Highway Safety Plan
FY 2020
Kansas

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

S. 405(b) Occupant Protection: Yes

S. 405(e) Distracted Driving: Yes

S. 405(c) State Traffic Safety Information System Improvements: Yes

S. 405(f) Motorcyclist Safety Grants: Yes

S. 405(d) Impaired Driving Countermeasures: Yes

S. 405(g) State Graduated Driver Licensing Incentive: Yes

S. 405(d) Alcohol-Ignition Interlock Law: Yes

S. 405(h) Nonmotorized Safety: No

S. 405(d) 24-7 Sobriety Programs: Yes

S. 1906 Racial Profiling Data Collection: Yes

Highway safety planning process

Data Sources and Processes

Highway Safety Planning Process

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

Data Sources

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

The TSS is also actively involved in several Emphasis Area Teams that support the Kansas Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. This collaboration between the HSP and SHSP has led to similar strategies outlined in both plans. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include, KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles (DMV), 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 Kansas Department of Motor Vehicles to develop problem identification, strategies and allocate

resources.

FARS

The State of Kansas utilizes the core performance measures outlined in "Traffic Safety Performance Measures for States and Federal Agencies" (DOT HS 811 025), as developed by NHTSA and GHSA. The FARS database provides ten of the twelve performance measures. These performance measures are not only used to address problem areas, but to gauge recent success or need for improvement at the statewide level.

KCARS

The state of Kansas, Department of Transportation, compiles crash reports submitted by law enforcement that meet or exceed the minimum standards of:

Crash occurred on public roadway

Crash involved at least one motor vehicle

Crash had at least one fatality, injury or property damage exceeding $1,000

The state receives around 60,000 crash reports annually. This extensive database allows KDOT to target problem areas by gender, age of driver, BAC levels, contributing circumstances, time of day, crash type, crash severity, city or by county. This database also contains one of the twelve mandated performance measures, number of serious injuries and our Kansas Specific Performance Measure, distracted driving crashes.

A brief sampling of other data segments available in KCARS include: teen crashes by location and statewide, teen crashes by age by location or statewide, unbelted drivers and passengers by location and statewide, roadway departure crashes by location or statewide, roll-over crashes by location or statewide and motorcycle crashes by location or statewide.

The FAST act also requires states to target efforts centered on unsecured load crashes and fatalities. The following tables shows the previous five years of this data, projections and target number. The state will work with law enforcement on addressing this issue.

Drowsy driving has also been identified as a contributing circumstance to crashes. The following tables shows the previous five years of crash and fatality data. The KDOT crash report tracks this issue under the terms "Fell Asleep or Fatigued." The TSS will work with law enforcement on addressing this issue. Additionally, this issue will be addressed in our annual perception survey designed to get feedback from the citizens in the state on many of the issues surrounding traffic safety.

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

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

Vehicle Miles Traveled and Traffic Counts

KDOT maintains vehicle miles traveled charts and figures as well as traffic counts for a great majority of public

roads in the state. This is another data source available to the TSS that can be utilized to assist in developing problem identification, identifying resources and allocating funding.

Direct Observational Occupant Protection Surveys

As required, the state of Kansas annually performs a statewide observational survey to gauge seat belt use for adults. Additionally, we perform an observational survey for children. The adult survey is conducted in 26 counties and not only tracks belt use, but gender of front seat occupants, vehicle type and driver distractions. The 2018 study measured more than 56,000 vehicles and more than 71,000 front seat occupants. Beyond the core statewide observational survey number, the adult survey tells us that females are more likely to buckle up than males and pickup truck drivers are the most likely to not be buckled.

Excerpts from the 2018 Adult Study are:

Trucks, which account for about one in five vehicles observed, produce a substantially lower belt use rate (77%) than other vehicles (90%-91%), and male truck drivers are the lowest single category of belt users (76%). Rural counties tend to produce a lower belt use rate than urban counties. And, finally, the more "local" the trip, the less likely occupants are to be buckled up.

Among all drivers, about 4% were observed using a cell phone, about 2% are texting, dialing, or are otherwise looking at a cell phone while driving, and about 3% are displaying other forms of distracted driving, including eating, looking for something, adjusting the sound system, etc. About 90% of drivers displayed no distraction while observed. Even among the younger drivers – the most distracted group, about 87% of drivers display no distraction.

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

As previously mentioned, Kansas also conducts a child observational survey. This survey is broken down into four age groups, 0-4, 5-9, 10-14 and 15-17. Beyond belt use of the child, the survey also gathers driver gender, vehicle type, driver distraction and restraint type. The 2018 survey captured nearly 33,000 children in 20 diversified counties. Excerpts from the 2018 child survey are:

Children are much more likely to be buckled up if the driver is also belted. If the driver is belted, about 97% of the children are also belted. If the driver is not belted, only about 29% of the observed children were also belted. This may be the most important finding in the study.

The state-wide estimate of belt use among Kansas children (0-17) as observed in 2017-2018 is about 90%. The 0-4 age group is buckled up at the highest rate, about 98%, followed by the 5-9 age group, with about 88% belt use rate. Among 10-14 year olds, about 86% were observed to be buckled up. And the 15-17 year olds were buckled up in about 85% of the observed cases.

Court Data

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

Department of Motor Vehicles

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

Processes Participants

Highway Safety Participants

Interaction with diversified groups of professionals and teams throughout the planning process leads to increased traffic safety awareness around the state and leads to new and innovative ideas geared toward saving lives. Periodically, the TSS staff will meet to discuss new ideas, determine if the idea is part of a proven countermeasure, assess resources and collaboratively, decide as to whether or not to implement. Below are some examples of the constant interaction with other traffic safety professionals.

Annually, the TSS conducts recruitment lunches around the state. The recruitment lunches are designed to engage law enforcement and other safety advocates on upcoming mobilizations and other traffic safety initiatives. These meetings also give the TSS an opportunity to engage local law enforcement and other safety advocates about potential traffic safety problems and or solutions.

Every year, KDOT hosts the Kansas Transportation Safety Conference. This conference attracts more than 300 professionals and over 50 teens and sponsors. The conference has four emphasis area tracks: Youth, Law Enforcement, Roadway Safety and Injury Control. While participants will gain a better understanding on current programs, new and innovative solutions, it also provides an opportunity to discuss problems and new ideas. This conference will continue in 2020.

Beginning in FFY 18, KDOT hosted a Teen Traffic Safety Conference. The conference attracted 150 teens and an additional 50 teen sponsors. Belt use, underage drinking, impaired driving and distractions were the central topics of discussion. This conference will continue in 2020.

The TSS is also actively involved in several Emphasis Area Teams that support the Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the SHSO is leading the Occupant Protection, Impaired Driving and Older Driver teams. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, AAA of Kansas, MADD Kansas and the Mid-America Regional Council. The outcome from the coordination of these plans has led to increased awareness of behavioral safety issues and a general collaborative effort in the state.

Monthly, SHSO staff, the KDOT Strategic Highway Safety Plan owner, law enforcement liaisons, the Kansas Traffic Safety Resource Office, the Kansas Traffic Safety Resource Prosecutor, the Traffic Safety media contractor, NHTSA and other safety advocates meet to discuss upcoming activities, potential problem identification and possible solutions to problems.

Description of Highway Safety Problems

Performance Measures and Targets

Developing performance measures and targets is done collaboratively by the TSS staff and Strategic Highway Safety Plan staff. Armed with the most current data, this group meets to examine the core performance measures and evaluate progress towards the goals established in the most recent Highway Safety Plan. Additionally, as a group, we decide upon targets/goals for the upcoming Highway Safety Plan and ensure these targets are in-line with current goals/targets in the SHSP and Highway Safety Improvement Plan (HSIP). The group has focused on developing goals based upon historical data from the data sources listed above, trend-lines

of established performance measures, ensuring goals are realistic, achievable and resources are available.

Methods for Project Selection

Project Selection

Once the group has settled on performance measures and targets, project selection comes next. Project site selection supports the priority emphasis areas identified in the problem identification. The ranking of priority problem areas in the state, similar to the Highway Safety Strategies and Projects section of the plan coupled with the crash database and other relevant data sources, leads the traffic safety staff to begin formulating a program to address the specific issue. The next step involves engaging the local partner or entity that is best equipped to positively impact the specific countermeasure that is being addressed. Traffic safety staff will then work with the partner on a grant that will define the project, establish performance measures and mutually agree on the outcomes of the project. Another way project selection can occur is through solicitation from local entities or advocacy groups. After the solicitation is received in the traffic safety office, the office will review the proposal, reference available data sources targeting problem identification, to determine if it provides support to reach the ultimate goal of reducing death and injury on Kansas roads. The next step involves input about the project from the traffic safety office staff and other traffic safety advocates including our law enforcement liaisons, our resource prosecutors and the KTSRO. Once the project is deemed appropriate of grant funding, a traffic safety staff person will work with the vendor to formulate the grant. This process forms the basis of the primary criterion for project site selection. Whichever method is used, the SHSO has worked with established resources/contractors on implementing a program that mirrors a solution listed in the most recent "Countermeasures that Work" book.

Prior to award, each entity will receive a Risk Assessment. The Risk Assessment will at a minimum, address the following issues: financial stability, quality of management systems, history of performance, reporting timeliness, percent of grant funds expended, reports and findings from audits, ability to conform to statutory requirements, disbarment or suspension. Through the contract period, the SHSO constantly monitors grantee performance as well as timeliness and completeness of financial documents and is able to provide feedback to current grantees as needed.

List of Information and Data Sources

Data Sources used for problem identification are list above and include FARS, KCARS, vehicle miles traveled, direct observation surveys, court data and the Department of Motor vehicles.

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

	2013	2014	2015	2016	2017	2018	2019	2020

Fatalities –Problems with or loss of Cargo	1	2	1	4	3			
Projections						4	5	5
Target								4

Description of Outcomes

Strategic Highway Safety Plan and Highway Safety Plan Coordination

The state of Kansas is fortunate in that the SHSP and HSP administrators are in the same Bureau inside of the KDOT Bureau of Transportation Safety and Technology. Calculations of the four common performance targets used the five-year moving average data to plan programs, establish goals and track progress. Both plans rely heavily on the same data sources to establish strategies and goals. These data sources include, but are not limited to: FARS, the statewide crash database, court data and observational surveys. Both plans are similar in that fatalities, urban and rural fatalities, impaired driving, seat belt use, teen driver fatalities, motorcycles and pedestrians are used as performance measures and are used when developing Emphasis Area Teams. The four identified performance measures – fatalities, fatality rate, serious injuries and serious injury rate – have the same definition and goals.

Performance Plan

2019 Performance Measures

The state of Kansas is using 2013 – 2017 FARS and the state crash database to establish baseline and goals for the 2020 Highway Safety Plan. Additionally, we are using the 2018 statewide observational survey information to establish a baseline and establish the 2020 targets. The SHSP and HSP common measures are utilizing a five-year moving average to calculate baseline and projections. All other measures defined in the HSP will use actual number for the same baseline period as referenced above. Each performance measure identifies the current trend, projections and goal. A percentage increase, decrease or no change in projection was determined on each goal. Factors leading to the anticipated increase or decrease include, but are not limited to: recent history, timeframe of enactment of legislation, is it realistic, is it achievable, is it attainable and available resources. The Core Performance Measures were utilized throughout the HSP program areas to identify problem areas, establish proven countermeasures and gauge progress towards goals.

HSP and HSIP Targets

In coordination with the state of Kansas FHWA HSIP annual report and in coordination with the state of Kansas SHSP, the targets for fatalities, fatality rate and serious injuries are identical to the HSP targets.

Performance Report

FFY 19 Kansas Performance Measures, Goals and Performance Report				
		Core Outcome Measures	2012-16 Baseline*	2017 Actual

2019 HSP Target	C-1	Number of Traffic Fatalities (FARS)	385	461
389	C-2	Number of Serious Injuries (KCARS)	1,312	1,027
980		Serious Injury Rate per 100 million VMT (KCARS)	4.247	3.118
3.000	C-3	Fatalities/VMT (FARS/FHWA)	1.24	1.43
1.20		Rural Fatalities per 100 million VMT (FARS/FHWA)	1.956	2.061
1.751		Urban Fatalities per 100 million VMT (FARS/FHWA)	.572	.84
.555	C-4	Number of unrestrained fatalities all positions (FARS)	150	169
123	C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	94	102
79	C-6	Number of speeding fatalities (FARS)	106	104
113	C-7	Number of motorcyclist fatalities (FARS)	52	56
53	C-8	Number of un-helmeted motorcyclist fatalities (FARS)	30	32
28	C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	55	54
47	C-10	Number of pedestrian fatalities (FARS)	41	33
41	C-11	Number of bicycle fatalities (FARS)	5	5

1		Core Behavior Measure		
	B-1	Observed seat belt use (FFY 18 State Survey)	82	84
88		FFY 18 Activity Measures		
	A-1	Number of seat belt citations issued during grant-funded activities	17,883	
	A-2	Number of impaired driving arrests made during grant-funded enforcement activities	666	
	A-3	Number of speeding citations issued during grant-funded enforcement activities	7,263	
		Kansas Specific Measures		
		Distracted Driving Crashes (KCARS)	17,497	16,225

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	411
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	907
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.25

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Annual	2020	2020	170
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Annual	2020	2020	97
6	C-6) Number of speeding-related fatalities (FARS)	Annual	2020	2020	103
7	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	69
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	41
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Annual	2020	2020	54
10	C-10) Number of pedestrian fatalities (FARS)	Annual	2020	2020	45
11	C-11) Number of bicyclists fatalities (FARS)	Annual	2020	2020	2

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Annual	2020	2020	86
13	Distracted Driving Crashes	Annual	2020	2020	17,173

Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	411	5 Year	2016

Performance Target Justification

Number of Fatalities: The 2020 five-year moving average projection based upon the trend line indicates 411 fatalities. A flat projection would derive our goal of 411 fatalities in 2020. Based upon recent history, the trend line of the target, the flat projection is realistic and attainable. The 2020 HSP and 2020 HSIP five-year moving average targets are equal.
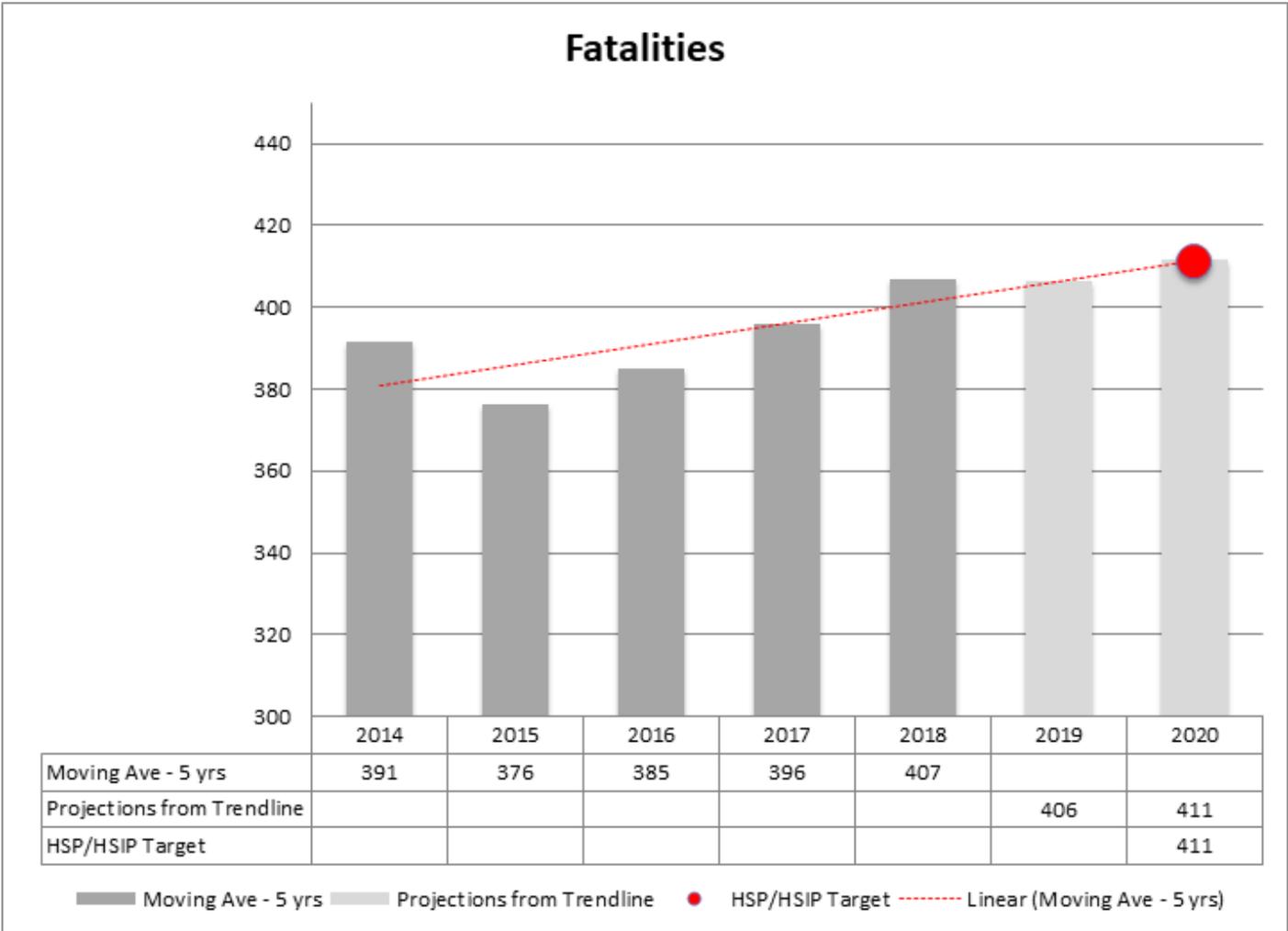
Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	907	5 Year	2020

Performance Target Justification

Goal Statement: Serious Injury Rate: The 2020 five-year moving average projection based upon the trend line indicates 2.77 serious injury rate per 100 million VMT. A one percent reduction in this projection would lead to our goal of 2.75 serious injury rate per 100 million VMT in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable. The 2020 HSP and 2020 HSIP five-year moving average targets are equal. The data in this table reflect serious injuries as defined by the NHTSA/FHWA conversion table. In Kansas, that equates to the number of disabling injuries as recorded in our state crash database.
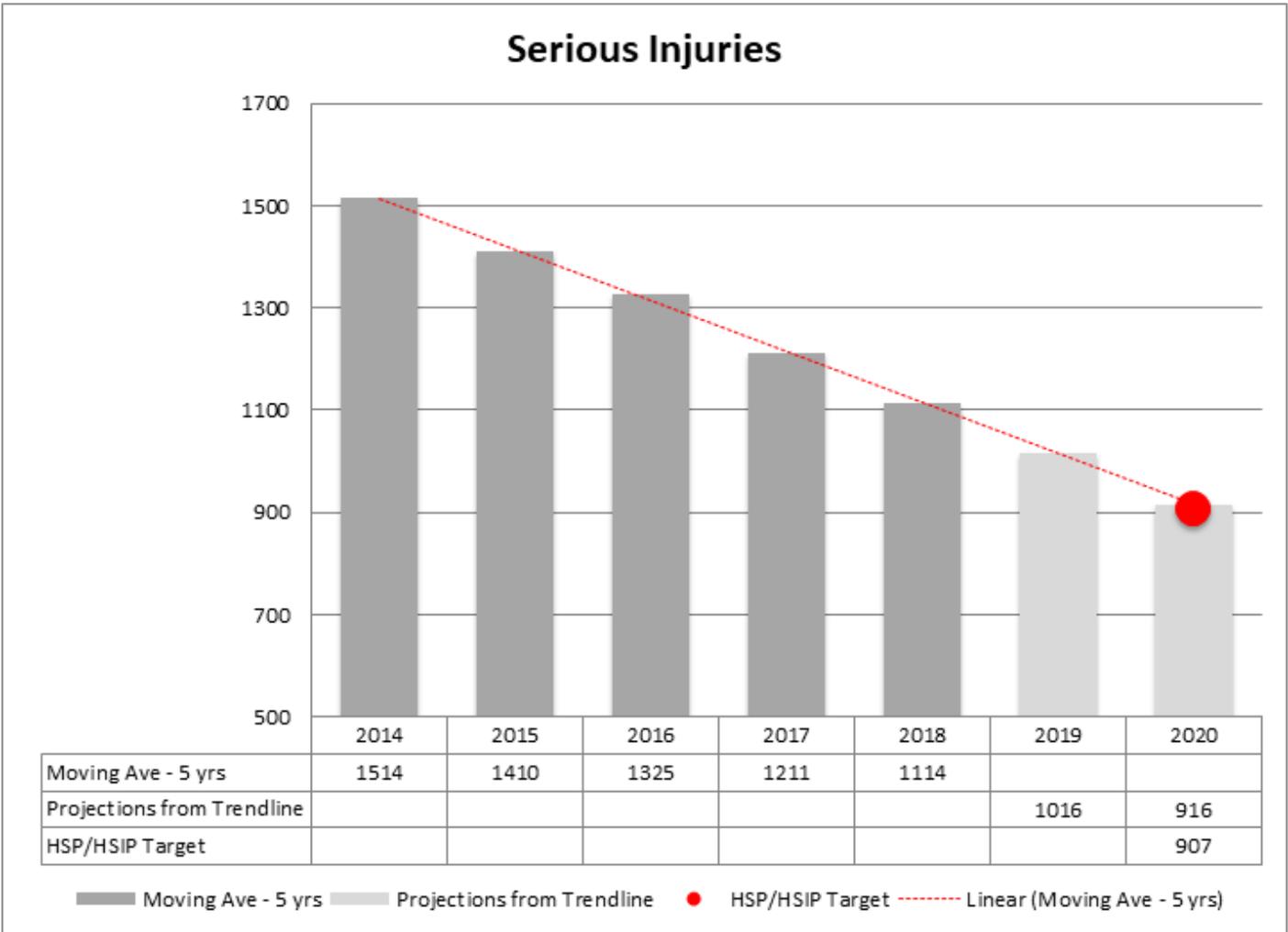
Fatalities

	2014	2015	2016	2017	2018	2019	2020
Moving Ave - 5 yrs	391	376	385	396	407		
Projections from Trendline						406	411
HSP/HSIP Target							411

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

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.25	5 Year	2016

Performance Target Justification

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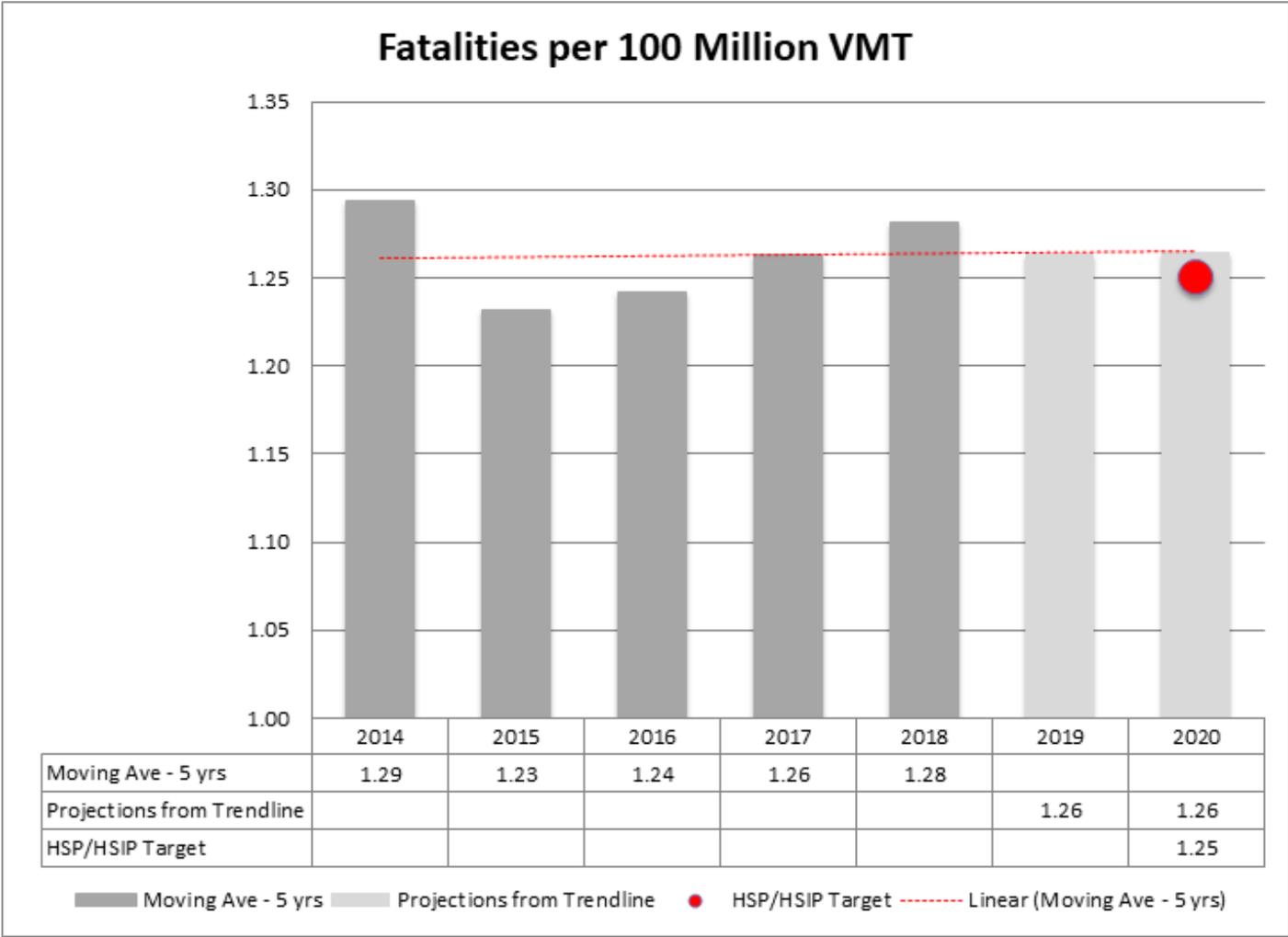
Serious Injuries

	2014	2015	2016	2017	2018	2019	2020
Moving Ave - 5 yrs	1514	1410	1325	1211	1114		
Projections from Trendline						1016	916
HSP/HSIP Target							907

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

Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	170	Annual	2020

Performance Target Justification

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

Fatalities per 100 Million VMT

	2014	2015	2016	2017	2018	2019	2020
Moving Ave - 5 yrs	1.29	1.23	1.24	1.26	1.28		
Projections from Trendline						1.26	1.26
HSP/HSIP Target							1.25

