

# State of Kansas

## Highway Safety Plan FFY 2023

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The FFY 2023 Kansas Highway Safety Plan is being submitted to NHTSA and FHWA. The report describes the processes followed by the State of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402 and 405.

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## **Mission Statement**

The KDOT Bureau of Transportation Safety, Behavioral Safety Section, strives to improve the quality of life for the traveling public by reducing the number of motor vehicle fatalities, injuries, and crashes. The Section influences human behavior by identifying problems and implementing effective educational and enforcement programs focusing on prevention.

## **Program Administration**

This one-year planning document describes the processes followed by the state of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402 and 405.

Below is a summary of the process currently followed by the Kansas Department of Transportation (KDOT) Bureau of Transportation Safety (BTS), Behavioral Safety Section (BSS) section to plan and implement its federal-aid grant program. The program is based on a complete and detailed problem analysis prior to the selection of projects. A broad spectrum of agencies at the federal, state, local levels and special interest groups are involved in project selection and implementation. BSS also awards grants internally to supplement special projects and efforts of statewide significance.

## **Incentive Grants**

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

- S. 405(b) Occupant Protection
- S. 405(c) State Traffic Safety Information
- S. 405(d) Impaired Driving Countermeasures
- S. 405(f) Motorcyclist Safety Grants



## Introduction

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

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

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

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

## **Highway Safety Planning Process**

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

### **Data Sources**

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

The BSS is also actively involved in several Emphasis Area Teams that support the Kansas Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the BSS is chairing the Occupant Protection, Impaired Driving, Teen Drivers, and Older Driver teams. This collaboration between the HSP and SHSP has led to similar strategies outlined in both plans. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include, but are not limited to: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles (DMV), BSS LELs (law enforcement liaisons), Kansas Traffic Safety Resource Prosecutor, Kansas Traffic Safety Resource Office, AAA of Kansas and the Mid-America Regional Council. The Highway Safety Plan and Strategic Highway Safety Plan both utilize data from FARS, KCARS, observation belt use survey, Courts and the DMV to develop problem identification, strategies and allocate resources.

### **FARS**

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

## KCARS

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

- Crash occurred on public roadway
- Crash involved at least one motor vehicle
- Crash had at least one fatality, injury or property damage exceeding \$1,000

The state receives around 65,000 crash reports annually. This extensive database allows KDOT to target problem areas by gender, age of driver, BAC levels, contributing circumstances, time of day, crash type, crash severity, city or by county. This database also contains one of the twelve mandated performance measures, number of suspected serious injuries and our Kansas Specific Performance Measure, distracted driving crashes.

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

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

| <b>Crashes</b>                        | <b>2016</b> | <b>2017</b> | <b>2018</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Problems with or loss of Cargo</b> | 315         | 232         | 262         | 233         | 213         |             |             |             |
| <b>Projections</b>                    |             |             |             |             |             | 191         | 170         | 150         |
| <b>Target</b>                         |             |             |             |             |             |             |             | 149         |

| <b>Fatalities</b>                     | <b>2016</b> | <b>2017</b> | <b>2018</b> | <b>2019</b> | <b>2020</b> | <b>2021</b> | <b>2022</b> | <b>2023</b> |
|---------------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| <b>Problems with or loss of Cargo</b> | 4           | 4           | 8           | 8           | 1           |             |             |             |
| <b>Projections</b>                    |             |             |             |             |             | 4           | 4           | 4           |
| <b>Target</b>                         |             |             |             |             |             |             |             | 3           |

Data as of 06/28/2022

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

\*Data are incomplete and unofficial at this time

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

### **Vehicle Miles Traveled and Traffic Counts**

KDOT maintains vehicle miles traveled charts and figures as well as traffic counts for a great majority of public roads in the state. This is another data source available to the BSS that can be utilized to assist in developing problem identification, identifying resources and allocating funding.

### **Direct Observational Occupant Protection Surveys**

As required, the state of Kansas annually performs a statewide observational survey to gauge seat belt use for adults. Additionally, KDOT performs an observational survey for children. The adult survey is conducted in 26 counties and not only tracks belt use, but gender of front seat occupants, vehicle type and driver distractions. The 2021 study measured 47,094 vehicles and 59,632 front seat occupants. Beyond the core statewide observational survey number, the adult survey tells us that females are more likely to buckle up than males and pickup truck drivers are the most likely to not be buckled.

Excerpts from the 2021 Adult Study are:

*Belt use among truck drivers has historically been lower than drivers of other vehicle types.*

*County-specific results for unweighted belt use, trucks only, are presented both alphabetically and ranked most belted to least belted*

*In 2021, the belt use rate for trucks on interstates and limited access highways fell one percentage point to about 85 percent. Observed truck belt use on US, State,*

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

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

*Observed distractions increased about 1 percentage point over 2020.*

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

The 2021 child survey was not conducted due to COVID, but the 2022 results and analysis are referenced below. This survey is broken down into four age groups, 0-4, 5-9, 10-14 and 15-17. Beyond belt use of the child, the survey also gathers driver gender, vehicle type, driver distraction and restraint type. The 2022 study is comprised of 326,805 child observations at 378 unique sites in 20 diversified counties. Excerpts from the 2022 child survey are:

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

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

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

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

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

## **Court Data**

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

## **Kansas Department of Revenue, Division of Motor Vehicles**

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

## **Highway Safety Participants**

Interaction with diversified groups of professionals and teams throughout the planning process leads to increased traffic safety awareness around the state and promotes new and innovative ideas geared toward saving lives. Periodically, the BSS staff will meet to discuss new ideas, determine if the idea is part of a proven countermeasure, assess resources and collaboratively, decide as to whether to implement. Below are some examples of the constant interaction with other traffic safety professionals.

Annually, the BSS conducts recruitment lunches around the state. The recruitment lunches are designed to engage law enforcement and other safety advocates on upcoming mobilizations and other traffic safety initiatives. These meetings also give the BSS an opportunity to engage local law enforcement and other safety advocates about potential traffic safety problems and or solutions. Speed reduction efforts will be highlighted in 2023 to ensure enforcement of speed limits is given equal efforts to education.

Every year, KDOT hosts the Kansas Transportation Safety Conference. This conference attracts more than 300 professionals and over 50 teens and their school sponsors. The conference has four emphasis area tracks: Youth, Law Enforcement, Roadway Safety and Injury Control. While participants will gain a better understanding on current programs, new and innovative solutions, it also provides an opportunity to discuss problems and new ideas. The conference will continue in 2023.

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

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

The BSS is also actively involved in several Emphasis Area Teams that support the Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the Behavioral Safety Section leading the Occupant Protection, Teen Drivers, Impaired Driving and Older Driver teams. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include, but are not limited to: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Department of Motor Vehicles, law enforcement liaisons, Kansas Traffic Safety Resource Prosecutor, Kansas Traffic Safety Resource Office, AAA of Kansas, MADD Kansas, and the Mid-America Regional Council. The outcome from the coordination of these plans has led to increased awareness of behavioral safety issues and a general collaborative effort in the state.

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

## **Performance Measures and Targets**

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

## **Project Selection**

Once the group has settled on performance measures and targets, project selection comes next. Project site selection supports the priority emphasis areas identified in the problem identification. The ranking of priority problem areas in the state, similar to the Highway Safety Strategies and Projects section of the plan coupled with the crash database and other relevant data sources, leads the traffic safety staff to begin formulating a program to address the specific issue. The next step involves engaging the local or state partner or entity that is best equipped to positively impact the specific countermeasure that is being

addressed. Traffic safety staff will then work with the partner on a grant that will define the project, establish performance measures, and mutually agree on the outcomes of the project. Another way project selection can occur is through solicitation from local entities or advocacy groups. After the solicitation is received in the traffic safety office, the office will review the proposal, reference available data sources targeting problem identification, to determine if it provides support to reach the ultimate goal of reducing death and injury on Kansas roads. The next step involves input about the project from the traffic safety office staff and other traffic safety advocates including KDOT law enforcement liaisons, KDOT's Traffic Safety Resource Prosecutor and the KTSRO. Once the project is deemed appropriate of grant funding, a traffic safety staff person will work with the vendor to formulate the grant. This process forms the basis of the primary criterion for project site selection. Whichever method is used, the SHSO will work with established resources/contractors on implementing a program that mirrors a solution listed in the most recent "*Countermeasures that Work*" book.

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

## **Strategic Highway Safety Plan and Highway Safety Plan Coordination**

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

## **Performance Plan**

### **2023 Performance Measures**

The state of Kansas is using 2016 – 2020 FARS and the state crash database to establish baseline and goals for the 2023 Highway Safety Plan. Additionally, we are using the 2021 statewide observational survey information to establish a baseline and establish the 2023 targets. The SHSP and HSP common measures are utilizing a five-year moving average to calculate baseline and projections. All other measures defined in the HSP will use actual number for the same baseline period as referenced above. Each performance measure identifies the current trend, projections, and goal. A percentage increase, decrease or no change in projection was determined on each goal. Factors leading to the anticipated increase or decrease include, but are not limited to; recent history, timeframe of enactment of legislation, change in federal definition, is it realistic, is it achievable, is it attainable and available resources. The Core Performance Measures were utilized throughout the HSP program areas to identify problem areas, establish proven countermeasures, and gauge progress towards goals.

