations** **Crash: Interfaces** **2020 Assessment Score: 53.3%** Improve the interfaces with the Crash data sys that reflect best practices identified in the Tr Records Program Assessment Advisory. **Crash: Data Quality Control Programs** **2020 Assessment Score: 91.8%** Improve the data quality control program for Crash data system that reflect best prac identified in the Traffic Records Prog Assessment Advisory **Total Project Cost: $1,366,**

Contracts:

2.1	**Geographic Information System (GIS) Mapping Integration:** This contract will provide for automated and se automated routines to locate (geocode) crash records to their corresponding intersections, and manual review automated determined crash locations. The mapped crashes will then be integrated into the crash database for use KDOT for analysis and the development of possible preventative safety measures.	
	Performance Metrics: Accuracy: Compare automated results to a manual review of randomly sampled set of records that is representative of major crash types locations; Calculate a spatial error for each crash subtype. Timeliness: All fatality crashes should be reviewed, and a *preliminary* location determined within two (2) weeks of receiving records.	
	Anticipated Contract Term: 10/1/2021 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Contract Cost: $1,266
2.2	**Aerial Imaging:** This contract will provide for the acquisition, processing, delivery, and public-domain publicatio statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic refere dataset for crash location mapping.	
	Performance Metrics: Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiative Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS mapping technology footprint.	
	Anticipated Contract Term: 1/1/2021 – 9/30/2022	
	Funding Source: State TREF	Anticipated Contract Cost: $100,00

BB. Project: Provide Ongoing Maintenance

Description: This project will support the maintenance for KBI / TRS systems. The work includes ensuring the operation of hardware, installation of software updates, and maintaining/ developing new interfaces as other systems evolve and are introduced. This ongoing effort is not designed to improve TRS specifically, the project is necessary to ensure that prior improvements are kept operational. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs.	**Goal #1: Traffic Safety Data** **Core Data System: Crash & Citation/Adjudicat** **NHTSA Assessment Recommendations** **Crash: Procedures / Process Flow** **2020 Assessment Score: 74.2%** Improve the procedures / process flows for the C data system that reflect best practices identified in Traffic Records Program Assessment Advisory. **Crash: Data Quality Control Programs** **2020 Assessment Score: 91.8%** Improve the data quality control program for the C data system that reflect best practices identified in Traffic Records Program Assessment Advisory. **Citation/Adjudication: Interfaces** **2020 Assessment Score: 40.5%** Improve the interfaces with the Citation Adjudication systems that reflect best prac identified in the Traffic Records Program Assessm Advisory.
	Total Project Cost: $547

Contracts:

3.1	**TIRES Maintenance & Support**: This contract will provide for the ability to add, hide, or remove the validation rules associ with data received from the Kansas crash reports submitted by law enforcement agencies within the vendor application TIR	
	Performance Metrics: Accuracy: Validation rules increase data accuracy and enable reliable reporting. Uniformity: Data validation rules ensure that incoming data conforms to the Crash Data Portal data structure requirements and iden business rule violations. Integration: Validation rules promote integration with other KDOT and outside entities.	
	Anticipated Contract Term: 10/1/2021 – 9/30/2023	
	Funding Source: State TREF	Anticipated Contract Cost: $64
3.2	***TRS Support Staff:** This contract will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Po Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.	
	Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Contract Schedule: October 1, 2020 – September 30, 2025	
	Funding Source: State TREF and NHTSA Grant Funding	Anticipated Contract Cost: $350
3.3	**KCJIS Identity Access Management:** This contract will provide for upgrade implementation of the KCJIS Identity and Ac Management system to version 15 with custom configuration changes. The costs for the new versions of the software are inclu with our current maintenance agreement, this contract is for implementation costs only.	
	Performance Metrics: Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Contract Schedule: 10/1/2023 – 9/30/2023	
	Funding Source: NHTSA Grant Funding, State TREF, State General Fund	Anticipated Contract Cost: $132

CC. Project: MMUCC Alignment

Project Description: The MMUCC Alignment project will hire a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC most recent edition. The project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards.	**Goal # 1: Traffic Safety Data** **Core Data System: Crash** **NHTSA Assessment Recommendations** **Crash: Applicable Guidelines** **2020 Assessment Score: 80.0%** Improve the applicable guidelines for the Crash system that reflect best practices identified in Traffic Records Program Assessment Advisory. **Total Project Cost: $150**

Contracts:

4.1	**MMUCC Alignment:** This contract will provide for mapping Kansas crash data elements (State Crash Report and Cr Database) to the MMUCC most recent edition.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements.	
	Anticipated Contract Schedule: 10/1/2023 – 9/30/2024	
	Funding Source: NHTSA Grant Funding	Anticipated Contract Cost: $150

DD. Project: Security Modernization Phase 2

Project Description: This project will integrate the core security applications into the Identity and Access Management solution, develop marketing and training material with the intent of promoting the security solution to a broader base of users that includes court clerks, emergency management organizations and other user groups seeking summarized KCJIS data. **TRCC Objectives:** • Provide secure access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs.	**Goal # 2: Information Sharing** **Core Data System: Citation/Adjudication** **NHTSA Assessment Recommendations** **Citation/Adjudication – Applicable Guidelines** **2020 Assessment Score: 88.9%** Improve the applicable guidelines for the Citation and Adjudica systems that reflect best practices identified in the Traffic Rec Program Assessment Advisory. **Citation/Adjudication – Interfaces** **2020 Assessment Score: 40.5%** Improve the interfaces of the citation and adjudication data system reflect best practices identified in the Traffic Records Prog Assessment Advisory. **Citation/Adjudication – Data Quality Control Programs** **Assessment Score 68.4%** Improve the applicable guidelines for the Crash data system that re best practices identified in the Traffic Records Program Assessr Advisory. **Total Project Cost: $716**

Contracts:

5.1	**KCJIS Security Architecture:** This contract will continue to provide support for the execution of KBI's strategic pla adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Secu Architecture in a phased manner. It will provide flexibility to our stakeholders, establish itself as a trusted security domain, maintain strong security protocols.	
	Performance Metrics: Integration: Percentage of records linked to another system or file.	
	Anticipated Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding	Anticipated Contract Cost: $91
5.2	***KBI Systems Architect Position:** This contract will provide for a position to research, develop, and document current future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise l integration solutions and single system integrations and system interfaces and update the process flow chart.	
	Performance Metrics: Integration: Increase ease of integration between partner agencies Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Contract Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Contract Cost: $625

EE. Project: Citation Automation Deployment

Project Description: This project provides the ongoing support for the citation automation system and focuses on developing data capture mechanisms to capture arrest and offense data electronically as close to the sources as possible. While the system currently supports the KHP Kansas Law Enforcement Reporting (KLER) transactions, additional citation systems are in place in many local agencies. This project will provide the foundation for incorporating any number of citation systems which adhere to national incident-based reporting standards.

TRCC Objectives:

- Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives.
- Provide better access to traffic record statistical information to state and local agency personnel.
- Increase the number of statistical analysis tools available to state and local agency personnel.
- Ensure the system is compatible with the emerging national traffic records information standards.
- Leverage available state or agency infrastructure tools to minimize long-term costs.
- Utilize an architecture that is both flexible for current needs and adaptable for future needs.

Goal # 1: Traffic Safety Data

Core Data System: Citation/Adjudication

NHTSA Assessment Recommendations

Citation/Adjudication – Interfaces
2020 Assessment Score: 40.5%

Improve the interfaces with the Citation and Adjudica systems that reflect best practices identified in the Tr Records Program Assessment Advisory.

Citation/Adjudication – Data Quality Co Programs
2020 Assessment Score: 68.4%

Improve the data quality control program for the Cit and Adjudication systems that reflect best prac identified in the Traffic Records Program Assessm Advisory.

Total Project Cost: $780

Contracts:

6.1 ***KBI eCite Vendor:** The existing platform of KCJIS's technical and information sharing infrastructure is managed by Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a nee engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. contract will provide the software for local law enforcement agencies to submit electronic citation reports directly from t mobile data units.

Performance Metrics:
Integration: Problem identification in aligning enforcement's data with crash data and to help determine the effect of enforcen as one element of road safety.
Integration: Quarterly report detailing the number and percentage of total entities integrated into the KCJIS information sha infrastructure.
Completeness: Quarterly report detailing the percentage of total Kansas entities integrated into the KCJIS information sha infrastructure.

Anticipated Contract Schedule: 10/1/2020 – 9/30/2023

Funding Source: NHTSA Grant Funding, State TREF — Anticipated Contract Cost: $270

6.2 ***KBI eCitation Position:** The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This contract provides the salary and benefits for a Program Consultant I with KBI's Information Services Division. This position conducts trainin instruct law enforcement on use of the electronic form, provides reports to partners, and works with eCitation vendors.

Performance Metrics:
Timeliness: Query principal users for timeliness satisfaction.
Accessibility: Query principal users for accessibility satisfaction.

Anticipated Contract Schedule: 10/1/2020 – 9/30/2022

Funding Source: State TREF — Anticipated Contract Cost: $387

6.3 **eCitation & eStatute:** The eCitation portion of this contract has a couple distinct objectives. The first is a secure, non-pu web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be hou in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their cita information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B implement the solution in a KCJIS production environment.

Performance Metrics:
Timeliness: Reporting for date of citation issuance compared to date of citation database entry
Accuracy: Reporting providing number of data element error or missing information.