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

Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)
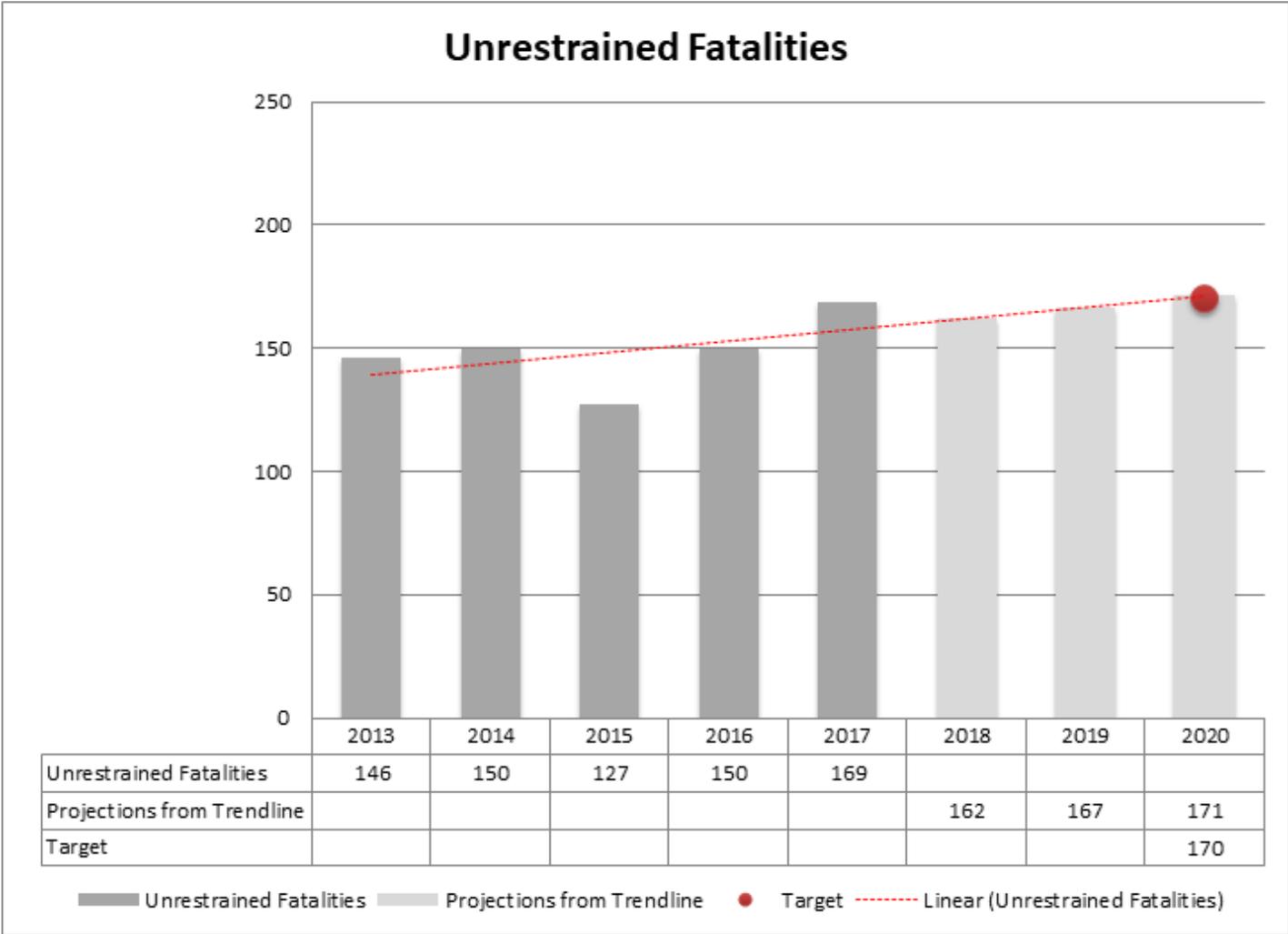
Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	97	Annual	2020

Performance Target Justification

Goal Statement

Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above: The 2020 five-year average projection based upon the trend line indicates 98 fatalities with a BAC of .08 or above. A one percent reduction in this

Unrestrained Fatalities

	2013	2014	2015	2016	2017	2018	2019	2020
Unrestrained Fatalities	146	150	127	150	169			
Projections from Trendline						162	167	171
Target								170

Unrestrained Fatalities ▪ Projections from Trendline ● Target ------ Linear (Unrestrained Fatalities)

projection would derive our goal of 97 fatalities with a BAC of .08 or above in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.
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## Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	103	Annual	2020

Performance Target Justification

Goal Statement: Number of Speeding Fatalities: The 2020 five-year average projection based upon the trend line indicates 104 speeding fatalities in 2020. A one percent reduction in this projection would derive our goal of 103 speeding fatalities in 2020. Based upon recent history, the trend line of the target, the one percent reduction goal is realistic and attainable.
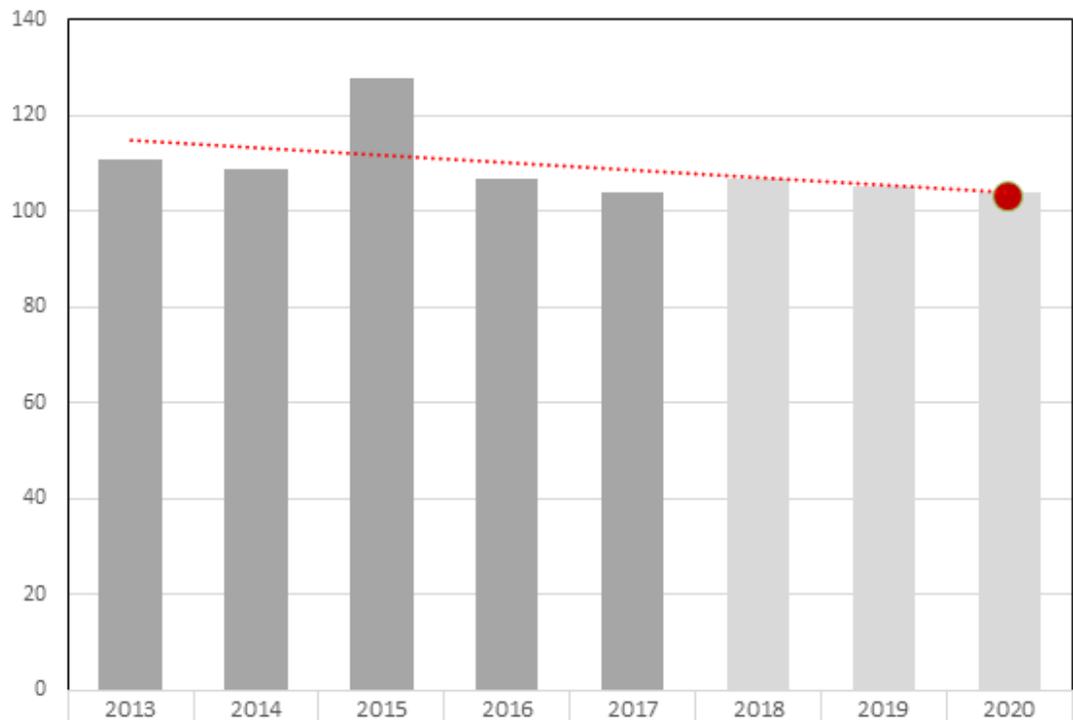
Fatalities with BAC at or above .08
Auto and Motorcycle
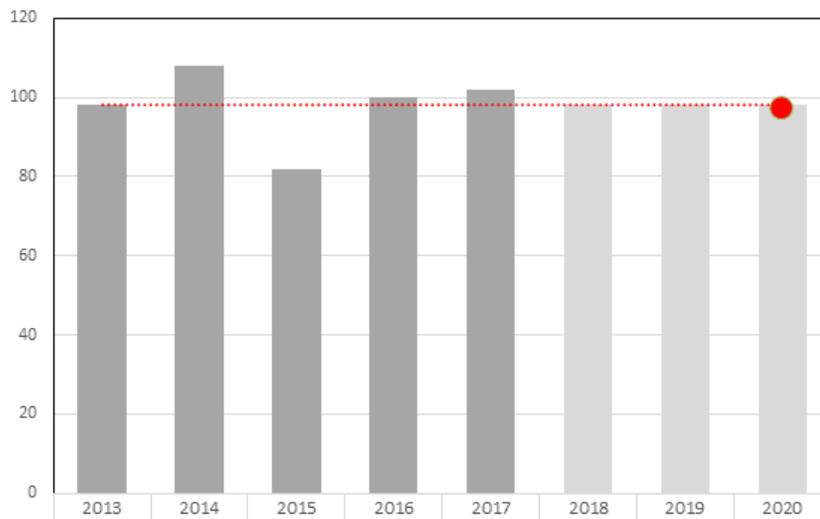
	2013	2014	2015	2016	2017	2018	2019	2020
Fat, BAC GE .08	98	108	82	100	102			
Projections from Trendline						98	98	98
Target								97

Legend: Fat, BAC GE .08 — Projections from Trendline — Target — Linear (Fat, BAC GE .08)

Speeding Fatalities

	2013	2014	2015	2016	2017	2018	2019	2020
# Speeding Fatalities	111	109	128	107	104			
Projections from Trendline						107	105	104
Target								103

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

Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	69	Annual	2020

Performance Target Justification

Click or tap here to enter text.

Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	41	Annual	2020

Performance Target Justification

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

## Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	54	Annual	2020

Performance Target Justification

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

Unhelmeted Motorcycle Fatalities
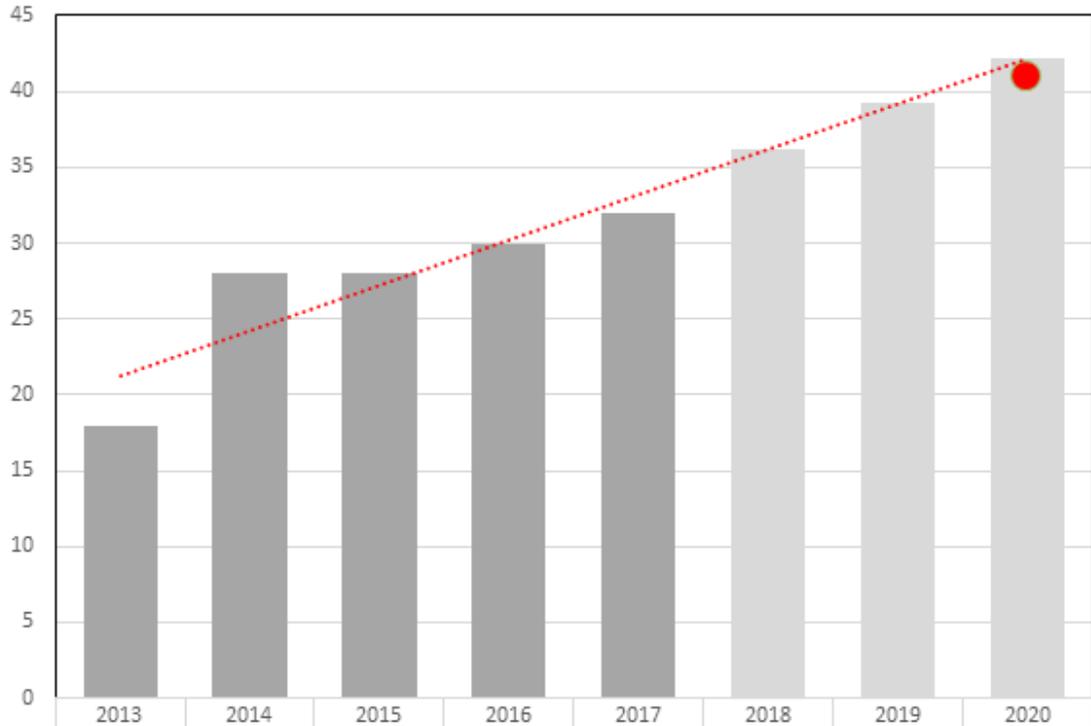
	2013	2014	2015	2016	2017	2018	2019	2020
■ Unhelmeted MC Fatalities	18	28	28	30	32			
■ Projections from Trendline						36	39	42
● Target								41

Legend: ▬ Unhelmeted MC Fatalities   ▬ Projections from Trendline   ● Target   ········ Linear (Unhelmeted MC Fatalities)
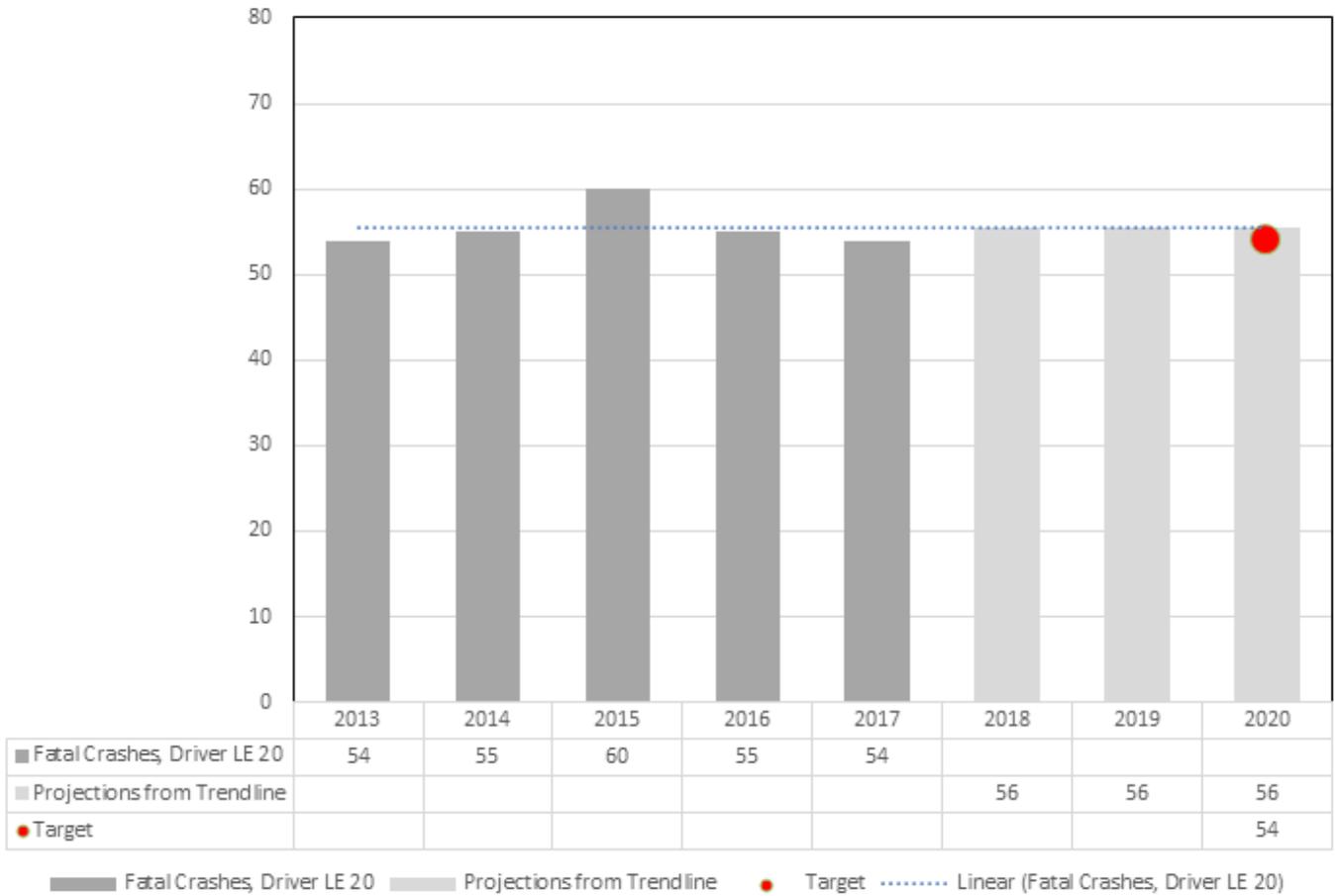
Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	45	Annual	2020

Performance Target Justification

Goal Statement Pedestrian Fatalities: The 2020 annual projection based upon the trend line indicates 46 pedestrian fatalities. A three percent reduction in this projection would equal our goal of 45 pedestrian fatalities in 2020. Based upon recent history, and relatively small number of pedestrian fatalities, a three percent reduction goal is realistic and attainable.
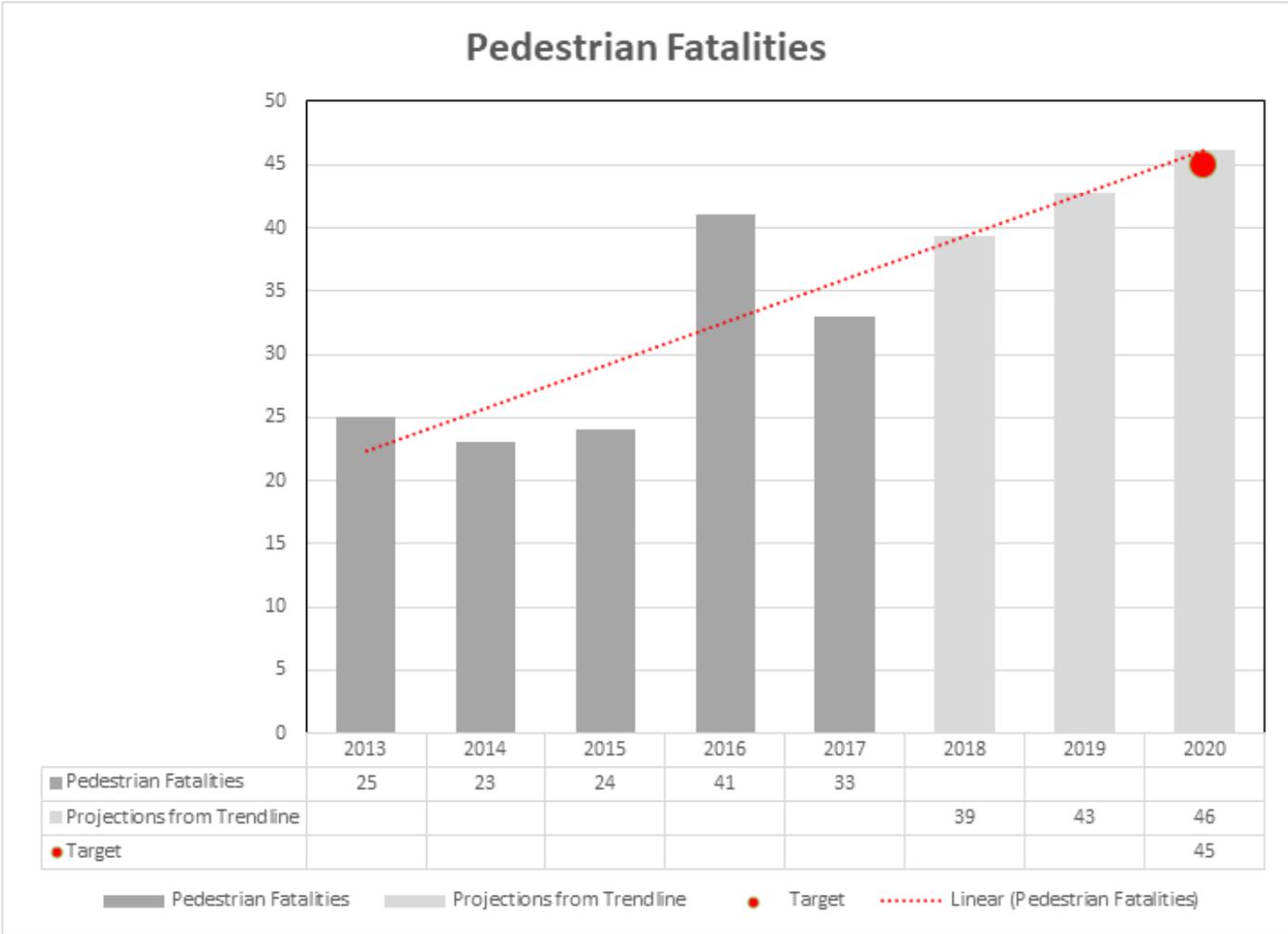
Fatal Crashes - Driver 20 and Under

	2013	2014	2015	2016	2017	2018	2019	2020
■ Fatal Crashes, Driver LE 20	54	55	60	55	54			
■ Projections from Trendline						56	56	56
● Target								54

Fatal Crashes, Driver LE 20 ■ Projections from Trendline ● Target ·········· Linear (Fatal Crashes, Driver LE 20)

Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	2	Annual	2020

Performance Target Justification

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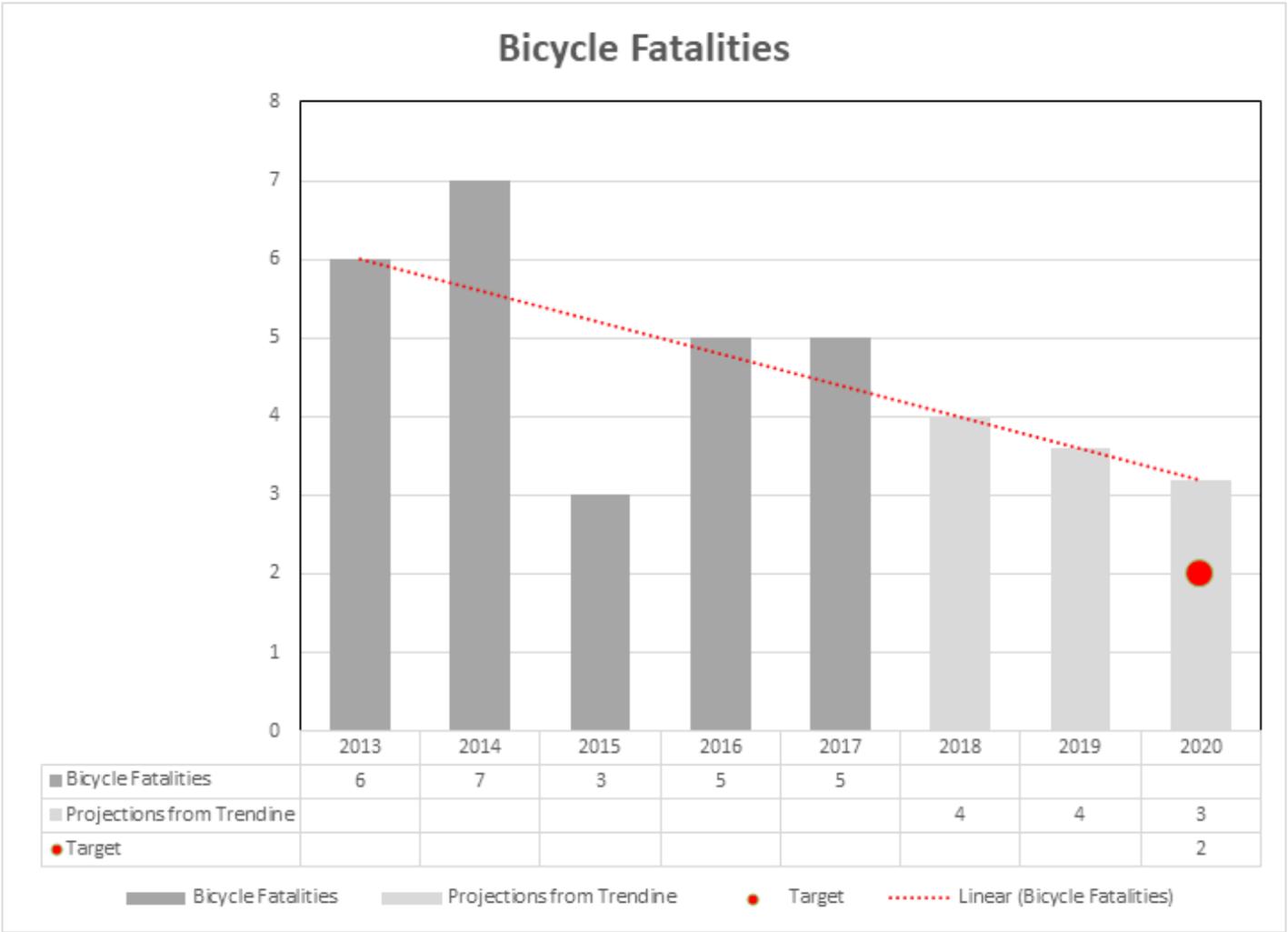
Pedestrian Fatalities

	2013	2014	2015	2016	2017	2018	2019	2020
Pedestrian Fatalities	25	23	24	41	33			
Projections from Trendline						39	43	46
Target								45

Pedestrian Fatalities   Projections from Trendline   • Target   ········ Linear (Pedestrian Fatalities)

Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	86	Annual	2020

Performance Target Justification

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

Bicycle Fatalities

	2013	2014	2015	2016	2017	2018	2019	2020
■ Bicycle Fatalities	6	7	3	5	5			
■ Projections from Trendline						4	4	3
● Target								2

Legend: ■ Bicycle Fatalities ■ Projections from Trendline ● Target ⋯⋯ Linear (Bicycle Fatalities)

Performance Measure: Distracted Driving Crashes

Performance Target details

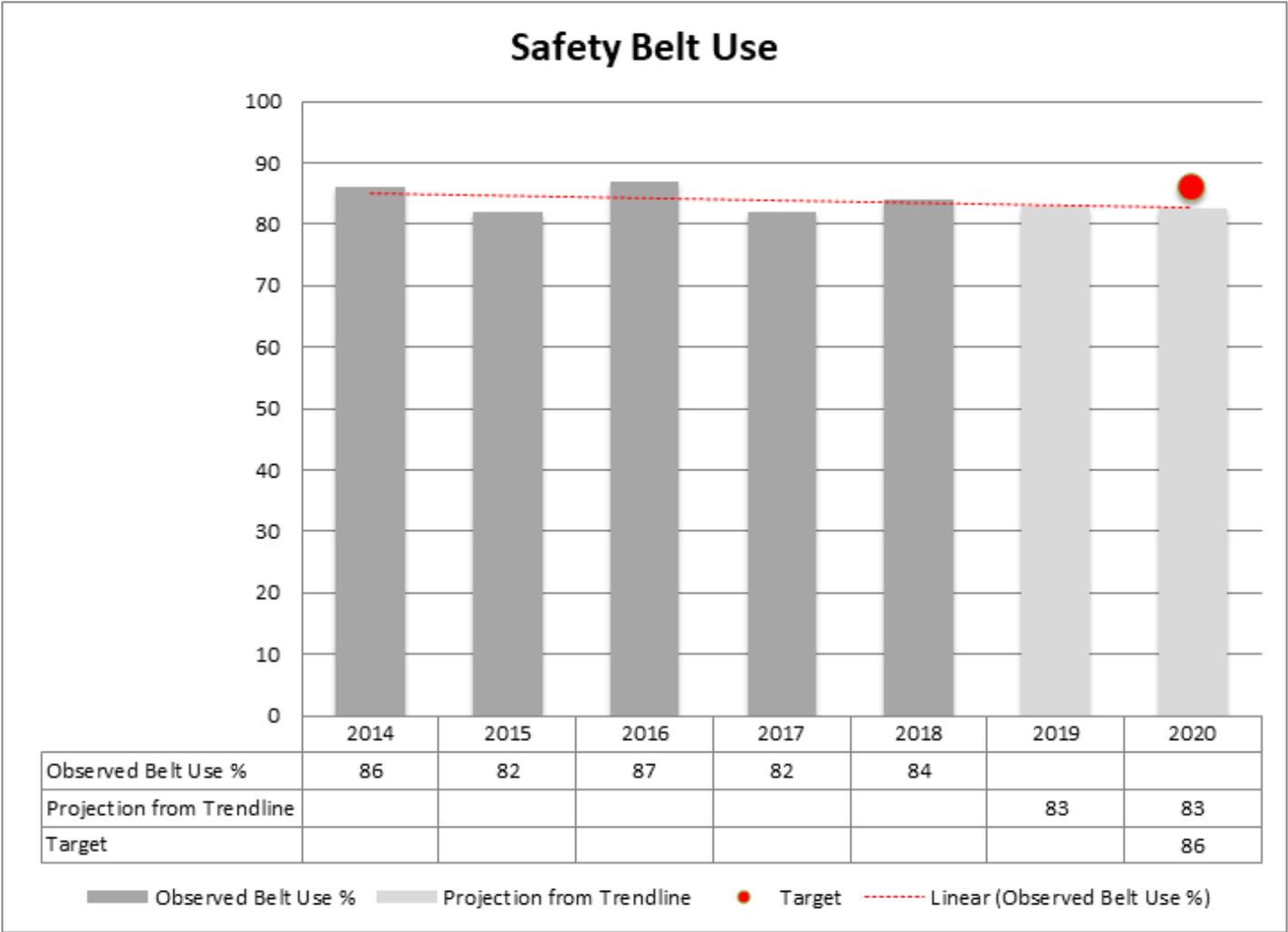| Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
Distracted Driving Crashes-2020	Numeric	17,173	Annual	2016

Performance Target Justification

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

Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Safety Belt Use

	2014	2015	2016	2017	2018	2019	2020
Observed Belt Use %	86	82	87	82	84		
Projection from Trendline						83	83
Target							86

Legend: Observed Belt Use %   Projection from Trendline   ● Target   ------ Linear (Observed Belt Use %)

Seat belt citations: 17,883

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 666

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 7,263

Fiscal Year A-3: 2018

Program areas

Program Area: Communications (Media)

Description of Highway Safety Problems

Changing driver behavior requires a diversified approach including education and enforcement. Paid media plays a critical role in educating the public, specifically the 18 to 35-year-old male. KDOT will continue to partner with universities in promoting seat belt usage and deterring impaired driving. Campaigns will also be developed and implemented around the national enforcement campaigns. KDOT plans to increase utilization of non-traditional mediums to reach the target audience. While paid media will still be utilized to promote improving the driver behavior, earned media still plays a large role in changing the culture. KDOT will partner

with our media contractor to plan and execute a minimum of three statewide press events focused on the kick-off of Click it or Ticket and Alcohol Crackdown and New Year's Eve mobilizations.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	411

Countermeasure Strategies in Program Area

Countermeasure Strategy
Mass Media Campaign

Countermeasure Strategy: Mass Media Campaign

Program Area: Communications (Media)

Project Safety Impacts

Mass Media campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Fatalities, C-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Mass Media campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Fatalities, C-1. 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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1500-20	General Advertising
SP-1505-20	MARC Advertising
SP-4500-20	Occupant Protection Ad.
SP-4708-20	Impaired Dr/Riding Ad Campaign
SP-4710-20	Impaired Driving Sports Media

Planned Activity: General Advertising

Planned activity number: SP-1500-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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Intended Subrecipients

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Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$480,000.00	$0.00	$0.00

Planned Activity: MARC Advertising

Planned activity number: SP-1505-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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

Intended Subrecipients

Local media partners.