### **HSP and HSIP Targets**

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

Table 1

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

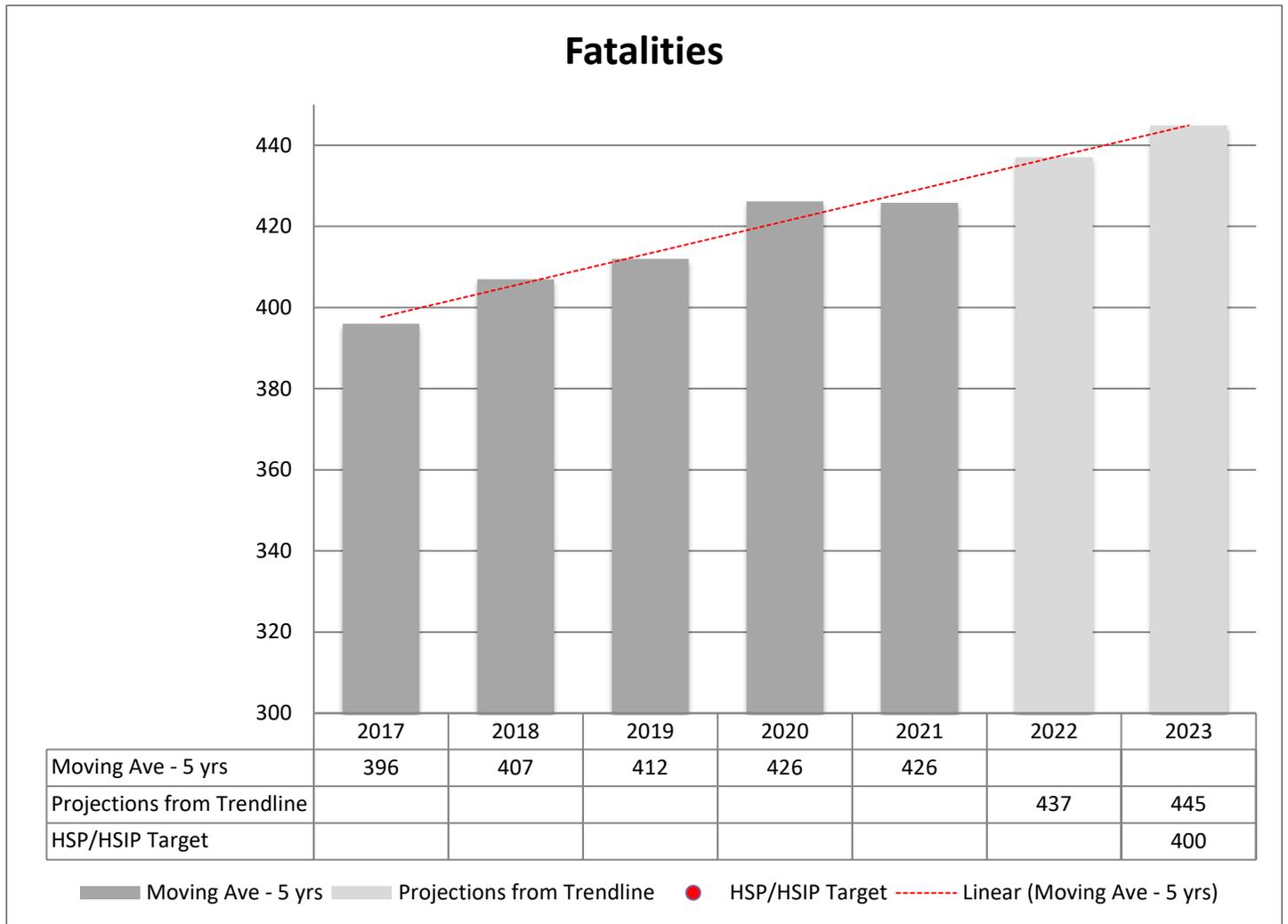
## Performance Report

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

\*2021 Data is unofficial and subject to change

## Core Performance Measure Charts and Goals

### Number of Traffic Fatalities (FARS):

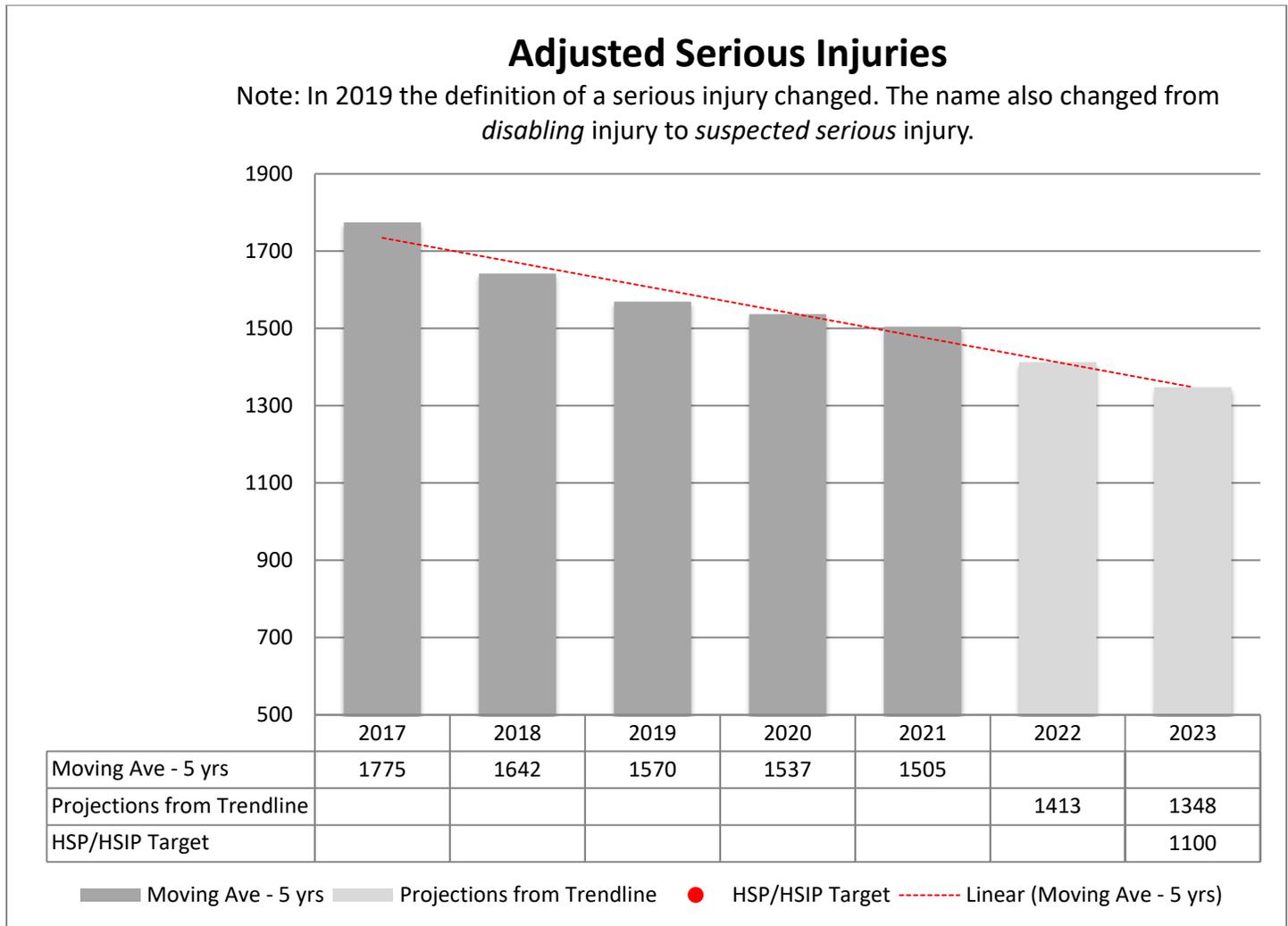


### Goal Statement

#### **Number of Fatalities:**

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

**Suspected Serious Injuries (KCARS):**



**Goal Statement**

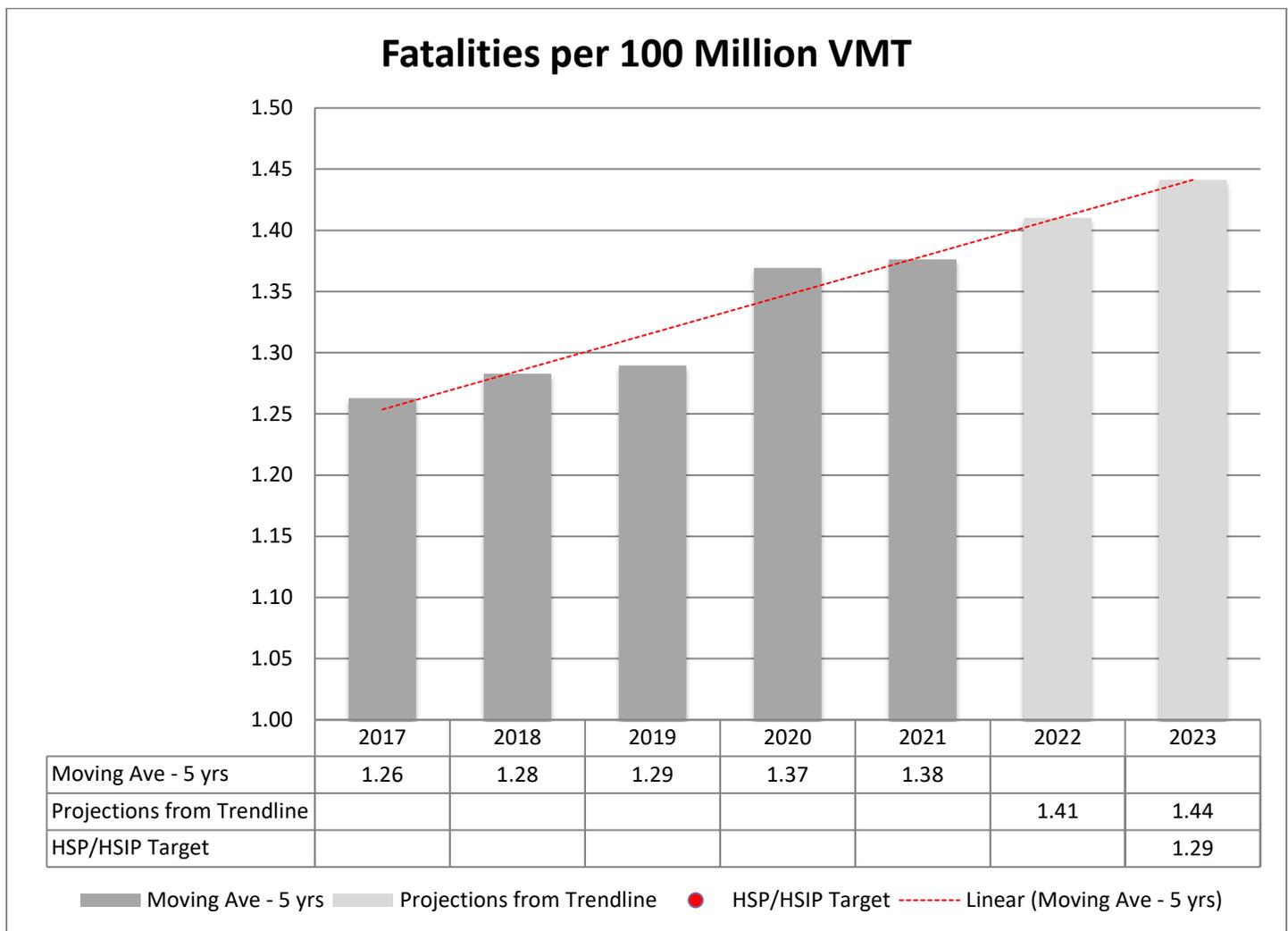
**C-2 Number of Serious Injuries:**

The 2023 five-year moving average projection based upon the trend line indicates 1,348 serious injuries. An eight percent reduction in this projection would derive our target of 1,100 serious injuries in 2023. With the change in definition to suspected serious injury, there was a sharp increase in crashes meeting the definition. This is an artificial increase, not an actual degradation of safety. In order to re-establish a trendline for this category, it was determined to “back-cast” how many suspected serious injuries would have occurred in past years with the new definition. We used a conversion factor to inflate previous years’ crashes by 1.46 (46% increase). This allows for a steady, downward trend that we predict would have occurred apart from the definition change. 2020 defied that trend with a rise in suspected serious injuries, but we do not expect that to continue, that suspected serious

injuries will resume falling. It is this trend upon which we based our suspected serious injury target. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2023 HSP and 2023 HSIP five-year moving average targets are equal.