Anticipated Contract Schedule: 10/1/2020 – 9/30/2022

Funding Source: NHTSA Grant Funding — Anticipated Contract Cost: $123

FF. Project: Model Inventory of Roadway Elements (MIRE) Alignment

Project Description: The MIRE Alignment project coincides with an Agency-wide effort to align KDOT's roadway elements and reporting systems with the Federal Highway Administration's Model Inventory Roadway Elements (MIRE) initiative. By adopting MIRE, State and local transportation agencies will be able to link safety data to non-safety data, making it easier to collect, store, link, and use all types of data. Having these additional data can help better identify where the safety problems are, what those problems are, and how best to treat them. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards.	**Goal # 1: Traffic Safety Data** **Core Data System: Roadway** **NHTSA Assessment Recommendations** **Roadway – Description & Contents** **2020 Assessment Score: 93.3%** Improve the description and contents of the Roadway data sy that reflect best practices identified in the Traffic Records Prog Assessment Advisory. **Roadway – Applicable Guidelines** **2020 Assessment Score: 83.3%** Improve the applicable guidelines for the Roadway data system reflect best practices identified in the Traffic Records Prog Assessment Advisory. **Roadway – Interfaces** **2020 Assessment Score: 91.7%** Improve the interfaces with the Roadway data system that re best practices identified in the Traffic Records Program Assessm Advisory. **Total Project Cost: $2,228**

Contracts:

7.1	**Lidar Data Capture**: This contract will provide for utilizing a vendor to physically drive the 130,000 miles of Kansas highv and capture several roadway elements utilizing LIDAR to accurately measure road and shoulder widths, intersection eleme and bridge heights among others. The element capture will also provide an accurate inventory of all roadway elements suc guardrail heights and lengths. This data will be used for providing highly accurate data to KDOT analysts to formulate sa measures to prevent crashes and fatalities.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements.	
	Anticipated Contract Schedule: 10/1/2020 – 9/30/21	
	Funding Source: NHTSA Grant Funding, State TREF, State General Funds	Anticipated Contract Cost: $1,500
7.2	**LIDAR Data Collection (Statewide)**: This contract will provide for utilizing a vendor to configure the data capture to en the integration into KDOT databases.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element.	
	Anticipated Contract Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Contract Cost: $727

GG. Project: EMS/Injury Integration

Project Description: This project will develop interfaces to the Bio spatial interstate trauma database and border states to share EMS run reports and trauma registry. The platform will include the ability to link data sources with disparate fields, compare data between jurisdictions and highlight missing values. The analytics module will provide a means for states to benchmark performance both internally and among partnering states and features dashboard views with the ability to track up to 32 different performance measures.

TRCC Objectives:

- Increase the uniformity and linking of data across all participating systems
- Increase the completeness of traffic data by capturing missing information.
- Provide better access to traffic record statistical information to state and local agency personnel.
- Increase the number of statistical analysis tools available to state and local agency personnel.
- Leverage available state or agency infrastructure tools to minimize long-term costs
- Utilize an architecture that is both flexible for current needs and adaptable for future expansion needs.

Goal # 1: Traffic Safety Data

Core Data System: Injury/Surveillance

NHTSA Assessment Recommendations

Injury/Surveillance – Applicable Guidelines
2020 Assessment Score: 93.9%

Improve the applicable guidelines for the In Surveillance systems that reflect best prac identified in the Traffic Records Program Assessn Advisory.

Injury/Surveillance – Procedures / Process Flo
2020 Assessment Score: 94.1%

Improve the procedures/ process flows for the In Surveillance systems that reflect best prac identified in the Traffic Records Program Assessn Advisory.

Total Project Cost: $150

Contracts:

8.1 **Bio-Spatial Interstate Trauma Database**: This contract is designed to explore the exchange of medical information from n KEMSIS bordering state databases. This information will better enable EMS and Trauma personnel to develop integra strategies to improve the completeness of a patient's record in the region.

Performance Metrics:
Integration: The percentage of appropriate records that are linked to another system or file.
Accessibility: Query principal users for accessibility satisfaction.
Completeness: The percentage of records with no missing critical data elements.

Anticipated Contract Schedule: Q1 2023 – Q4 2023

Funding Source: NHTSA Grant Funds, State TREF

Anticipated Contract Cost: $150

XX. IMPLEMENTATION SCHEDULE & ANTICIPATED COSTS

Contract #	Project Title	Agency	2021	2022	2023	2024	2025	Anticipated Costs
1.1	Information Exchange Packet Document	KDOT	■					$50,558.00
1.2	Paper Crash Reporting (Data Dash)	KDOT	■	■	■			$102,000.00
1.3	Motor Vehicle Crash Report Conversion	KDOT	■	■	■	■	■	$467,855.00
1.4	Kansas Crash Data System (KCDS)	KDOT		■				$614,000.00
1.5	KCDS Hosting	KDOT			■	■	■	$342,000.00
1.6	KCDS Maintenance	KDOT			■	■	■	$556,362.00
							Master Data Management Sub-Total	$2,132,775.00
2.1	GIS Mapping Integration	KUCR	■	■	■	■	■	$1,266,782.00
2.2	Aerial Imaging	KUCR	■					$100,000.00
							Geo-Location Capture/Recording Sub-Total	$1,366,782.00
3.1	TIRES Maintenance & Support	KDOT	■	■	■			$64,832.00
3.2	TRS Support Staff	KDOT	■	■	■	■	■	$350,000.00
3.3	KCJIS Identity Access Management	KBI		■	■			$132,250.00
							Provide Ongoing Maintenance Sub-Total	$547,082.00
4.1	MMUCC Alignment	KDOT				■		$150,000.00
							MMUC Alignment Sub-Total	$150,000.00
5.1	KCJIS Security Architecture	KBI	■	■				$91,613.00
5.2	KBI Systems Architect Position	KBI	■	■	■	■	■	$625,000.00
							Security Modernization – Phase 2 Sub-Total	$716,613.00
6.1	KBI eCite Vendor	KBI	■	■	■			$270,000.00
6.2	KBI eCite Position	KBI	■	■	■	■	■	$387,000.00
6.3	eCitation & eStatute	KBI	■	■				$123,428.00
							Citation Automation Deployment Sub-Total	$780,428.00
7.1	LIDAR Data Capture	KDOT	■					$1,500,379.00
7.2	LIDAR Data Collection (Statewide)	KDOT	■	■				$727,909.00
							MIRE Alignment Sub-Total	$2,228,288.00
8.1	Bio-spatial Interstate Trauma Database	EMS			■			$150,000.00
							EMS / Injury Integration Sub-Total	$150,000.00
								$8,071,968.00

XXI. APPENDIX A: Table of Acronyms

Acronym	Definition
CIO	Chief Information Officer
CJCC	Kansas Criminal Justice Coordinating Council
DMV	Division of Motor Vehicles
DUI	Driving Under the Influence
EMS	Emergency Medical Services
ESB	Enterprise Service Bus
FHWA	Federal Highway Administration
GIS	Geographic Information System
KBI	Kansas Bureau of Investigation
KCJIS	Kansas Criminal Justice Information System
KDHE	Kansas Department of Health & Environment
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KHP	Kansas Highway Patrol
KLER	Kansas Law Enforcement Reporting
KTSRO	Kansas Traffic Safety Resource Office
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
NHTSA	National Highway Traffic Safety Administration
OJA	Office of Judicial Administration
RAPID	Record and Police Impaired Drivers
TREF	Traffic Records Enhancement Fund
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
XML	Extensible Markup Language

XXII. APPENDIX B: 2020 Assessment Recommendations

Kansas elected to perform the NHTSA Self-Assessment in 2020. Assessment recommendations listed below reflect the results. Kansas has also developed a new strategic plan for the 2021 – 2025 planning cycle. Therefore, the plans detailed earlier in the report have been developed to address many of the recommendations from the 2020 assessment. Where appliable, projects and contracts are listed with the associated assessment along with the performance measure(s) to be used to measure its progress.

Assessment Area		
2020 NHTSA Traffic Records Assessment Recommendation		
Project (if applicable) • Contract	Performance Measures *(or reason for not implementing recommendations)*	Score
General		**96.1 %**
General		
Strengthen the capacity of the Traffic Records Coordinating Committee that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**96.1 %**
No current project/contract.	*The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the capacity of the TRCC.*	
Strategic Planning		**93.1 %**
Strategic Planning		
Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**93.1 %**
No current project/contract.	*The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the TRCC's ability for strategic planning.*	
Crash		**77.5 %**
Description & Contents		
Improve the description and contents of the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**95.7 %**
No current project/contract.	*The timeline for the Crash system description improvement has been extended due to interdependencies with other TRCC projects as well as resource availability.*	
Applicable Guidelines		
Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**80.0 %**
MMUCC Alignment • 4.1: MMUCC Alignment	Performance Measure(s): Accuracy Completeness	
Data Dictionary		
Improve the data dictionary for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**70.0 %**
No current project/contract.	*The TRCC will take this recommendation under advisement and consider potential strategies for improving the data dictionary.*	
Procedures / Process Flow		
Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**74.2 %**

Master Data Management • 1.2: Paper Crash Reporting (Data Dash) • 1.3: Motor Vehicle Crash Report Conversion (BTCO) Provide Ongoing Maintenance • 3.2: TRS Support Staff	Performance Measure(s): Timeliness Accuracy Completeness Integration Accessibility	
Interfaces		
Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Master Data Management • 1.4: Kansas Crash Data System (KCDS) • 1.5: KCDS Hosting • 1.6: KCDS Maintenance	Performance Measures: Timeliness Accuracy Completeness	**53.3 %**
Data Quality Control Programs		
Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Master Data Management • 1.1: Information Exchange Packet Document	Performance Measure(s): Completeness Uniformity Integration	**91.8 %**
Driver		**90.9 %**
Description & Contents		
Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	**100%**
Applicable Guidelines		
Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	**100%**
Data Dictionary		
Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	**83.3 %**
Procedures & Process Flows		
Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	**98.2 %**
Interfaces		
Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	**86.7 %**
Data Quality Control Programs		
Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**76.9 %**