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	$20,000.00	$0.00	$20,000.00

Planned Activity: Occupant Protection Ad.

Planned activity number: SP-4500-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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

enforcement mobilization

Television, radio, social media partners.

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Public Education (FAST)	$700,000.00	$0.00	

Planned Activity: Impaired Dr/Riding Ad Campaign

Planned activity number: SP-4708-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

Secure air time, 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 media contractor.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Low Driver Education	$600,000.00	$0.00	

Planned Activity: Impaired Driving Sports Media

Planned activity number: SP-4710-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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

Intended Subrecipients

Media partners.

Countermeasure strategies

Countermeasure Strategy
Mass Media Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	405 d - Impaired Driving		$700,000.00	$0.00	

Program Area: Community Traffic Safety Program

Description of Highway Safety Problems

Community Traffic Safety Program grants are implemented in support of reducing death and injury on Kansas roads and are focused on educating the public on recent traffic safety trends and identifying resources around the state. This program area also includes planning of media campaigns, research opportunities, administration of an adult and youth conference and implementing a safe community's grant in Wyandotte Count

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	Annual	54

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communications and Outreach

Countermeasure Strategy: Communications and Outreach

Program Area: Community Traffic Safety Program

Project Safety Impacts

Communication and Outreach campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Novice Drivers C-9 Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication and Outreach campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Novice Drivers, C-9.   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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1900-20	Safe Driving Public Info/Education
SP-1901-20	Wyandotte County Safe Communities
SP-1902-20	Kansas Operation Lifesaver, Inc.
SP-1903-20	Comprehensive Media Campaign
SP-1904-20	Think First Injury Prevention Program
SP-1905-20	Kansas Transportation Safety Conference
SP-1906-20	Kansas Traffic Safety Resource Office

Planned Activity: Safe Driving Public Info/Education

Planned activity number: SP-1900-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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 over represented 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.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy		
Communications and Outreach		

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$50,000.00	$0.00	$0.00

Planned Activity: Wyandotte County Safe Communities

Planned activity number: SP-1901-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

A traffic safety grant has been made to the Unified Government Public Health Department of Wyandotte County to sponsor a coalition of safety advocates – area law enforcement agencies, Children's Mercy Hospital, the Kansas Traffic Safety Resource Office, Kansas Department of Transportation, Mid-America Regional Council, and others – to bring awareness of, and improvement in, the many traffic safety challenges that plague this very fluid and most ethnically- and racially-diverse of Kansas counties. The project will focus on setting child passenger safety checklanes, engaging law enforcement and providing educational opportunities to area schools and other community events.

The Safe Communities Grant has enabled this county to make progress in several traffic safety areas. According to the 2017 observational seat belt survey, Wyandotte County adult seat belt compliance rate was 82 percent – up from 58 percent in 2003. This county has seen the most change – 24 percentage points – of the five Kansas counties in the Kansas City MSA. Furthermore, compared with S1200 routes in the other observed counties, this county is in the top 25 percent for adult belt use. However, while restraint usage has improved dramatically, the county's fluid demographic profile – esp. as regards immigration – requires persistent attention on the part of the coalition. A less tractable area of concern is the county's persistent ranking in the state's top 25 percent of alcohol-related crashes as a percentage of total crashes

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$44,000.00	$0.00	$0.00

Planned Activity: Kansas Operation Lifesaver, Inc.

Planned activity number: SP-1902-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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!"

Intended Subrecipient: Kansas Lifelines

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$15,000.00	$0.00	$0.00

Planned Activity: Comprehensive Media Campaign

Planned activity number: SP-1903-20

Primary Countermeasure Strategy ID: Communications and Outreach

Planned Activity Description

This contract provides for professional development of our messages concerning safe driving, occupant protection, distracted driving and impaired driving. The contractor will produce original TV, radio, and print material, or modify those produced by NHTSA or other entities, to fit the Kansas dynamics and population. They will assist in promoting KDOT's safety messages through non-traditional media efforts. The contractor will be expected to purchase air time and print space in a manner that optimizes our media dollar by successfully reaching the target populations. Assessment and evaluation activities will also be conducted under this program. As part of the Performance Measures adopted by NHTSA and GHSA, our media contractor will administer an awareness/perception survey around the state. This survey will be designed to gauge the awareness of the programs offered by the state, specifically Click it or Ticket and You Drink, You Drive, You Lose.

Intended Subrecipients: John Noe & Associates

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$800,000.00	$0.00	$0.00

Planned Activity: Think First Injury Prevention Program

Planned activity number: SP-1904-20

Primary Countermeasure Strategy ID: Communications and Outreach

Planned Activity Description

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.InThis grant will partner w .

Intended Subrecipients

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Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$25,000.00	$0.00	$0.00

Planned Activity: Kansas Transportation Safety Conference

Planned activity number: SP-1905-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

This project provides for an annual two-day statewide transportation safety conference to support the implementation of identified safety strategies and improve communication among diverse transportation safety advocates, both youth and adult. Four concurrent tracks – Youth, Law Enforcement, Injury Control, and Roadway Safety – with five workshops each, along with three general session presentations provide ample opportunities for learning within and between specialties. Preceding the conference is a day of specialty training sessions, each three to six hours in length. Topics addressed are chosen by a diverse panel of practitioners

representing each of the four tracks, and are intended as responses to current or near-future challenges. KU Center for Research, Inc. is contracted to provide support through the university's Department of Continuing Education for all non-program functions such as marketing, registration, and meeting site negotiations and on-site logistics.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$156,000.00	$0.00	$0.00

Planned Activity: Kansas Traffic Safety Resource Office

Planned activity number: SP-1906-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

The Kansas Traffic Safety Resource Office (KTSRO) will work closely with KDOT, law enforcement and traffic safety advocates across the state to provide educational resources to all Kansas drivers and passengers. The KTSRO will also facilitate training opportunities to traffic safety professionals through on-site or web-based trainings. A coordinator for the SAFE (Seatbelts Are For Everyone) program targeting selected high schools across the state will be provided through this project. This contractor will facilitate and conduct a youth traffic safety conference in 2020. Another facet will be to identify and contact large employers in the state about the costs and benefits associated with promoting positive traffic safety efforts within their workforce. The KTSRO will also work to identify and locate at-risk minority populations in the state and work to increase compliance with traffic safety laws. The office will continue to maintain a website to promote all traffic safety initiatives, have the responsibility to promote traffic safety initiatives through social media outlets. They will publish a bi-monthly e-newsletter highlighting traffic safety issues, as well as a monthly e-newsletter geared specifically toward large employers in the state. The office will provide a Spanish translation for all publications and news releases. This contract also supports the state's efforts targeting older drivers. This vendor also coordinates the Child Passenger Safety outreach efforts in the state. In 2020, the KTSRO plans to pilot the use of electronic capture devices at CPS checklanes in several locations.

Intended Subrecipients

Kansas Traffic Safety Resource Office

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Community Traffic Safety Project (FAST)	$900,000.00	$0.00	$0.00

Program Area: Distracted Driving

Description of Highway Safety Problems

Distracted Driving

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	Distracted Driving Crashes	2020	Annual	17,173

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: Distracted Driving

Project Safety Impacts

Communication/Media campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, 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 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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-4901-20	Distracted Driving Awareness

Planned Activity: Distracted Driving Awareness

Planned activity number: SP-4901-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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 public.

Intended Subrecipients

Kansas Department of Transportation

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Distracted Driving	$50,000.00		$0.00

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

Alcohol

Tackling the impaired driving problem in the state requires a combination of education and enforcement. The state of Kansas will dedicate considerable resources to reduce the number of impaired driving crashes and fatalities. Included in this effort is the continuation of the Impaired Driving Taskforce. The Taskforce contains representatives from many state and local agencies including non-profits. Colorado's legalization of recreational marijuana in 2012 has been one of the main topics the task force is addressing because of the increase of marijuana found in Kansas. Additionally, the Task Force will continue to look at proven methods of addressing recidivism including implementation of a 24/7 program in a mid to large municipal or district court and Roadside Oral Fluids Testing for law enforcement to test for drugs during a traffic stop. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. This positive change helps clear the way for a small rollout of oral fluid testing devices in the hands of experienced DRE's in select counties.

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

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

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

Authority and Basis for Operation of Task Force

The Statewide Impaired Driving Task Force has the authority as promulgated by the Secretary of Transportation to set the priorities for impaired driving initiatives for Kansas in support of the Strategic Highway Safety Plan and the Highway Safety Plan. This is accomplished by majority rule and each member has one vote for setting goals, initiatives, priorities, and determine problem statements based upon data presented to them.

Administrative functions of this task force remain with the Kansas Department of Transportation Traffic Safety Section with general oversite from the State Highway Safety Engineer.

Impaired Driving Task Force

NAME	E-MAIL	ORGANIZATION amp TITLE
Steven Buckley	Steven.Buckley@ks.govSteven.Buckley@ks.gov	Kansas Department of Transportation- State Highway Safety Engineer
Chris Bortz	Chris.Bortz@ks.gov Chris.Bortz@ks.gov	Kansas Department of Transportation- Manager State Highway Safety Office
Gary Herman	Gary.Herman@ks.gov Gary.Herman@ks.gov	Kansas Department of Transportation- Traffic Safety Assistant Program Manager
Dan Kiser	N/A	Kansas Department of Transportation- Law Enforcement Liaison
Troy Wells	Wellsd0537@cox.net	Kansas Department of Transportation- Law Enforcement Liaison
Al Ackerman	alackerman491@gmail.com alackerman491@gmail.com	Kansas Department of Transportation- Law Enforcement Liaison
Bob Hamilton	bobhlel@gmail.com	Kansas Department of Transportation- Law Enforcement Liaison

Jeff Halloran	Jeff.Halloran@dot.gov	NHTSA REGION 7 Office-Deputy AdministratorNHTSA REGION 7 Office-Deputy Administrator
Lori Marshall	Lori.Marshall@madd.org	Director, MADD KANSASDirector, MADD KANSAS
Deputy Aaron Miller	admiller@sedgwick.gov	SEDGWICK County Sheriff OfficeDUI SupervisorSEDGWICK County Sheriff OfficeDUI Supervisor
Lt. Mark French	MFrench@rileycountypolice.org	Riley County Police DepartmentSupervisorRiley County Police DepartmentSupervisor
Capt. Jimmy Atkinson	Jimmy.Atkinson@ks.gov	Kansas Highway Patrol Breath Alcohol Unit Troop CommanderKansas Highway Patrol Breath Alcohol Unit Troop Commander
Lt. Chris Bauer	christopher.bauer@ks.gov	Kansas Highway Patrol Breath Alcohol SupervisorKansas Highway Patrol Breath Alcohol Supervisor
Ted Smith	ted.smith@kdor.ks.gov	Kansas Department of Revenue Driver's License AttorneyKansas Department of Revenue Driver's License Attorney
Lt. Matt Payne	matthew.payne@ks.gov	Kansas Highway Patrol Breath Alcohol UnitKansas Highway Patrol Breath Alcohol Unit
Carrie Hodges	Carrie.Hodges@KBI.STATE.KS.USCarrie.Hodges@KBI.STATE.KS.US	Kansas Bureau of Investigation Director Forensics Laboratory
Leslie Moore	Leslie.Moore@kbi.state.ks.us	Kansas Bureau of Investigation Forensics Laboratory Kansas Bureau of Investigation Forensics Laboratory
TBD	TBD	AAA KANSASDirectorAAA KANSASDirector
Laurie Martinez	Laurie.Martinez@ks.gov	Kansas Highway PatrolIgnition Interlock ProgramKansas Highway PatrolIgnition Interlock Program

TBD	TBD	Kansas Department of Health and Environment Supervisor Breath Alcohol UnitKansas Department of Health and Environment Supervisor Breath Alcohol Unit
Jodie Soldan	Jodie.Soldan@kdor.ks.gov	Kansas Department of Revenue Driver's Solutions SupervisorKansas Department of Revenue Driver's Solutions Supervisor
Kent Selk	kent.selk@kdor.ks.gov	Kansas Department of Revenue Driver's License Bureau SupervisorKansas Department of Revenue Driver's License Bureau Supervisor
Janelle Robinson	Janelle.Robinson@kdor.ks.gov	Kansas Department of Revenue Driver's License Bureau SupervisorKansas Department of Revenue Driver's License Bureau Supervisor
Sgt Kenneth Kooser	Kenneth.Kooser@sedgwick.gov	Sedgwick County Sheriff Office DUI SupervisorSedgwick County Sheriff Office DUI Supervisor
Corey Kenney	corey.kenney@ag.ks.gov	Kansas Attorney General Traffic Safety Resource Prosecutor (Adjudication)Kansas Attorney General Traffic Safety Resource Prosecutor (Adjudication)

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	Annual	97

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

| High Visibility Enforcement |
| Prosecutor Training |

Countermeasure Strategy: Communication Campaign

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-5, Impaired 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, C-5, Impaired 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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-2251-20	Youth Education and Awareness
SP-4700-20	Adult Education and Awareness
SP-4702-20	Breath Testing
SP-4710-20	24/7 Judge's Training

Planned Activity: Youth Education and Awareness

Planned activity number: SP-2251-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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

Intended Subrecipients

Kansas Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$10,000.00	$0.00	

Planned Activity: Adult Education and Awareness

Planned activity number: SP-4700-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

Project enables the Traffic Safety Section to print selected materials, coordinate public information and education committee, conduct or help sponsor special events and support activities related to prevention of impaired driving.

Intended Subrecipients

Kansas Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$200,000.00	$0.00	

Planned Activity: Breath Testing

Planned activity number: SP-4702-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

This contract will assist the Kansas Department of Health and Environment Breath Testing Unit with training supplies and attendance at National conferences. New for 2020 and in conjunction with the 2016 purchase of all new Stationary Evidentiary Breath Testing Instruments, is the connectivity of these units that will allow for electronic submission of DUI arrest reports, data and monitoring. Individual items will not exceed $5,000 per unit.

Intended Subrecipients

Kansas Department of Health and Environment

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$15,000.00	$0.00	

Planned Activity: 24/7 Judge's Training

Planned activity number: SP-4710-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

This project will establish a 24/7 program in the state and support training for judges. The 24/7 program has been proven in other states and KDOT will reach out to a medium size municipal or district court for implementation. The training enhances and provides information to municipal and district court judges and court personnel on new laws and the current techniques and resources utilized to remove impaired drivers from Kansas roadways. The 24/7 Program will be managed from the Kansas Attorney General's Office. The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration and administered by KDOT.

Intended Subrecipients

TBD

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$400,000.00	$0.00	

Countermeasure Strategy: High Visibility Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-5, Impaired 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, C-5, Impaired 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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-2253-20	Underage Drinking
SP-2254-20	Teen Angel
SP-4704-20	Impaired Driving Deterrence and Equipment Program
SP-4706-20	Drug and Alcohol Evaluation Unit
SP-4707-20	Roving Aggressive Violation Enforcement

Planned Activity: Underage Drinking

Planned activity number: SP-2253-20

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

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

Intended Subrecipients

Alcoholic Beverage Control

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Youth Alcohol (FAST)	$65,000.00	$0.00	$0.00

Planned Activity: Teen Angel

Planned activity number: SP-2254-20

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

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

Intended Subrecipients

Overland Park Police Department

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Youth Alcohol (FAST)	$35,000.00	$0.00	$35,000.00

Planned Activity: Impaired Driving Deterrence and Equipment Program

Planned activity number: SP-4704-20

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

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

Intended Subrecipients

Local law enforcement.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$1,600,000.00	$0.00	

Planned Activity: Drug and Alcohol Evaluation Unit

Planned activity number: SP-4706-20

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

Provides support resources for local sobriety checkpoints and saturation patrols. In addition, provides support for SFST (Standardized Field Sobriety Testing) and ARIDE (Advanced Roadside Impaired Driving Enforcement) programs. The unit also coordinates the DRE (Drug Recognition Expert) program, targeting metropolitan and major corridor areas. Another function of the unit is to present/train at educational institutions on drugs in the academic environment. The BAU (Breath Alcohol Unit) will work to teach the "Drugs in the Academic Environment" curriculum. This project also supports the enforcement of ignition interlocks. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. This positive change helps clear the way for a small rollout of oral fluid testing devices in the hands of experienced DRE's in select counties.

Intended Subrecipients

Kansas Highway Patrol

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$800,000.00	$0.00	

Planned Activity: Roving Aggressive Violation Enforcement

Planned activity number: SP-4707-20

Primary Countermeasure Strategy ID: High Visibility Enforcement

Planned Activity Description

The Kansas Highway Patrol supports impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE). Very often this is done in concert with scheduled patrols or checkpoints conducted by local law enforcement agencies. This program is directed to schedule their efforts in areas of the state with identified impaired driving problems.

Intended Subrecipients

Kansas Highway Patrol.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$350,000.00	$0.00	

Countermeasure Strategy: Prosecutor Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Prosecutor and Law Enforcement Training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-5, Impaired Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Prosecutor and Law Enforcement Training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-5, Impaired Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-4709-20	Traffic Safety Resource Prosecutor

Planned Activity: Traffic Safety Resource Prosecutor

Planned activity number: SP-4709-20

Primary Countermeasure Strategy ID: Prosecutor Training

Planned Activity Description

The Traffic Safety Resource Prosecutors (TSRP) will assist prosecutors in the adjudication of the traffic laws with an emphasis on "impaired driving." These two positions will provide continuing legal education programs, technical assistance and other services to the Criminal Justice Community to improve their ability to prosecute violations of traffic laws. The TSRP's will also offer specific training to law enforcement agencies concerning the proper documentation of a DUI arrest to ensure the strongest case possible.

Intended Subrecipients

Kansas Attorney General's Office

Countermeasure strategies

Countermeasure Strategy
Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405d Impaired Driving Low	405d Impaired Driving Low (FAST)	$500,000.00	$0.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

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 provides the state input on ways to increase motorcycle safety. KDOT will continue to utilize a comprehensive statewide media campaign to remind drivers and motorcyclists to Share the Road. An enforcement campaign will be conducted in the summer of 2020 in the Kansas City, Wichita and Topeka areas targeting impaired driving and riding. Law enforcement partners will include the Highway Patrol and several local agencies.

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

MOTOR VEHICLE CRASH SUMMARY	Motorcycle/Moped Crashes involving	another motor vehicle, by County			CRASHES		
	PEOPLE		County	Year	Total	Fatal	Injury
PDO	Deaths	Injuries	SEDGWICK	2017	154	9	113
32	9	134	JOHNSON	2017	86	2	56
28	2	64	WYANDOTTE	2017	52	1	34

17	1	46	SHAWNEE	2017	45	1	29
15	1	34	DOUGLAS	2017	25	3	15
7	3	20	RENO	2017	17	1	9
7	1	9	RILEY	2017	14	0	9
5	0	10	SALINE	2017	14	1	12
1	1	14	LEAVENWORTH	2017	13	1	7
5	1	8	BUTLER	2017	9	2	4
3	2	5	HARVEY	2017	7	1	2
4	1	3	LYON	2017	7	0	2
5	0	2	CRAWFORD	2017	6	0	4
2	0	5	GEARY	2017	6	0	3
3	0	5	MONTGOMERY	2017	6	1	1
4	1	2	COWLEY	2017	4	0	2
2	0	2	ELLIS	2017	4	0	4
0	0	4	JEFFERSON	2017	4	2	2
0	2	5	DICKINSON	2017	3	0	3
0	0	3	FINNEY	2017	3	0	3
0	0	3	FRANKLIN	2017	3	0	2
1	0	3	MIAMI	2017	3	1	1
1	1	1	RUSSELL	2017	3	0	2
1	0	3	BROWN	2017	2	0	1
1	0	1	CHEROKEE	2017	2	0	2
0	0	4	CLAY	2017	2	1	0
1	1	0	ELLSWORTH	2017	2	0	2
0	0	3	MCPHERSON	2017	2	0	1
1	0	1	POTTAWATOMIE	2017	2	1	0
1	1	2	SCOTT	2017	2	0	2
0	0	2	SUMNER	2017	2	1	0
1	1	0	THOMAS	2017	2	0	2
0	0	2	ANDERSON	2017	1	1	0
0	1	2	BARBER	2017	1	1	0
0	1	1	BARTON	2017	1	0	1

			County	Year			
0	0	1	BOURBON	2017	1	0	1
0	0	1	CHASE	2017	1	0	0
1	0	0	CLOUD	2017	1	0	0
1	0	0	DONIPHAN	2017	1	0	1
0	0	1	HAMILTON	2017	1	0	1
0	0	1	LABETTE	2017	1	0	1
0	0	1	LINN	2017	1	0	1
0	0	4	MITCHELL	2017	1	0	1
0	0	1	NEOSHO	2017	1	0	1
0	0	1	NESS	2017	1	0	0
1	0	0	NORTON	2017	1	0	1
0	0	2	RICE	2017	1	0	1
0	0	1	ROOKS	2017	1	0	1
0	0	1	SMITH	2017	1	0	1
0	0	2	WABAUNSEE	2017	1	1	0
0	1	1	WASHINGTON	2017	1	0	1
0	0	1	WOODSON	2017	1	0	0
1	0	0	TOTAL		526	32	342

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

2017 Alcohol-Related Motorcycle Crashes and Fatalities	County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle
Fatalities involving a motorcycle operator with BAC = .08+	DOUGLAS	43	3	4
3	ANDERSON	1	1	1
1	ELLIS	13	1	0
0	JEFFERSON	13	1	2
1	JOHNSON	161	1	4
0	MIAMI	11	1	1
0	RENO	29	1	1
1	SEDGWICK	263	1	14

1	SHAWNEE	78	1	2
0	WYANDOTTE	88	1	4
1	ALLEN	6	0	0
0	ATCHISON	6	0	1
0	BARBER	4	0	1
0	BARTON	3	0	0
0	BOURBON	6	0	0
0	BROWN	4	0	0
0	BUTLER	26	0	4
0	CHASE	3	0	0
0	CHAUTAUQUA	1	0	0
0	CHEROKEE	6	0	0
0	CHEYENNE	0	0	0
0	CLARK	0	0	0
0	CLAY	4	0	1
0	CLOUD	2	0	0
0	COFFEY	1	0	0
0	COMANCHE	0	0	0
0	COWLEY	18	0	1
0	CRAWFORD	17	0	0
0	DECATUR	0	0	0
0	DICKINSON	6	0	0
0	DONIPHAN	3	0	0
0	EDWARDS	0	0	0
0	ELK	0	0	0
0	ELLSWORTH	4	0	0
0	FINNEY	6	0	0
0	FORD	4	0	0
0	FRANKLIN	8	0	0
0	GEARY	18	0	0
0	GOVE	1	0	0
0	GRAHAM	0	0	0
0	GRANT	2	0	0
0	GRAY	2	0	0
0	GREELEY	0	0	0
0	GREENWOOD	2	0	0
0	HAMILTON	1	0	0
0	HARPER	1	0	0
0	HARVEY	12	0	2
0	HASKELL	1	0	0
0	HODGEMAN	0	0	0
0	JACKSON	1	0	0
0	JEWELL	0	0	0
0	KEARNY	1	0	0

0	KINGMAN	2	0	0
0	KIOWA	1	0	0
0	LABETTE	4	0	0
0	LANE	1	0	0
0	LEAVENWOR TH	32	0	2
0	LINCOLN	0	0	0
0	LINN	1	0	0
0	LOGAN	1	0	1
0	LYON	12	0	0
0	MARION	0	0	0
0	MARSHALL	2	0	0
0	MCPHERSON	7	0	1
0	MEADE	2	0	0
0	MITCHELL	2	0	0
0	MONTGOMER Y	14	0	1
0	MORRIS	2	0	0
0	MORTON	1	0	0
0	NEMAHA	3	0	1
0	NEOSHO	5	0	0
0	NESS	1	0	0
0	NORTON	2	0	0
0	OSAGE	2	0	0
0	OSBORNE	1	0	0
0	OTTAWA	0	0	0
0	PAWNEE	2	0	0
0	PHILLIPS	0	0	0
0	POTTAWATO MIE	13	0	3
0	PRATT	0	0	0
0	RAWLINS	2	0	0
0	REPUBLIC	0	0	0
0	RICE	3	0	0
0	RILEY	33	0	0
0	ROOKS	1	0	0
0	RUSH	0	0	0
0	RUSSELL	6	0	0
0	SALINE	24	0	1
0	SCOTT	3	0	0
0	SEWARD	2	0	0
0	SHERIDAN	0	0	0
0	SHERMAN	0	0	0
0	SMITH	1	0	0
0	STAFFORD	3	0	0

0	STANTON	0	0	0
0	STEVENS	0	0	0
0	SUMNER	10	0	1
0	THOMAS	3	0	0
0	TREGO	0	0	0
0	WABAUNSEE	8	0	2
0	WALLACE	0	0	0
0	WASHINGTON	3	0	0
0	WICHITA	0	0	0
0	WILSON	2	0	0
0	WOODSON	2	0	0
0		1099	12	56

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	Annual	69
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	Annual	41

Countermeasure Strategies in Program Area

Countermeasure Strategy
Alcohol Impairment: Detection, Enforcement and Sanctions
MC Awareness Media

Countermeasure Strategy: Alcohol Impairment: Detection, Enforcement and Sanctions

Program Area: Motorcycle Safety

Project Safety Impacts

Alcohol Impairment Detection coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-7, Motorcycle Fatalities and C-8 Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Alcohol Impairment Detection coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-7, Motorcycle Fatalities and C-8, Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Alcohol Impairment Detection is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1300-20	Motorcycle Enforcement

Planned Activity: Motorcycle Enforcement

Planned activity number: SP-1300-20

Primary Countermeasure Strategy ID:

Planned Activity Description

Funding will be provided to fund overtime to law enforcement in the greater Kansas City, Wichita, and Topeka metro areas which, together, represent over 50 percent of the state's impaired motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2020 aimed at deterring impaired driving behaviors for all vehicle operators.