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

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



**Goal Statement**

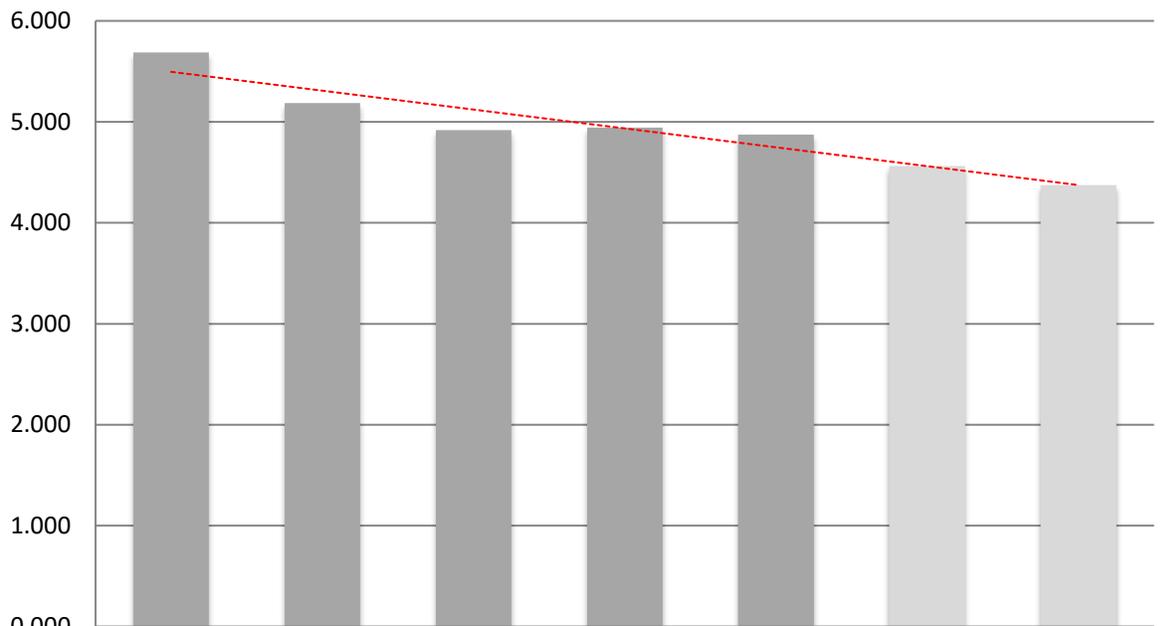
**C-3 Fatality Rate:**

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

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

**Adjusted Serious Injuries per 100 Million VMT**

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



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

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

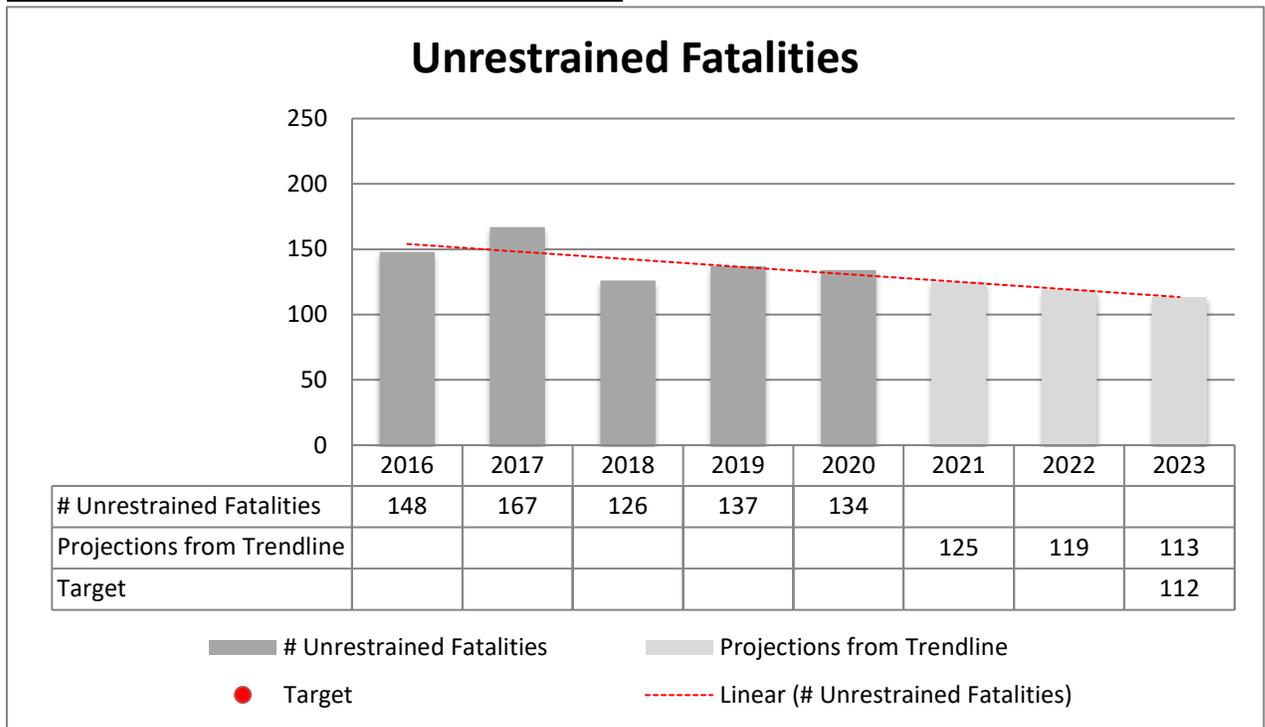
## **Goal Statement**

### **Serious Injury Rate:**

The 2023 five-year moving average projection based upon the curvilinear trendline indicates 4.374 serious injury rate per 100 million VMT. An eight percent reduction in this projection would lead to our goal of 3.540 serious injury rate per 100 million VMT in 2023. With the change in definition to suspected serious injury, there was a sharp increase in crashes meeting the definition. This is an artificial increase, not an actual degradation of safety. In order to re-establish a trendline for this category, it was determined to “back-cast” how many suspected serious injuries would have occurred in past years with the new definition. We used a conversion factor to inflate previous years’ crashes by 1.46 (46% increase). This allows for a steady, downward trend that we predict would have occurred apart from the definition change. 2020 defied that trend with a rise in suspected serious injuries, but we do not expect that to continue, that suspected serious injuries will resume falling. It is this trend upon which we based our suspected serious injury target. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2023 HSP and 2023 HSIP five-year moving average targets are equal.