No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Citation/Adjudication		**74.4 %**
Description & Contents		
Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	**52.6 %**
Applicable Guidelines		
Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**88.9 %**
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture	Performance Measure(s): Integration	
Data Dictionary		
Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	**100%**
Procedures & Process Flows		
Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/contract.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	**95.8 %**
Interfaces		
Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture Citation Automation Deployment • 6.2: KBI eCitation Position • 6.3: eCitation & eStatute Provide Ongoing Maintenance • 3.3: KCJIS Identity Access Management	Performance Measure(s): Timeliness Accuracy Integration Accessibility	**40.5 %**
Data Quality Control Programs		
Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Security Modernization Phase 2 • 5.2: KBI Systems Architect Position Citation Automation Deployment • 6.1: KBI eCite Vendor	Performance Measure(s): Completeness Integration Accessibility	**68.4 %**
Vehicle		**71.0 %**
Description & Contents		
Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**83.3 %**

No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Applicable Guidelines		
Improve the applicable guidelines for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**51.5 %**
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Dictionary		
Improve the data dictionary for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**100%**
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**70.0 %**
No current project/contract.	*Stolen vehicles are not flagged or reported through their system. The TRCC will take this recommendation for potential strategies to improve procedures and process flows of traffic safety data.*	
Interfaces		
Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**33.3 %**
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Quality Control Programs		
Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**87.8 %**
No current project/contract.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Roadway		**94.7 %**
Description & Contents		
Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**93.3 %**
Model Inventory of Roadway Elements (MIRE) Alignment • 7.1: LIDAR Data Capture	Performance Measure(s): Accuracy Completeness	
Applicable Guidelines		
Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**83.3 %**
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide)	Performance Measure(s) Accuracy	
Data Dictionary		
Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**100%**
No current project/contract.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	

Procedures & Process Flows		
Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**100%**
No current project/contract.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
Interfaces		
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**91.7 %**
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide)	Performance Measure(s): Accuracy	
Data Quality Control Programs		
Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**100%**
No current project/contract.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
EMS/Injury Surveillance		**97.5 %**
Description & Contents		
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**100%**
No current project/contract.	*The TRCC will continue to work to identify potential strategies that continue to improve the Description and Contents of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Applicable Guidelines		
Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**93.9 %**
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database	Performance Measure(s): Completeness Integration Accessibility	
Data Dictionary		
Improve the data dictionary for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**100%**
No current project/contract.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Dictionary of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**94.1 %**
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database	Performance Measure(s): Completeness Integration Accessibility	
Interfaces		
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**100%**
No current project/contract.	*The TRCC will continue to work to identify potential strategies that continue to improve the Interfaces of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Data Quality Control Programs		
Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**97.0 %**

No current project/contract.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Quality Control Programs of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Data Use & Integration		**86.7 %**
Data Use & Integration		
Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Geo-Location Capture/Recording • 2.1: GIS Mapping Integration • 2.2: Aerial Imaging Provide Ongoing Maintenance • 3.1: TIRES Maintenance & Support	Performance Measure(s): Timeliness Accuracy Uniformity Integration	**86.7 %**

State of Kansas Traffic Records Coordinating Committee

Traffic Records Strategic Plan Implementation

June 24, 2022

TABLE OF CONTENTS

I. Introduction

A. NHTSA Report Purpose

Selected measurements within the Kansas Traffic Records System (TRS) Performance Measurement Report will be submitted to the National Highway Traffic Safety Administration (NHTSA) on an annual basis. NHTSA will use the performance measurement results to assess the effectiveness of the Traffic Records Coordinating Committee (TRCC) Strategic Plan and to provide oversight of the 405(c) grant funding.

B. TRCC Report Purpose

The Kansas TRS performance measurements enable the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements also provide a holistic view of the strategic plan's progress towards achieving the TRCC's goals and objectives. Kansas TRCC leaders will utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance.

Each measurement contains annual results, with trend and analysis data, and includes a trend indicator as described in the following table.

Indicator	Description
	Signifies a materially positive trend in the performance measurement.
	Signifies a neutral trend in the performance measurement or no change.
	Signifies a materially negative trend in the performance measurement.
NEW	Signifies a new performance measurement for which there is not enough data to determine a trend.

II. Summary of Performance Measures

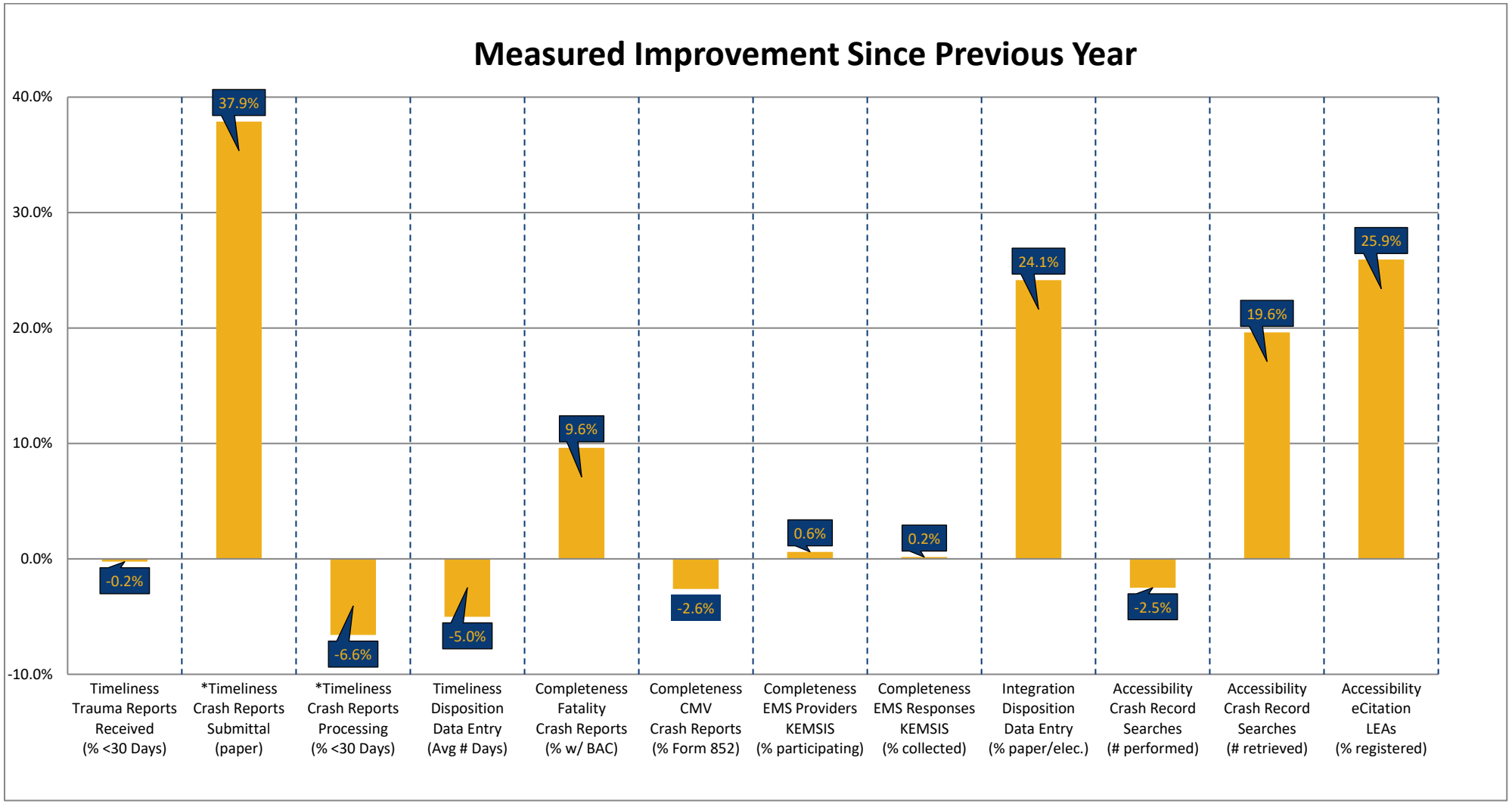
In the Model Performance Measures for State Traffic Records Systems, NHTSA identified 61 model performance measures for the six core State traffic records data systems. These measures are utilized by NHTSA and the TRCC to quantify systemic improvements to the traffic records systems.

The goal of the TRCC this reporting period was to continue measuring its performance in improving traffic records based on the NHTSA traffic records review. Those areas that appeared to have the greatest need are targeted by the updated Traffic Records Coordinating Committee (TRCC) Strategic Plan, which in turn makes them monitoring priorities. The following table depicts the areas that the TRCC is currently measuring in this report and those areas that will be explored in upcoming periods.

	Timeliness	Accuracy	Completeness	Uniformity	Integration	Accessibility
Crash						
Vehicle						
Driver						
Roadway						
Citation						
Injury						

Current Focus	**Future Focus**	Not Yet Applicable

The following Measured Improvement Since Previous Year summary indicates the year-over-year percentage change of each metric. The measures for each year are calculated for the period of performance from April 1, 2021, to March 31. 2022, unless noted with an (*).