Intended Subrecipients

Local and state law enforcement

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

Countermeasure strategies

Countermeasure Strategy
Alcohol Impairment: Detection, Enforcement and Sanctions

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Motorcycle Safety (FAST)	$240,000.00		$240,000.00

Countermeasure Strategy: MC Awareness Media

Program Area: Motorcycle Safety

Project Safety Impacts

MC Awareness Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-7, Motorcycle Fatalities and C-8, unhelmeted motorcycle fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

MC Awareness Media campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-7, Motorcycle Fatalities and C-8, unhelmeted motorcycle fatalities.. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-4803-20	Motorcycle Awareness

Planned Activity: Motorcycle Awareness

Planned activity number: SP-4803-20

Primary Countermeasure Strategy ID:

Planned Activity Description

KDOT will continue to utilize a comprehensive statewide media campaign to primarily remind drivers to Share the Road. Motorists will be the primary audience and the awareness campaign to alert them of motorcyclists will be promoted in the majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The Kansas Traffic Safety Resource Office will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will provide educational materials at public events. Educational materials may include "Look Twice" yard signs and cards with Share the Road, Rider Safety Course listings and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road. In Kansas, more than 50 percent of motorcycle operators involved in a crash are not properly endorsed. Maintaining qualified statewide instructors is crucial to addressing the problem. KDOT would like to offer mini-grants to motorcycle riders that have not earned their

endorsement. Not only will the mini-grants provide a reduced rate on the $400 training, but will aid in the retention of qualified instructors across the state that may choose to forgo their instructor status if classes are not well attended. Retention of motorcycle instructors is one of the eligible uses of Section 405(f) funding.

Intended Subrecipients

Advertising Contractors

Countermeasure strategies

Countermeasure Strategy
MC Awareness Media

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	$50,000.00	$0.00	

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

Compared with national statistics, the state of Kansas doesn't have a significant pedestrian or bicycle fatality problem. Efforts in the state are centered on education through production and distribution of brochures and bike helmets at community events.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-10) Number of pedestrian fatalities (FARS)	2020	Annual	45
2020	C-11) Number of bicyclists fatalities (FARS)	2020	Annual	2

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Conspicuity Enhancement

Countermeasure Strategy: Communication Campaign

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Communication campaign coupled with selected planned activities will positively impact

demonstrated problem identification and core performance measures, C-10 and C-11. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1600-20	Ped and Bike Education
SP-1601-20	Bike Helmets

Planned Activity: Ped and Bike Education

Planned activity number: SP-1600-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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.

Intended Subrecipients

Kansas Traffic Safety Resource Office

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$15,000.00		$15,000.00

Planned Activity: Bike Helmets

Planned activity number: SP-1601-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

Intended Subrecipients

Planned Activity Description: 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.

Intended Subrecipients: Safe Kids Kansas

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$15,000.00	$0.00	$0.00

Countermeasure Strategy: Conspicuity Enhancement

Program Area: Non-motorized (Pedestrians and Bicyclist)

Project Safety Impacts

Conspicuity enhancement is identified in the Countermeasures That Work document when addressing pedestrian and bicycle crashes and fatalities and will be implemented in two of the largest communities in the state.

Linkage Between Program Area

Conspicuity enhancement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures C-10 and C-11. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1602-20	Wichita and Topeka Pedestrian and Bike

Planned Activity: Wichita and Topeka Pedestrian and Bike

Planned activity number: SP-1602-20

Primary Countermeasure Strategy ID:

Planned Activity Description

Through distribution of bike helmets, earned and paid media, the pedestrian and bicycle rider will become better educated on the importance of being seen by the traveling public in two of the largest cities in the state.

Intended Subrecipients

City of Wichita and City of Topeka.

Countermeasure strategies

Countermeasure Strategy
Conspicuity Enhancement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Pedestrian/Bicycle Safety (FAST)	$80,000.00		$0.00

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 77% of adults in 2009 to 84% in 2018. This increase is due in large part to the adoption and implementation, in much of our programming, of the "Click it or Ticket Model" with its emphasis on high visibility education and enforcement, followed by reporting and evaluation. As such, there has been a steady increase in the level and diversity of media opportunities utilizing a trend we expect will continue in 2020.

In 2010, the state passed a primary seat belt law for all front seat occupants age 18 and over. This law is actively enforced throughout the state throughout the year. Back seat occupants over the age of 18 are covered with a secondary law. A bill was passed in 2017 which raised the $10 fine for not wearing a seat belt to $30. The bill also established a seat belt safety fund, administered by the Secretary of Transportation, to be used for education of occupant protection among children.

Providing teeth to our educational efforts has been a healthy increase in participation by the law enforcement community in our Special Traffic Enforcement Program (STEP), which has grown from just 16 participating agencies in FFY 2000 to the point where, in 2019, participation has surpassed 180 police agencies. Over that period, participating agencies have issued 236,350 occupant restraint citations. Supplementing STEP has been the 2012 creation of a close derivative, the Nighttime Seatbelt Enforcement Program (NSEP) and the voluntary, no-cost, school day (30 minutes before & after classes) High School and Middle School Enforcement Campaigns (March and September), begun in 2013. In FFY 2018, five NSEP participating agencies generated 713 OP citations, while the statewide fall and spring school neighborhood campaigns engaged the efforts of over 130 agencies, which collectively issued 2,011 restraint citations, an increase of 32% over 2017.

The direct observational survey also provides the state with specific county data. This data is used to program resources including media and enforcement. The following table depicts the statewide observed rate in the 26 counties where the new fatality based survey is conducted. Additional information in this survey includes rural vs. urban rates and confirms that male pick-up truck drivers have the lowest observed rate.

All motor vehicle occupants age 17 and under are required by law to be buckled up or be in an age appropriate child safety seat. These laws are primary in the state, apply to any seating position, and carry a fine of $60.

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

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

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

Child Restraint Inspection Stations and Child Passenger Safety Technicians

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

The state of Kansas currently has more than 680 CPS Technicians to meet the needs of each inspection station and check-up event. Included in this number, the Kansas Highway Patrol has a certified technician in each of the troop locations and can reach out to assist counties with current inspection stations and the small number of counties that currently don't have an inspection station. To meet the needs, each inspection station may either be available by appointment or have regularly-scheduled hours.

The Kansas Traffic Safety Resource Office recruits and maintains a list of all CPS technicians and instructors around the state. Through correspondence, the KTSRO keeps this group of specialized individuals apprised of upcoming trainings, seat recalls and other important information relating to child passenger safety. Each year, the KTSRO hosts and/or assists with the 3-day CPS Technician Certification Course, the 1-day Renewal Course, and the Tech Update Trainings, as well as other special certification trainings. Additionally, KTSRO maintains several continuing education training opportunities on their website. Through the KTSRO newsletter, promotion of the CPS program at our annual Transportation Safety Conference, Safe Kids events, medical and law enforcement communities, and check lanes conducted around the state, the instructors and technicians will identify new professionals to be recruited. Special effort is given to plan trainings in areas of the state where there are no techs or inspection stations.

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

	Cloud County HD	Cloud	8,991	Cloud		Yes
	Concordia FD	Cloud		Cloud		
	Coffey Health System	Coffey	8,224	Coffey		
	City-Cowley CO HD	Cowley	35,361	Cowley	Spanish, Laotian, Vietnamese, Guatemalan	
Safe Travel	Crawford County HD	Crawford	39,034	Crawford	Spanish	
	Pittsburg PD	Crawford		Crawford, Cherokee, Labette		
	Via Christi Hospital	Crawford		Crawford, Cherokee		
	Dickinson CO EMS/Safe Kids Dickinson CO	Dickinson	18,902	Dickinson		
	Doniphan CO HD/Home Health	Doniphan	7,727	Doniphan		Yes
If needed	Safe Kids Douglas CO / Lawrence Memorial Hospital	Douglas	120,793	Douglas, Franklin, Jefferson, Leavenworth	Spanish by Appt.	
	Elk CO HD	Elk	2,498*	Elk amp Chautauqua		
	Kansas Highway Patrol Troop D	Ellis	28,689	Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace		

	Ellsworth CO HD	Ellsworth	6,330	Ellsworth		
	Garden City FD	Finney	37,084	Finney		
	Kansas Highway Patrol Troop E	Finney		Clark, Comanche, Edwards, Finney, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Kiowa, Lane, Meade, Morton, Ness, Pawnee, Rush, Scott, Seward, Stanton, Stevens, Wichita		
	Dodge City FD	Ford	34,381	Ford	Spanish	
	Ford CO SO	Ford		Ford	As needed	
	Franklin CO HD	Franklin	25,733	Franklin, Osage, Miami, Anderson		
	Fort Riley Department of Public Health	Geary	33,855	Geary, Riley	can be arranged for any language	
	Fort Riley Safety Office	Geary		Geary, Riley		
	Geary CO HD	Geary		Geary	Spanish	
	Junction City FD	Geary		Geary, Riley, Dickinson		
	Gove CO HD	Gove	2,631*	Gove	Spanish	
	Grant CO HD	Grant	7,526	Grant	Spanish	
	Gray CO HD	Gray	5,958	Gray	Spanish	

	Greenwood CO HD	Greenwood	6,123	Greenwood		
	Greenwood CO SO	Greenwood		Greenwood		
	Hamilton CO HD	Hamilton	2,640*	Hamilton		
	Harvey CO HD	Harvey	34,544	Harvey	Spanish, Gujarati	
	Newton Medical Center	Harvey		Harvey, Marion, Reno		
	Haskell CO HD	Haskell	4,053	Haskell, Gray, Stevens, Grant, Finney, Scott	Spanish	
	Hodgeman CO HD	Hodgeman	1,842*	Hodgeman		
	Holton PD	Jackson	13,318	Jackson	German	
	Prairie Band Potawatomi Tribal Police	Jackson		Jackson		
	Jewell CO HD	Jewell	2,850*	Jewell		
	Gardner PD	Johnson	591,178	Johnson		
	Johnson CO SO	Johnson		Johnson		
	Kansas Highway Patrol Troop A	Johnson		Wyandotte, Johnson, Miami, Leavenworth		
	Lenexa PD	Johnson		Johnson		
	Merriam PD	Johnson		Johnson/Wyandotte		
	Mission PD	Johnson		Johnson		
	New Birth Company	Johnson		Johnson		
	Nick Reed State Farm Agency	Johnson		Johnson, Wyandotte, Leavenworth		
	Overland Park PD	Johnson		Johnson		
	St. Lukeaposs South	Johnson		Johnson, Jackson, Wyandotte		

	Kearny CO Hospital	Kearny	3,960*	Kearny, Hamilton, Finney, Grant, Wichita	Spanish	
	Kiowa CO EMS, Safe Kids Kiowa CO	Kiowa	2,485*	Kiowa		
	Lane CO HD	Lane	1,559*	Lane		YES
	Fairmount Township FD	Leavenworth	81,095	Leavenworth		
	Lansing PD	Leavenworth		Leavenworth		
	Leavenworth CO HD	Leavenworth		Leavenworth		
	Leavenworth PD	Leavenworth		Leavenworth		
	Linn CO SO	Linn	9,726	Linn		
	Emporia PD/Safe Kids Emporia	Lyon	33,392	Lyon	upon request	Yes
Safe Travel	Marion CO HD	Marion	11,986	Marion		
limited	Marshall CO HD	Marshall	9,745	Marshall, Washington, Nemaha	Some Spanish	
	City of Moundridge	McPherson	28,708	McPherson		
	Safe Kids McPherson CO/McPherson EMS	McPherson		McPherson		
	Meade CO HD	Meade	4,303*	Meade	Spanish	
	Miami CO SO	Miami	33,461	Miami		
	Heart Choices Pregnancy amp Parenting Resource Center	Mitchell	6,128	Mitchell, Cloud, Jewell, Osborne, Smith, Lincoln		
	Coffeyville FD	Montgomery	32,556	Montgomery		

	Montgomer y CO HD	Montgomer y		Montgomer y (Coffeyvill e)		
	Montgomer y CO HD	Montgomer y		Montgomer y (Independe nce)		
	Morris CO HD	Morris	5,455	Morris		
	Nemaha CO SO	Nemaha	10,118	Nemaha		
Safe Travel	Nemaha Valley Community Hospital	Nemaha		Nemaha		
	Kansas Highway Patrol Troop H	Neosho	16,015	Allen, Anderson, Bourbon, Chautauqua , Cherokee, Coffey, Crawford, Elk, Greenwood , Labette, Linn, Lyon, Montgomer y, Neosho, Wilson, Woodson		YES
	Norton CO Hospital	Norton	5,441	Norton, Graham, Phillips, Decatur, Rooks		
	Osage County HD	Osage	15,772	Osage, Lyon, Coffey, Franklin, Wabaunsee , Shawnee		
	Pawnee County HD	Pawnee	6,680	Pawnee		
	Phillips CO Health Systems	Phillips	5,370	Phillips		
	Pottawatom ie CO HD/ Safe Kids Pott CO	Pottawatom ie	23,908	Pottawatom ie		
	Pratt PD	Pratt	9,547	Pratt		
	Reno CO HD	Reno	62,510	Reno	Spanish avail	YES

	Republic CO HD	Republic	4,691*	Republic		
	Hospital District #1 of Rice County	Rice	9,660	Rice	Spanish	
	Riley CO PD	Riley	74,172	Riley		
	Rooks CO HD	Rooks	5,043	Rooks	By Appt.	YES
	Russell CO HD	Russell	6,915	Russell		
	Russell CO SO	Russell		Russell		
	Kansas Highway Patrol Troop C	Saline	54,734	Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, Marshall, McPherson, Mitchell, Morris, Ottawa, Republic, Riley, Saline, Washington		
	Saline CO SO	Saline		Saline		
	Airmen amp Family Readiness Center	Sedgwick	513,687	Sedgwick, Butler		
	Derby PD	Sedgwick		Sedgwick		
	Goddard PD	Sedgwick		Sedgwick		
	Haysville PD	Sedgwick		Sedgwick	Spanish	

	Kansas Highway Patrol Troop F	Sedgwick		Barber, Barton, Butler, Cowley, Harper, Harvey, Kingman, Pratt, Reno, Rice, Sedgwick, Stafford, Sumner		
	Mulvane Police Station	Sedgwick		Sedgwick, Sumner, Cowley		
	Rainbows United, Inc.	Sedgwick		Sedgwick, Butler		
Safe Travel	Via Christi Hospital/Safe Kids Wichita Area	Sedgwick		Sedgwick, Sumner, Harvey, Butler		
Safe Travel	Seward CO HD	Seward	22,159	Seward, Grant, Stevens, Haskell, Morton	Spanish	
	Kansas Highway Patrol Troop B	Shawnee	178,187	Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Nemaha, Osage, Pottawatomie, Shawnee, Wabaunsee		
	Kansas Traffic Safety Resource Office	Shawnee		Shawnee	Spanish	
	Mission Township FD	Shawnee		Shawnee		
	Hoxie Christian Church	Sheridan	2,527*	Sheridan		
Yes	Smith CO EMS	Smith	3,668*	Smith		
	Smith County HD	Smith		Smith		

	Stafford CO HD	Stafford	4,207*	Stafford		
	Stanton CO HD	Stanton	2,060*	Stanton	Spanish	
	Stevens CO HD	Stevens	5,612	Stevens		
	Colby PD	Thomas	7,788	Thomas		
	Thomas CO HD	Thomas		Thomas	Spanish by appt	
	Wabaunsee CO HD	Wabaunsee	6,874	Wabaunsee		
	Wichita CO SO	Wichita	2,125*	Wichita	Spanish by appt	
	Kansas City Kansas Police Department	Wyandotte	165,288	Wyandotte		Yes
	New Birth Company (KCK)	Wyandotte		Wyandotte		
	USD 500	Wyandotte		Wyandotte		
	Wyandotte CO HD	Wyandotte		Wyandotte	All languages	
Safe Travel	Wyandotte CO Infant-Toddler Services	Wyandotte		Wyandotte	Spanish	

	*Seventeen counties are identified that serve the Rural Communities of 5,000 population or lessMany other counties in the state are considered rural, but are served by larger counties in their geographic areas*Seventeen counties are identified that serve the Rural Communities of 5,000 population or lessMany other counties in the state are considered rural, but are served by larger counties in their geographic areas				
		POPULATION OF COUNTIES WITH INSPECTION STATIONS		2,757,455	NUMBER OF COUNTIES WITH INSPECTION STATIONS
	77	POPULATION OF KANSAS		2,913,123	NUMBER OF COUNTIES IN KANSAS

	105	PERCENT OF POPULATION WITH INSPECTION STATIONS		95%		PERCENT OF COUNTIES WITH INSPECTION STATIONS

CPS Inspection Stations in Kansas
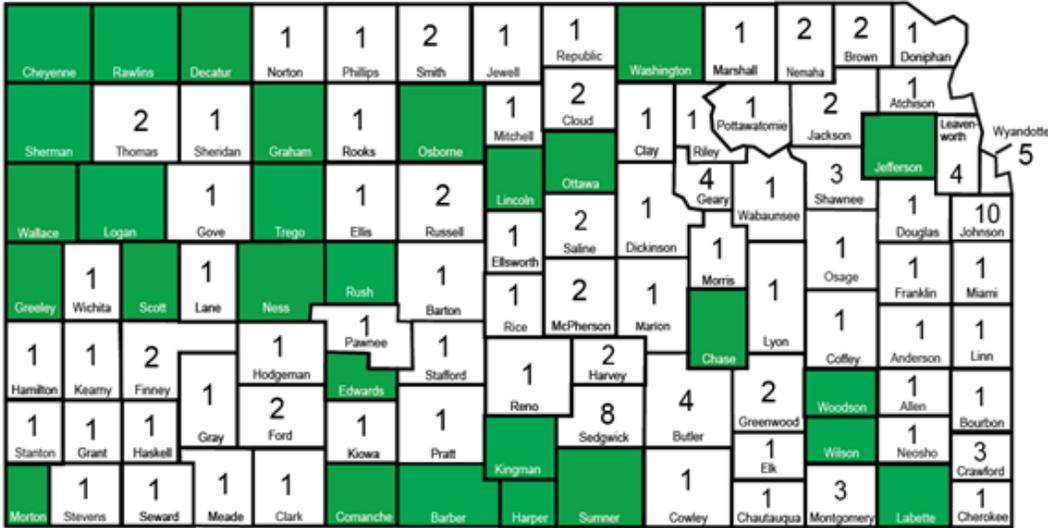
125 Total CPS Inspection Stations

77 Counties with CPS Inspection Stations

www.ktsro.org/child-passenger-safety

800-416-2522

CPS Instructor and Technician Count
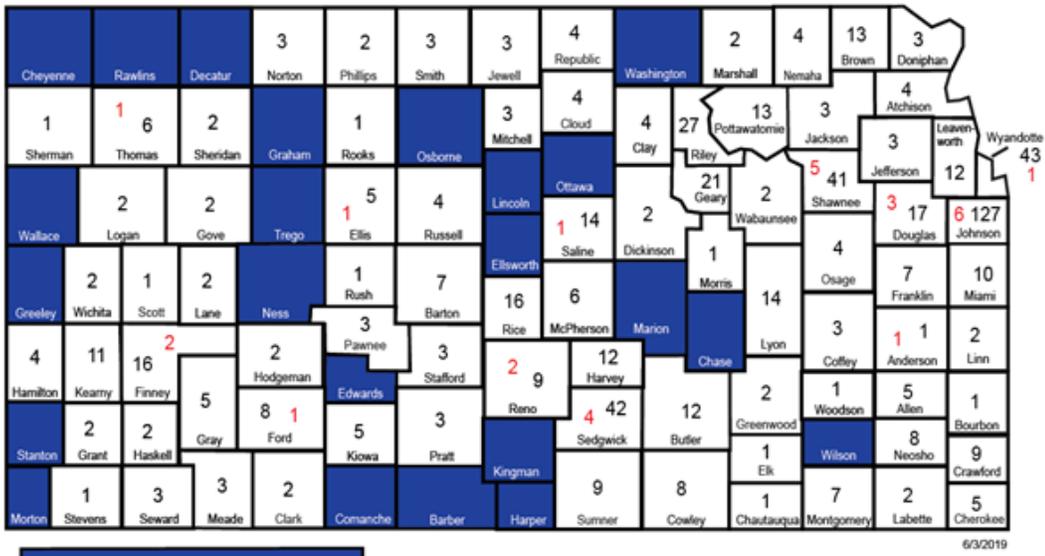
23 counties with no technicians

684 Technicians

28 Instructors

FY 2020 CPS Planned Training Schedule	Proposed Date	NHTSA 3-Day Child Passenger Safety Certification Classes (KTSRO)
Estimated Attendance	10/1/2019	Wichita
20	10/17/2019	Oskaloosa
12	3/5/2020	Dodge City
16	4/9/2020	Hays
12	7/16/2020	Topeka
16		
76	NHTSA 3-Day Child Passenger Safety Certification Classes (Outside Agency)	5/7/2020
Kansas City	20	6/4/2020
Leawood	20	8/1/2020
Mission	16	
	56	NHTSA 1-Day Renewal CPS Classes
5/6/2020	Kansas City	8
7/15/2020	Salina	8
		16
2018 Kansas Child Passenger Safety Technician Update Trainings	4/14/2020	Statewide Update-Topeka
150	5/23/2020	Kansas City
60		
210	Safe Travel for All Children: Transporting Children with Special Healthcare Needs	5/14/2020
Kansas City	10	8/13/2020
Wichita	10	
	20	Total estimated attendance, all in-person trainings
378	KTSRO CPS Online Webinars	
Recorded CPS Technician Update Trainings	30	
Child Care Transportation Training	75	
Misc. topics as needed	25	Total estimated attendance, all on-line trainings

Teen Drivers

During the 2008-09 school year, the state of Kansas implemented the Seatbelts Are for Everyone (SAFE) program in six schools in one county. By the end of the 2018-19 school year, the state had expanded SAFE into 169 schools in 69 counties. KDOT will continue to promote and expand the program in FFY 2020 and beyond. In 2009, the observed 15-17-year-old seat belt use rate was 61 percent. By 2018, that rate had improved to 85 percent. It is believed that the expansion and vitality of the SAFE program has been a principal ingredient in the

improvement in teen seat belt use, teen fatalities and teen driver involvement in fatal and serious injury crashes over the past several years. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.

SAFE is a program led by students with guidance and participation from law enforcement and school administration. Monthly, students receive reminders of the importance of seat belt use and are eligible for a gift card drawing if they sign a pledge card stating they will wear their seat belt. Annually, local and state law enforcement conduct seat belt enforcement centered on teen drivers. Each school conducts an observational use survey administered by the students, one in the fall and one in the late spring. These surveys not only give baseline data, but also aid in determining the rate change for the year. Students at the school with the highest use rate and largest increase per county are eligible for the grand prizes. Grants with the Kansas Department of Transportation (state funded), local prosecutors and local businesses fund the monthly and grand prizes. Through the KTSRO grant, KDOT funds a full-time coordinator and full-time assistant for this program. Recruitment for schools to participate in the SAFE program has been done through a combination of efforts by KTSRO staff and KDOT LELs, with the goal of having the program in every county across the state.