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

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

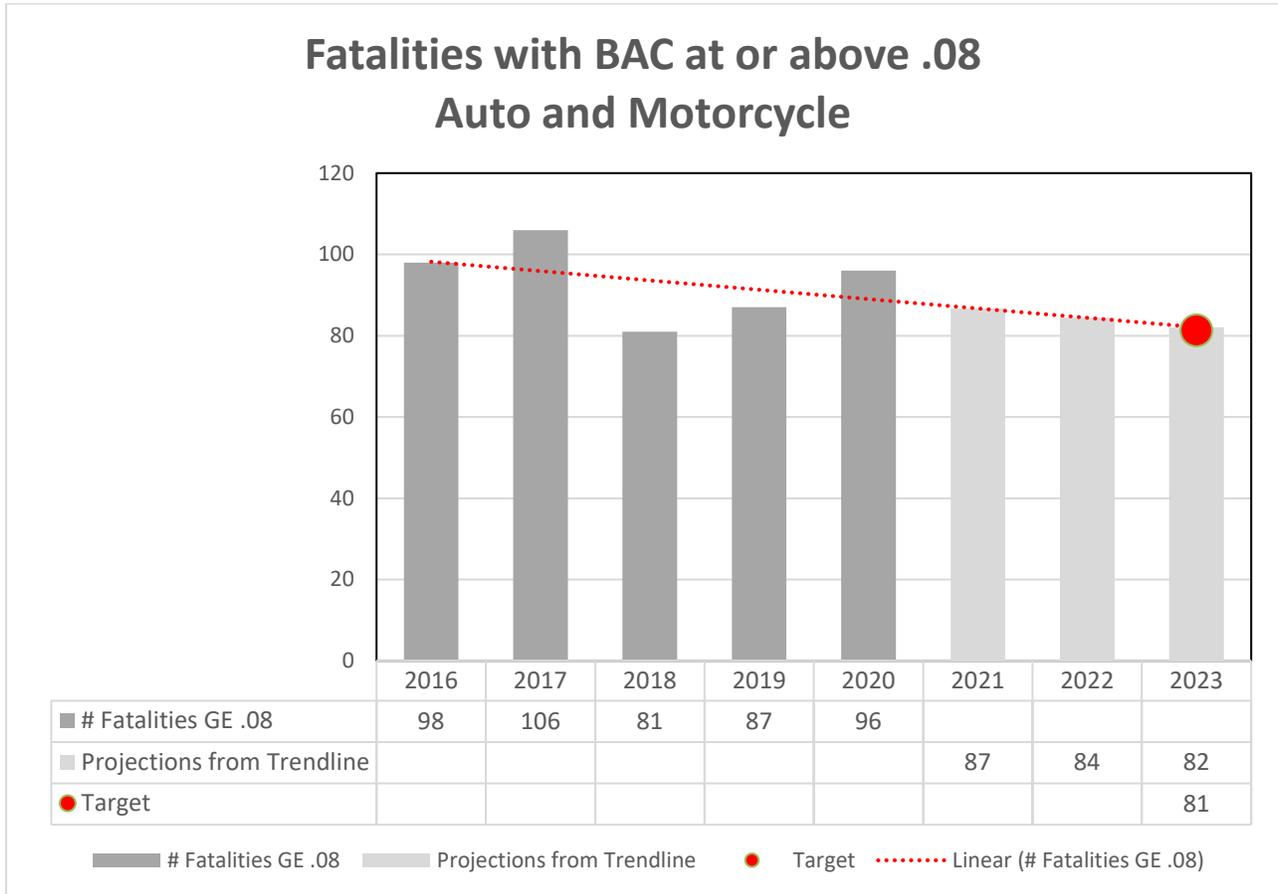


**Goal Statement**

**C-4 Number of Unrestrained Fatalities:**

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

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

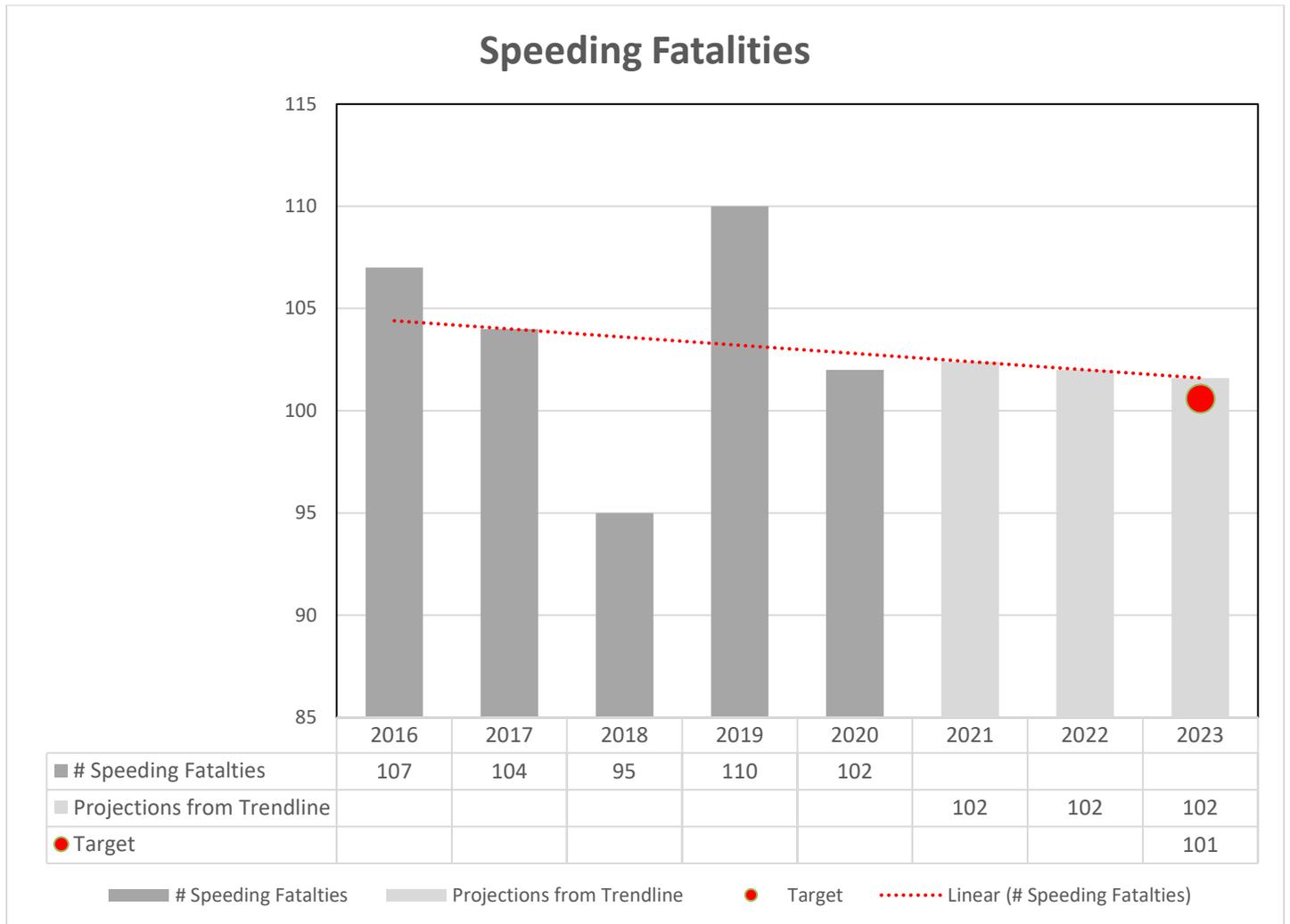


**Goal Statement**

**C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above:**

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

**Speeding Fatalities (FARS):**

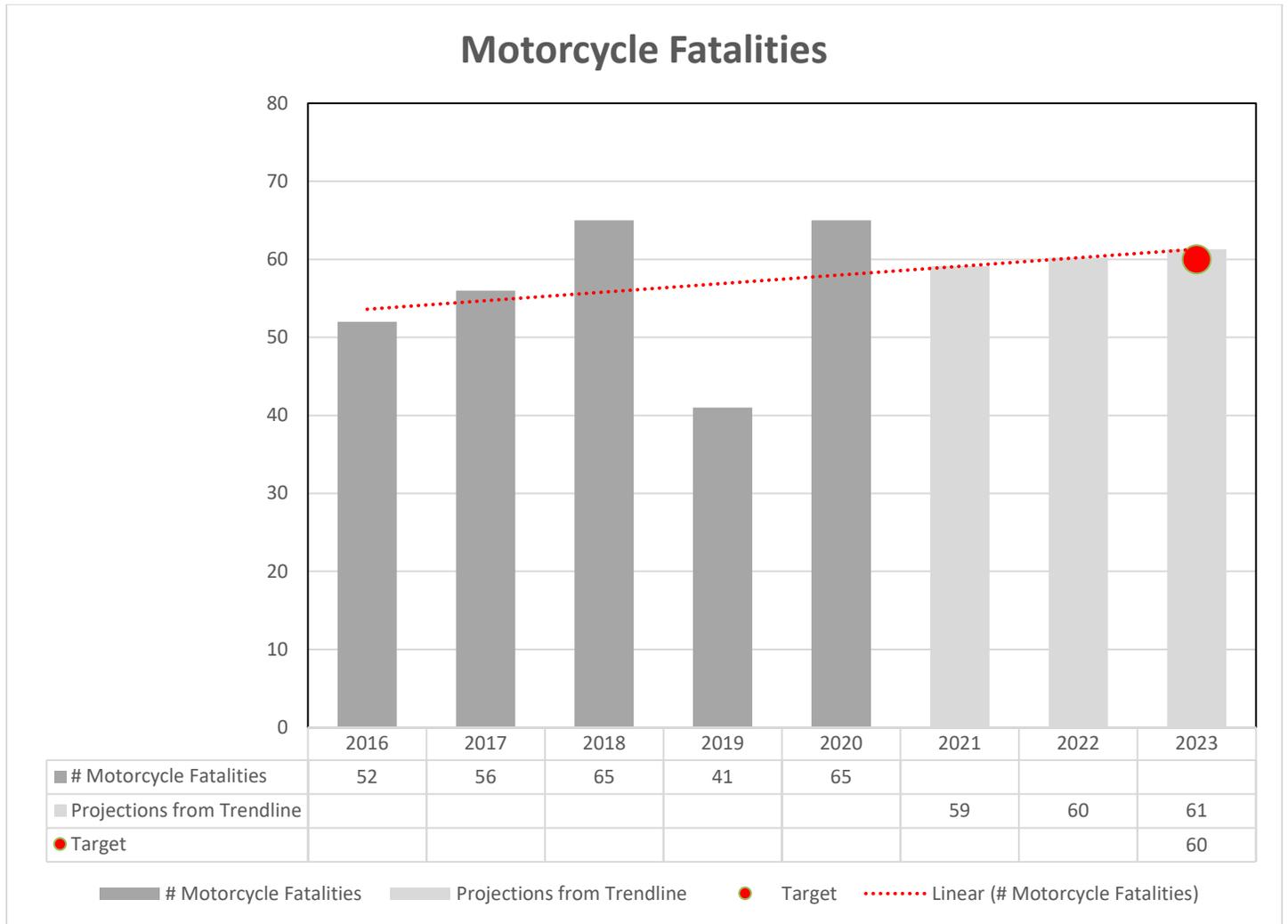


**Goal Statement**

**C-6 Number of Speeding Fatalities:**

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

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

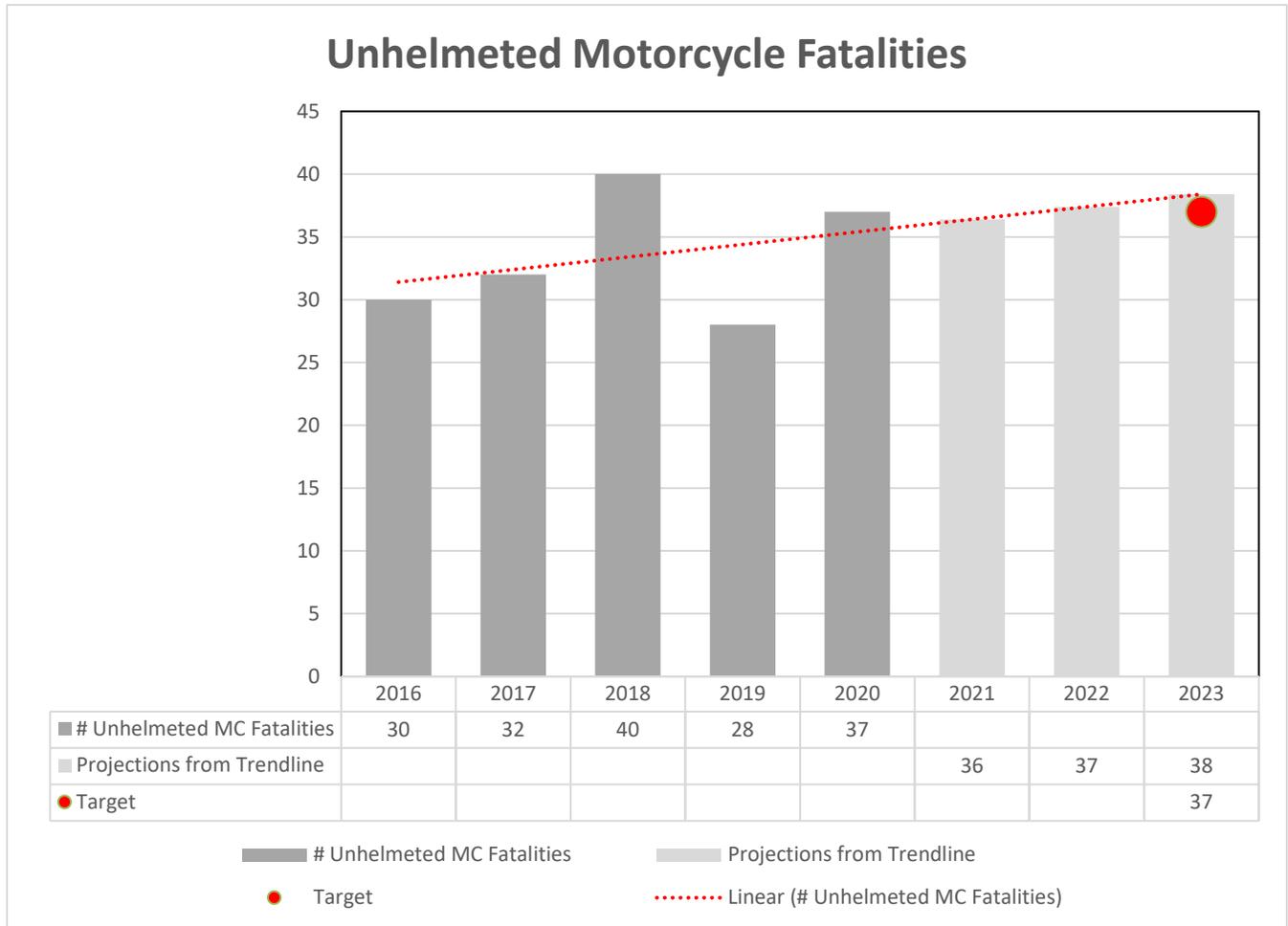


**Goal Statement**

**C-7 Number of Motorcycle Fatalities:**

The 2023 five-year average projection based upon the trendline indicates 61 motorcycle fatalities in 2023. A two percent reduction in this projection would derive our goal of 60 motorcycle fatalities in 2023. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