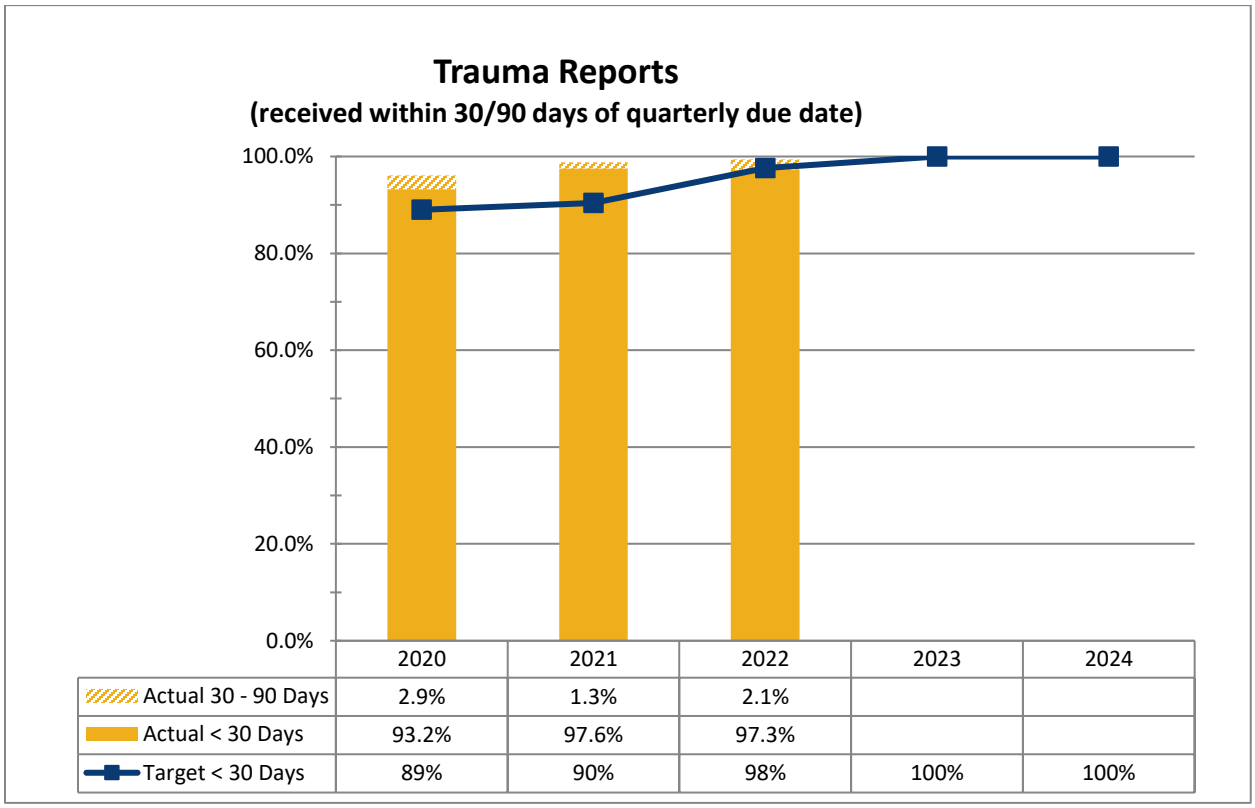
III. Timeliness Measures

A. Injury Surveillance – Trauma Reports Received

Trauma records, a subset of medical records for patients brought into State-certified trauma facilities are utilized at both a state and national level. These records are statutorily required to be submitted to the State quarterly, with a 60-day grace period beyond the quarter due date. While many of the hospitals have historically complied with this mandate, some have had difficulty providing this information in a timely manner.

Negative	*The percentage of trauma reports received within 30 days of the quarterly due date decreased from 97.6% to 97.3% in 2022. This is a 0.2% diminishment.*

During the 2022 period, there were 16,303 Kansas trauma reports submitted. 15,865 of those trauma reports were submitted within 30 days of the quarter due date and 16,206 within the 60-day grace period. However, when looking at trauma reports submitted within the 60-day grace period, the percentage increased from 98.8% to 99.4%.



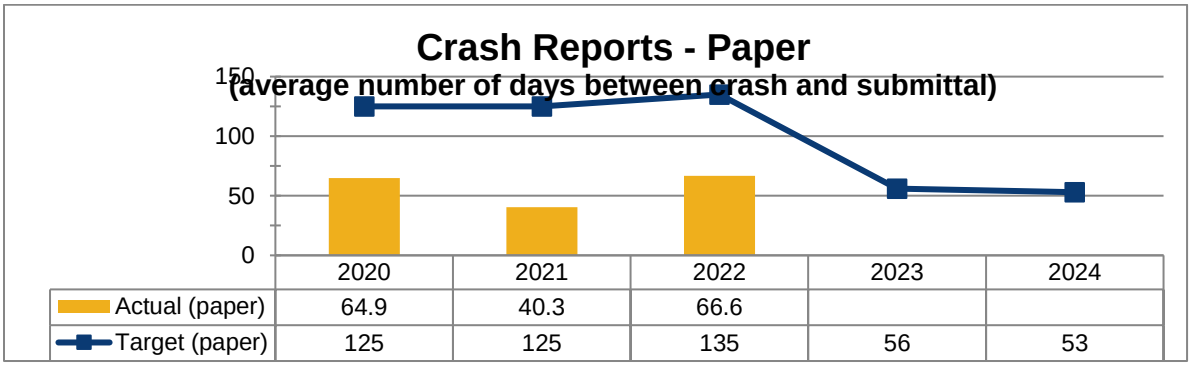
	2020	2021	2022	2023	2024
Actual 30 - 90 Days	2.9%	1.3%	2.1%		
Actual < 30 Days	93.2%	97.6%	97.3%		
Target < 30 Days	89%	90%	98%	100%	100%

B. Crash – Report Submittal

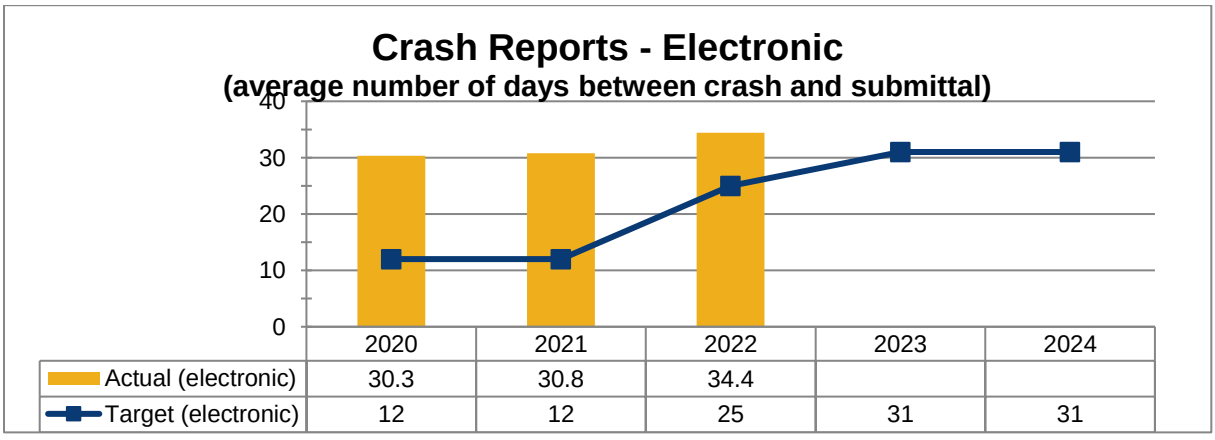
A key factor in collecting accurate crash data is ensuring crash reports are submitted quickly after crashes. The sooner KDOT receives crash reports, the sooner the information can be accepted into the TRS. The Report Submittal measures the average number of days between the crash date and receipt of crash reports by KDOT in a compatible format for processing. Electronic reports are generally submitted more quickly than paper submittals. For example, during the 2021 calendar year, electronic reports averaged 30.8 days while paper reports averaged 40.3 days. As the Kansas Crash Data System (KCDS) is designed and implemented, this measurement of overall timeliness should continue to improve as the rate of electronic submittals increases.

Positive	*Average days from a crash to receipt of paper reports decreased from 64.9 days to 40.3 days in calendar year 2021. This is a 37.9% improvement.*

The data in this graph is based on calendar years; therefore, the 2022 data is incomplete.



The data in this graph is based on calendar years; therefore, the 2022 data is incomplete.



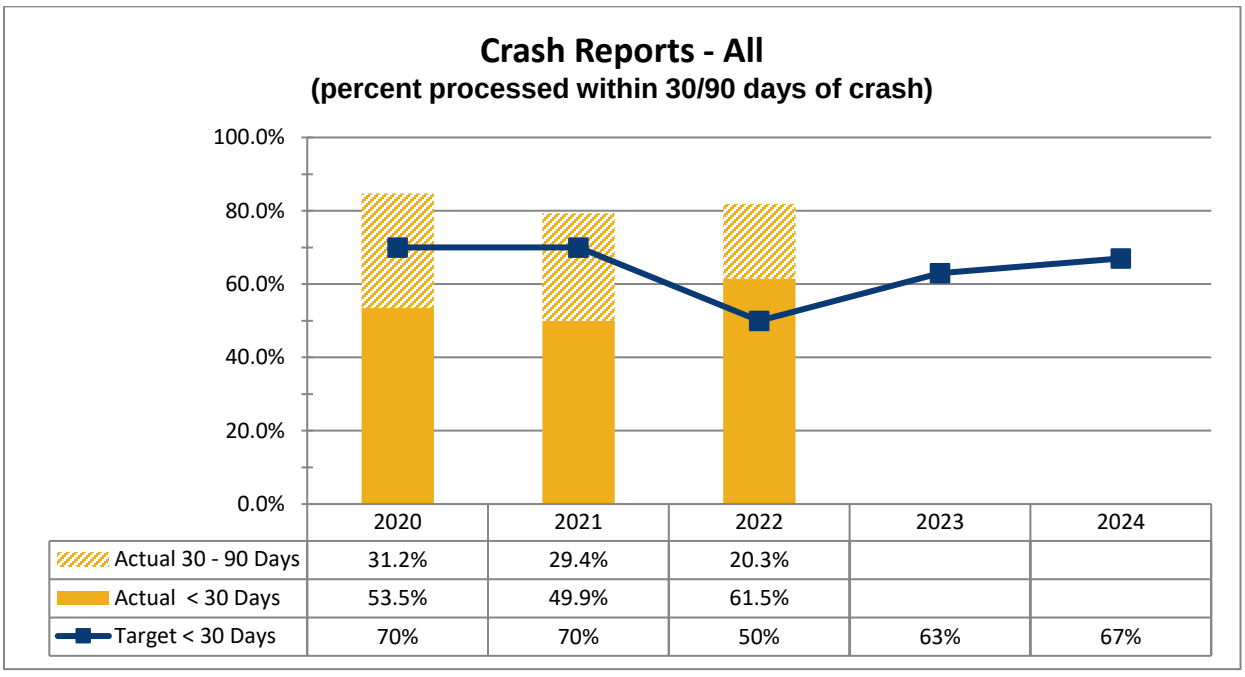
C. Crash - Report Processing

Reducing the average number of days required to report, process, and validate crash report data enables faster analysis of the results of TRCC programs and goals. Kansas expects to improve the timeliness of the reporting and processing of the State reportable motor vehicle crash data.