SAFE 2018 - 2019

Schools in County   Participating County   162 Total Schools   69 Total Counties
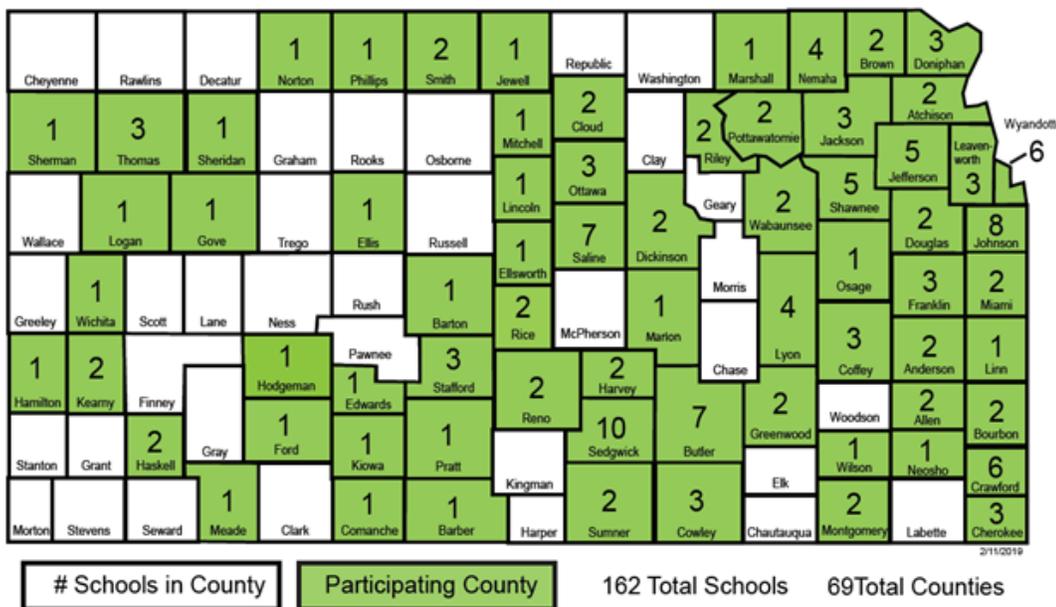
2018 - 2019 SAFE Counties and Schools	County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage
Survey Change	Allen	12,519	Iola High School	83	97
14	Allen		Marmaton Valley High School	97	98
1	Anderson	7,833	Anderson County Jr/Sr High School	92	88

68/178

-4	Anderson		Crest High School	95	100
5	Atchison	16,332	Atchison High School	59	71
12	Atchison		Atchison County Community High School	84	92
8	Barber	4,586	South Barber High School	85	86
1	Barton	26,476	Great Bend High School	78	84
6	Bourbon	14,754	Fort Scott High School	82	81
-1	Bourbon		Uniontown High School	82	91
9	Brown	9,641	Hiawatha High School	76	79
3	Brown		Horton High School	88	91
3	Butler	66,878	Douglass High School	82	89
7	Butler		Circle High School	87	90
3	Butler		Flinthills High School	90	91
1	Butler		El Dorado High School	95	89
-6	Butler		Andover High School	96	96
0	Butler		Remington High School	96	96
0	Butler		Andover Central High School	97	95
-2	Cherokee	20,115	Galena High School	75	90
15	Cherokee		Columbus High School	90	92
2	Cherokee		Riverton High School	91	90
-1	Cloud	8,991	Clifton Clyde High School	79	86
7	Cloud		Concordia High School	87	92
5	Coffey	8,224	Southern Coffey County High School	78	77
-1	Coffey		Waverly High School	79	79

0	Coffey		Burlington High School	97	93
-4	Comanche	1,790	South Central High School	91	97
6	Cowley	35,361	Dexter High School	88	89
1	Cowley		Arkansas City High School	89	87
-2	Cowley		Udall High School	93	92
-1	Crawford	39,034	Girard High School	80	89
9	Crawford		Pittsburg High School	82	80
-2	Crawford		Frontenac High School	86	94
8	Crawford		Southeast High School	95	90
-5	Crawford		Northeast High School	98	95
-3	Crawford		St. Maryaposs-Colgan High School	98	100
2	Dickinson	18,902	Chapman High School	88	96
8	Dickinson		Herington High School	97	94
-3	Doniphan	7,727	Troy High School	68	74
6	Doniphan		Doniphan West High School	73	82
9	Doniphan		Riverside High School	85	91
6	Douglas	120,793	Lawrence High School	83	84
1	Douglas		Free State High School	93	91
-2	Edwards	2,893	Kinsley High School	83	76
-7	Ellis	28,689	Hays High School	96	97
1	Ellsworth	6,330	Ellsworth Jr/Sr High School	80	88
8	Ford	34,381	Dodge City High School	88	87
-1	Franklin	25,733	Central Heights High School	89	94

5	Franklin		Ottawa High School	90	91
1	Franklin		West Franklin High School	97	97
0	Gove	2,631	Wheatland High School	87	89
2	Greenwood	6,123	Madison High School	76	88
12	Greenwood		Eureka High School	97	97
0	Hamilton	2,640	Syracuse High School	63	77
14	Harvey	34,544	Newton High School	85	91
6	Harvey		Sedgwick High School	95	96
1	Haskell	4,053	Sublette High School	70	78
8	Haskell		Satanta High School	84	58
-26	Hodgeman	1,842	Hodgeman County High School	74	86
12	Jackson	13,318	Holton High School	96	95
-1	Jackson		Royal Valley High School	96	97
1	Jackson		Jackson Heights High School	99	99
0	Jefferson	18,998	Oskaloosa High School	82	81
-1	Jefferson		Valley Falls High School	84	75
-9	Jefferson		McLouth High School	90	88
-2	Jefferson		Jefferson West High School	94	93
-1	Jefferson		Perry-Lecompton School	94	91
-3	Jewell	2,850	Rock Hills High School	93	88
-5	Johnson	591,178	Pleasant Ridge Middle School	80	97
17	Johnson		Oxford Middle School	86	93

7	Johnson		Blue Valley High School	87	92
5	Johnson		Shawnee Mission South High School	94	94
0	Johnson		Spring Hill High School	94	98
4	Johnson		Blue Valley North High School	96	95
-1	Johnson		DeSoto High School	96	96
0	Johnson		Blue Valley Northwest High School	97	97
0	Kearny	3,960	Lakin High School	72	80
8	Kearny		Deerfield High School	82	87
5	Kiowa	2,485	Kiowa County High School	92	90
-2	Leavenworth	81,095	Basehor-Linwood High School	81	87
6	Leavenworth		Pleasant Ridge High School	92	95
3	Leavenworth		Tonganoxie High School	92	94
2	Lincoln	3,043	Lincoln Jr/Sr High School	70	76
6	Linn	9,726	Pleasanton High School	80	85
5	Logan	2,821	Oakley High School	69	76
7	Lyon	33,392	Hartford High School	85	83
-2	Lyon		Northern Heights High School	91	97
6	Lyon		Olpe High School	93	86
-7	Lyon		Emporia High School	94	92
-2	Marion	11,986	Marion High School	82	90
8	Marshall	9,745	Marysville Jr/Sr High School	72	83

11	Meade	4,303	Meade High School	84	84
0	Miami	33,461	Osawatomie High School	87	81
-6	Miami		Paola High School	98	99
1	Mitchell	6,128	Beloit Jr/Sr High School	82	84
2	Montgomery	32,556	Independence High School	80	78
-2	Montgomery		Tyro Christian School	94	100
6	Nemaha	10,118	Centralia High School	76	86
10	Nemaha		Wetmore Academic Center	86	91
5	Nemaha		Sabetha High School	88	92
4	Nemaha		Nemaha Central High School	91	83
-8	Neosho	16,015	Erie High School	81	87
6	Norton	5,441	Norton Community High School	69	73
4	Osage	15,772	Lyndon High School	92	100
8	Ottawa	5,863	Bennington High School	67	74
7	Ottawa		Minneapolis High School	76	85
9	Ottawa		Tescott High School	90	78
-12	Phillips	5,370	Phillipsburg High School	83	78
-5	Pottawatomie	23,908	Wamego High School	94	96
2	Pottawatomie		Rock Creek Junior/Senior High School	97	96
-1	Pratt	9,547	Pratt High School	87	88
1	Reno	62,510	Haven High School	85	90
5	Reno		Hutchinson High School	93	91
-2	Rice	9,660	Lyons High School	80	87

7	Rice		Lyons Middle School	84	89
5	Riley	74,172	Manhattan High School	93	95
2	Riley		Riley County High School	98	96
-2	Saline	54,734	Lakewood Middle School	76	94
18	Saline		Salina South Middle School	80	95
15	Saline		Sacred Heart High School	85	97
12	Saline		Salina South High School	87	92
5	Saline		Salina Central High School	91	89
-2	Saline		Southeast of Saline High School	94	93
-1	Saline		Ell-Saline High School	96	96
0	Sedgwick	513,687	Cheney Middle School	75	87
12	Sedgwick		Maize Middle School	77	87
10	Sedgwick		Cheney High School	78	60
-18	Sedgwick		Wichita Heights High School	85	91
6	Sedgwick		Wichita East High School	90	93
3	Sedgwick		Maize South High School	91	89
-2	Sedgwick		Eisenhower High School	96	97
1	Sedgwick		Goddard High School	96	93
-3	Sedgwick		Maize High School	96	96
0	Sedgwick		Clearwater High School	98	100
2	Shawnee	178,187	Silver Lake High School	91	96
5	Shawnee		Seaman High School	92	98
6	Shawnee		Rossville High School	96	97

1	Shawnee		Shawnee Heights High School	97	98
1	Shawnee		Washburn Rural High School	97	96
-1	Sheridan	2,527	Hoxie High School	62	76
14	Sherman	5,930	Goodland High School	73	86
13	Smith	3,668	Thunder Ridge High School	82	77
-5	Smith		Smith Center Jr/Sr High School	85	86
1	Stafford	4,207	Stafford High School	61	73
12	Stafford		St. John High School	77	85
8	Stafford		Macksville High School	78	89
11	Sumner	23,159	Caldwell High School	68	69
1	Sumner		Wellington High School	97	98
1	Thomas	7,788	Brewster High School	61	59
-2	Thomas		Colby High School	77	88
11	Thomas		Golden Plains High School	85	87
2	Wabaunsee	6,874	Wabaunsee High School	89	92
3	Wabaunsee		Mission Valley Jr/Sr High School	96	97
1	Wichita	2,125	Wichita County Jr/Sr High School	60	66
6	Wilson	8,675	Neodesha High School	92	90
-2	Wyandotte	165,288	Washington High School	75	71
-4	Wyandotte		Wyandotte High School	76	76
0	Wyandotte		F.L. Schlagle High School	80	82
2	Wyandotte		Sumner Academy High School	82	91

9	Wyandotte		Bonner Springs High School	88	88
0	Wyandotte		JC Harmon High School	88	86
-2					
	TOTAL: 69 Counties		162 Schools	85.8%	88.4%

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	Annual	170

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Safety Seat Distribution
Communication Campaign
Observational Survey
Short-term, High Visibility Seat Belt Law Enforcement

Countermeasure Strategy: Child Safety Seat Distribution

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Distribution of child safety seats coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures. Number of Unrestrained Passengers, C-4, based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Distribution of child safety seats coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures. Number of Unrestrained Passengers, C-4, based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Distribution of child safety seats is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1304-20	Child Seat Distribution and Inspection Stations

Planned Activity: Child Seat Distribution and Inspection Stations

Planned activity number: SP-1304-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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 Nationally Certified Child Passenger Safety Technicians to install the seats and instruct parents on their use.

Intended Subrecipients

Local law enforcement, fire stations and county health departments.

Countermeasure strategies

Countermeasure Strategy
Child Safety Seat Distribution

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Child Restraint (FAST)	$100,000.00		$100,000.00

Countermeasure Strategy: Communication Campaign

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures. Number of Unrestrained Passengers, C-4, based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures. Number of Unrestrained Passengers, C-4, based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1301-20	Education and Awareness
SP-4501-20	Occupant Protection Initiatives
SP-4502-20	Child Passenger Safety Outreach

| SP-4503-20 | Safe Kids Buckle Up |
| SP-4504-20 | KTSRO Child Passenger Safety |

Planned Activity: Education and Awareness

Planned activity number: SP-1301-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

These project funds will enable the Traffic Safety Section to purchase and distribute printed materials, support occupant protection initiatives that have an occupant protection message to both the general public as well as various target populations. Counties in Kansas identified as having the biggest problem in the area of occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program. This project also enables KDOT to administer our statewide law enforcement recruitment lunches. These lunches serve as a building block for KDOT to promote the STEP and other federal aid programs designed to increase belt use and reduce crashes.

Intended Subrecipients

Kansas Department of Transportation.

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Special Occupant Protection (FAST)	$200,000.00	$0.00	$0.00

Planned Activity: Occupant Protection Initiatives

Planned activity number: SP-4501-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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.

Intended Subrecipients

Kansas Department of Transportation

Countermeasure strategies

Countermeasure Strategy	
Communication Campaign	

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	$400,000.00	$0.00	

Planned Activity: Child Passenger Safety Outreach

Planned activity number: SP-4502-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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.

Intended Subrecipients

Kansas Department of Transportation

Countermeasure strategies

Countermeasure Strategy	
Communication Campaign	

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Public Education (FAST)	$400,000.00	$0.00	

Planned Activity: Safe Kids Buckle Up

Planned activity number: SP-4503-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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.

Intended Subrecipients

Safe Kids Kansas

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	$50,000.00	$0.00	

Planned Activity: KTSRO Child Passenger Safety

Planned activity number: SP-4504-20

Primary Countermeasure Strategy ID: Communication Campaign

Planned Activity Description

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

Intended Subrecipients

KTSRO

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b Low Public Education (FAST)	$250,000.00	$0.00	

Countermeasure Strategy: Observational Survey

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

An observational seat belt survey is required and data from the survey will assist in problem identification.

Linkage Between Program Area

An observational seat belt survey is required and data from the survey will assist in problem identification.

Rationale

An observational seat belt survey is required and data from the survey will assist in problem identification.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1303-20	Data Consultant
SP-4506-20	Observational Survey

Planned Activity: Data Consultant

Planned activity number: SP-1303-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Dan Schulte

Countermeasure strategies

Countermeasure Strategy
Observational Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Occupant Protection (FAST)	$50,000.00	$0.00	$0.00

Planned Activity: Observational Survey

Planned activity number: SP-4506-20

Primary Countermeasure Strategy ID:

Planned Activity Description

This contract is responsible for conducting a direct observational occupant protection survey in 26 counties in the state using the current NHTSA uniform criteria. The adult survey has a total of 552 sites. In addition, this

contract will administer an observational survey for ages 0 to 18 in 20 identified counties encompassing 391 sites.

Intended Subrecipients

DCCCA

Countermeasure strategies

Countermeasure Strategy
Observational Survey

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	405b OP Low (FAST)	$295,000.00	$0.00	

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

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Short term high visibility enforcement targeting night time seat belt use coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4, Unrestrained Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Short term high visibility enforcement targeting night time seat belt use coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4, Unrestrained Fatalities.   Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1300-20	STEP
SP-4505-20	Nighttime Seatbelt Enforcement

Planned Activity: STEP

Planned activity number: SP-1300-20

Primary Countermeasure Strategy ID: Short-term, High Visibility Law Enforcement

Planned Activity Description

This program will provide funds for about 180 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2020: Thanksgiving Safe Arrival, New Year's DUI Crackdown, Click It Or Ticket and the Alcohol Crackdown. Depending on location, several of these agencies may also participate in other overtime enforcement activities targeting specific corridors. Table 9 has a list of grantees, the population they serve and collectively, reach more than 90 percent of the state population.

Intended Subrecipients

Law enforcement partners.

Special Traffic Enforcement Program (STEP) Grantees, by County	Funding Source		County	County Population
Grantee	402 PT	SP-1300-20	AL	12,909
Allen Co SO	402 PT	SP-1300-20	AL	
Iola PD	402 PT	SP-1300-20	AL	
Moran PD	402 PT	SP-1300-20	AN	7,883
Anderson Co. SO	402 PT	SP-1300-20	AN	
Garnett PD	402 PT	SP-1300-20	AT	16,332
Atchison PD	402 PT	SP-1300-20	AT	
Atchison Co SO	402 PT	SP-1300-20	BA	4,586
Medicine Lodge PD	402 PT	SP-1300-20	BB	14,772
Bronson PD	402 PT	SP-1300-20	BB	
Bourbon Co SO	402 PT	SP-1300-20	BB	
Fort Scott Dept. of Public Safety	402 PT	SP-1300-20	BR	9,815
Brown Co. SO	402 PT	SP-1300-20	BR	
Hiawatha PD	402 PT	SP-1300-20	BR	
Horton PD	402 PT	SP-1300-20	BT	27,385
Hoisington PD	402 PT	SP-1300-20	BT	
Barton Co SO	402 PT	SP-1300-20	BU	66,227
Andover PD	402 PT	SP-1300-20	BU	
Benton PD	402 PT	SP-1300-20	BU	
Butler Co SO	402 PT	SP-1300-20	BU	
El Dorado PD	402 PT	SP-1300-20	BU	
Rose Hill PD	402 PT	SP-1300-20	CD	9,385
Cloud Co. SO	402 PT	SP-1300-20	CD	
Concordia PD	402 PT	SP-1300-20	CK	20,115
Cherokee Co SO	402 PT	SP-1300-20	CK	
Galena PD	402 PT	SP-1300-20	CL	35,963
Arkansas City PD	402 PT	SP-1300-20	CL	

Cowley Co. SO	402 PT	SP-1300-20	CL	
Udall PD	402 PT	SP-1300-20	CM	1,790
Coldwater PD	402 PT	SP-1300-20	CM	
Comanche Co SO	402 PT	SP-1300-20	CN	2,683
Cheyenne Co SO	402 PT	SP-1300-20	CR	39,290
Cherokee PD	402 PT	SP-1300-20	CR	
Crawford Co SO	402 PT	SP-1300-20	CR	
Frontenac PD	402 PT	SP-1300-20	CR	
Pittsburg PD	402 PT	SP-1300-20	CY	8,317
Clay Center PD	402 PT	SP-1300-20	CY	
Clay Co. SO	402 PT	SP-1300-20	DC	2,885
Oberlin PD	402 PT	SP-1300-20	DG	116,585
Baldwin City PD	402 PT	SP-1300-20	DG	
Douglas Co. SO	402 PT	SP-1300-20	DG	
Eudora PD	402 PT	SP-1300-20	DG	
Kansas University Ofc. of Public Safety	402 PT	SP-1300-20	DG	
Lawrence PD	402 PT	SP-1300-20	DK	19,394
Chapman PD	402 PT	SP-1300-20	DP	7,874
Elwood PD	402 PT	SP-1300-20	DP	
Highland PD	402 PT	SP-1300-20	DP	
Wathena PD	402 PT	SP-1300-20	EL	29,013
Ellis Co. SO	402 PT	SP-1300-20	EL	
Hays PD	402 PT	SP-1300-20	EW	6,392
Ellsworth Co. SO	402 PT	SP-1300-20	EW	
Ellsworth PD	402 PT	SP-1300-20	FI	37,184
Garden City PD	402 PT	SP-1300-20	FO	34,795
Dodge City PD	402 PT	SP-1300-20	FO	
Ford Co. SO	402 PT	SP-1300-20	FR	25,611
Franklin Co. SO	402 PT	SP-1300-20	FR	
Ottawa PD	402 PT	SP-1300-20	FR	
Wellsville PD	402 PT	SP-1300-20	GE	36,713
Geary Co. SO	402 PT	SP-1300-20	GE	
Grandview Plaza PD	402 PT	SP-1300-20	GE	
Junction City PD	402 PT	SP-1300-20	GH	2,495
Graham Co. SO	402 PT	SP-1300-20	GL	1,249
Greeley Co. SO	402 PT	SP-1300-20	GO	2,631
Gove Co. SO	402 PT	SP-1300-20	GW	6,328
Greenwood Co. SO	402 PT	SP-1300-20	HM	2,640

Hamilton Co. SO	402 PT	SP-1300-20	HS	4,053
Haskell Co. SO	402 PT	SP-1300-20	HV	34,820
Burrton PD	402 PT	SP-1300-20	HV	
Halstead PD	402 PT	SP-1300-20	HV	
Hesston PD	402 PT	SP-1300-20	HV	
Newton PD	402 PT	SP-1300-20	JA	13,318
Jackson Co. SO	402 PT	SP-1300-20	JO	574,272
Gardner Dept. of Public Safety	402 PT	SP-1300-20	JO	
Johnson Co. SO	402 PT	SP-1300-20	JO	
Leawood PD	402 PT	SP-1300-20	JO	
Lenexa PD	402 PT	SP-1300-20	JO	
Merriam PD	402 PT	SP-1300-20	JO	
Mission PD	402 PT	SP-1300-20	JO	
Olathe PD	402 PT	SP-1300-20	JO	
Overland Park PD	402 PT	SP-1300-20	JO	
Prairie Village PD	402 PT	SP-1300-20	JO	
Roeland Park PD	402 PT	SP-1300-20	JO	
Shawnee PD	402 PT	SP-1300-20	JO	
Spring Hill PD	402 PT	SP-1300-20	JO	
Westwood PD	402 PT	SP-1300-20	JW	2,850
Jewell Co. SO	402 PT	SP-1300-20	KM	7,360
Kingman PD	402 PT	SP-1300-20	KW	2,485
Greensburg PD	402 PT	SP-1300-20	LB	20,960
Labette Co. SO	402 PT	SP-1300-20	LB	
Parsons PD	402 PT	SP-1300-20	LE	1,559
Lane Co. SO	402 PT	SP-1300-20	LG	2,794
Logan Co. SO	402 PT	SP-1300-20	LN	9,502
Linn Co. SO	402 PT	SP-1300-20	LN	
Linn Valley PD	402 PT	SP-1300-20	LN	
Mound City PD	402 PT	SP-1300-20	LN	
Pleasanton PD	402 PT	SP-1300-20	LV	78,797
Basehor PD	402 PT	SP-1300-20	LV	
Lansing PD	402 PT	SP-1300-20	LV	
Leavenworth PD	402 PT	SP-1300-20	LV	
Leavenworth SO	402 PT	SP-1300-20	LV	
Tonganoxie PD	402 PT	SP-1300-20	LY	33,212
Emporia PD	402 PT	SP-1300-20	LY	
Lyon Co. SO	402 PT	SP-1300-20	MC	6,128
Mitchell Co. SO	402 PT	SP-1300-20	ME	4,357
Meade Police Dept	402 PT	SP-1300-20	MG	34,065

Caney PD	402 PT	SP-1300-20	MG	
Coffeyville PD	402 PT	SP-1300-20	MG	
Independence PD	402 PT	SP-1300-20	MI	32,822
Louisburg PD	402 PT	SP-1300-20	MI	
Miami Co. SO	402 PT	SP-1300-20	MI	
Osawatomie PD	402 PT	SP-1300-20	MI	
Paola PD	402 PT	SP-1300-20	MN	11,986
Marion Co. SO	402 PT	SP-1300-20	MP	29,241
Canton PD	402 PT	SP-1300-20	MP	
McPherson PD	402 PT	SP-1300-20	MP	
McPherson Co. SO	402 PT	SP-1300-20	MP	
Windom PD	402 PT	SP-1300-20	MS	9,745
Marysville PD	402 PT	SP-1300-20	MT	2,740
Morton Co. SO	402 PT	SP-1300-20	NM	10,118
Seneca PD	402 PT	SP-1300-20	NT	5,560
Norton PD	402 PT	SP-1300-20	OB	3,756
Osborne PD	402 PT	SP-1300-20	OS	15,936
Carbondale PD	402 PT	SP-1300-20	OS	
Overbrook PD	402 PT	SP-1300-20	PR	9,850
Pratt Co. SO	402 PT	SP-1300-20	PR	
Pratt PD	402 PT	SP-1300-20	PT	22,897
St. Marys PD	402 PT	SP-1300-20	PT	
Wamego PD	402 PT	SP-1300-20	RC	10,015
Lyons PD	402 PT	SP-1300-20	RL	75,194
Riley Co. Police Dept.	402 PT	SP-1300-20	RN	63,357
Buhler PD	402 PT	SP-1300-20	RN	
Haven PD	402 PT	SP-1300-20	RN	
Hutchinson PD	402 PT	SP-1300-20	RN	
Reno Co. SO	402 PT	SP-1300-20	RN	
South Hutchinson PD	402 PT	SP-1300-20	RO	5,155
Plainville PD	402 PT	SP-1300-20	RO	
Rooks Co. SO	402 PT	SP-1300-20	RO	
Stockton PD	402 PT	SP-1300-20	RS	6,915
Russell County SO	402 PT	SP-1300-20	RS	
Russell PD	402 PT	SP-1300-20	SA	55,755
Saline Co. SO	402 PT	SP-1300-20	SA	
Salina PD	402 PT	SP-1300-20	SC	4,961
Scott City PD	402 PT	SP-1300-20	SD	2,527
Sheridan Co. SO	402 PT	SP-1300-20	SF	4,207
St. John PD	402 PT	SP-1300-20	SF	
Stafford PD	402 PT	SP-1300-20	SG	513,687

Andale PD	402 PT	SP-1300-20	SG	
Bel Aire PD	402 PT	SP-1300-20	SG	
Bentley PD	402 PT	SP-1300-20	SG	
Cheney PD	402 PT	SP-1300-20	SG	
Colwich PD	402 PT	SP-1300-20	SG	
Derby PD	402 PT	SP-1300-20	SG	
Eastborough PD	402 PT	SP-1300-20	SG	
Goddard PD	402 PT	SP-1300-20	SG	
Haysville PD	402 PT	SP-1300-20	SG	
Kechi PD	402 PT	SP-1300-20	SG	
Maize PD	402 PT	SP-1300-20	SG	
Park City PD	402 PT	SP-1300-20	SG	
Sedgwick Co. SO	402 PT	SP-1300-20	SG	
Valley Center PD	402 PT	SP-1300-20	SG	
Wichita PD	402 PT	SP-1300-20	SM	3,668
Smith Co. SO	402 PT	SP-1300-20	SN	178,406
Rossville PD	402 PT	SP-1300-20	SN	
Shawnee Co. SO	402 PT	SP-1300-20	SN	
Topeka PD	402 PT	SP-1300-20	SU	23,528
Caldwell PD	402 PT	SP-1300-20	SU	
Oxford PD	402 PT	SP-1300-20	SU	
Sumner Co. SO	402 PT	SP-1300-20	SU	
Wellington PD	402 PT	SP-1300-20	SW	23,465
Liberal PD	402 PT	SP-1300-20	SW	
Seward Co. SO	402 PT	SP-1300-20	TH	7,788
Thomas Co SO	402 PT	SP-1300-20	TH	
Wabaunsee Co SO	402 PT	SP-1300-20	TH	
Wichita County SO	402 PT	SP-1300-20	WL	8,474
Neodesha PD	402 PT	SP-1300-20	WY	161,636
Bonner Springs PD	402 PT	SP-1300-20	WY	
Edwardsville PD	402 PT	SP-1300-20	WY	
Kansas City PD	402 PT	SP-1300-20	WY	
Wyandotte Co. SO	402 PT	SP-1300-20	Statewide	
Kansas Highway Patrol	175 Local Law Enforcement Agencies + KHP		Population of Kansas: 2,910,000	
94% of Kansas residents live in a county with at least one STEP law enforcement agency.			Population of Counties with STEP: 2,743,162	

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 PTS-Police Traffic Services	PT High Visibility Enforcement	$1,000,000.00	$1,000,000.00	$1,000,000.00

Planned Activity: Nighttime Seatbelt Enforcement

Planned activity number: SP-4505-20

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

Planned Activity Description

The Nighttime Seatbelt Enforcement Program, initiated in FFY 2012, is projected to fund overtime enforcement efforts of 10 local law enforcement agencies consisting primarily of after-dark saturation patrols and spotter call-out activities during the year (excluding STEP campaign dates). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.

Intended Subrecipients

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

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405b OP Low	State and Local OP High Visibility Enforcement	$200,000.00	$0.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

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.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
SP-1400-20	Planning and Administration	Highway Safety Office Program Management

Planned Activity: Planning and Administration

Planned activity number: SP-1400-20

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

This project enables Section staff to obtain training, attend key conferences in other states and travel to monitor grantees. This will allow new staff training on the Grant Management Solutions Suite, Program Management and individual program area specialties.

Intended Subrecipients

Kansas Department of Transportation, State Highway Safety Office Staff

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	$20,000.00		$0.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

Law enforcement plays a crucial role in changing poor driver behavior by putting teeth to Kansas traffic laws and education activities. To make a significant impact requires additional enforcement resources beyond those available for day-to-day police operations. In Kansas, the TSS will continue to make programs and funds available for overtime traffic enforcement activities, traffic enforcement training, and traffic enforcement equipment and commodities. A key support component is its LEL (law enforcement liaison) program which utilizes four retired law enforcement officers to liaison with each of the 300+ law enforcement agencies in the state. These individuals function to retain and recruit additional law enforcement partners and aid in identifying and addressing traffic enforcement problem areas in their jurisdictions. Other enforcement efforts include a grant with the Kansas Highway Patrol designed to target aggressive driving behaviors.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	103

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communications and Outreach
Short-term, High Visibility Law Enforcement

Countermeasure Strategy: Communications and Outreach

Program Area: Police Traffic Services

Project Safety Impacts

Communication and Outreach campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Speeding C-6. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Communication and Outreach campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Speeding C-6. 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.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1700-20	Law Enforcement Liaison

SP-1701-20	PT Communication and Outreach
SP-1702-20	Crash Reconstruction Training
SP-1704-20	KLETC Driving Simulator

Planned Activity: Law Enforcement Liaison

Planned activity number: SP-1700-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

KDOT has a complement of four LELs – each an independent contractor. These retired traffic enforcement veterans represent KDOT Traffic Safety and its programming to a diverse group of over 300 law enforcement agencies scattered over 82,000 square miles. They are actively involved in the promotion of traffic enforcement as the most efficient way to reduce serious roadway injury, while at the same time reducing the incidence of multiple types of crime. In this pursuit, they are available to consult with any police agency. Not only do they promote the value and tactics of effective traffic enforcement to police agencies, but they also represent the TSS traffic enforcement programming and the other resources which are available to them (e.g., SAFE – Seatbelts Are for Everyone – STEP, IDDP, and NSEP).