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

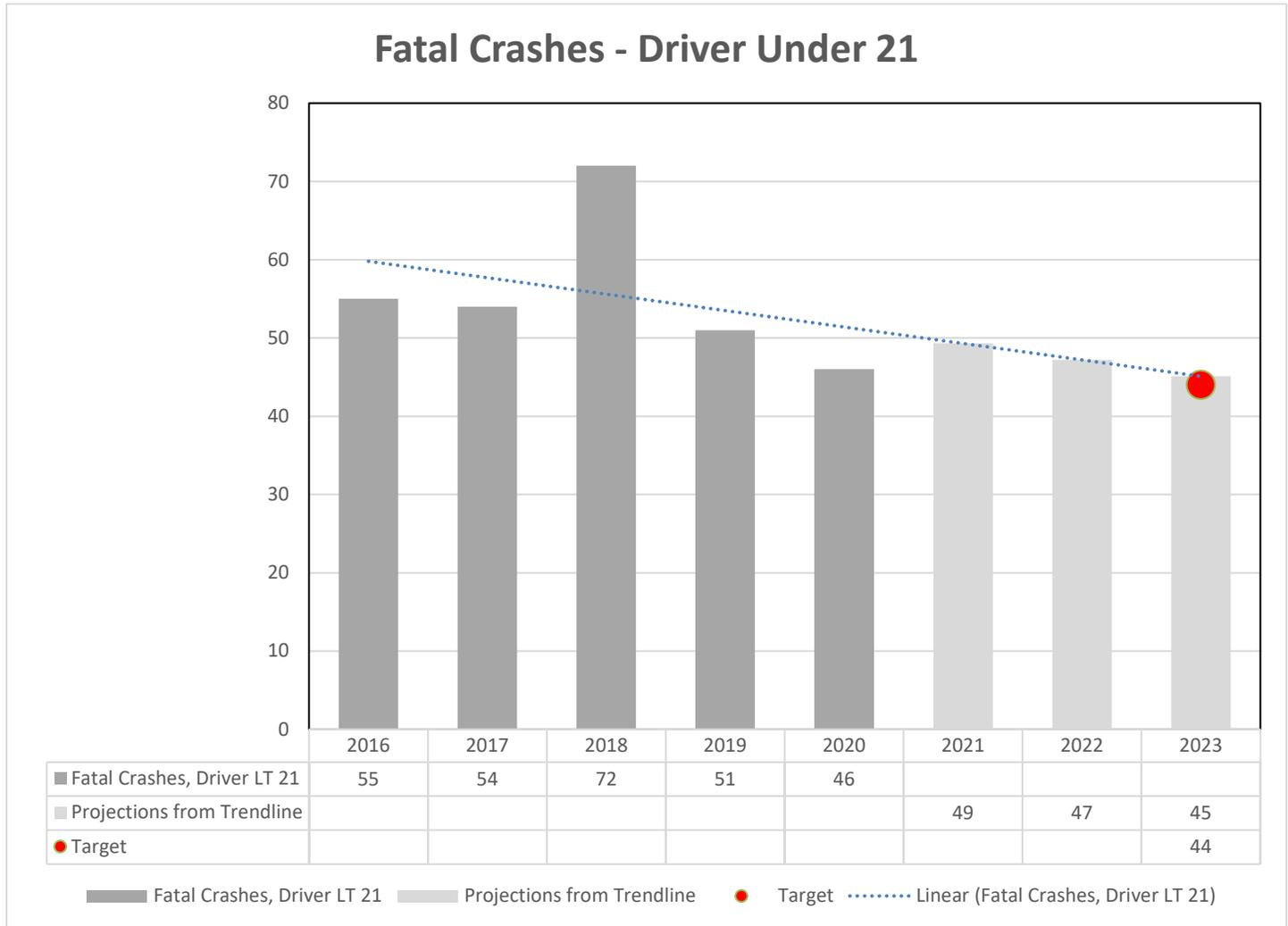


**Goal Statement**

**C-8 Number of Un-helmeted Motorcycle Fatalities:**

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

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

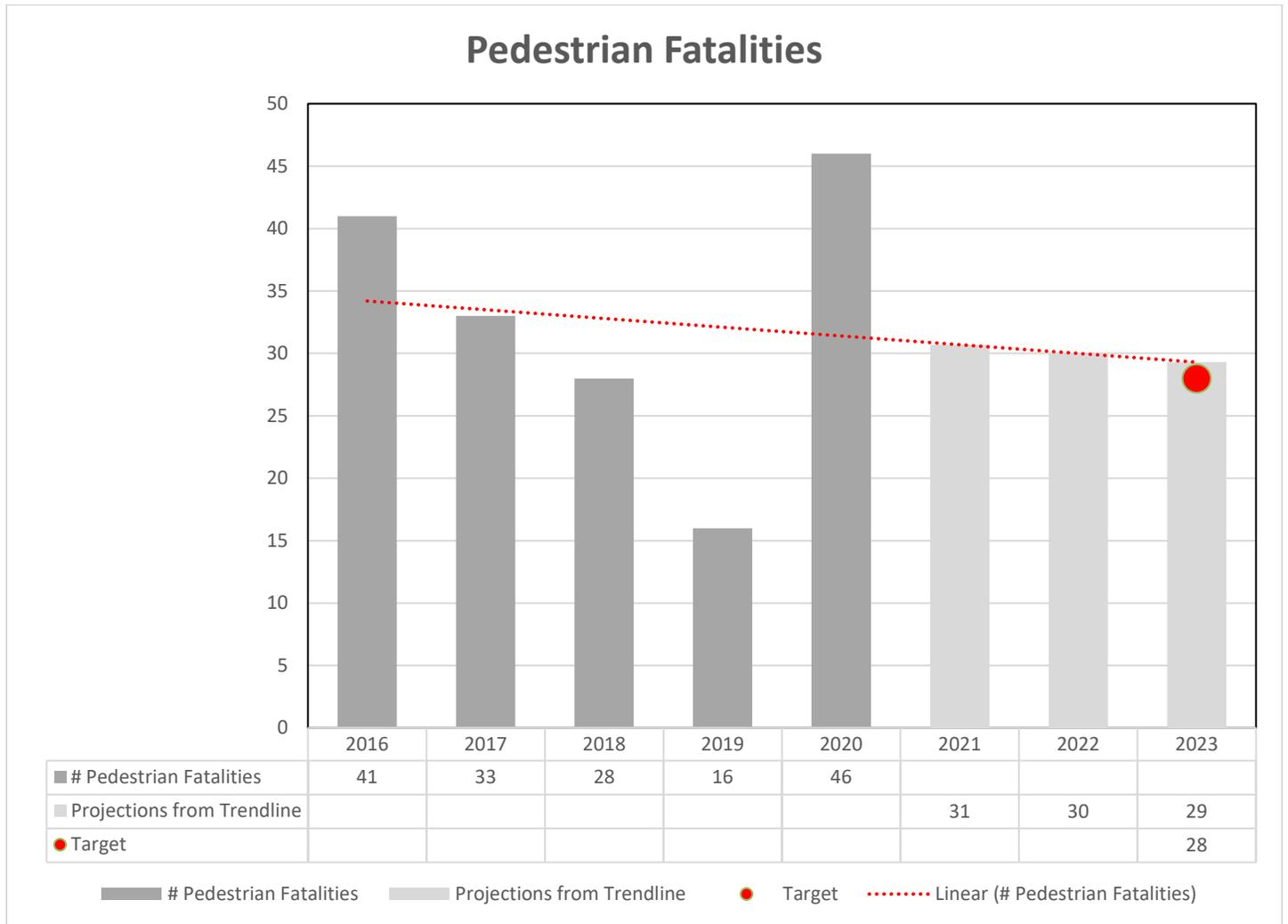


**Goal Statement**

**C-9 Goal Statement Number of Drivers, 20 or under, Involved in Fatal Crashes:**

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

**Pedestrian Fatalities (FARS):**

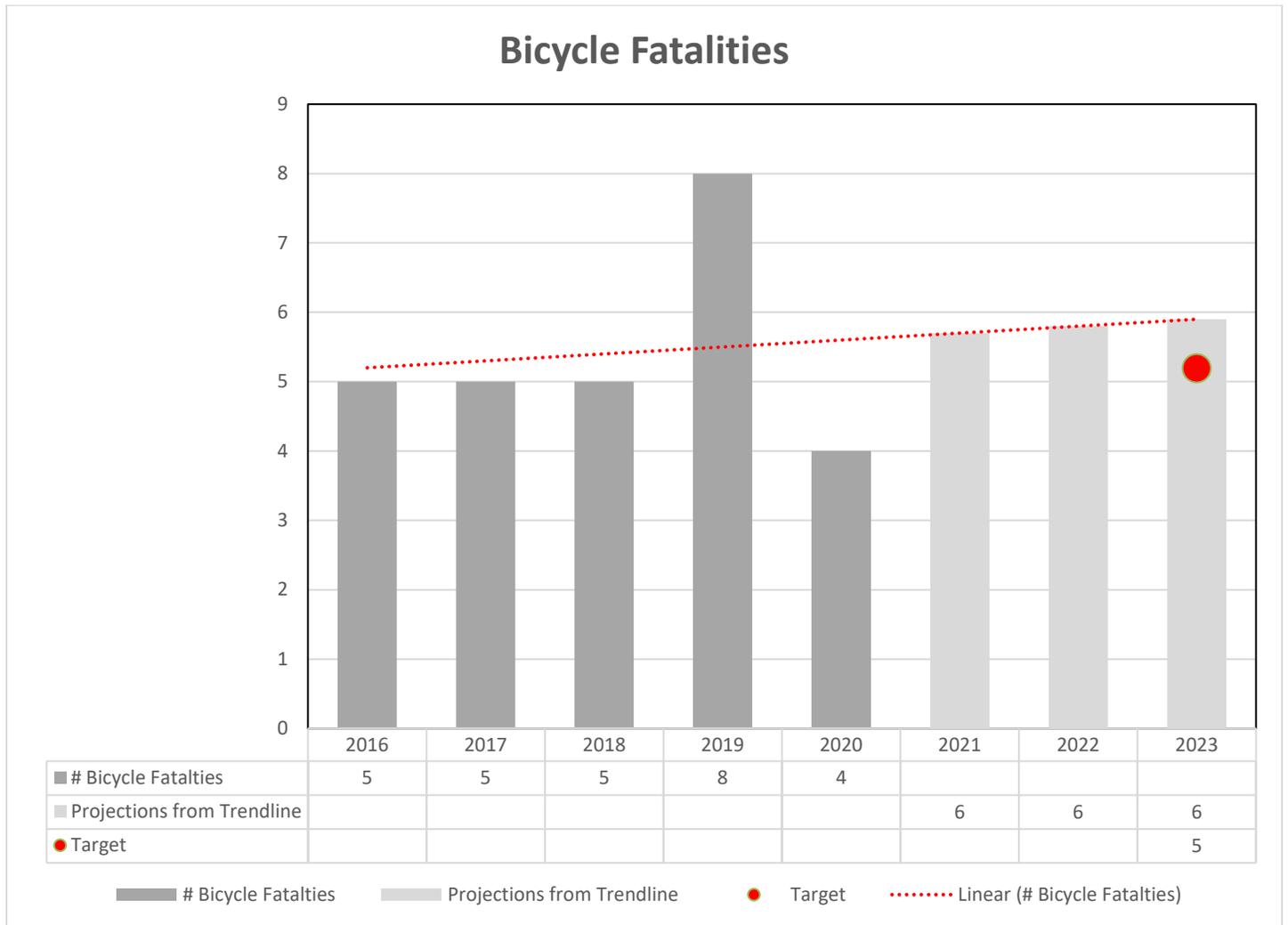


**Goal Statement**

**C-10 Pedestrian Fatalities:**

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

**Bicycle Fatalities (FARS):**

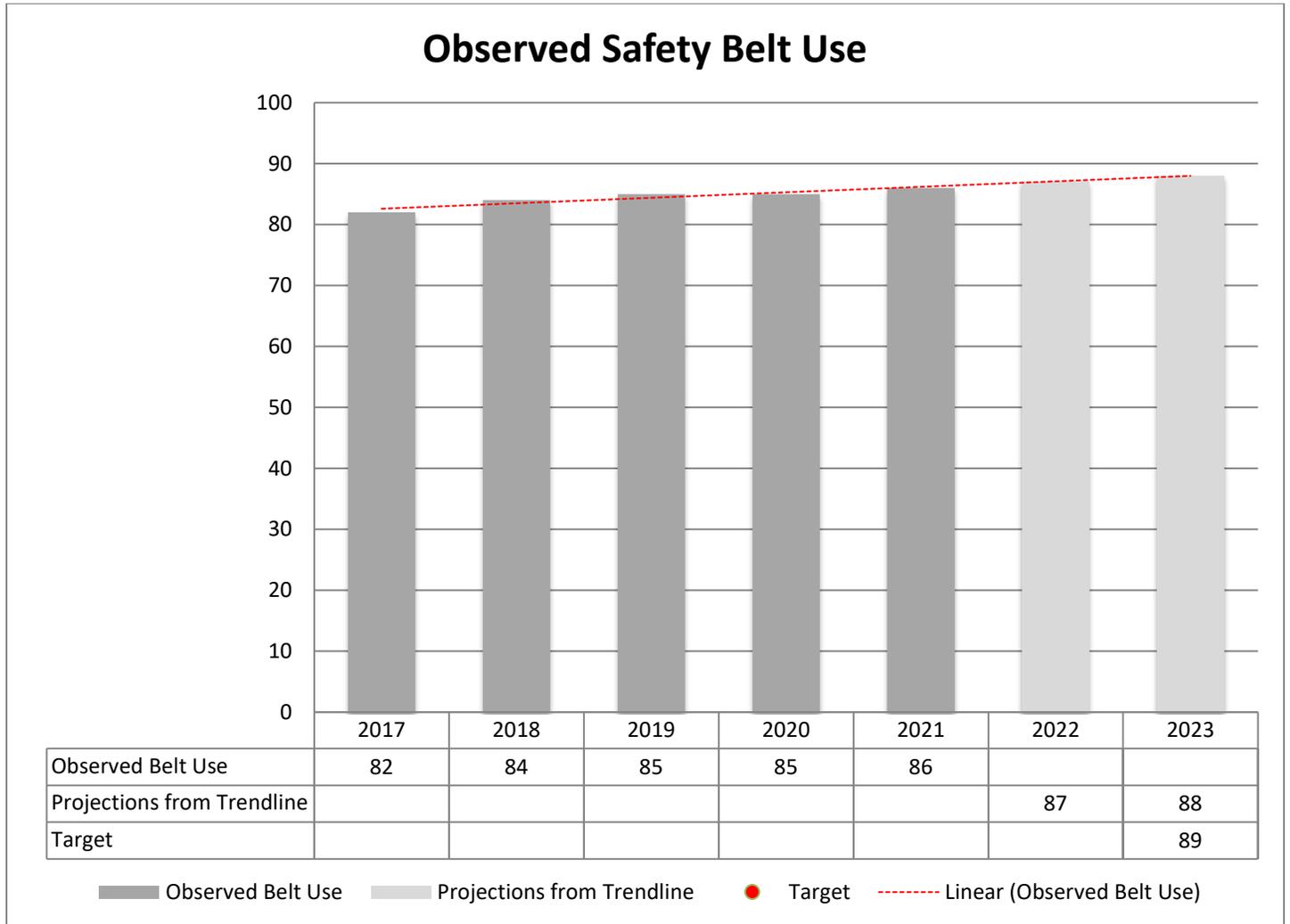


**Goal Statement**

**C-11 Bicycle Fatalities:**

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

**Seat belt Use Rate (State Survey):**

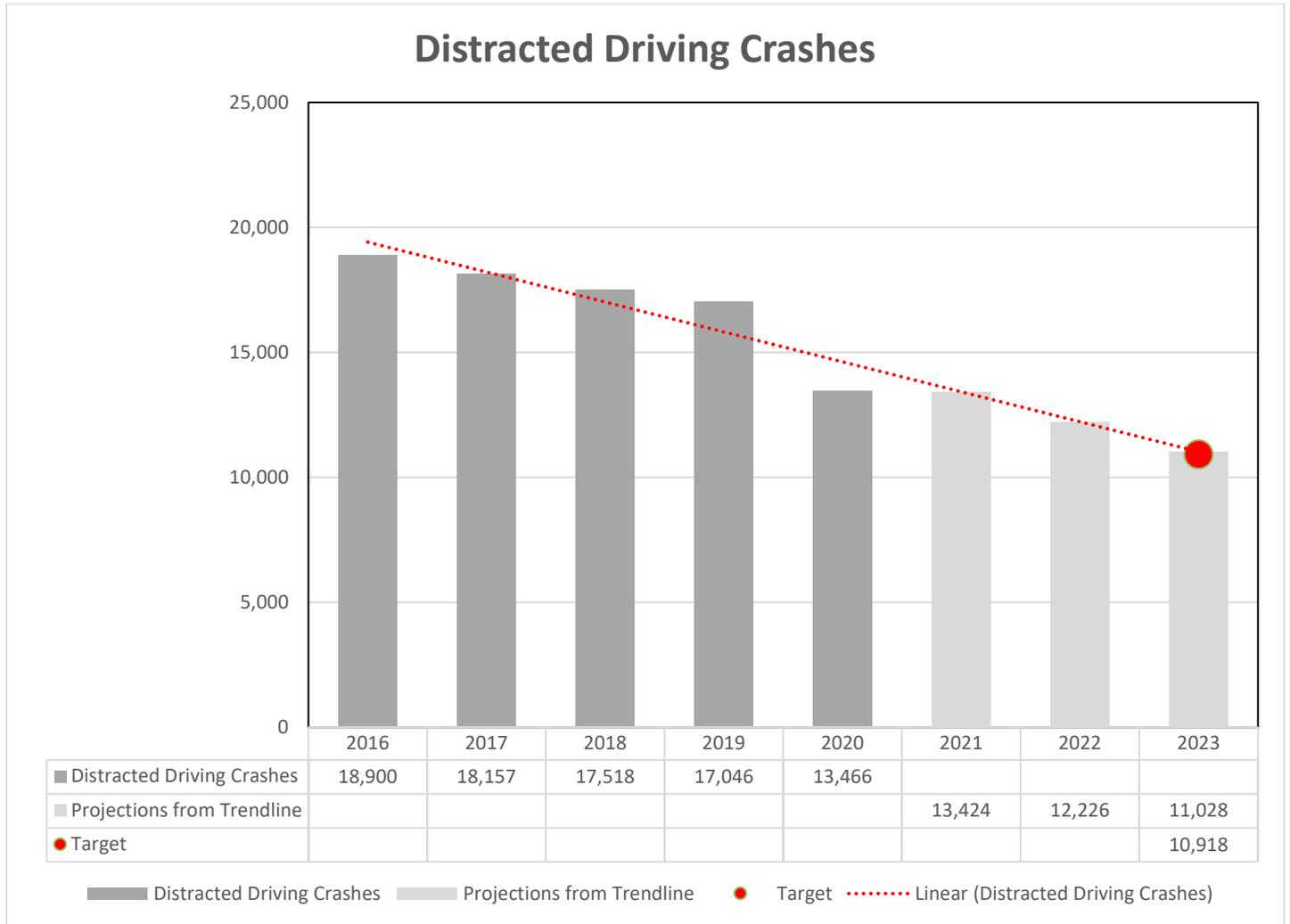


**Goal Statement**

**B-1 Observed Seat Belt Use:**

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

**Distracted Driving Crashes (KCARS):**



**Goal Statement**

**Number of Distracted Driving Crashes:** The 2023 five-year average projection based upon the trendline indicates 11,028 distracted driving crashes. A one percent reduction in this projection would derive our goal of 10,918 distracted driving crashes in 2023. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