Negative	*The percentage of crash reports accepted by the system within 30 days of the crash date decreased from 53.5% to 49.9% in calendar year 2021. This is a 6.6% diminishment.*

For this performance measure, report processing refers to the average number of days between the crash date and system acceptance of the crash report data. System acceptance is when the crash report data has been keyed, passed all validation, and has been received and accepted by the TRS. Once there is system acceptance of the crash report data, it is available to Kansas Crash/Accident Records System (KCARS) users for reporting and analysis through Crash Data Processing (CDP). This metric is measured by the percentage of reports that were processed in less than 30 days and less than 90 days after the crash. During calendar year 2021, there was an increase of just over 3,000 total reports processed. Additionally, there was a significant rise in the percentage of reports processed more than 90 days after the crash date, and conversely, a decrease in both the percentage of crash reports in the both the first 30 days and the first 90 days.

The data in this graph is based on calendar years; therefore, the 2022 data is incomplete.



	2020	2021	2022	2023	2024
Actual 30 - 90 Days	31.2%	29.4%	20.3%		
Actual < 30 Days	53.5%	49.9%	61.5%		
Target < 30 Days	70%	70%	50%	63%	67%

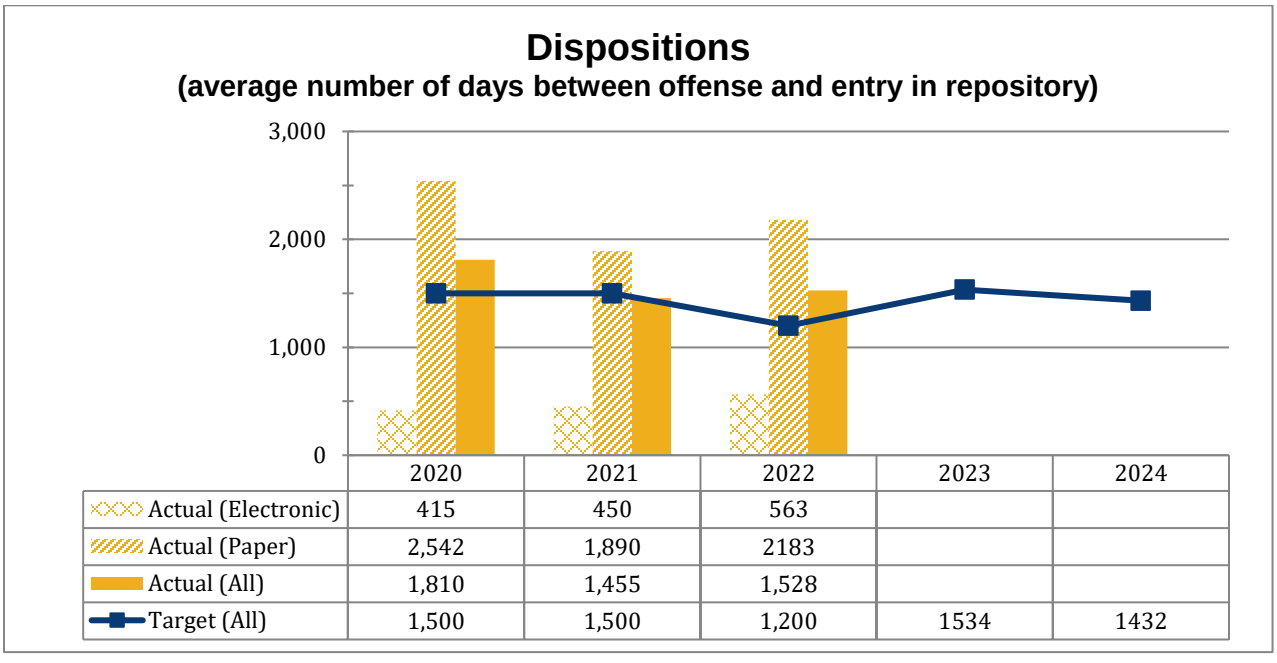
D. Disposition – Data Entry

Timeliness of disposition entry improves their availability as part of criminal history records. Kansas tracks the length of time it takes for dispositions to be entered by the Kansas Bureau of Investigation (KBI) into the criminal history repository after the dispositions are submitted by municipal and district courts and prosecutors. The entry measure is the average number of days from the date of the offense to the date that the disposition is entered. Dispositions are submitted both by paper and electronically, and paper submissions are manually entered by KBI staff while electronic submissions are automatically entered after some data quality processes. (See related measurement V.A. Disposition – Electronic Submittal.)

Negative	*The average number of days to enter dispositions has increased from 1,455 to 1,528. This is a 5% diminishment.*

For the 2022 period, there was an increase in the average number of days to enter dispositions into the criminal history repository for both paper and electronic dispositions. These average number of days were 2,183 and 563, respectively. Additionally, the average number of days for entry into the repository for all submittals (including both paper and electronic) increased by 73 days, or 5%, in 2022.

KBI continues with a backlog entry project that has affected both the number of days to enter and the percentage of paper dispositions entered into the criminal history repository. Kansas expects this trend to continue until the backlog of historical disposition data from prior year cases has been cleared.



	2020	2021	2022	2023	2024
Actual (Electronic)	415	450	563		
Actual (Paper)	2,542	1,890	2183		
Actual (All)	1,810	1,455	1,528		
Target (All)	1,500	1,500	1,200	1534	1432

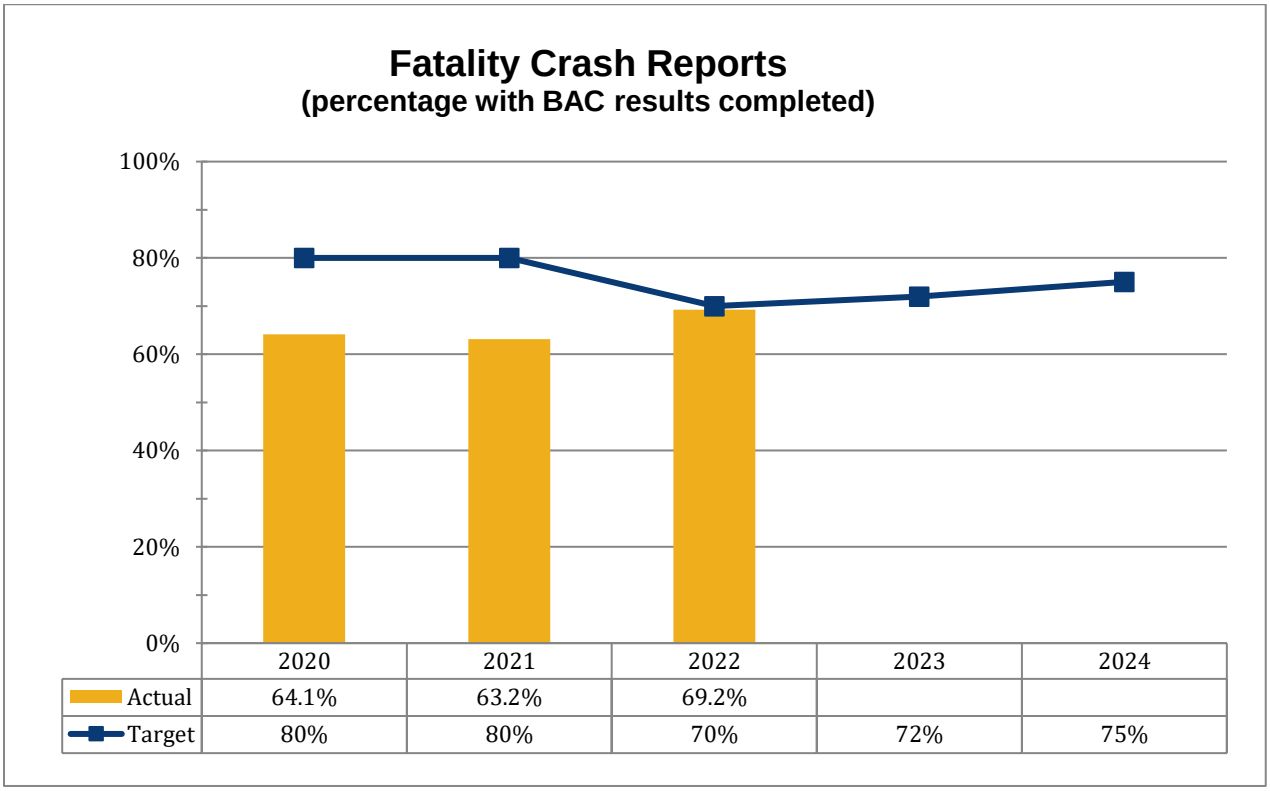
IV. Completeness Measures

A. Crash - Blood Alcohol Content Reporting

Reporting of Blood Alcohol Content (BAC) test results is a required field on the statewide crash reporting form for any crash where impairment by a substance is suspected.

Positive	*The BAC completion rate increased from 63.2% to 69.2% in 2022. This is a 9.6% improvement.*

This Blood Alcohol Content Reporting measure supports the TRCC goal of decreasing the number of blank or unknown BAC fields on State fatality crash reports, which are in turn submitted to the FARS database. Ensuring that crash reports are submitted with complete BAC data (when required) will provide more accurate alcohol-related fatality statistical data for the State of Kansas and other interested parties. For the 2022 period, there were 65 fatality crash reports with an alcohol flag denoting a suspected impairment, and 45 of those contained the completed BAC data. This puts the percentage of fatality reports with complete BAC data in 2022 at 69.2%, which is an increase from 63.2% in 2021.