Intended Subrecipients

Law enforcement partners.

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 PTS-Police Traffic Services	402 PTS Police Traffic Services	$260,000.00	$260,000.00	$260,000.00

Planned Activity: PT Communication and Outreach

Planned activity number: SP-1701-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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.

Intended Subrecipients

Local law enforcement partners.

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 PTS-Police Traffic Services	402 PTS Police Traffic Services	$80,000.00	$80,000.00	$80,000.00

Planned Activity: Crash Reconstruction Training

Planned activity number: SP-1702-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

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

Intended Subrecipients

Law enforcement partners.

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 PTS-Police Traffic Services	PTS Training and Education	$50,000.00	$50,000.00	$50,000.00

Planned Activity: KLETC Driving Simulator

Planned activity number: SP-1704-20

Primary Countermeasure Strategy ID: Communication and Outreach

Planned Activity Description

This project will provide a driving simulator to the Kansas Law Enforcement Training Center. This simulator will high-light the importance of traffic safety and provide officers the tools necessary to navigate a motor vehicle in a safe and instructional environment. This project will continue the partnership between KDOT and the KLETC on providing educational opportunities targeting law enforcement and traffic safety. A letter seeking approval will be sent to the Regional Office prior to proceeding with this grant.

Intended Subrecipients

Kansas Law Enforcement Training Center

Countermeasure strategies

Countermeasure Strategy
Communications and Outreach

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 PTS-Police Traffic Services	PTS Training and Education	$100,000.00	$0.00	$100,000.00

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of $5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
Pursuit Simulator	1	$130,000.00	$130,000.00	$100,000.00	$100,000.00

Countermeasure Strategy: Short-term, High Visibility Law Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

Short term high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-6, Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate. The agencies listed in the Section 405(b) application represent a population coverage of more than 90 percent.

Linkage Between Program Area

Short term high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-6, Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-0931-20	STEP Law Enforcement Support
SP-1300-20	STEP

SP-1703-20	KHP Fatality Reduction
SP-1713-20	Wyandotte County

Planned Activity: STEP Law Enforcement Support

Planned activity number: SP-0931-20

Primary Countermeasure Strategy ID: Short-term, High Visibility Law Enforcement

Planned Activity Description

In conjunction with our STEP contractors, SP-1300-19, this project supports law enforcement agency activities by funding needed traffic safety equipment to fulfill individual law enforcement contracts. Utilizing past performance, data driven problem identification and agency needs are considered when awarding the grants. The amount of funding and type of equipment is based on project requirements, need and activities conducted to fulfill KDOT contracts. All equipment purchases will meet State and Federal procurement requirements.

Intended Subrecipients

Law enforcement partners.

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	402 PTS-Police Traffic Services	PT High Visibility Enforcement	$300,000.00	$300,000.00	$300,000.00

Planned Activity: STEP

Planned activity number: SP-1300-20

Primary Countermeasure Strategy ID: Short-term, High Visibility Law Enforcement

Planned Activity Description

This program will provide funds for about 180 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2020: Thanksgiving Safe Arrival, New Year's DUI Crackdown, Click It Or Ticket and the Alcohol Crackdown. Depending on location, several of these agencies may also participate in other overtime enforcement activities targeting specific corridors. Table 9 has a list of grantees, the population they serve and collectively, reach more than 90 percent of the state population.

Intended Subrecipients

Law enforcement partners.

Special Traffic Enforcement Program (STEP) Grantees, by County	Funding Source		County	County Population
Grantee	402 PT	SP-1300-20	AL	12,909
Allen Co SO	402 PT	SP-1300-20	AL	
Iola PD	402 PT	SP-1300-20	AL	
Moran PD	402 PT	SP-1300-20	AN	7,883
Anderson Co. SO	402 PT	SP-1300-20	AN	
Garnett PD	402 PT	SP-1300-20	AT	16,332
Atchison PD	402 PT	SP-1300-20	AT	
Atchison Co SO	402 PT	SP-1300-20	BA	4,586
Medicine Lodge PD	402 PT	SP-1300-20	BB	14,772
Bronson PD	402 PT	SP-1300-20	BB	
Bourbon Co SO	402 PT	SP-1300-20	BB	
Fort Scott Dept. of Public Safety	402 PT	SP-1300-20	BR	9,815
Brown Co. SO	402 PT	SP-1300-20	BR	
Hiawatha PD	402 PT	SP-1300-20	BR	
Horton PD	402 PT	SP-1300-20	BT	27,385
Hoisington PD	402 PT	SP-1300-20	BT	
Barton Co SO	402 PT	SP-1300-20	BU	66,227
Andover PD	402 PT	SP-1300-20	BU	
Benton PD	402 PT	SP-1300-20	BU	
Butler Co SO	402 PT	SP-1300-20	BU	
El Dorado PD	402 PT	SP-1300-20	BU	
Rose Hill PD	402 PT	SP-1300-20	CD	9,385
Cloud Co. SO	402 PT	SP-1300-20	CD	
Concordia PD	402 PT	SP-1300-20	CK	20,115
Cherokee Co SO	402 PT	SP-1300-20	CK	
Galena PD	402 PT	SP-1300-20	CL	35,963
Arkansas City PD	402 PT	SP-1300-20	CL	
Cowley Co. SO	402 PT	SP-1300-20	CL	
Udall PD	402 PT	SP-1300-20	CM	1,790
Coldwater PD	402 PT	SP-1300-20	CM	
Comanche Co SO	402 PT	SP-1300-20	CN	2,683
Cheyenne Co SO	402 PT	SP-1300-20	CR	39,290
Cherokee PD	402 PT	SP-1300-20	CR	
Crawford Co SO	402 PT	SP-1300-20	CR	
Frontenac PD	402 PT	SP-1300-20	CR	
Pittsburg PD	402 PT	SP-1300-20	CY	8,317

Clay Center PD	402 PT	SP-1300-20	CY	
Clay Co. SO	402 PT	SP-1300-20	DC	2,885
Oberlin PD	402 PT	SP-1300-20	DG	116,585
Baldwin City PD	402 PT	SP-1300-20	DG	
Douglas Co. SO	402 PT	SP-1300-20	DG	
Eudora PD	402 PT	SP-1300-20	DG	
Kansas University Ofc. of Public Safety	402 PT	SP-1300-20	DG	
Lawrence PD	402 PT	SP-1300-20	DK	19,394
Chapman PD	402 PT	SP-1300-20	DP	7,874
Elwood PD	402 PT	SP-1300-20	DP	
Highland PD	402 PT	SP-1300-20	DP	
Wathena PD	402 PT	SP-1300-20	EL	29,013
Ellis Co. SO	402 PT	SP-1300-20	EL	
Hays PD	402 PT	SP-1300-20	EW	6,392
Ellsworth Co. SO	402 PT	SP-1300-20	EW	
Ellsworth PD	402 PT	SP-1300-20	FI	37,184
Garden City PD	402 PT	SP-1300-20	FO	34,795
Dodge City PD	402 PT	SP-1300-20	FO	
Ford Co. SO	402 PT	SP-1300-20	FR	25,611
Franklin Co. SO	402 PT	SP-1300-20	FR	
Ottawa PD	402 PT	SP-1300-20	FR	
Wellsville PD	402 PT	SP-1300-20	GE	36,713
Geary Co. SO	402 PT	SP-1300-20	GE	
Grandview Plaza PD	402 PT	SP-1300-20	GE	
Junction City PD	402 PT	SP-1300-20	GH	2,495
Graham Co. SO	402 PT	SP-1300-20	GL	1,249
Greeley Co. SO	402 PT	SP-1300-20	GO	2,631
Gove Co. SO	402 PT	SP-1300-20	GW	6,328
Greenwood Co. SO	402 PT	SP-1300-20	HM	2,640
Hamilton Co. SO	402 PT	SP-1300-20	HS	4,053
Haskell Co. SO	402 PT	SP-1300-20	HV	34,820
Burrton PD	402 PT	SP-1300-20	HV	
Halstead PD	402 PT	SP-1300-20	HV	
Hesston PD	402 PT	SP-1300-20	HV	
Newton PD	402 PT	SP-1300-20	JA	13,318
Jackson Co. SO	402 PT	SP-1300-20	JO	574,272
Gardner Dept. of Public Safety	402 PT	SP-1300-20	JO	
Johnson Co. SO	402 PT	SP-1300-20	JO	

Leawood PD	402 PT	SP-1300-20	JO	
Lenexa PD	402 PT	SP-1300-20	JO	
Merriam PD	402 PT	SP-1300-20	JO	
Mission PD	402 PT	SP-1300-20	JO	
Olathe PD	402 PT	SP-1300-20	JO	
Overland Park PD	402 PT	SP-1300-20	JO	
Prairie Village PD	402 PT	SP-1300-20	JO	
Roeland Park PD	402 PT	SP-1300-20	JO	
Shawnee PD	402 PT	SP-1300-20	JO	
Spring Hill PD	402 PT	SP-1300-20	JO	
Westwood PD	402 PT	SP-1300-20	JW	2,850
Jewell Co. SO	402 PT	SP-1300-20	KM	7,360
Kingman PD	402 PT	SP-1300-20	KW	2,485
Greensburg PD	402 PT	SP-1300-20	LB	20,960
Labette Co. SO	402 PT	SP-1300-20	LB	
Parsons PD	402 PT	SP-1300-20	LE	1,559
Lane Co. SO	402 PT	SP-1300-20	LG	2,794
Logan Co. SO	402 PT	SP-1300-20	LN	9,502
Linn Co. SO	402 PT	SP-1300-20	LN	
Linn Valley PD	402 PT	SP-1300-20	LN	
Mound City PD	402 PT	SP-1300-20	LN	
Pleasanton PD	402 PT	SP-1300-20	LV	78,797
Basehor PD	402 PT	SP-1300-20	LV	
Lansing PD	402 PT	SP-1300-20	LV	
Leavenworth PD	402 PT	SP-1300-20	LV	
Leavenworth SO	402 PT	SP-1300-20	LV	
Tonganoxie PD	402 PT	SP-1300-20	LY	33,212
Emporia PD	402 PT	SP-1300-20	LY	
Lyon Co. SO	402 PT	SP-1300-20	MC	6,128
Mitchell Co. SO	402 PT	SP-1300-20	ME	4,357
Meade Police Dept	402 PT	SP-1300-20	MG	34,065
Caney PD	402 PT	SP-1300-20	MG	
Coffeyville PD	402 PT	SP-1300-20	MG	
Independence PD	402 PT	SP-1300-20	MI	32,822
Louisburg PD	402 PT	SP-1300-20	MI	
Miami Co. SO	402 PT	SP-1300-20	MI	
Osawatomie PD	402 PT	SP-1300-20	MI	
Paola PD	402 PT	SP-1300-20	MN	11,986
Marion Co. SO	402 PT	SP-1300-20	MP	29,241
Canton PD	402 PT	SP-1300-20	MP	
McPherson PD	402 PT	SP-1300-20	MP	

McPherson Co. SO	402 PT	SP-1300-20	MP	
Windom PD	402 PT	SP-1300-20	MS	9,745
Marysville PD	402 PT	SP-1300-20	MT	2,740
Morton Co. SO	402 PT	SP-1300-20	NM	10,118
Seneca PD	402 PT	SP-1300-20	NT	5,560
Norton PD	402 PT	SP-1300-20	OB	3,756
Osborne PD	402 PT	SP-1300-20	OS	15,936
Carbondale PD	402 PT	SP-1300-20	OS	
Overbrook PD	402 PT	SP-1300-20	PR	9,850
Pratt Co. SO	402 PT	SP-1300-20	PR	
Pratt PD	402 PT	SP-1300-20	PT	22,897
St. Marys PD	402 PT	SP-1300-20	PT	
Wamego PD	402 PT	SP-1300-20	RC	10,015
Lyons PD	402 PT	SP-1300-20	RL	75,194
Riley Co. Police Dept.	402 PT	SP-1300-20	RN	63,357
Buhler PD	402 PT	SP-1300-20	RN	
Haven PD	402 PT	SP-1300-20	RN	
Hutchinson PD	402 PT	SP-1300-20	RN	
Reno Co. SO	402 PT	SP-1300-20	RN	
South Hutchinson PD	402 PT	SP-1300-20	RO	5,155
Plainville PD	402 PT	SP-1300-20	RO	
Rooks Co. SO	402 PT	SP-1300-20	RO	
Stockton PD	402 PT	SP-1300-20	RS	6,915
Russell County SO	402 PT	SP-1300-20	RS	
Russell PD	402 PT	SP-1300-20	SA	55,755
Saline Co. SO	402 PT	SP-1300-20	SA	
Salina PD	402 PT	SP-1300-20	SC	4,961
Scott City PD	402 PT	SP-1300-20	SD	2,527
Sheridan Co. SO	402 PT	SP-1300-20	SF	4,207
St. John PD	402 PT	SP-1300-20	SF	
Stafford PD	402 PT	SP-1300-20	SG	513,687
Andale PD	402 PT	SP-1300-20	SG	
Bel Aire PD	402 PT	SP-1300-20	SG	
Bentley PD	402 PT	SP-1300-20	SG	
Cheney PD	402 PT	SP-1300-20	SG	
Colwich PD	402 PT	SP-1300-20	SG	
Derby PD	402 PT	SP-1300-20	SG	
Eastborough PD	402 PT	SP-1300-20	SG	
Goddard PD	402 PT	SP-1300-20	SG	
Haysville PD	402 PT	SP-1300-20	SG	
Kechi PD	402 PT	SP-1300-20	SG	
Maize PD	402 PT	SP-1300-20	SG	

Park City PD	402 PT	SP-1300-20	SG		
Sedgwick Co. SO	402 PT	SP-1300-20	SG		
Valley Center PD	402 PT	SP-1300-20	SG		
Wichita PD	402 PT	SP-1300-20	SM	3,668	
Smith Co. SO	402 PT	SP-1300-20	SN	178,406	
Rossville PD	402 PT	SP-1300-20	SN		
Shawnee Co. SO	402 PT	SP-1300-20	SN		
Topeka PD	402 PT	SP-1300-20	SU	23,528	
Caldwell PD	402 PT	SP-1300-20	SU		
Oxford PD	402 PT	SP-1300-20	SU		
Sumner Co. SO	402 PT	SP-1300-20	SU		
Wellington PD	402 PT	SP-1300-20	SW	23,465	
Liberal PD	402 PT	SP-1300-20	SW		
Seward Co. SO	402 PT	SP-1300-20	TH	7,788	
Thomas Co SO	402 PT	SP-1300-20	TH		
Wabaunsee Co SO	402 PT	SP-1300-20	TH		
Wichita County SO	402 PT	SP-1300-20	WL	8,474	
Neodesha PD	402 PT	SP-1300-20	WY	161,636	
Bonner Springs PD	402 PT	SP-1300-20	WY		
Edwardsville PD	402 PT	SP-1300-20	WY		
Kansas City PD	402 PT	SP-1300-20	WY		
Wyandotte Co. SO	402 PT	SP-1300-20	Statewide		
Kansas Highway Patrol	175 Local Law Enforcement Agencies + KHP		Population of Kansas: 2,910,000		
94% of Kansas residents live in a county with at least one STEP law enforcement agency.			Population of Counties with STEP: 2,743,162		

Countermeasure strategies

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

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2020	402 PTS-Police Traffic Services	PT High Visibility Enforcement	$1,000,000.00	$1,000,000.00	$1,000,000.00

Planned Activity: KHP Fatality Reduction

Planned activity number: SP-1703-20

Primary Countermeasure Strategy ID:

Planned Activity Description

The Kansas Highway Patrol will use this overtime funding for enforcement efforts centered on reducing the overall number of fatalities in the state. Special emphasis will be placed on speeding and impaired driving in locations shown to have a high fatality number or incidence of impaired driving.

Intended Subrecipients

Kansas Highway Patrol

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$150,000.00	$0.00	$0.00

Planned Activity: Wyandotte County

Planned activity number: SP-1713-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Wyandotte County Sheriff's Office

Countermeasure strategies

Countermeasure Strategy
Short-term, High Visibility Law Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	$25,000.00	$0.00	$25,000.00

Program Area: Roadway Safety/Traffic Engineering

Description of Highway Safety Problems

Roadside Safety

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-6) Number of speeding-related fatalities (FARS)	2020	Annual	103

Countermeasure Strategies in Program Area

Countermeasure Strategy
Training for Public Works

Countermeasure Strategy: Training for Public Works

Program Area: Roadway Safety/Traffic Engineering

Project Safety Impacts

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

Linkage Between Program Area

Training for local public works coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-6. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

Training for local public works officials should enhance their knowledge and potential safety strategies when addressing intersections and other high crash locations.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-1402-20	Training for Public Works

Planned Activity: Training for Public Works

Planned activity number: SP-1402-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Kansas State University

Countermeasure strategies

Countermeasure Strategy
Training for Public Works

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	NHTSA 402	Roadway Safety	$100,000.00		$100,000.00

Program Area: Traffic Records

Description of Highway Safety Problems

Traffic Records

Development, coordination and availability of current traffic records is vital to problem identification. This program will support the Traffic Records Coordinating Committee (TRCC) and provide an avenue to promote sharing of relevant traffic safety data. The TRCC has representatives from many state and local entities all striving to breakdown the silos of information that current exist. The TRCC Strategic Plan and Performance Measures documents can be found in the state of Kansas Section 405(c) application.

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

Name	Agency	Title	Duties/Responsibilities	Core Data Set
TBD	Mid-America Regional Council	Senior Transportation Planner	Regional Planner KC/Technology	Local Roadway/Local Crash
Chief Todd Ackerman	Marysville Police Department	Chief	Crime Prevention/Data Administrator	Local Crash/Local Crime
Danielle Sass	KDHE, Trauma Program	Epidemiologist	EMS Program Consultant	Local Crash/EMS
Chris Bortz	KDOT, Bureau of Safety amp Technology	Traffic Safety Program Manager	Traffic Safety/Data User	Crash

David LaRoche	Federal Highway Administration/ US DOT	Safety Specialist	FHWA Data User	VMT/Roadway
David Marshall	Kansas Criminal Justice Information Systems	Executive Director	KCJIS AdministratorK CJIS Administrator	Crash/Citation/E MS Administrator
Delaine Adkins	Iteris, Inc.	Program Manager	Technology/Plan ner	Consultant/Cras h/Citation/EMS
Ed Klumpp	Kansas Association of Chiefs of Police	Legislative Committee	Law Enforcement/Da ta Support	Local Law Enforcement/Cit ation/DUI
Gary Herman	KDOT, Bureau of Safety amp Technology	Asst. Traffic Safety Program Manager	Traffic Safety/Data User	Crash
Glen Yancey	Kansas Health amp Environment	IT Director	Health-Wellness/Data Administrator	EMS Trauma
Harold Sass	Kansas Department of Corrections	Chief Information Officer	Data/Technolog y Administrator	Citation/Driver/ Vehicle
Jason Bonar	KDOT Transportation Planning	Application Developer	Technology/Dat a Support	Technology Support/Crash
Lori Haskett	NHTSA, Region 7	Regional Program Manager	Fed. Rep.	FARS
Jeff Neal	KDOT Information Technology	Chief Information Officer	Data/Technolog y Administrator	Crash and Roadway
Joe House	Emergency Medical Services	Deputy Director	Medical/Data Administrator	EMS
Joe Mandala	Kansas Bureau of Investigation	Chief Information Officer	Data/Technolog y Administrator	Crime and Criminal History/Citation/ Crash
TBD	Shawnee County Sheriff's Office	TBD	Law Enforcement	Local Law Enforcement/Cr ash/Citation
Jon Payne	Kansas Department of Revenue	Chief Information Officer	Data/Technolog y Administrator	Technology Administrator/D river
Kelly O'Brien	Office of Judicial Administration	Director, Information Systems	Data/Technolog y Administrator	Courts
Kelly Johnson	Kansas Highway Patrol	Director, Information Systems	Data/Technolog y Administrator	Crime and Criminal History/Crash/V ehicle/DriverCri me and Criminal History/Crash/V ehicle/Driver

Ken Nelson	KU Dept. of Education/KS Geological Survey	Section Manager/DASC Manager	Program Manager	Roadway/GIS
Kyle Gonterwitz	KDOT, Transportation Planning	GIS Manager	Data Manager	Roadway
Lacey Hane	KDOR, Driver Solutions	Resource Specialist	Program Manager	Driver/Vehicle
Laura Bohnenkemper	Kansas Bureau of Investigation	IT Project Analyst	Program Manager	Technology Crime and Criminal History/Citation
Leslie Moore	Kansas Bureau of Investigation	Director, Information Serv.	Data/Technology Administrator	Crime and Criminal History/Citation
Melanie Waters	Office of Judicial Administration	OJA Administrator	Data/Technology Administrator	Courts
Michael Ronin	KDOT, Bureau of Trans. Safety amp Technology	Crash Data Unit	Data/Technology	Technology Support/Crash
Mitch Beemer	Kansas Bureau of Investigation	Manager, IBR Unit	Data/Technology Manager	Technology Support/Citation
Scott Ekberg	KS 911 Coordinating Council	NG 911 Administrator	Program Administrator	Next Generation 911/EMS
Shawn Brown	KDOT, Information Technology Services	Infrastructure Support Mgr.	Data/Technology Administrator	Crash/Roadway
Steven Buckley	KDOT, Bureau of Safety amp Technology	Traffic Safety Engineer	Traffic Safety/Data User	Crash/Roadway
Tammy Allen	Kansas Department of Revenue	CDL Program Specialist	Program Consultant	Driver/Vehicle
Terri Slater	KDOT, Transportation OITS	Application Developer	Data/Technology	Technology Support/Crash

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

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	411

Countermeasure Strategies in Program Area

Countermeasure Strategy
Highway Safety Office Program Management
Improves accuracy of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Traffic Records

Project Safety Impacts

Improved Highway Safety Office Program Management 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

Program Management 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

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

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-2150-20	TRCC Project Management

Planned Activity: TRCC Project Management

Planned activity number: SP-2150-20

Primary Countermeasure Strategy ID: Highway Safety Office Program Management

Planned Activity Description

Program management of data projects is an important component in providing complete, timely and accurate data to assist in problem identification.

Intended Subrecipients

IT Consultant, TBD

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2017	FAST Act 405c Data Program	405c Data Program (FAST)	$300,000.00	$0.00	

Countermeasure Strategy: Improves accuracy of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Improved accuracy of data 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

Improved accuracy of data 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

Improved accuracy of data is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-4200-20	TIRES Software

Planned Activity: TIRES Software

Planned activity number: SP-4200-20

Primary Countermeasure Strategy ID: Improves accuracy of a core highway safety database

Planned Activity Description

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

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves accuracy of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	MAP 21 405c Data Program	405c Data Program (MAP-21)	$26,800.00	$0.00	

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

Improved completeness of data sets 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

Improved completeness of data is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Rationale

Completeness of traffic safety data is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-2150-20	Crash Reporting Form Updates
SP-4602-20	eCitation Management
SP-4604-20	Electronic Citation Reporting
SP-4606-20	KBI eCitation Vendor
SP-4609-20	KBI Security Architecture Position

Planned Activity: Crash Reporting Form Updates

Planned activity number: SP-2150-20

Primary Countermeasure Strategy ID: Improves completeness of a core highway safety database

Planned Activity Description

KDOT in conjunction with the TRCC and our Federal partners will work to add additional elements to the current crash report.

Intended Subrecipients

Technology Vendor

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit

2017	MAP 21 405c Data Program	405c Data Program (MAP-21)	$900,000.00	$0.00	

Planned Activity: eCitation Management

Planned activity number: SP-4602-20

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will enable the KBI to hire a person to manage the e-Citation repository. This position will be responsible for questions from local users or other citation data consumers and will coordinate law enforcement token privileges.

Intended Subrecipients

Kansas Bureau of Investigation.

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	$100,000.00	$0.00	

Planned Activity: Electronic Citation Reporting

Planned activity number: SP-4604-20

Primary Countermeasure Strategy ID:

Planned Activity Description

The eCitation portion of this contract has a couple distinct projects. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a Kansas Criminal Justice Information System (KCJIS) production environment.

Intended Subrecipients

The Kansas Bureau of Investigation

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	MAP 21 405c Data Program	405c Data Program (MAP-21)	$200,000.00	$0.00	

Planned Activity: KBI eCitation Vendor

Planned activity number: SP-4606-20

Primary Countermeasure Strategy ID: Improves completeness of a core highway safety database

Planned Activity Description

The information sharing infrastructure utilizing the existing platform of the Kansas Criminal Justice Information system's technical infrastructure is managed by the Kansas Bureau of Investigation. To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in electronic capture and dissemination.

Intended Subrecipients

Kansas Bureau of Investigation.

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	$100,000.00	$0.00	

Planned Activity: KBI Security Architecture Position

Planned activity number: SP-4609-20

Primary Countermeasure Strategy ID:

Planned Activity Description

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

Intended Subrecipients

Kansas Bureau of Investigation

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	405c Data Program (FAST)	$125,000.00	$0.00	

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

Improved integration of data sets 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

Integration of data 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

Integration of data is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
SP-4601-20	KCJIS Security Architecture
SP-4606-20	GIS Mapping Integration

Planned Activity: KCJIS Security Architecture

Planned activity number: SP-4601-20

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

Planned Activity Description

This project will execute, in a phased manner, KBI's strategic plan adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture. It will provide flexibility to our stakeholders, gain the ability to include a broader range of users, regain our footing as a leading security domain, and maintain our strong security footing.

Intended Subrecipients

Information Technology Vendor

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	MAP 21 405c Data Program	405c Data Program (MAP-21)	$400,000.00	$0.00	

Planned Activity: GIS Mapping Integration

Planned activity number: SP-4606-20

Primary Countermeasure Strategy ID: Improves integration between one or more core highway safety databases

Planned Activity Description

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Intended Subrecipients

Data Access Service Center, University of Kansas.

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2017	FAST Act 405c Data Program	Traffic Records (FAST)	$500,000.00	$0.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
SP-4706-20	Drug and Alcohol Evaluation Unit
SP-1500-20	General Advertising
SP-4704-20	Impaired Driving Deterrence and Equipment Program
SP-1300-20	Motorcycle Enforcement
SP-4505-20	Nighttime Seatbelt Enforcement

SP-1300-20	STEP
SP-0931-20	STEP Law Enforcement Support
SP-2254-20	Teen Angel

 Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

Evidence-based Traffic Safety Enforcement Program (TSEP)

The state of Kansas relies upon proven countermeasures when implementing programs. Kansas participates in the national STEP enforcement campaigns – Click it or Ticket and DUI crackdown centered on Labor Day and Holiday DUI crackdown focused on New Year's Eve. Additionally, the state provides overtime grants for the Thanksgiving week occupant restraint-DUI campaign. Each of the mobilizations follows the proven "Click it or Ticket" formula of high visibility education/media, paid media and enforcement. The Seatbelts Are For Everyone (SAFE) program, targeting teen seat belt use, uses the same Click it or Ticket methodology. When implementing new programs, staff utilizes other proven programs and can reference the latest countermeasures that work document prepared by NHTSA. Collaboration with the SHSP has led to new programs in support of their proven or new strategies. As part of their contract, each grantee is required to report activity. This activity allows KDOT to evaluate the individual program and determine effectiveness toward reaching not only an individual performance measure, but examine the effectiveness towards reaching our statewide performance measures. The TSS has and will continue to constantly monitor the implemented programs and will deploy new countermeasures as problems change and/or shift in the state. Annually, KDOT examines crash data and this analysis influences the deployment of law enforcement resources in locations represented in the counties referenced in our problem identification.