## **Evidence-based Traffic Safety Enforcement Program (TSEP)**

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

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

The BSS is also actively involved in several Emphasis Area Teams that support the SHSP. Each team is tasked with identifying solutions to curb the instance of their respective team focus area. Currently, a member of the BSS is chairing the Occupant Protection, Teen Driver’s, Impaired Driving, and Older Driver teams. The Emphasis Area Teams meet at least twice a year, are diversified and include representatives from private and public entities and are common advocates when it comes to identifying strategies and resources to address traffic safety problems in the HSP and SHSP. The entities involved in the emphasis area teams include: KDOT, Kansas Highway

Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles, KDOT Law Enforcement Liaisons, Kansas Traffic Safety Resource Office, Kansas Traffic Safety Resource Prosecutors, AAA of Kansas and the Mid-America Regional Council. These entities or organizations represent the key stakeholders in reducing death and injury on Kansas roads. Therefore, an examination of the HSP and SHSP will show many similar strategies, objectives and needed resources utilized to implement both plans.

## Crash and Data Analysis for TSEP

### Total Crashes

The state of Kansas experiences about 65,000 reportable crashes annually. Table 4 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. The top five counties represent more than 50 percent of all crashes in 2020. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well-proven and recommended by NHTSA as an effective countermeasure. Therefore, the BSS has and will continue to engage law enforcement partners in these counties to establish overtime enforcement grants targeting all crashes, providing training opportunities through our Traffic Safety Resource Prosecutors, and working with the local media to address the problem.

Table 4

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

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

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

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

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

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

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

**Fatal Crashes**

The state of Kansas experienced 382 fatal crashes in 2020. Table 5 ranks Kansas counties by the total number of crashes and a percent of the total number of crashes in the state. The top 40 counties represent more than 80 percent of all fatal crashes in 2020. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the BSS has established overtime enforcement grants with law enforcement partners in these counties to reduce crashes, provide training opportunities through our Traffic Safety Resource Prosecutor and work with local media to address traffic challenges.

Table 5

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

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

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

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

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

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

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

### **Impaired Driving Crashes**

Impaired driving continues to be a problem in the state. Table 6 ranks Kansas counties by the number of alcohol-related crashes and a percent of the total number of alcohol related crashes in the state. These twenty counties represent more than 80 percent of alcohol-related crashes in 2020. The accumulated percentage column represents that county plus all the counties listed above to determine the percent coverage for the state. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the BSS has and will continue to engage law enforcement partners in these counties to establish overtime enforcement grants targeting impaired driving, providing training opportunities through our Traffic Safety Resource Prosecutor, and worked with the local media to address the problem.

Table 6

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

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

|     |          |   |       |         |      |  |  |
|-----|----------|---|-------|---------|------|--|--|
| 80  | OTTAWA   | 2 | 0.09% | 99.28%  |      |  |  |
| 81  | STAFFORD | 2 | 0.09% | 99.37%  |      |  |  |
| 82  | WILSON   | 2 | 0.09% | 99.46%  | STEP |  |  |
| 83  | WOODSON  | 2 | 0.09% | 99.55%  | STEP |  |  |
| 84  | CHEYENNE | 1 | 0.04% | 99.60%  |      |  |  |
| 85  | CLARK    | 1 | 0.04% | 99.64%  |      |  |  |
| 86  | DECATUR  | 1 | 0.04% | 99.69%  |      |  |  |
| 87  | GRAHAM   | 1 | 0.04% | 99.73%  |      |  |  |
| 88  | HODGEMAN | 1 | 0.04% | 99.78%  |      |  |  |
| 89  | KEARNY   | 1 | 0.04% | 99.82%  | STEP |  |  |
| 90  | NESS     | 1 | 0.04% | 99.87%  |      |  |  |
| 91  | REPUBLIC | 1 | 0.04% | 99.91%  |      |  |  |
| 92  | STEVENS  | 1 | 0.04% | 99.96%  |      |  |  |
| 93  | TREGO    | 1 | 0.04% | 100.00% |      |  |  |
| 94  | COMANCHE | 0 | 0.00% | 100.00% |      |  |  |
| 95  | ELK      | 0 | 0.00% | 100.00% | STEP |  |  |
| 96  | GREELEY  | 0 | 0.00% | 100.00% |      |  |  |
| 97  | HAMILTON | 0 | 0.00% | 100.00% |      |  |  |
| 98  | KIOWA    | 0 | 0.00% | 100.00% | STEP |  |  |
| 99  | LOGAN    | 0 | 0.00% | 100.00% |      |  |  |
| 100 | MEADE    | 0 | 0.00% | 100.00% | STEP |  |  |
| 101 | PAWNEE   | 0 | 0.00% | 100.00% |      |  |  |
| 102 | RAWLINS  | 0 | 0.00% | 100.00% |      |  |  |
| 103 | SMITH    | 0 | 0.00% | 100.00% |      |  |  |
| 104 | STANTON  | 0 | 0.00% | 100.00% |      |  |  |
| 105 | WALLACE  | 0 | 0.00% | 100.00% |      |  |  |

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

\*\*Impaired Driving Deterrence Program-conducts overtime enforcement centered on identifying problem areas using a data-driven approach to remove impaired drivers throughout the year.

\*\*\*Nighttime Seat belt Enforcement Program-conducts overtime enforcement centered on unrestrained nighttime drivers and passengers.

### **Belt Use Rates for S1200 Roads Only**

An S1200 road is generally defined as a non-interstate route, considered a main artery and usually a US or state highway. This road type was selected for county comparisons because it is the only road type observed in all 26 observed Kansas Counties of our federally required observational survey. Using the county figures that include interstates, which are only present in some counties, and/or local roads, which are observed also in only a subset of Kansas counties, may make a county look better or worse, as a function of the types of roads observed. Secondary roads are main arteries, usually in the U.S. Highway, State Highway or County Highway system. These roads

have one or more lanes of traffic in each direction, may or may not be divided, and usually have at-grade intersections with many other roads and driveways. They often have both a local name and a route number. The belt use numbers by county, by this specific road type, were derived from our 2021, NHTSA approved, adult survey. Utilizing this data, BSS has and will continue to work with our law enforcement liaisons, identify media opportunities and engage law enforcement partners to increase the belt use in these counties.

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

### **Adult Observational Survey**

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

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

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

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

| <b>Belt Use Rates, Ranked by Percent Belted - 2021</b> |              |              |              |                        |
|--|--------------|--------------|--------------|------------------------|
| <b>County</b>  | <b>S1100</b> | <b>S1200</b> | <b>S1400</b> | <b>*Percent Belted</b> |
| Johnson  | 96.1%        | 95.3%        | 91.4%        | 94.9%                  |
| Wabaunsee  | 96.5%        | 88.8%        | 81.8%        | 94.4%                  |
| Gove   | 97.5%        | 79.0%        | 61.1%        | 93.3%                  |
| Reno   | 0.0%         | 95.7%        | 83.3%        | 93.3%                  |
| Ellsworth  | 95.0%        | 90.5%        | 87.1%        | 92.7%                  |
| Cowley   | 0.0%         | 90.8%        | 85.3%        | 89.7%                  |
| Coffey   | 94.5%        | 87.7%        | 73.2%        | 88.9%                  |
| Wyandotte  | 90.5%        | 88.8%        | 78.3%        | 88.7%                  |
| Leavenworth  | 91.7%        | 87.1%        | 85.4%        | 88.2%                  |
| Butler   | 87.6%        | 86.3%        | 81.8%        | 86.2%                  |
| Chase  | 92.4%        | 78.3%        | 30.8%        | 86.2%                  |
| Jefferson  | 0.0%         | 86.3%        | 83.5%        | 85.9%                  |
| Harvey   | 88.8%        | 86.9%        | 72.1%        | 85.8%                  |
| Shawnee  | 84.7%        | 87.0%        | 80.9%        | 85.6%                  |
| Franklin   | 92.0%        | 86.5%        | 41.2%        | 85.4%                  |
| Sedgwick   | 88.3%        | 85.8%        | 81.0%        | 85.4%                  |
| Saline   | 90.2%        | 84.3%        | 68.7%        | 85.0%                  |
| Riley  | 97.5%        | 87.8%        | 79.7%        | 84.9%                  |
| Crawford   | 0.0%         | 83.2%        | 89.2%        | 84.4%                  |
| Lyon   | 92.9%        | 79.1%        | 50.0%        | 84.0%                  |
| Douglas  | 84.9%        | 80.6%        | 73.9%        | 80.8%                  |
| Montgomery   | 0.0%         | 79.3%        | 69.4%        | 77.7%                  |
| Seward   | 0.0%         | 80.7%        | 64.3%        | 77.5%                  |
| Atchison   | 0.0%         | 77.5%        | 74.2%        | 76.8%                  |
| Labette  | 0.0%         | 84.8%        | 16.7%        | 74.3%                  |
| Haskell  | 0.0%         | 66.1%        | 43.3%        | 61.8%                  |

\*Weighted by road type as measured by DVMT

## **High Visibility Enforcement**

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

The Special Traffic Enforcement Program (STEP) will support NHTSA's four high-visibility enforcement campaigns, each of which is tied to a national holiday: Thanksgiving (occupant protection and DUI focus), Click It or Ticket (Memorial Day) and DUI mobilizations tied to New Year's Eve and Labor Day. Each of these campaigns will be supported with earned and paid media. Additional information on the media plans and budgets for these HVE mobilizations can be found in the Paid Media program area of the HSP. In FFY 23, our planned expansion by at least five law enforcement agencies includes data driven locations for recruitment efforts. Additional information as well as a list of grantees can be found in the Police Traffic Services Program area of the HSP.

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

## **Traffic Safety Impact Assessment**

The state of Kansas utilizes the most recent Countermeasures that Work document to develop and implement programs targeting data driven problem areas. Consistent with NHTSA guidelines, the Countermeasures that Work document provides invaluable insight into the types of programs that will positively impact our performance measures. In the Program Area section of this document, each proven countermeasure that relates to a specific program has been identified.

## **Maintenance of Effort**

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

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

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

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

# Planning and Administration

Program staff needs resources to receive additional training and travel opportunities to further the existing programs and potentially implement new strategies to address Traffic Safety in the state. This program area will also allow new and current staff to attend NHTSA required training, including Program Management, Managing Federal Finances and Data Evaluation. SHSO personnel costs are 100% state funded.

|                                    |                                    |                               |   |
|------------------------------------|------------------------------------|-------------------------------|---|
| <b>Project Name:</b>               | <b>Planning and Administration</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                               |
| <b>Sub-Recipient:</b>              | <b>KDOT</b>                        | <b>Funding Source ID:</b>     | <b>FAST Act 402</b>                       |
| <b>Estimated Funding Amounts:</b>  | <b>\$40,000</b>                    | <b>Match Amount:</b>          | <b>\$0</b>                                |
| <b>Indirect Cost:</b>              | <b>No</b>                          | <b>Local Benefit:</b>         | <b>\$0</b>                                |
| <b>Project Number (Unique ID):</b> | <b>SP-1400-23</b>                  | <b>Eligible Use of Funds:</b> | <b>Planning and Administration (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                          |                               |   |

This project enables Section staff to obtain training, attend key conferences in other states and travel to monitor grantees. This will allow new staff training on Program Management and individual program area specialties. With two new staff members and two with two years or less time in the office there is a significant need for training. National conferences offer opportunities for networking and attend workshops that would not be available unless travel to these conferences was offered.