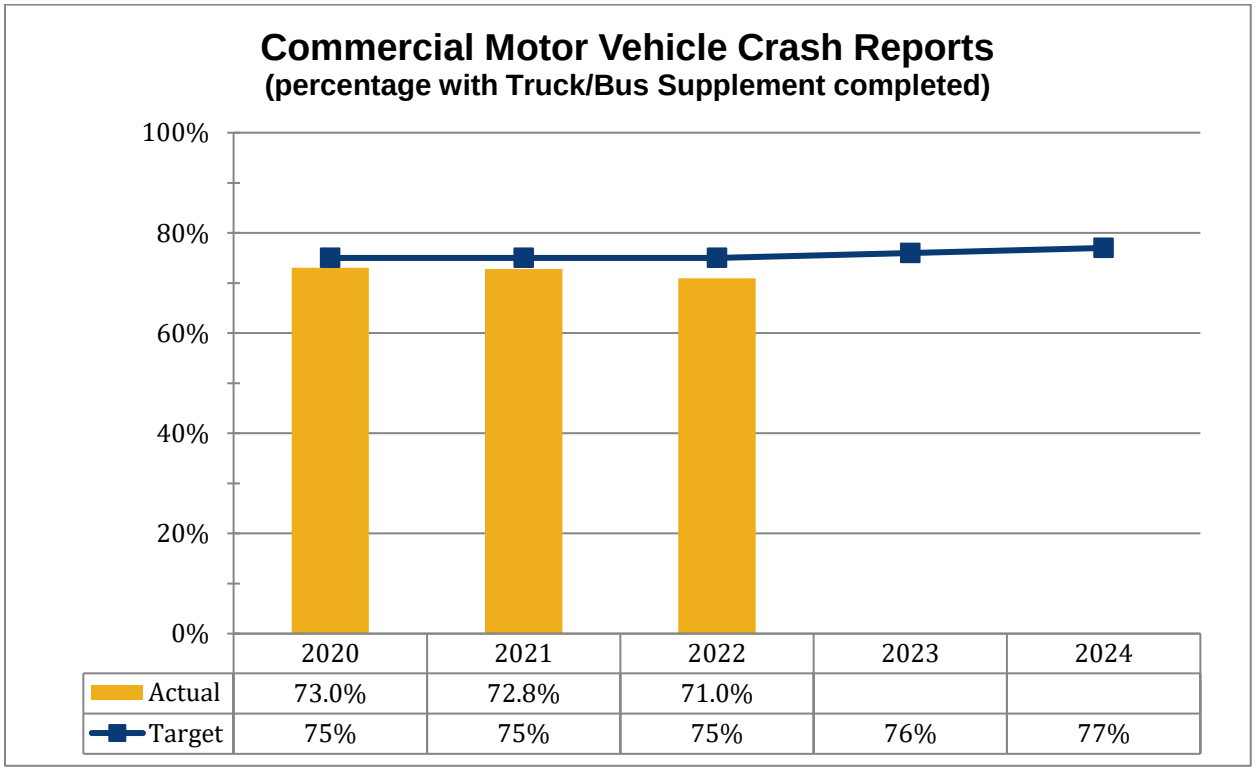
	2020	2021	2022	2023	2024
Actual	64.1%	63.2%	69.2%		
Target	80%	80%	70%	72%	75%

B. Crash - Commercial Motor Vehicle Reporting

Whenever a commercial motor vehicle (CMV) is involved in a crash, officers are required to complete a Truck/Bus Supplement (KDOT Form 852) to the crash report. This additional page of the crash report provides further commercial vehicle details such as number of trailers and cargo being carried at the time of the incident. Kansas hopes to improve the completeness of the CMV crash reports by ensuring that KDOT Form 852 has been completed and submitted for truck crashes.

Negative	*The percentage of reports including Form 852 decreased from 72.8% to 71% in 2022. This is a 2.6% diminishment.*

The total number of truck crashes increased slightly in 2022, from 4,027 to 4,095, and the percentage of reports including KDOT Form 852, decreased to 71%. TRCC keeps this as a priority portion of Kansas's completeness measurement metric.



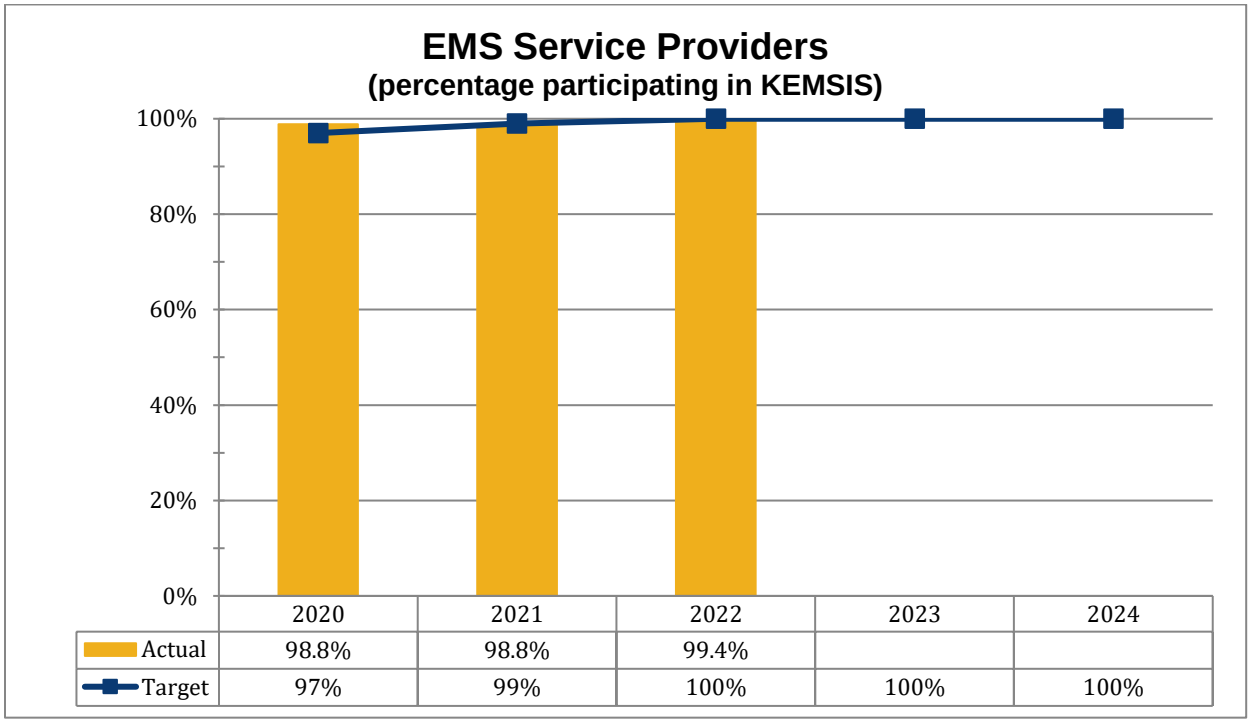
	2020	2021	2022	2023	2024
Actual	73.0%	72.8%	71.0%		
Target	75%	75%	75%	76%	77%

C. EMS - Service Participation

The State continues to target improved participation of Emergency Medical Service (EMS) providers in the statewide EMS repository and measuring improvement in this area. The State is comprised of six (6) EMS Regional Councils and now has 177 EMS services throughout the State. The services work collaboratively with the Kansas Board of EMS (BEMS). As a collective effort to better understand and utilize patient-care information and EMS data, these statewide services submit EMS reports electronically to the Kansas Emergency Medical Services Information System (KEMSIS), the State's EMS repository. (See related measurement IV.D. EMS – Reports Collected.)

Positive	*The percentage of EMS Service Providers participating in KEMSIS increased from 98.8% to 99.4% in 2022. This is a 0.6% improvement.*

Currently, 176 EMS service providers participated in the KEMSIS program. This represents 99.4% of the 177 EMS service providers across the State.



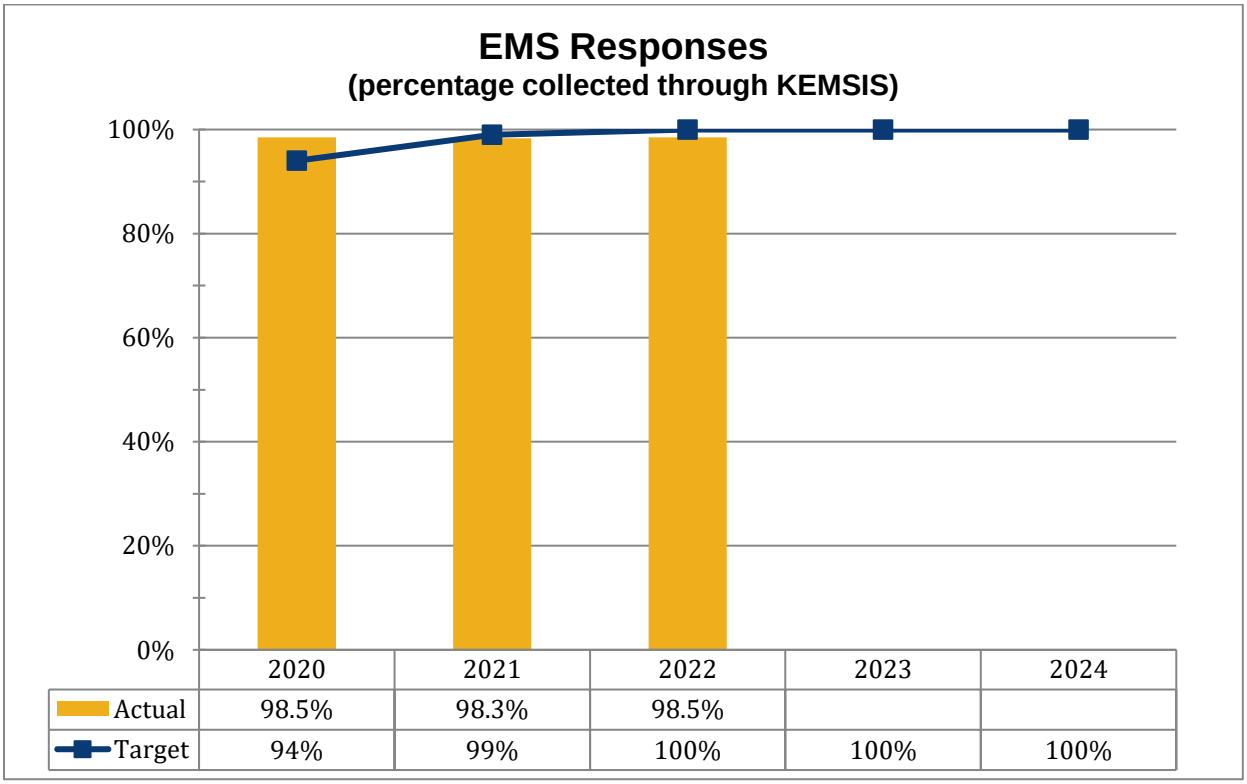
	2020	2021	2022	2023	2024
Actual	98.8%	98.8%	99.4%		
Target	97%	99%	100%	100%	100%