The TSEP plan was developed using the most current data available. Throughout the year, existing enforcement activities through our current contractors and new data may emerge that could lead to change in target groups, geographic location or deployment strategies. The SHSO constantly reviews the activity reports from law enforcement contractors including enforcement data and contacts per hour. In the event significant circumstances change, the program and/or enforcement plans will be altered to meet the current need. Through this data gathering, the SHSO updates the countermeasures strategies and projects in the HSP. When the state has identified a problem, further research and data gathering are the next step to determining appropriate proven countermeasures. As referenced in several of the problem identification data tables, KDOT has and will continue to engage partners in the counties that make up the largest percentage of total crashes, fatal crashes and impaired crashes. Seat belt observational data will also be used to engage and target partners focused on increasing the seat belt rate in a specific county and statewide.

The TSS is also actively involved in several Emphasis Area Teams that support the SHSP. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams. The Emphasis Area Teams meet at least twice a year, are diversified and include representatives from private and public entities and are common advocates when it comes to identifying strategies and resources to address traffic safety problems in the HSP and SHSP. The entities involved in the emphasis area teams include: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Office, Kansas Traffic Safety Resource Prosecutors, AAA of Kansas and the

Mid-America Regional Council. These entities or organizations represent the key stakeholders in reducing death and injury on Kansas roads. Therefore, an examination of the HSP and SHSP will show many similar strategies, objectives and needed resources utilized to implement both plans.

Crash and Data Analysis for TSEP

Total Crashes

The state of Kansas experiences about 60,000 crashes annually. Table 4 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These twenty counties represent more than 75 percent of all crashes in 2017. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well-proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has and will continue to engage law enforcement partners in these counties to establish overtime enforcement grants targeting all crashes, providing training opportunities through our Traffic Safety Resource Prosecutors, and working with the local media to address the problem.

Table 4

Rank	County	Total Crashes	Percent of Total	Accumulated Percent	STEP Agencies *	IDDP Agencies **	NSEP Agencies ***
1	JOHNSON	11421	19.37%	19.37%	Yes	Yes	Yes
2	SEDGWICK	11226	19.04%	38.42%	Yes	Yes	Yes
3	SHAWNEE	4486	7.61%	46.03%	Yes	Yes	Yes
4	DOUGLAS	2954	5.01%	51.04%	Yes	Yes	Yes
5	BUTLER	1428	2.42%	53.46%	Yes	Yes	
6	LEAVENWORTH	1400	2.37%	55.83%	Yes		
7	WYANDOTTE	1381	2.34%	58.18%	Yes	Yes	Yes
8	RILEY	1316	2.23%	60.41%	Yes	Yes	
9	RENO	1274	2.16%	62.57%	Yes	Yes	
10	SALINE	1174	1.99%	64.56%	Yes	Yes	
11	COWLEY	902	1.53%	66.09%	Yes		
12	LYON	814	1.38%	67.47%	Yes		
13	FORD	770	1.31%	68.78%	Yes	Yes	
14	MONTGOMERY	698	1.18%	69.96%	Yes	Yes	Yes
15	ELLIS	654	1.11%	71.07%	Yes	Yes	
16	FINNEY	650	1.10%	72.18%	Yes		
17	GEARY	597	1.01%	73.19%	Yes		
18	SUMNER	597	1.01%	74.20%	Yes		

| 19 | MIAMI | 563 | 0.96% | 75.16% | Yes | | |
| 20 | HARVEY | 535 | 0.91% | 76.06% | Yes | Yes | |

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving Week; Click it or Ticket, Alcohol Crackdown and December Holiday mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

***Nighttime Seatbelt Enforcement Program- conducts overtime enforcement targeting unrestrained occupants throughout the year.

Fatal Crashes

The state of Kansas experienced 407 fatal crashes in 2017. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. These forty-two counties represent more than 80 percent of all fatal crashes in 2017. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has established overtime enforcement grants with law enforcement partners in these counties in an effort to reduce crashes, provide training opportunities through our Traffic Safety Resource Prosecutor and work with local media to address traffic challenges.

Table 5

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

14	SUMNER	7	1.72%	52.33%			
15	ANDERSON	6	1.47%	53.81%	STEP		
16	BARTON	6	1.47%	55.28%	STEP	IDDP	NSEP
17	CRAWFORD	6	1.47%	56.76%	STEP		
18	EDWARDS	5	1.23%	57.99%	STEP		
19	ELLIS	5	1.23%	59.21%	STEP		
20	GREENWOOD	5	1.23%	60.44%			
21	HARPER	5	1.23%	61.67%	STEP		
22	JEFFERSON	5	1.23%	62.90%	STEP		
23	MARION	5	1.23%	64.13%	STEP	IDDP	NSEP
24	ALLEN	4	0.98%	65.11%	STEP		
25	BARBER	4	0.98%	66.09%	STEP		
26	CLAY	4	0.98%	67.08%	STEP	IDDP	
27	GEARY	4	0.98%	68.06%	STEP	IDDP	
28	GRAY	4	0.98%	69.04%	STEP		
29	JACKSON	4	0.98%	70.02%	STEP		
30	LABETTE	4	0.98%	71.01%	STEP		
31	MIAMI	4	0.98%	71.99%			
32	SEWARD	4	0.98%	72.97%	STEP		
33	WABAUNSEE	4	0.98%	73.96%			
34	BROWN	3	0.74%	74.69%	STEP		
35	COMANCHE	3	0.74%	75.43%			
36	DICKINSON	3	0.74%	76.17%	STEP		
37	GOVE	3	0.74%	76.90%			
38	HARVEY	3	0.74%	77.64%			
39	MCPHERSON	3	0.74%	78.38%			
40	MEADE	3	0.74%	79.12%			
41	MORRIS	3	0.74%	79.85%			
42	NEOSHO	3	0.74%	80.59%			

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving, Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

***Nighttime Seatbelt Enforcement Program- conducts overtime enforcement targeting unrestrained occupants

throughout the year.

Impaired Driving Crashes

Impaired driving continues to be a problem in the state. Table 6 ranks Kansas counties by the number of alcohol-related crashes and a percent of the total number of alcohol related crashes in the state. These twenty counties represent more than 80 percent of alcohol-related crashes in 2017. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has engaged law enforcement partners in these counties to establish overtime enforcement grants targeting impaired driving, providing training opportunities through our Traffic Safety Resource Prosecutor and worked with the local media to address the problem.

Table 6

2017 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP	IDDP	NSEP
1	JOHNSON	385	19.30%	19.30%	STEP	IDDP	NSEP
2	SEDGWICK	378	18.95%	38.25%	STEP	IDDP	NSEP
3	DOUGLAS	138	6.92%	45.16%	STEP	IDDP	NSEP
4	SHAWNEE	131	6.57%	51.73%	STEP	IDDP	NSEP
5	LEAVENWORTH	73	3.66%	55.39%	STEP		
6	RILEY	60	3.01%	58.40%	STEP		
7	WYANDOTTE	52	2.61%	61.00%	STEP	IDDP	
8	BUTLER	45	2.26%	63.26%	STEP	IDDP	
9	RENO	45	2.26%	65.51%	STEP		
10	SALINE	45	2.26%	67.77%	STEP		
11	FORD	39	1.95%	69.72%	STEP	IDDP	NSEP
12	LYON	35	1.75%	71.48%	STEP		
13	FINNEY	28	1.40%	72.88%	STEP		
14	HARVEY	26	1.30%	74.19%	STEP	IDDP	NSEP
15	COWLEY	24	1.20%	75.39%	STEP		
16	GEARY	21	1.05%	76.44%	STEP	IDDP	
17	ELLIS	20	1.00%	77.44%	STEP	IDDP	
18	FRANKLIN	20	1.00%	78.45%	STEP		
19	JEFFERSON	19	0.95%	79.40%	STEP	IDDP	NSEP
20	POTTAWATOMIE	19	0.95%	80.35%	STEP		

*Special Traffic Enforcement Program- conducts overtime enforcement centered on the national Thanksgiving,

Click it or Ticket and Alcohol Crackdown mobilizations.

**Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying and removing impaired drivers throughout the year.

***Nighttime Seatbelt Enforcement Program-conducts overtime enforcement centered on night time drivers and passengers.

Belt Use Rates for S1200 Roads Only

An S1200 road is generally defined as a non-interstate route, considered a main artery and usually a US or state highway. This road type was selected for county comparisons because it is the only road type observed in all 26 observed Kansas Counties of our federally required observational survey. Using the county figures that include interstates, which are only present in some counties, and/or local roads, which are observed also in only a subset of Kansas counties, may make a county look better or worse, as a function of the types of roads observed. Secondary roads are main arteries, usually in the U.S. Highway, State Highway or County Highway system. These roads have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number. The belt use numbers by county, by this specific road type, were derived from our 2017, NHTSA approved, adult survey. Utilizing this data, TSS has and will continue to work with our law enforcement liaisons, identify media opportunities and engage law enforcement partners to increase the belt use in these counties.

Yearly Belt Use Rates, S1200 Road TypeAlphabetical by County				
		County	2016	2017
2018		Atchison	73.8%	78.2%
78.1%		Butler	84.3%	84.5%
81.5%		Chase	81.6%	71.4%
68.6%		Coffey*		91.2%
89.7%		Cowley	89.2%	89.3%
86.9%		Crawford	84.4%	74.0%
71.8%		Douglas	88.6%	87.6%
95.7%		Ellsworth*		82.1%
90.4%		Franklin	90.2%	84.3%
87.2%		Gove*		56.6%
61.7%		Harvey	79.2%	87.5%
89.1%		Haskell*		81.7%
92.9%		Jefferson	80.6%	86.1%
85.1%		Johnson	96.5%	94.4%
96.4%		Labette	61.0%	79.0%
84.3%		Leavenworth	85.3%	89.8%
89.6%		Lyon	75.4%	79.5%
83.0%		Montgomery	87.1%	67.8%

71.2%		Reno	86.5%	94.8%
93.4%		Riley	91.0%	84.4%
90.7%		Saline	80.4%	86.8%
84.9%		Sedgwick	82.6%	85.9%
90.3%		Seward	93.5%	85.9%
94.4%		Shawnee	91.2%	88.9%
91.5%		Wabaunsee*		77.7%
75.1%		Wyandotte	84.6%	80.4%
90.8%		*New since 2017 Site Sample		

Adult Observational Survey

As Federally required, Kansas performs an adult observational seat belt survey immediately following the national Click it or Ticket mobilization. This data not only gives us our statewide observational use number, but allows us to target counties with low belt use. Coupled with state crash data and the seat belt survey numbers, the SHSO or law enforcement liaisons will reach out to the counties and offer assistance in the form of overtime enforcement, enhanced education, media or other proven countermeasures.

Belt Use Rates, Ranked by Percent Belted - 2018					
		County	S1100	S1200	S1400
*Percent Belted		Johnson	96.82%	96.43%	91.87%
95.79%		Douglas	97.99%	95.73%	88.51%
95.34%		Reno		93.44%	97.83%
94.30%		Haskell		92.94%	88.89%
92.17%		Wyandotte	94.32%	90.77%	78.74%
91.52%		Ellsworth	93.05%	90.42%	82.76%
91.25%		Seward		94.39%	73.68%
90.37%		Leavenworth	92.69%	89.62%	85.39%
89.78%		Harvey	91.54%	89.10%	85.71%
89.61%		Franklin	96.08%	87.20%	55.56%
88.87%		Sedgwick	87.80%	90.29%	83.72%
88.67%		Riley	95.50%	90.70%	85.12%
88.45%		Gove	95.50%	61.73%	30.77%
87.87%		Shawnee	84.65%	91.48%	68.75%
86.90%		Saline	91.21%	84.91%	68.85%
85.67%		Coffey	78.78%	89.74%	81.03%
84.85%		Labette		84.33%	81.82%
83.94%		Jefferson		85.13%	69.70%
82.75%		Cowley		86.95%	64.29%
82.39%		Butler	80.53%	81.50%	56.00%

78.53%		Atchison		78.06%	75.86%
77.58%		Wabaunsee	78.79%	75.10%	56.52%
77.31%		Chase	82.02%	68.62%	38.89%
76.42%		Lyon	75.52%	82.95%	53.33%
76.25%		Crawford		71.76%	68.67%
71.17%		Montgomery		71.25%	58.47%
69.20%		*Weighted by road type as measured by DVMT			

High Visibility Enforcement

Enforcement plays a critical role in changing behavior. Problem identification based upon all the available data, including the information listed above assisted KDOT in planning targeted enforcement programs. These programs are based upon data proven countermeasures that enable KDOT to target cities, counties and specific behavior. A strong enforcement campaign will include an educational component. Enforcement activities follow the proven strategy of: educate, enforce and report in all enforcement programs. All enforcement grants are required to submit activity reports after each mobilization. This data allows KDOT to continuously monitor contractors and update performance of each grantee. This data also provides a baseline for allocating resources in the future. Annually, KDOT examines crash data and targets state and local law enforcement grants in locations represented in the counties as referenced in tables 4-6.

The Special Traffic Enforcement Program (STEP) will support NHTSA's three high-visibility enforcement campaigns, each of which is tied to a national holiday: Click It or Ticket (Memorial Day) and DUI mobilizations tied to New Year's Eve and Labor Day. Preceding these, in the program year, will be Kansas' Thanksgiving Safe Arrival, with its dual focus on occupant protection and DUI. Each of these campaigns will be supported with earned and paid media. Additional information on the media plans and budgets for these HVE mobilizations can be found in the Paid Media program area of the HSP. The current list of grantees can be referenced in the Police Traffic Services section of the HSP. In FFY 20, our planned expansion by at least 10 police agencies includes data driven locations for recruitment efforts. Additional information on Kansas STEP can be found in the Police Traffic Services Program area of the HSP.

KDOT developed an internal rating system for our STEP contractors. This system tracks number of citations, number of contacts, number of hours of enforcement and expenditures. Annually, KDOT evaluates each contract. This evaluation is completed with the assistance of the assigned law enforcement liaison. If an agency is underperforming, KDOT and/or our assigned LEL will reach out to the entity to discuss expectations and re-emphasize the importance of the enforcement focus. Historical enforcement, crash location and man-power data are all used when developing new and renewing existing contracts. Enforcement grants contain a performance measure relating to the number of expected contacts (stops) per hour during grant funded activities and can be rewarded for outstanding performance.

Traffic Safety Impact Assessment

The state of Kansas utilizes the most recent Countermeasures that Work document to develop and implement programs targeting data driven problem areas. Consistent with NHTSA guidelines, the Countermeasures that Work document provides invaluable insight into the types of programs that will positively impact our

performance measures. In the Program Area section of this document, each proven countermeasure that relates to a specific program has been identified.

Maintenance of Effort

The Kansas Department of Transportation is responsible for the administration of NHTSA funding for the state and is designated the lead state agency for Occupant Protection 405(b), State Traffic Safety Information System Improvements 405(c) and Impaired Driving Countermeasures 405(d). As the agency responsible for the administration of the funding, the SHSO is heavily involved in the administration of funding for occupant protection, State Traffic Safety Information System Improvements and Impaired Driving Countermeasures. The Kansas Department of Transportation will maintain its aggregate expenditures for their program area at or above the average level of such expenditures in fiscal years 2014 and 2015.

Deployment of Resources

Deployment of resources is based upon problem identification and can be found in the charts listed in the TSEP Crash section of this document.

Effectiveness Monitoring

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Communication Campaign
Communications and Outreach
Communications and Outreach
High Visibility Enforcement
Mass Media Campaign
Short-term, High Visibility Law Enforcement

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Communications (Media)
Occupant Protection (Adult and Child Passenger Safety)
Police Traffic Services

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Wathena PD
Wellington PD
Westwood PD
Wichita PD
Winfield PD
Wyandotte Co. SO
Allen Co SO
Anderson Co. SO
Andover PD
Arkansas City PD
Atchison PD
Baldwin City PD
Barton Co SO
Basehor PD
Baxter Springs PD
Bel Aire PD
Bonner Springs PD
Bourbon Co SO
Brown Co. SO
Butler Co SO
Caney PD
Carbondale PD
Chanute PD
Chapman PD
Cherokee Co SO
Clay Center PD
Cloud Co. SO
Coffeyville PD
Concordia PD
Crawford Co SO
Derby PD
Dodge City PD
Douglas Co. SO
Eastborough PD
Edwardsville PD
El Dorado PD
Ellis Co. SO
Ellsworth PD
Elwood PD
Emporia PD
Eudora PD
Fort Scott Dept. of Public Safety

Franklin Co. SO
Frontenac PD
Galena PD
Garden City PD
Gardner Dept. of Public Safety
Garnett PD
Geary Co. SO
Goddard PD
Goodland PD
Grandview Plaza PD
Greenwood Co. SO
Halstead PD
Hays PD
Haysville PD
Hiawatha PD
Highland PD
Horton PD
Hutchinson PD
Independence PD
Iola PD
Johnson Co. SO
Junction City PD
Kansas City PD
Kansas Highway Patrol
Kansas State University Police
Kansas University Office of Public Safety
Kechi PD
Labette Co. SO
Lansing PD
Lawrence PD
Leavenworth PD
Leavenworth SO
Leawood PD
Lenexa PD
Liberal PD
Linn Co. SO
Linn Valley PD
Logan Co. SO
Louisburg PD
Lyon Co. SO
Lyons PD
Maize PD
McPherson Co. SO
McPherson PD
Meade Police Dept

Medicine Lodge PD
Merriam PD
Miami Co. SO
Mission PD
Moran PD
Neodesha PD
Neosho Co. SO
Newton PD
Norton PD
Olathe PD
Osawatomie PD
Osborne PD
Ottawa PD
Overbrook PD
Overland Park PD
Paola PD
Park City PD
Parsons PD
Pittsburg PD
Plainville PD
Pleasanton PD
Prairie Village PD
Pratt PD
Reno Co. SO
Roeland Park PD
Rooks Co. SO
Rossville PD
Salina PD
Saline Co. SO
Sedgwick Co. SO
Shawnee Co. SO
Shawnee PD
South Hutchinson PD
Spring Hill PD
Tonganoxie PD
Topeka PD
Udall PD
Wakefield PD
Wamego PD
Atchison Co SO
Bronson PD
Benton PD
Rose Hill PD
Cowley Co SO
Coldwater PD

Comanche Co SO
Cheyenne Co SO
Cherokee PD
Clay Co SO
Oberlin PD
Ellsworth Co SO
Ford Co SO
Wellsville PD
Graham Co SO
Greeley Co SO
Gove Co SO
Hamilton Co SO
Haskell Co SO
Burrton PD
Hesston PD
Jackson Co SO
Jewell Co SO
Kingman PD
Greensburg PD
Lane Co SO
Mound City PD
Mitchell Co SO
Louisburg PD
Marion Co SO
Canton PD
Windom PD
Marysville PD
Morton Co SO
Seneca PD
Pratt Co SO
St Marys PD
Riley County PD
Buhler PD
Haven PD
Stockton PD
Russell Co SO
Russell PD
Scott City PD
Sheridan Co SO
St John PD
Stafford PD
Andale PD
Bentley PD
Cheney PD
Colwich PD

Valley Center PD	
Smith Co SO	
Caldwell PD	
Oxford PD	
Sumner Co SO	
Seward Co SO	
Thomas Co SO	
Wabaunsee Co SO	
Wichita Co SO	

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The state of Kansas plans to commit $300,000 in paid media and engage more than 180 local and state law enforcement agencies for the Click it or Ticket mobilization. The campaign will kick off with a media event. The entire campaign will encompass a three week period, with paid media weeks one and two and enforcement, weeks two and three. Dates of the campaign will align with the NHTSA communications calendar. The listed agencies planning to participate reaches more than 90 percent of the state's population.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Safety Seat Distribution
Mass Media Campaign

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
SP-4501-20	Booster Seat Awareness
SP-4502-20	Child Passenger Safety
SP-4502-20	Child Passenger Safety Outreach
SP-1304-20	Child Seat Distribution and Inspection Stations
SP-1301-20	Education and Awareness
SP-1500-20	General Advertising
SP-4504-20	KTSRO Child Passenger Safety
SP-4505-20	Nighttime Seatbelt Enforcement
SP-4501-20	Occupant Protection Initiatives
4501-20	Occupant Protection Initiatives
SP-4503-20	Safe Kids Buckle Up

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 126

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 109

Populations served - rural: 17

Populations served - at risk: 36

 CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Countermeasure Strategy
Child Safety Seat Distribution
Mass Media Campaign

 Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
SP-4501-20	Booster Seat Awareness
SP-4502-20	Child Passenger Safety
SP-4502-20	Child Passenger Safety Outreach
SP-1304-20	Child Seat Distribution and Inspection Stations
SP-1301-20	Education and Awareness
SP-1500-20	General Advertising
SP-4504-20	KTSRO Child Passenger Safety
SP-4505-20	Nighttime Seatbelt Enforcement
SP-4501-20	Occupant Protection Initiatives
4501-20	Occupant Protection Initiatives
SP-4503-20	Safe Kids Buckle Up

 Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 14

Estimated total number of technicians: 378

Maintenance of effort

 ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: No

Occupant protection program assessment: Yes

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Communications and Outreach
Mass Media Campaign
Short-term, High Visibility Law Enforcement

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
SP-4501-20	Booster Seat Awareness
SP-4502-20	Child Passenger Safety
SP-4502-20	Child Passenger Safety Outreach
SP-1304-20	Child Seat Distribution and Inspection Stations
SP-1301-20	Education and Awareness
SP-1500-20	General Advertising
SP-1703-20	KHP Fatality Reduction
SP-4504-20	KTSRO Child Passenger Safety
SP-1505-20	MARC Advertising
SP-1903-19	Mass Media SA
SP-4505-20	Nighttime Seatbelt Enforcement
SP-4500-20	Occupant Protection Ad.
SP-1301-19	Occupant Protection Communication
SP-4501-20	Occupant Protection Initiatives
4501-20	Occupant Protection Initiatives
SP-1701-20	PT Communication and Outreach
SP-4503-20	Safe Kids Buckle Up
SP-0931-20	STEP Law Enforcement Support
SP-1713-20	Wyandotte County

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways;Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Mass Media Campaign
Short-term, High Visibility Law Enforcement
Short-term, High Visibility Seat Belt Law Enforcement

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
SP-4501-20	Booster Seat Awareness
SP-4502-20	Child Passenger Safety
SP-1304-20	Child Seat Distribution and Inspection Stations
SP-1301-20	Education and Awareness
SP-1500-20	General Advertising
SP-1703-20	KHP Fatality Reduction
SP-4504-20	KTSRO Child Passenger Safety
SP-1505-20	MARC Advertising
SP-4505-20	Nighttime Seatbelt Enforcement
SP-4500-20	Occupant Protection Ad.
SP-4503-20	Safe Kids Buckle Up
SP-1713-20	Wyandotte County

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 3/15/2019

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
8/9/2018
11/8/2018
2/14/2019
5/9/2019

Name and title of the State's Traffic Records Coordinator:

Name of State's Traffic Records Coordinator: Melissa Rau

Title of State's Traffic Records Coordinator: KDOT Traffic Safety Data Program Manager

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

Name	Agency	Title	Duties/Responsibilities	Core Data Set
Aaron Bartlett	Mid-America Regional Council	Senior Transportation Planner	Regional Planner KC/Technology	Local Roadway/Local Crash
Chief Todd Ackerman	Marysville Police Department	Chief	Crime Prevention/Data Administrator	Local Crash/Local Crime
Danielle Sass	KDHE, Trauma Program	Epidemiologist	EMS Program Consultant	Local Crash/EMS
Chris Bortz	KDOT, Bureau of Safety amp Technology	Traffic Safety Program Manager	Traffic Safety/Data User	Crash
David LaRoche	Federal Highway Administration/ US DOT	Safety Specialist	FHWA Data User	VMT/Roadway
David Marshall	Kansas Criminal Justice Information Systems	Executive Director	KCJIS AdministratorK CJIS Administrator	Crash/Citation/EMS Administrator
Delaine Adkins	Iteris, Inc.	Program Manager	Technology/Planner	Consultant/Crash/Citation/EMS
Ed Klumpp	Kansas Association of Chiefs of Police	Legislative Committee	Law Enforcement/Data Support	Local Law Enforcement/Citation/DUI
Gary Herman	KDOT, Bureau of Safety amp Technology	Asst. Traffic Safety Program Manager	Traffic Safety/Data User	Crash
Glen Yancey	Kansas Health amp Environment	IT Director	Health-Wellness/Data Administrator	EMS Trauma
Harold Sass	Kansas Department of Corrections	Chief Information Officer	Data/Technology Administrator	Citation/Driver/ Vehicle
Jason Bonar	KDOT Transportation Planning	Application Developer	Technology/Data Support	Technology Support/Crash
Jeff Halloran	NHTSA, Region 7	Regional Program Manager	Fed. Rep.	FARS
Jeff Neal	KDOT Information Technology	Chief Information Officer	Data/Technology Administrator	Crash and Roadway

Joe House	Emergency Medical Services	Deputy Director	Medical/Data Administrator	EMS
Joe Mandala	Kansas Bureau of Investigation	Chief Information Officer	Data/Technology Administrator	Crime and Criminal History/Citation/Crash
John Ostenson	Shawnee County Sherriff's Office	Lieutenant	Law Enforcement	Local Law Enforcement/Crash/Citation
Jon Payne	Kansas Department of Revenue	Chief Information Officer	Data/Technology Administrator	Technology Administrator/Driver
Kelly O'Brien	Office of Judicial Administration	Director, Information Systems	Data/Technology Administrator	Courts
Kelly Johnson	Kansas Highway Patrol	Director, Information Systems	Data/Technology Administrator	Crime and Criminal History/Crash/Vehicle/DriverCrime and Criminal History/Crash/Vehicle/Driver
Ken Nelson	KU Dept. of Education/KS Geological Survey	Section Manager/DASC Manager	Program Manager	Roadway/GIS
Kyle Gonterwitz	KDOT, Transportation Planning	GIS Manager	Data Manager	Roadway
Lacey Hane	KDOR, Driver Solutions	Resource Specialist	Program Manager	Driver/Vehicle
Laura Bohnenkemper	Kansas Bureau of Investigation	IT Project Analyst	Program Manager	Technology Crime and Criminal History/Citation
Leslie Moore	Kansas Bureau of Investigation	Director, Information Serv.	Data/Technology Administrator	Crime and Criminal History/Citation
Melanie Waters	Office of Judicial Administration	OJA Administrator	Data/Technology Administrator	Courts
Michael Ronin	KDOT, Bureau of Trans. Safety amp Technology	Crash Data Unit	Data/Technology	Technology Support/Crash
Mitch Beemer	Kansas Bureau of Investigation	Manager, IBR Unit	Data/Technology Manager	Technology Support/Citation
Scott Ekberg	KS 911 Coordinating Council	NG 911 Administrator	Program Administrator	Next Generation 911/EMS
Shawn Brown	KDOT, Information Technology Services	Infrastructure Support Mgr.	Data/Technology Administrator	Crash/Roadway

Steven Buckley	KDOT, Bureau of Safety amp Technology	Traffic Safety Engineer	Traffic Safety/Data User	Crash/Roadway
Steve Zeller	Kansas Highway Patrol	Captain	Law Enforcement	Law Enforcement/Citation/Crash
Tammy Allen	Kansas Department of Revenue	CDL Program Specialist	Program Consultant	Driver/Vehicle
Terri Slater	KDOT, Transportation OITS	Application Developer	Data/Technology	Technology Support/Crash

Traffic Records System Assessment

Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

Improve the procedures / process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory

Improve the procedures / process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Improve the data quality control program with the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	

Improve the data quality control program for the Injury Surveillance systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	

Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.	