# Impaired Driving (Drug and Alcohol)

Tackling the impaired driving problem in the state requires a combination of education and enforcement. The state of Kansas will dedicate considerable resources to reduce the number of impaired driving crashes and fatalities. Included in this effort is the continuation of the Impaired Driving Taskforce. The Taskforce contains representatives from many state and local agencies including non-profits. Colorado’s legalization of recreational marijuana in 2013 has been one of the main topics the task force is addressing because of the increase in cases of polydrug use (an illegal drug combined with alcohol). In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. The Task Force is looking at reducing recidivism by testing the use of Roadside Oral Fluids Testing by law enforcement to test for drugs during a traffic stop. This positive change helps clear the way for a small rollout of oral fluid testing devices in the hands of experienced DRE’s in select counties.

KDOT will continue its grant with a media contractor to develop and increase traditional and non-traditional media opportunities targeting the 18–34-year-old male and high school students. Educating court personnel will also be addressed through training from our Kansas Traffic Safety Resource

Prosecutor. The state has a significant investment in the DRE program and will continue to fund training and provide education opportunities for these officers through the KHP Breath Alcohol Unit.

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

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

**The state of Kansas was deemed a LOW Impaired Driving State for the 2022 HSP and Section 405(d) submission.**

### Authority and Basis for Operation of Task Force

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

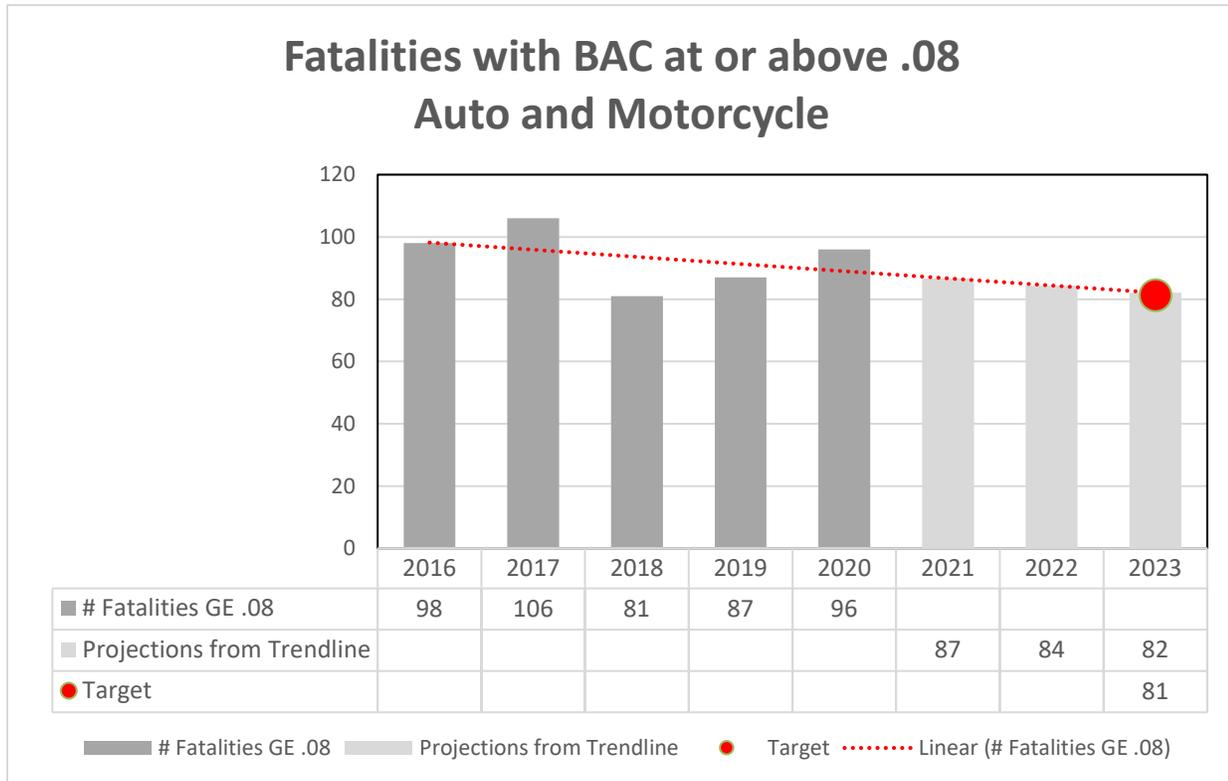
## Impaired Driving Task Force

### 2021 ROSTER IMPAIRED DRIVING EMPHASIS TEAM

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

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

**Performance Target Justification**



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

**Countermeasure Strategy: Communication Campaigns**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Adult Education and Awareness</b>       | <b>Source Fiscal Year:</b>    | <b>2020</b>   |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Source ID:</b>     | <b>FAST Act 405(d)<br/>Impaired Driving<br/>Low</b> |
| <b>Estimated Funding Amounts:</b>  | <b>\$200,000</b>                           | <b>Match Amount:</b>          | <b>\$0</b>  |
| <b>Indirect Cost:</b>              | <b>No</b>                                  | <b>Local Benefit:</b>         | <b>\$0</b>  |
| <b>Project Number (Unique ID):</b> | <b>SP-4700-23</b>                          | <b>Eligible Use of Funds:</b> | <b>405d Impaired Driving Low (FAST)</b>             |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |   |

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

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Breath Testing</b>                              | <b>Source Fiscal Year:</b>    | <b>2020</b>                                       |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Health and Environment</b> | <b>Funding Source ID:</b>     | <b>FAST Act 405d<br/>Impaired Driving<br/>Low</b> |
| <b>Estimated Funding Amounts:</b>  | <b>\$15,000</b>                                    | <b>Match: \$0</b>             | <b>\$0</b>  |
| <b>Indirect Cost:</b>              | <b>\$0</b>   | <b>Local Benefit: \$0</b>     | <b>\$0</b>  |
| <b>Project Number (Unique ID):</b> | <b>SP-4702-23</b>                                  | <b>Eligible Use of Funds:</b> | <b>405d Impaired Driving Low (FAST)</b>           |
| <b>Federal Equipment:</b>          | <b>No</b>  |                               |   |

This contract will assist the Kansas Department of Health and Environment Breath Testing Unit with training supplies and attendance at National conferences. This project will also continue the state’s efforts

to connect with all Stationary Evidentiary Breath Testing Instruments. The connectivity of these units that will allow for electronic submission of DUI arrest reports, data, and monitoring. Individual items will not exceed \$5,000 per unit.

**Countermeasure Strategy: Communication Campaign**

|                                    |                         |                               |   |
|------------------------------------|-------------------------|-------------------------------|---|
| <b>Project Name:</b>               | <b>Judge’s Training</b> | <b>Source Fiscal Year:</b>    | <b>2020</b>                                       |
| <b>Sub-Recipient:</b>              | <b>TBD</b>              | <b>Funding Source ID:</b>     | <b>FAST Act 405d<br/>Impaired Driving<br/>Low</b> |
| <b>Funding Amounts:</b>            | <b>\$200,000</b>        | <b>Match:</b>                 | <b>\$0</b>  |
| <b>Indirect Cost:</b>              | <b>\$0</b>              | <b>Local Benefit:</b>         | <b>\$0</b>  |
| <b>Project Number (Unique ID):</b> | <b>SP-4710-23</b>       | <b>Eligible Use of Funds:</b> | <b>405d Impaired<br/>Driving Low (FAST)</b>       |
| <b>Federal Equipment:</b>          | <b>No</b>               |                               |   |

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

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Youth Education and Awareness</b>       | <b>Source Fiscal Year:</b>    | <b>2021</b>                                       |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Source ID:</b>     | <b>FAST Act 405d<br/>Impaired Driving<br/>Low</b> |
| <b>Funding Amounts:</b>            | <b>\$100,000</b>                           | <b>Match:</b>                 | <b>\$0</b>  |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>  |
| <b>Project Number (Unique ID):</b> | <b>SP-2251-23</b>                          | <b>Eligible Use of Funds:</b> | <b>405(d) Impaired<br/>Driving Low (FAST)</b>     |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |   |

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

**Countermeasure Strategy: Prosecutor Training:**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Prosecutor Training**

|   |  |
|---|--|
| <b>Project Name:</b> Traffic Safety Resource Prosecutor | <b>Source Fiscal Year:</b> 2021                                |
| <b>Sub-Recipient:</b> Kansas Attorney General's Office  | <b>Funding Source ID:</b> FAST Act 405d Impaired Driving Low   |
| <b>Funding Amounts:</b> \$200,000                       | <b>Match:</b> \$0  |
| <b>Indirect Cost:</b> \$0                               | <b>Local Benefit:</b> \$0                                      |
| <b>Project Number (Unique ID):</b> SP-4709-23           | <b>Eligible Use of Funds:</b> 405d Impaired Driving Low (FAST) |
| <b>Federal Equipment:</b> No                            |  |

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

**Countermeasure Strategy: Prosecutor Training**

|   |  |
|---|--|
| <b>Project Name:</b> Traffic Safety Resource Prosecutor | <b>Source Fiscal Year:</b> 2021            |
| <b>Sub-Recipient:</b> Kansas Attorney General's Office  | <b>Funding Source ID:</b> FAST Act 402     |
| <b>Funding Amounts:</b> \$20,000                        | <b>Match:</b> \$0                          |
| <b>Indirect Cost:</b> \$0                               | <b>Local Benefit:</b> \$0                  |
| <b>Project Number (Unique ID):</b> SP-1703-23           | <b>Eligible Use of Funds:</b> FAST Act 402 |
| <b>Federal Equipment:</b> No                            |  |

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

## **Countermeasure Strategy: High Visibility Enforcement:**

### **Project Safety Impacts**

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

### **Linkage Between Program Area**

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

### **Rationale**

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

## **Countermeasure Strategy: High Visibility Enforcement**

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

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

**Countermeasure Strategy: High Visibility Enforcement**

|                                    |  |                               |                             |
|------------------------------------|--|-------------------------------|-----------------------------|
| <b>Project Name:</b>               | <b>Teen Angel</b>                      | <b>Source Fiscal Year:</b>    | <b>2021</b>                 |
| <b>Sub-Recipient:</b>              | <b>Overland Park Police Department</b> | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>   |
| <b>Funding Amounts:</b>            | <b>\$23,500</b>                        | <b>Match:</b>                 | <b>\$0</b>                  |
| <b>Indirect Cost:</b>              | <b>\$0</b>                             | <b>Local Benefit:</b>         | <b>100%</b>                 |
| <b>Project Number (Unique ID):</b> | <b>SP-2254-23</b>                      | <b>Eligible Use of Funds:</b> | <b>Youth Alcohol (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                              |                               |                             |

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

**Countermeasure Strategy: High Visibility Enforcement**

|                                    |                   |                               |                             |
|------------------------------------|-------------------|-------------------------------|-----------------------------|
| <b>Project Name:</b>               | <b>Fake ID</b>    | <b>Source Fiscal Year:</b>    | <b>2021</b>                 |
| <b>Sub-Recipient:</b>              | <b>DCCCA.org</b>  | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>   |
| <b>Funding Amounts:</b>            | <b>\$30,000</b>   | <b>Match:</b>                 | <b>\$0</b>                  |
| <b>Indirect Cost:</b>              | <b>\$0</b>        | <b>Local Benefit:</b>         | <b>100%</b>                 |
| <b>Project Number (Unique ID):</b> | <b>SP-4701-23</b> | <b>Eligible Use of Funds:</b> | <b>Youth Alcohol (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>         |                               |                             |

The project includes the active involvement of local media and law enforcement at every stage. The grant will be providing the funding for press releases, media contacts, radio, posters, and signage for liquor establishments. In addition, social media ads will run through the campaign specifically targeting 16- to 20-year-olds in targeted counties and any of the other counties identified for each enforcement period. A coalition of law enforcement will begin targeted enforcement of liquor establishments and social hosting/underage drinking parties. The enforcement activities will be routine enforcement with tickets issued and investigation of the production or sources of the fake IDs will also be conducted.