D. EMS – Reports Collected

In an effort to better understand and utilize patient-care information and EMS data, EMS reports are being collected electronically across six (6) regions from 1767 EMS service providers that are participating in the KEMSIS program. After careful consideration, it has been determined that a Performance Measure for annual number of EMS reports collected through KEMSIS in comparison with the number of total EMS service responses completed annually would be an accurate reflection of the State's progress towards achieving its desired goals and objectives for improved EMS data capture. (See related measurement IV.C. EMS – Service Participation)

Positive	*The percentage of EMS Responses collected through KEMSIS increased from 98.3% to 98.5% in 2022. This is a 0.2% improvement.*

In 2022, approximately 413,000 EMS service responses were completed. Of those, 406,764 were collected through KEMSIS. This accounts for 98.5% of all EMS service responses.



	2020	2021	2022	2023	2024
Actual	98.5%	98.3%	98.5%		
Target	94%	99%	100%	100%	100%

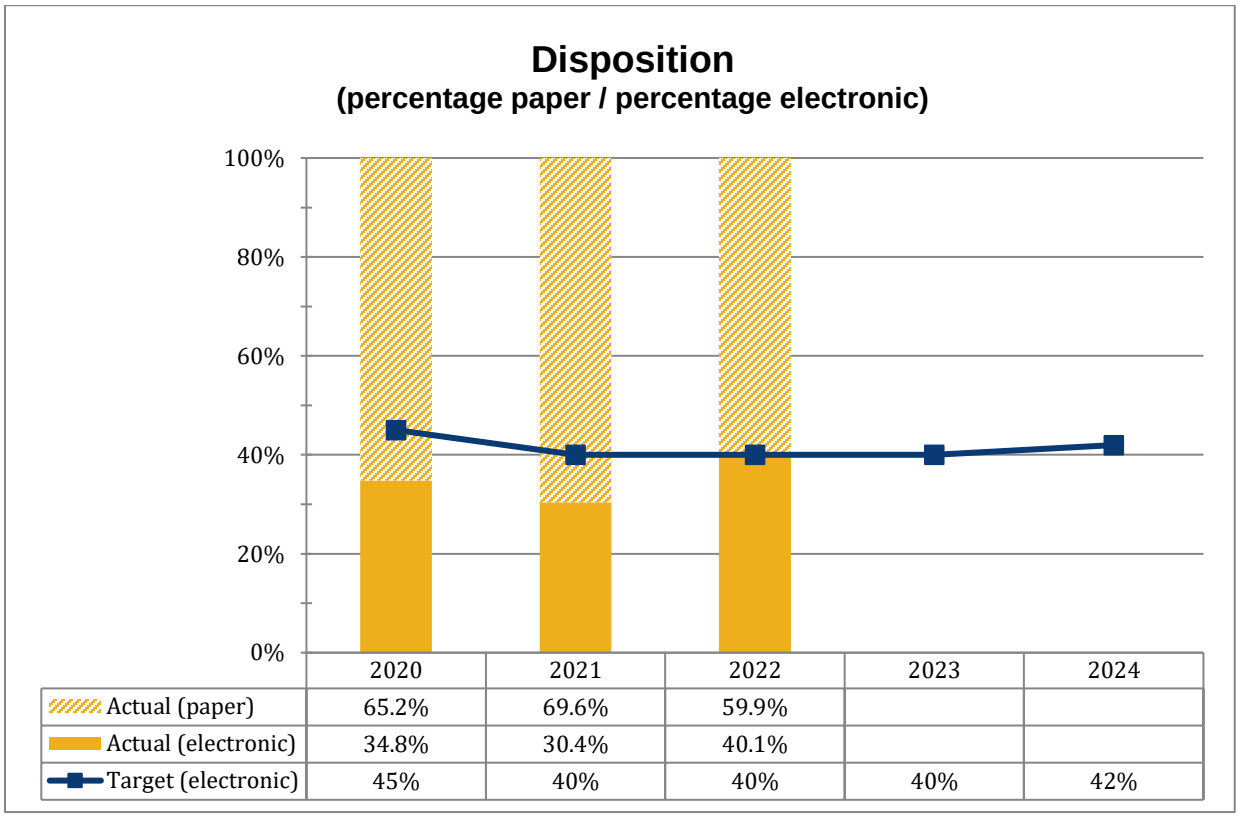
V. Integration Measures

A. Disposition – Electronic Submittal

TRCC's e-disposition effort was deployed in 2014 to allow municipal and district courts and prosecutors to submit dispositions electronically. Electronic submission reduces the potential for manual data entry errors and reduces the level of effort associated with manual entry. In addition, electronic disposition submittal significantly reduces the length of time from offense to entry in the criminal history repository. (See related measurement III.D. Disposition - Data Entry.)

Positive	*The percentage of dispositions entered that were submitted electronically increased from 30.4% to 40.1% in 2022. This is a 24.1% improvement.*

For the 2022 period, the total number of electronic dispositions entered increased by 9,686 records, from 40,693 to 50,379, while the total number of dispositions (including paper and electronic) decreased. Due to the combination of these changes, the percentage of electronic dispositions entered increased from 30.4% to 40.1%.



	2020	2021	2022	2023	2024
Actual (paper)	65.2%	69.6%	59.9%		
Actual (electronic)	34.8%	30.4%	40.1%		
Target (electronic)	45%	40%	40%	40%	42%

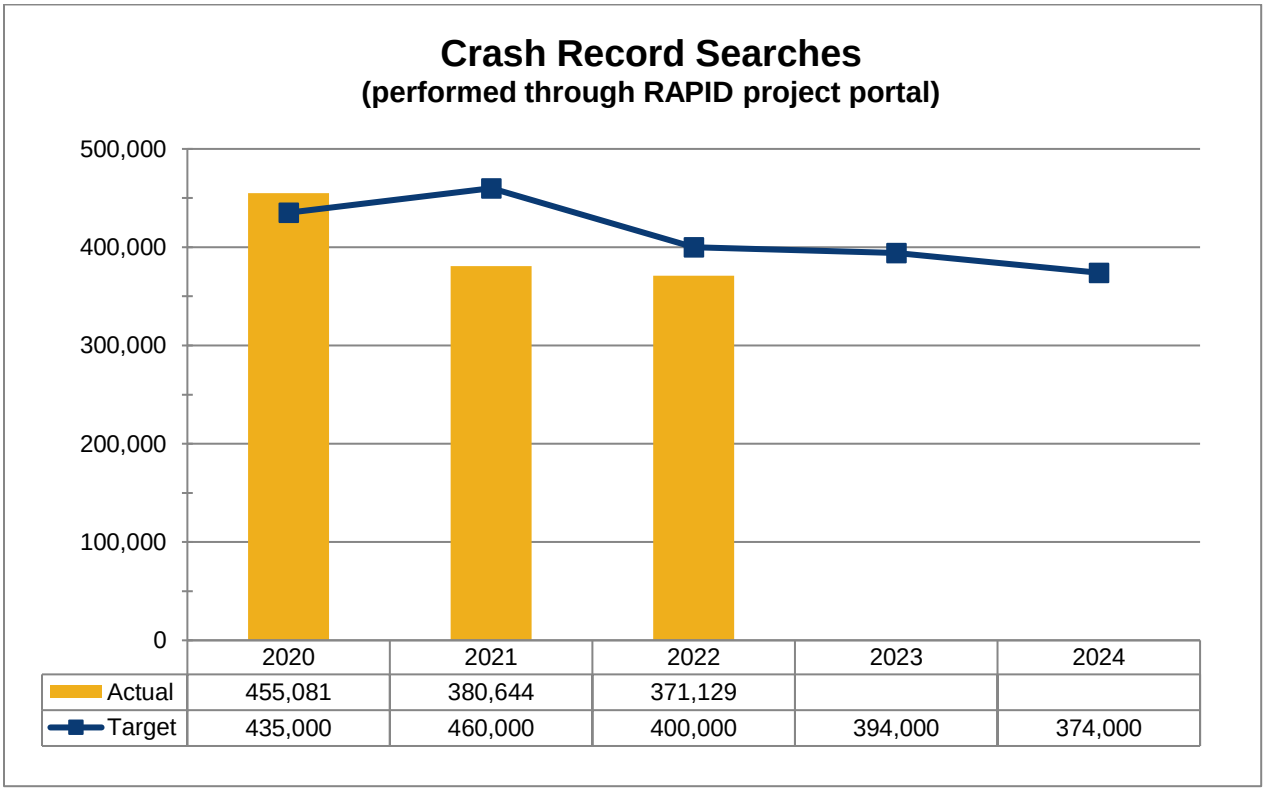
VI. Accessibility Measures

A. Crash – Electronic Searches Performed

For a number of years, the State's crash reports have been preserved as both raw data and document images inside privately accessed systems within KDOT. In August 2010, the TRS project made this rich historical record set available to the traffic safety community through a search function in the Kansas Criminal Justice Information System (KCJIS) portal hosted by the Kansas Bureau of Investigation (KBI). In 2015, the KBI added enhanced crash report query capabilities through its Record and Police Impaired Drivers (RAPID) project portal providing more robust and efficient query functionality. For purposes of this report, both simple and advanced searches are counted in this metric. (See related measurement VI.B. Crash – Electronic Records Retrieved.)