Traffic Records for Measurable Progress

Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	2.5, 7.1, 7.3. 7.4

Progress: The NHTSA Traffic Records Assessment recommends that the integration of crash data with other systems be improved. KDOT expects that Crash data for all public roads will be contained within the state's new LRS, and that LRS will provide improved reporting and interface capabilities. Project 2.5 in the Strategic Plan will improve reporting and access to Crash information for the public and for agencies throughout the State. It will provide an interface that allows for much more comprehensive Crash analysis and reporting. Projects 7.1, 7.3 and 7.4 will provide the foundation for enhanced geo-locating of crash data for road safety assessment. The scope of project 7.1 was expanded in 2018 to include GIS and NG911 imagery updates scheduled to begin FY2019. As a result, the timeline for Project 2.5 has also been extended into FFY2020 to allow time to develop and integrate new maps based on the 2019 imagery. Project 7.3 is expected to be completed in FFY2020 with project 7.4 following closely behind in FFY2021.Quantifiable and Measurable Performance Measures: Improved Accessibility, Accuracy, Completeness.Progress: The NHTSA Traffic Records Assessment recommends that the integration of crash data with other systems be improved. KDOT expects that Crash data for all public roads will be contained within the state's new LRS, and that LRS will provide improved reporting and interface capabilities. Project 2.5 in the Strategic Plan will improve reporting and access to Crash information for the public and for agencies throughout the State. It will provide an interface that allows for much more comprehensive Crash analysis and reporting. Projects 7.1, 7.3 and 7.4 will provide the foundation for enhanced geo-locating of crash data for road safety assessment. The scope of project 7.1 was expanded in 2018 to include GIS and NG911 imagery updates scheduled to begin FY2019. As a result, the timeline for Project 2.5 has also been extended into FFY2020 to allow time to develop and integrate new maps based on the 2019 imagery. Project 7.3 is expected to be completed in FFY2020 with project 7.4 following closely behind in FFY2021.Quantifiable and Measurable Performance Measures: Improved Accessibility, Accuracy, Completeness.Progress: The NHTSA

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Recommendation	Project References

Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	1.1, 1.2, 1.3, 1.4, 1.5, 3.1

Progress: The NHTSA Traffic Records Assessment recommends that Kansas improve edit checks and the data dictionary for driver data to improve data quality. Project 3.1 has been completed and DMV, as part of the modernization process, is working on integration technologies to provide data for validation routines.The NHTSA Traffic Records Assessment also recommends that Kansas link DUI, Crash and citation systems to driver system. The eCitation project (Project 1.1-1.5 in the Strategic Plan) will improve access to and integration of citation data through development of an electronic process. The eCitation project is scheduled to move to production in FFY 2019.The Kansas DMV is in the process of developing a modernized system that will provide multiple improvements. The TRCC will revisit these recommendations once the DMV work is done to determine which recommendations are not part of the modernization effort and to determine potential strategy for addressing those recommendations that are not part of the modernization.Quantifiable and Measurable Performance Measures: Completeness, Timeliness and IntegrationProgress: The NHTSA Traffic Records Assessment recommends that Kansas improve edit checks and the data dictionary for driver data to improve data quality. Project 3.1 has been completed and DMV, as part of the modernization process, is working on integration technologies to provide data for validation routines.The NHTSA Traffic Records Assessment also recommends that Kansas link DUI, Crash and citation systems to driver system. The eCitation project (Project 1.1-1.5 in the Strategic Plan) will improve access to and integration of citation data through development of an electronic process. The eCitation project is scheduled to move to production in FFY 2019.The Kansas DMV is in the process of developing a modernized system that will provide multiple improvements. The TRCC will revisit these recommendations once the DMV work is done to determine which recommendations are not part of the modernization effort and to determine potential strategy for addressing those recommendations that are not part of the modernization.Quantifiable and Measurable Performance Measures: Completeness, Timeliness and IntegrationProgress: The NHTSA Traffic Records Assessment recommends that Kansas improve edit	

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Recommendation	Project References
Improve the procedures / process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	2.6

Progress: The NHTSA Traffic Records Assessment recommends that KDOT develop a singular LRS, named K-Hub, for all public roads. As noted in the Assessment, KDOT is in the processing of implementing a new LRS that will contain data on all Kansas public roads. In addition, KDOT is actively participating in a range of activities to improve Roadway data consistency throughout the State including NexGen 911 and MIRE.In addition to K-Hub, the state also has described Project 2.6 in the Strategic Plan which will create a testbed for new roadway safety analysis and reporting tools using GIS. This effort will use GIS expertise among the Roadway data stakeholders within the state to identify strategies for improving the use of Roadway data in safety analysis and reporting.The timeline for this project has been extended due to changes in scope and timeline on project 7.1 which consequently impacted the start date and resources for this effort. Project 2.6 is now scheduled to begin in FFY 2019 with a completion estimate of FFY 2021.Quantifiable and Measurable Performance Measures: Accessibility.Progress: The NHTSA Traffic Records Assessment recommends that KDOT develop a singular LRS, named K-Hub, for all public roads. As noted in the Assessment, KDOT is in the processing of implementing a new LRS that will contain data on all Kansas public roads. In addition, KDOT is actively participating in a range of activities to improve Roadway data consistency throughout the State including NexGen 911 and MIRE.In addition to K-Hub, the state also has described Project 2.6 in the Strategic Plan which will create a testbed for new roadway safety analysis and reporting tools using GIS. This effort will use GIS expertise among the Roadway data stakeholders within the state to identify strategies for improving the use of Roadway data in safety analysis and reporting.The timeline for this project has been extended due to changes in scope and timeline on project 7.1 which consequently impacted the start date and resources for this effort. Project 2.6 is now scheduled to begin in FFY 2019 with a completion estimate of FFY 2021.Quantifiable and Measurable Performance Measures: Accessibility.Progress: The NHTSA Traffic Records Assessment recommends that KDOT develop a singular LRS, named K-Hub, for all public roads. As noted in the Assessment, KDOT is in the processing of

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Recommendation	Project References
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	2.6

Progress: The NHTSA Traffic Records Assessment recommends that the State collaborate with local agencies to determine available data and to standardize. KDOT is currently actively pursuing several such activities, including standardizing Roadway data for NexGen 911. KDOT is also participating in a pooled-fund study to participate in the All Roads Network of Linear referenced Data (ARNOLD) as identified by the federal government.In addition, Project 2.6 is specifically intended to use GIS expertise among the State's Roadway data stakeholders to identify strategies for improving the use of Roadway data in safety analysis and reporting.The timeline for this project has been extended due to changes in scope and timeline on project 7.1 which consequently impacted the start date and resources for this effort. Project 2.6 is now scheduled to begin in FFY2019 with a completion estimate of FFY2021.Quantifiable and Measurable Performance Measures: AccessibilityProgress: The NHTSA Traffic Records Assessment recommends that the State collaborate with local agencies to determine available data and to standardize. KDOT is currently actively pursuing several such activities, including standardizing Roadway data for NexGen 911. KDOT is also participating in a pooled-fund study to participate in the All Roads Network of Linear referenced Data (ARNOLD) as identified by the federal government.In addition, Project 2.6 is specifically intended to use GIS expertise among the State's Roadway data stakeholders to identify strategies for improving the use of Roadway data in safety analysis and reporting.The timeline for this project has been extended due to changes in scope and timeline on project 7.1 which consequently impacted the start date and resources for this effort. Project 2.6 is now scheduled to begin in FFY2019 with a completion estimate of FFY2021.Quantifiable and Measurable Performance Measures: AccessibilityProgress: The NHTSA Traffic Records Assessment recommends that the State collaborate with local agencies to determine available data and to standardize. KDOT is currently actively pursuing several such activities, including standardizing Roadway data for NexGen 911. KDOT is also participating in a pooled-fund study to participate in the All Roads Network of Linear referenced Data	

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Recommendation	Project References
Improve the data quality program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.Improve the data quality program for the Roadway data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	2.6

The NHTSA Traffic Records Assessment recommends that Kansas create a formal data quality control program for Roadway data. KDOT's new K-Hub has significant data quality and error-checking processes incorporated into it that is intended to insure data quality. The system will include the ability to define workflows that require rigorous review of data before it is committed to the production database for reporting and analysis. These quality assurance processes will be documented as part of the KHub implementation.The NHTSA Traffic Records Assessment also recommends that Kansas establish performance measures for Roadway data. The TRCC will work to identify additional measures that demonstrate the effectiveness of the Roadway data systems in safety improvements.The timeline for this project has been extended due to changes in scope and timeline on project 7.1 which consequently impacted the start date and resources for this effort. Project 2.6 is now scheduled to begin in FFY 2019 with a completion estimate of FFY 2021.Quantifiable and Measurable Performance Measures: AccessibilityThe NHTSA Traffic Records Assessment recommends that Kansas create a formal data quality control program for Roadway data. KDOT's new K-Hub has significant data quality and error-checking processes incorporated into it that is intended to insure data quality. The system will include the ability to define workflows that require rigorous review of data before it is committed to the production database for reporting and analysis. These quality assurance processes will be documented as part of the KHub implementation.The NHTSA Traffic Records Assessment also recommends that Kansas establish performance measures for Roadway data. The TRCC will work to identify additional measures that demonstrate the effectiveness of the Roadway data systems in safety improvements.The timeline for this project has been extended due to changes in scope and timeline on project 7.1 which consequently impacted the start date and resources for this effort. Project 2.6 is now scheduled to begin in FFY 2019 with a completion estimate of FFY 2021.Quantifiable and Measurable Performance Measures: AccessibilityThe NHTSA Traffic Records Assessment recommends that Kansas create a formal data quality control program for Roadway	

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Recommendation	Project References

Improve the procedures / process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.	1.4

Progress: The NHTSA Traffic Records Assessment recommends that Kansas promote the use of RAPID to the fullest extent possible. Now that RAPID has been deployed, it has been adopted and is being widely used throughout the State. This is evidenced in the Performance Measure Report, Section VII.A, which shows that Searches for Crash Reports continue to rise to over 400,000 for calendar year 2017. The NHTSA Traffic Records Assessment recommends that Kansas explore whether RAPID can be used as the infrastructure for a citation tracking system. If RAPID cannot be used, Kansas should consider developing a citation tracking system. The TRCC will take this recommendation under advisement and consider potential strategies to improve citation tracking.This project is expected to be completed in FFY 2019. As the state's e-citation system nears completion, Kansas will continue to look for ways to integrate citation data with the RAPID system.Quantifiable and Measurable Performance Measures: Accuracy and Accessibility.Progress: The NHTSA Traffic Records Assessment recommends that Kansas promote the use of RAPID to the fullest extent possible. Now that RAPID has been deployed, it has been adopted and is being widely used throughout the State. This is evidenced in the Performance Measure Report, Section VII.A, which shows that Searches for Crash Reports continue to rise to over 400,000 for calendar year 2017. The NHTSA Traffic Records Assessment recommends that Kansas explore whether RAPID can be used as the infrastructure for a citation tracking system. If RAPID cannot be used, Kansas should consider developing a citation tracking system. The TRCC will take this recommendation under advisement and consider potential strategies to improve citation tracking.This project is expected to be completed in FFY 2019. As the state's e-citation system nears completion, Kansas will continue to look for ways to integrate citation data with the RAPID system.Quantifiable and Measurable Performance Measures: Accuracy and Accessibility.Progress: The NHTSA Traffic Records Assessment recommends that Kansas promote the use of RAPID to the fullest extent possible. Now that RAPID has been deployed, it has been adopted and is being widely used throughout the State. This is evidenced in the Performance Measure Report, Section VII.A, which	

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Improve the data quality control program with the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.	1.5, 6.1

Progress: The NHTSA Traffic Records Assessment recommends that Kansas consider new performance measures to track performance of RAPID and eCitation. The performance measures in Section VII.A and VII.B of the Kansas Traffic Records System Performance Measures Report now provide insight into the usage, and success of users, of the RAPID portal. In addition, two new measures have been added to the Report regarding the timeliness of disposition submittal and rate of electronic disposition submittal.eCitation is scheduled to be deployed by second quarter FFY 2019. Once it has, the TRCC will identify and collect the appropriate baseline data to measure the effectiveness of the system.Quantifiable and Measurable Performance Measures: Accuracy, accessibility, timeliness and integration.Progress: The NHTSA Traffic Records Assessment recommends that Kansas consider new performance measures to track performance of RAPID and eCitation. The performance measures in Section VII.A and VII.B of the Kansas Traffic Records System Performance Measures Report now provide insight into the usage, and success of users, of the RAPID portal. In addition, two new measures have been added to the Report regarding the timeliness of disposition submittal and rate of electronic disposition submittal.eCitation is scheduled to be deployed by second quarter FFY 2019. Once it has, the TRCC will identify and collect the appropriate baseline data to measure the effectiveness of the system.Quantifiable and Measurable Performance Measures: Accuracy, accessibility, timeliness and integration.Progress: The NHTSA Traffic Records Assessment recommends that Kansas consider new performance measures to track performance of RAPID and eCitation. The performance measures in Section VII.A and VII.B of the Kansas Traffic Records System Performance Measures Report now provide insight into the usage, and success of users, of the RAPID portal. In addition, two new measures have been added to the Report regarding the timeliness of disposition submittal and rate of electronic disposition submittal.eCitation is scheduled to be deployed by second quarter FFY 2019. Once it has, the TRCC will identify and collect the appropriate baseline data to measure the effectiveness of the	

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Improve the traffic records systems capacity to integrate data that reflects best practices identified in the Traffic Records Program Assessment Advisory.	2.9, 2.10, 5.5, 7.1, 7.2

Progress: The NHTSA Traffic Records Assessment recommends that Kansas create a complete inventory of all state governance processes, including personnel and a description of how they support traffic safety data integration. The TRCC will take this recommendation under advisement and consider potential strategies for documenting the processes that support traffic safety data integration.The NHTSA Traffic Records Assessment recommends that Kansas expand Crash and Roadway data to include rural roads. As part of the new K-Hub LRS, all Kansas public roads will be contained within a single system. The new system will allow for more accurate Crash location, as well as location of crashes on all public roads. In addition, the improved Crash Report (Project 7.2 in the Strategic Plan) will likely improve the accuracy of crash location reporting, including on rural roads.The NHTSA Traffic Records Assessment also recommends that Kansas integrate vehicle and injury surveillance datasets. The KCJIS Security Modernization Projects (Projects 4.5 and 4.6 in Strategic Plan) will update the security architecture of KCJIS systems, with the result of allowing for better interfacing and integration of its data with other systems. The TRCC completed project 5.5, Crash Portal Assessment which provided information regarding gaps in the current Crash Portal and recommendations for improvement.Project 7.1 is expected to be completed during FFY2020. The timeline for project 7.2 has been extended to FFY2021 due to interdependencies with other TRCC projects as well as resource availability.Quantifiable and Measurable Performance Measures: Accuracy, Accessibility, Completeness, Integration and TimelinessProgress: The NHTSA Traffic Records Assessment recommends that Kansas create a complete inventory of all state governance processes, including personnel and a description of how they support traffic safety data integration. The TRCC will take this recommendation under advisement and consider potential strategies for documenting the processes that support traffic safety data integration.The NHTSA Traffic Records Assessment recommends that Kansas expand Crash and Roadway data to include rural roads. As part of the new K-Hub LRS, all Kansas public roads will be contained within a single system. The new system will allow for more accurate Crash location, as well as location

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Recommendation	Project References
Improve the data dictionary for the Vehicle data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	3.1, 3.2, 3.3

Progress:The NHTSA Traffic Records Assessment recommends:Barcoding vehicle registration documents.Having the ability to flag stolen vehicles.Sharing title brand information with other states through NMVTISCreating a process flow diagram that describes key vehicle system processes.The Kansas DMV is in the process of developing a modernized system that will provide numerous improvements. The TRCC will revisit these recommendations once the DMV work is done to determine which recommendations are not part of the modernization effort and to document the new processes implemented with the improved system. The state anticipates completion of Project 3.3 in FFY 2020. The Driver's License database is expected to be completed in FFY 2020.Quantifiable and Measurable Performance Measures: Completeness and Integration.Progress:The NHTSA Traffic Records Assessment recommends:Barcoding vehicle registration documents.Having the ability to flag stolen vehicles.Sharing title brand information with other states through NMVTISCreating a process flow diagram that describes key vehicle system processes.The Kansas DMV is in the process of developing a modernized system that will provide numerous improvements. The TRCC will revisit these recommendations once the DMV work is done to determine which recommendations are not part of the modernization effort and to document the new processes implemented with the improved system. The state anticipates completion of Project 3.3 in FFY 2020. The Driver's License database is expected to be completed in FFY 2020.Quantifiable and Measurable Performance Measures: Completeness and Integration.Progress:The NHTSA Traffic Records Assessment recommends:Barcoding vehicle registration documents.Having the ability to flag stolen vehicles.Sharing title brand information with other states through NMVTISCreating a process flow diagram that describes key vehicle system processes.The Kansas DMV is in the process of developing a modernized system that will provide numerous improvements. The TRCC will revisit these recommendations once the DMV work is done to determine which recommendations are not part of the modernization effort and to document the new processes implemented with the improved system. The state anticipates	

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Traffic Records Supporting Non-Implemented Recommendations

Recommendation	Project References
Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.	7.2

Progress: The NHTSA Traffic Records Assessment recommends that Kansas update its Crash Reporting Form in order to capture additional data types and to make data collection more uniform. The TRCC has planned for an improved Crash Report Form in Project 7.2 in the Strategic Plan. This updated form will improve data quality and efficiency through more electronic data collection. This project is expected to be completed in 2018.The NHTSA Traffic Records Assessment also recommends that Kansas increase the number of electronic crash submittals. The new Crash Report Form being developed in Project 7.2 will be available on the KLER platform, which all law enforcement agencies in the State are encouraged to use. In addition, as the TRCC Performance Measures Report indicates, Kansas is increasing the number of electronic crash report submittals. The percentage of crash reports submitted electronically has risen from 36% to 65% over the last seven years.Project 7.2 is anticipated to be completed in FFY 2020. The state of Kansas has begun the process of identifying the data items to be updated on the crash report and will begin working with a vendor to update the crash report data elements.Quantifiable and Measurable Performance Measures: Improved Accuracy, Completeness and TimelinessProgress: The NHTSA Traffic Records Assessment recommends that Kansas update its Crash Reporting Form in order to capture additional data types and to make data collection more uniform. The TRCC has planned for an improved Crash Report Form in Project 7.2 in the Strategic Plan. This updated form will improve data quality and efficiency through more electronic data collection. This project is expected to be completed in 2018.The NHTSA Traffic Records Assessment also recommends that Kansas increase the number of electronic crash submittals. The new Crash Report Form being developed in Project 7.2 will be available on the KLER platform, which all law enforcement agencies in the State are encouraged to use. In addition, as the TRCC Performance Measures Report indicates, Kansas is increasing the number of electronic crash report submittals. The percentage of crash reports submitted electronically has risen from 36% to 65% over the last seven years.Project 7.2 is anticipated to be completed in FFY 2020. The state of

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Recommendation	Project References
Improve the data quality program for the Crash data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.	5.5, 5.1, 5.2, 5.3

Progress:The NHTSA Traffic Records Assessment recommends that the TRCC lead random quality review audits on agencies to test data quality and identify potential issues. The TRCC is always seeking means for improving data quality and will consider this recommendation once planned improvements are in place. The TRCC completed project 5.5, Crash Portal Assessment which provided information regarding gaps in the current Crash Portal and recommendations for improvement. The NHTSA Traffic Records Assessment recommends that TRCC receive more information about the quality of crash data collected by data collectors and data managers. With completion of project 5.5, TRCC is moving forward with work on projects 5.1; Improve Data Capture, 5.2; Improve Data Storage, and, 5.3; Improve System Integration. The NHTSA Traffic Records Assessment also recommends creating new and more effective measures of crash data integration and accessibility in the Kansas Traffic Records System Performance Measures Report. The TRCC added a new measure in 2017 to assess the timeliness of crash information availability through KCARS. (See Kansas Traffic Records System Performance Measurement Report for 2017). The state is also providing additional access through KBI's RAPID project portal, which has shown steadily increasing usage since deployment. The TRCC will continue to work to identify additional measures that demonstrate the effectiveness of the TRCC's projects. Kansas is currently in the process of defining the data elements to be used in the new crash report form. The timelines for projects 5.1, 5.2, 5.3 have been extended to FFY 2020 due to the interdependency between each of the crash portal projects. The data elements identified in project 5.1 will be used to refine the database and interface design specifications to be used in projects 5.2 and 5.3. Quantifiable and Measurable Performance Measures: Improved Accessibility, Accuracy, Completeness and Integration.Progress:The NHTSA Traffic Records Assessment recommends that the TRCC lead random quality review audits on agencies to test data quality and identify potential issues. The TRCC is always seeking means for improving data quality and will consider this recommendation once planned improvements are in place. The TRCC completed project 5.5, Crash

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Traffic Records for Model Performance Measures

Achievement of the Quantitative Improvement

Timeliness and Completeness of EMS Data

The following table demonstrates the highest number of EMS providers participating/reporting in KEMSIS. An improvement of 33 agencies and increase of 81,579 reports received was achieved.

Dates	Number of EMS Providers	Change
4/1/2017 to 3/31/2018	124	
4/1/2018 to 3/31/2019	157	Increase of 33

Dates	Number of EMS Reports Received	Change
4/1/2017 to 3/31/2018	180,893	
4/1/2018 to 3/31/2019	262,472	Increase of 81,579

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

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State's core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Supporting Documents
2020 Strategic Plan Final.pdf
KEMSIS Interim Report_2019.06.13.pdf
FY 20 405(c) Performance Measures_Final.pdf

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
SP-2150-20	Crash Reporting Form Updates
SP-4602-20	eCitation Management
SP-4604-20	Electronic Citation Reporting
SP-4200-20	GIS Mapping Integration
SP-4606-20	KBI eCitation Vendor
SP-4609-20	KBI Security Architecture Position

SP-4601-20	KCJIS Security Architecture
SP-4200-20	TIRES Software
SP-2150-20	TRCC Project Management

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Supporting Documents
2020 Strategic Plan Final.pdf
KEMSIS Interim Report_2019.06.13.pdf
FY 20 405(c) Performance Measures_Final.pdf

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 4/3/2015

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Low-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	No

405(d) 24-7 Sobriety programs grant

Mandatory license restriction requirement

The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(9)(2) applies, for a period of not less than 30 days.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a statute that requires all individuals convicted of driving under the influence of alcohol or of driving while intoxicated to receive a restriction of driving privileges, unless an exception in paragraph 1300.23(g)(2) applies, for a period of not less than 30 days.	No

Sobriety program information

Legal citations: No

State program information: No

Legal citations

State law authorizes a Statewide 24-7 sobriety program.

Requirement Description	State citation(s) captured
State law authorizes a Statewide 24-7 sobriety program.	No

Program information

State program information that authorize a Statewide 24-7 sobriety program.

405(e) Distracted driving grant

Sample Questions

Click or tap here to enter text.

Legal citations

The State's texting ban statute, prohibiting texting while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on texting while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's texting ban:

 The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving and requiring a minimum fine of at least $25, is in effect and will be enforced during the entire fiscal year of the grant.

Is a violation of the law a primary or secondary offense?:

Date enacted:

Date amended:

Requirement Description	State citation(s) captured
Prohibition on youth cell phone use while driving.	No
Definition of covered wireless communication devices.	No
Minimum fine of at least $25 for an offense.	No

Legal citations for exemptions to the State's youth cell phone use ban.

405(f) Motorcyclist safety grant

Motorcycle safety information

 To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: No

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: Yes

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: No

Motorcyclist awareness program

 Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Kansas Department of Transportation

State authority name/title: Julie Lorenz, Secretary, Kansas Department of Transportation

 CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

 Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	69	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	41	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
Douglas County	25
Johnson County	86
Sedgwick County	154
Shawnee County	45
Wyandotte County	52

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 526

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy
Communications and Outreach
Mass Media Campaign
MC Awareness Media

Unique Identifier	Planned Activity Name
SP-1903-19	Mass Media SA
SP-4803-20	Motorcycle Awareness

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-7) Number of motorcyclist fatalities (FARS)	Annual	2020	2020	69	7

2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Annual	2020	2020	41	8

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.

Countermeasure Strategy
Alcohol Impairment: Detection, Enforcement and Sanctions
Communications and Outreach
Communications and Outreach
MC Awareness Media

Unique Identifier	Planned Activity Name
SP-1903-19	Mass Media SA
SP-4803-20	Motorcycle Awareness
SP-1300-20	Motorcycle Enforcement

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County or Political Subdivision	# of MCC involving an impaired operator
Douglas County	3
Johnson County	1
Sedgwick County	1
Shawnee County	1
Wyandotte County	1

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator: 12

405(g) State graduated driver licensing incentive grant

Graduated driver licensing

Date that the State's graduated driver's licensing statute requiring both a learner's permit stage and intermediate stage prior to receiving an unrestricted driver's license was last amended. The statute must be in effect and be enforced during the entire fiscal year of the grant.

Graduated driver licensing law last amended on:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured

Applies prior to receipt of any other permit, license, or endorsement by the State if applicant is younger than 18 years of age and has not been issued an intermediate license or unrestricted driver's license by any State.	No
Applicant must pass vision test and knowledge assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 16 years of age.	No
Must be accompanied and supervised at all times.	No
Requires completion of State-certified driver education or training course or at least 50 hours of behind-the-wheel training, with at least 10 of those hours at night.	No
Prohibits use of personal wireless communications device.	No
Extension of learner's permit stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

Legal citations demonstrating that the State statute meets the requirement.

Requirement Description	State citation(s) captured
Commences after applicant younger than 18 years of age successfully completes the learner's permit stage, but prior to receipt of any other permit, license, or endorsement by the State.	No
Applicant must pass behind-the-wheel driving skills assessment.	No
In effect for at least 6 months.	No
In effect until driver is at least 17 years of age.	No
Must be accompanied and supervised between hours of 10:00 p.m. and 5:00 a.m. during first 6 months of stage, except when operating a motor vehicle for the purposes of work, school, religious activities, or emergencies.	No
No more than 1 nonfamilial passenger younger than 21 years of age allowed.	No
Prohibits use of personal wireless communications device.	No
Extension of intermediate stage if convicted of a driving-related offense.	No

Legal citations for exemptions to the State's texting ban:

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

Official documents

 Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: No

Regulation: No

Binding policy directive: No

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

 Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No

 Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Certifications, Assurances, and Highway Safety Plan PDFs

 Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

Supporting Document
Certifications and Assurances-Signed.pdf