Negative	*The number of electronic searches performed through the RAPID portal decreased by 9,515 in 2022. This is a 2.5% diminishment.*

For the 2022 period, the number of searches within the RAPID portal was 371,129. Compared to the number of searches in 2021, this is a decrease of 2.5%.



	2020	2021	2022	2023	2024
Actual	455,081	380,644	371,129		
Target	435,000	460,000	400,000	394,000	374,000

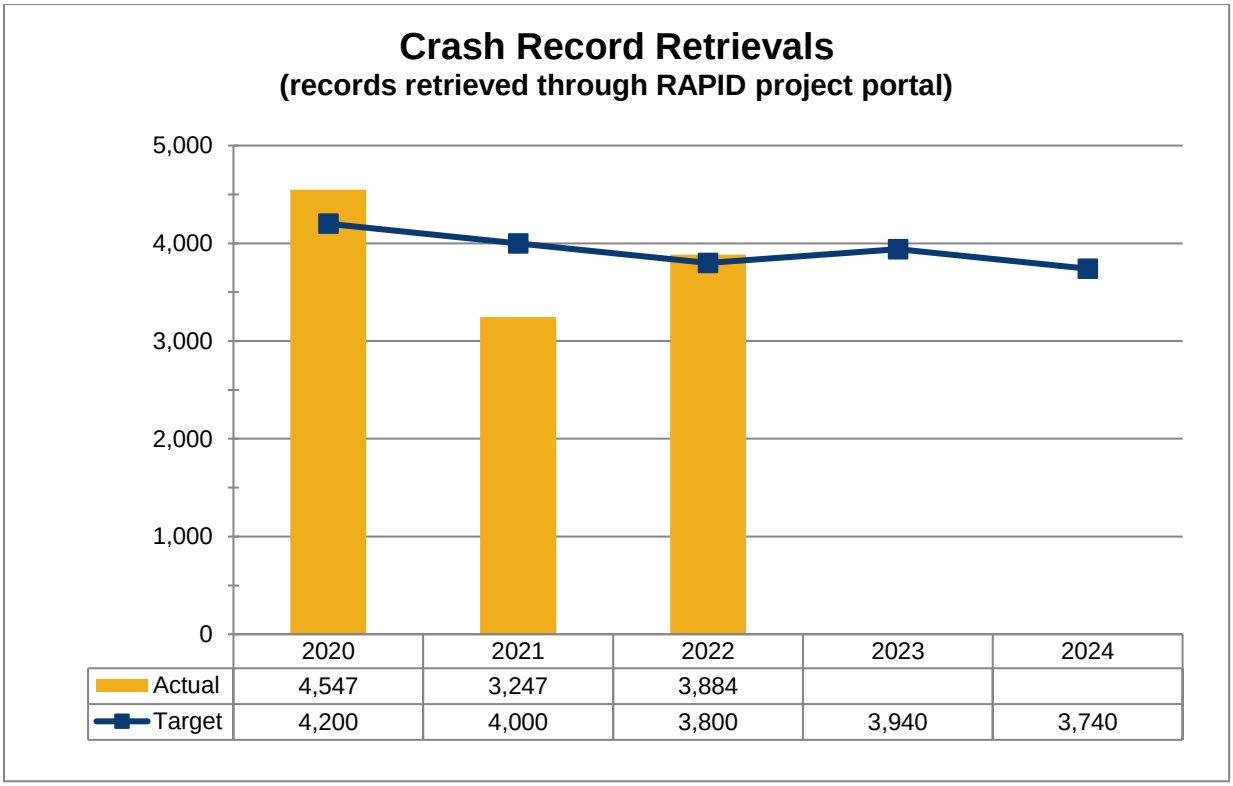
B. Crash – Electronic Records Retrieved

In 2015, the accessibility to crash report data greatly increased through the RAPID project portal. (See related measurement VI.A. Crash – Electronic Searches Performed.)

Positive

The number of electronic searches that retrieved a record through the RAPID portal increased from 3,247 to 3,884 in 2022. This is a 19.6% improvement.

For this Electronic Records Retrieved performance measure, the number of electronic records retrieved provides an effectiveness indicator for enhanced accessibility to crash reports through the RAPID project portal. In 2022, there were 3,884 records retrieved through the RAPID portal. This is an increase of 637 from the number of records retrieved in 2021.



	2020	2021	2022	2023	2024
Actual	4,547	3,247	3,884		
Target	4,200	4,000	3,800	3,940	3,740

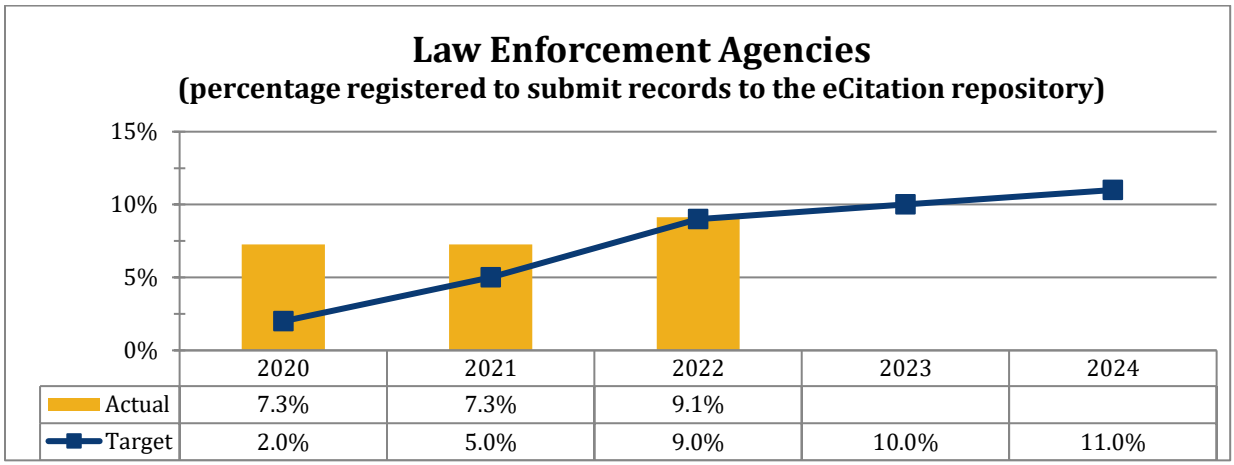
C. E-Citation – Registered Agencies

In fourth quarter 2018, Kansas implemented a statewide e-Citation application. Measuring the percentage of agencies registered to submit citation transactions and the number of dispositions received provides an effectiveness indicator for enhanced accessibility to citation data.

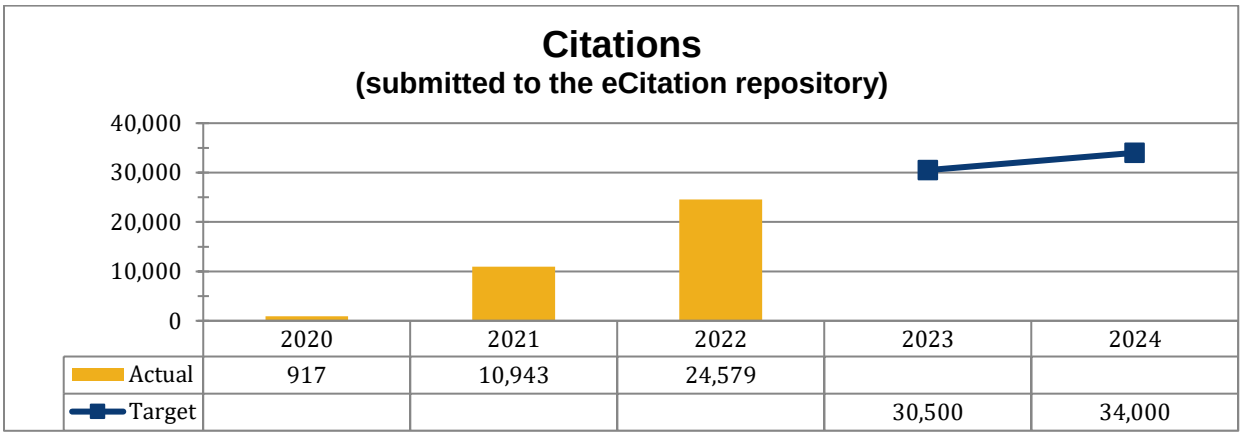
Positive	*The percentage of agencies registered to submit eCitations increased from 7.26% to 9.14% in 2022. This is a 25.9% improvement.*

The e-Citation database allows participating agencies to share and query citation data. During the initial pilot release in 2018, eight agencies entered 53 citations. Huber RMS interface was enabled in first quarter 2019, allowing users of Huber's RMS product to electronically upload citation data directly to the e-Citation database. Comparing 2021 to 2022, shows an increase in both the percentage of agencies registered to submit citation transactions and the number of dispositions received.

As additional vendor interface options are enabled Kansas expects an increase in both the number of agencies registered and the number of citations entered.



	2020	2021	2022	2023	2024
Actual	7.3%	7.3%	9.1%		
Target	2.0%	5.0%	9.0%	10.0%	11.0%



	2020	2021	2022	2023	2024
Actual	917	10,943	24,579		
Target				30,500	34,000