**Countermeasure Strategy: High Visibility Enforcement:**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Impaired Driving Deterrence and Equipment Program</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                               |
| <b>Sub-Recipient:</b>              | <b>Local Law Enforcement</b>                             | <b>Funding Source ID:</b>     | <b>FAST Act 405d Impaired Driving Low</b> |
| <b>Funding Amounts:</b>            | <b>\$1,600,000</b>                                       | <b>Match:</b>                 | <b>\$0</b>                                |
| <b>Indirect Cost:</b>              | <b>\$0</b>   | <b>Local Benefit:</b>         | <b>100%</b>                               |
| <b>Project Number (Unique ID):</b> | <b>SP-4704-23</b>  | <b>Eligible Use of Funds:</b> | <b>405d Impaired Driving (FAST)</b>       |
| <b>Federal Equipment:</b>          | <b>No</b>  |                               |   |

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

Table 7

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

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

**Countermeasure Strategy: High Visibility Enforcement:**

|                                    |   |                               |  |
|------------------------------------|---|-------------------------------|--|
| <b>Project Name:</b>               | <b>Drug and Alcohol Evaluation Unit</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                      |
| <b>Sub-Recipient:</b>              | <b>Kansas Highway Patrol</b>            | <b>Funding Source ID:</b>     | <b>FAST Act 405d Impaired Driving Low (FAST)</b> |
| <b>Funding Amounts:</b>            | <b>\$833,130</b>                        | <b>Match:</b>                 | <b>\$0</b>                                       |
| <b>Indirect Cost:</b>              | <b>\$0</b>                              | <b>Local Benefit:</b>         | <b>\$0</b>                                       |
| <b>Project Number (Unique ID):</b> | <b>SP-4706-23</b>                       | <b>Eligible Use of Funds:</b> | <b>405d Impaired Driving Low (FAST)</b>          |
| <b>Federal Equipment:</b>          | <b>No</b>                               |                               |  |

Provides support resources for local sobriety checkpoints and saturation patrols. In addition, provides support for SFST (Standardized Field Sobriety Testing) and ARIDE (Advanced Roadside Impaired Driving Enforcement) programs. The unit also coordinates the DRE (Drug Recognition Expert) program, targeting metropolitan and major corridor areas. Another function of the unit is to present/train at educational institutions on drugs in the academic environment. The BAU (Breath Alcohol Unit) will work to teach the “Drugs in the Academic Environment” curriculum. This course developed by KHP is focused on teaching educators the signs of intoxication in students and how to circumvent a crash from occurring. It provides an overview of what a drug is and the scope of the issue when driving. They address commonly used and abused drugs and look at the effect on driving. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. This positive change helps clear the way for a small rollout of oral fluid testing devices in the hands of experienced DRE’s in select counties.

**Countermeasure Strategy: High Visibility Enforcement**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Roving Aggressive Violation Enforcement</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                               |
| <b>Sub-Recipient:</b>              | <b>Kansas Highway Patrol</b>                   | <b>Funding Source ID:</b>     | <b>FAST Act 405d Impaired Driving Low</b> |
| <b>Funding Amounts:</b>            | <b>\$171,790</b>                               | <b>Match:</b>                 | <b>\$0</b>                                |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                     | <b>Local Benefit:</b>         | <b>\$0</b>                                |
| <b>Project Number (Unique ID):</b> | <b>SP-4705-23</b>                              | <b>Eligible Use of Funds:</b> | <b>405d Impaired Driving Low (FAST)</b>   |
| <b>Federal Equipment:</b>          | <b>No</b>                                      |                               |   |

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

**Countermeasure Strategy: High Visibility Enforcement and Training**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: High Visibility Enforcement and Training**

|                                    |  |                               |  |
|------------------------------------|--|-------------------------------|--|
| <b>Project Name:</b>               | <b>Ignition Interlock Training and Enforcement</b> | <b>Source Fiscal Year:</b>    | <b>2023</b>  |
| <b>Sub-Recipient:</b>              | <b>Kansas Highway Patrol</b>                       | <b>Funding Source ID:</b>     | <b>FAST Act 405d Impaired Driving Ignition Interlock</b> |
| <b>Funding Amounts:</b>            | <b>\$248,160</b>                                   | <b>Match:</b>                 | <b>\$0</b>   |
| <b>Indirect Cost:</b>              | <b>\$0</b>   | <b>Local Benefit:</b>         | <b>\$0</b>   |
| <b>Project Number (Unique ID):</b> | <b>SP-4703-23</b>                                  | <b>Eligible Use of Funds:</b> | <b>405d Impaired Driving Ignition Interlock</b>          |
| <b>Federal Equipment:</b>          | <b>No</b>  |                               |  |

The State of Kansas instituted an Ignition Interlock Device (IID) program in 2006 to help stem the tide of Driving Under the Influence and prevent offender recidivism. Since 2013 over 60,000 devices have been installed in offender vehicles. This project funds two KHP troopers as Statewide IID Coordinators to train law enforcement officers on Ignition Interlock Devices, host community and victim-offender panels, and investigate and enforce Ignition Interlock compliance. Local and state law enforcement need to know how to find the 4,000 offenders who do not comply with the Courts, how to identify circumvention, and what statues to use when arresting offenders. Additionally, this grant will provide funding to ensure offenders that have the interlock installed are following the guidelines established by this license sanction. The Kansas Legislature passed HB 2377 which amended prior statues that may make Kansas eligible for Ignition Interlock funds in FY2023.

**Local Partnerships:**

| <b>Agency/Entity</b>                         | <b>Funding Source</b> | <b>Funded Activities</b>  |
|--|-----------------------|---|
| <b>Kansas Dept of Health and Environment</b> | State and Federal     | Assist in the administration of breath testing units, serve on the Impaired Driving Task Force                      |
| <b>Kansas Dept of Revenue</b>                | State                 | Administer Drivers Licensing and Ignition Interlock programs in the state, serve on the Impaired Driving Task Force |
| <b>Kansas Bureau of Investigation</b>        | State and Federal     | Perform blood testing and house criminal history database, serve on the Impaired Driving Task Force                 |
| <b>Office of the Kansas Attorney General</b> | State and Federal     | Traffic Safety Resource Prosecutor, adjudication, serve   |

|   |                          |   |
|---|--------------------------|---|
|   |                          | on the Impaired Driving Task Force                    |
| <b>Mothers Against Drunk Driving</b>                        | State and Local          | Provide victim assistance and court monitoring        |
| <b>Kansas Highway Patrol/Local Law Enforcement Agencies</b> | Federal, State and Local | Serve on the Impaired Driving Task Force, enforcement |
| <b>National Highway Traffic Safety Administration</b>       | Federal                  | Serve on the Impaired Driving Task Force              |

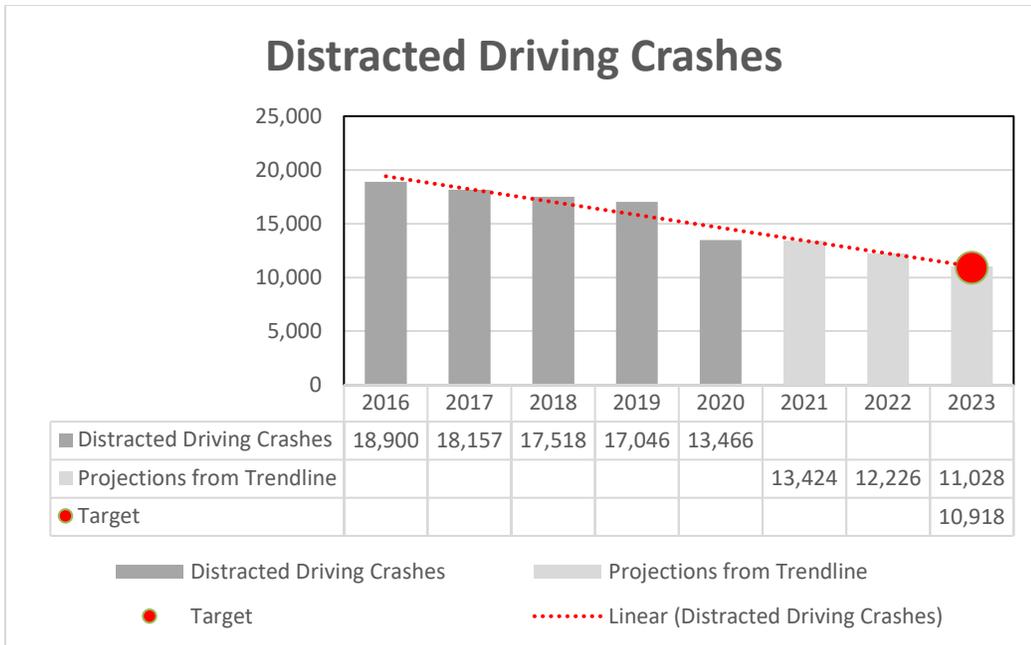


## Distracted Driving

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

### Goal Statement

**Number of Distracted Driving Crashes:** The 2023 five-year average projection based upon the trendline indicates 11,028 distracted driving crashes. A one percent reduction in this projection would derive our goal of 10,918 distracted driving crashes in 2023. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.



## **Countermeasure Strategy: Communication Campaign**

### **Project Safety Impacts**

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

### **Linkage Between Program Area**

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

### **Rationale**

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

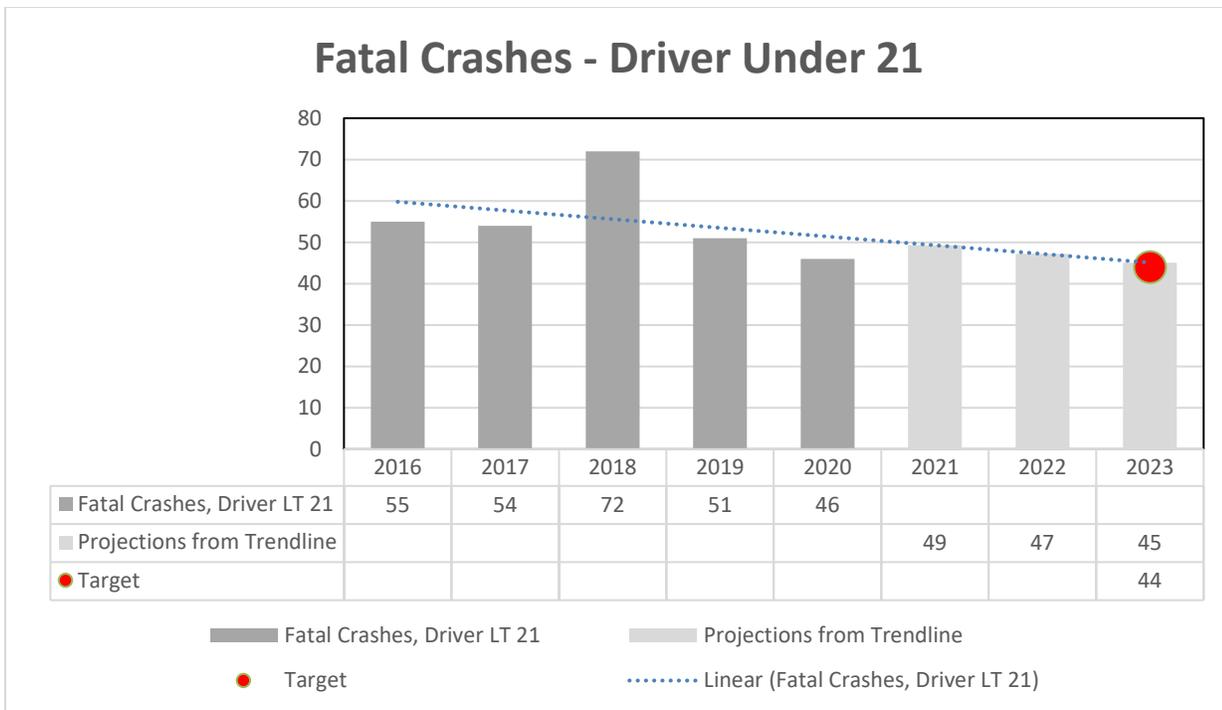
**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |                                  |
|------------------------------------|--|-------------------------------|----------------------------------|
| <b>Project Name:</b>               | <b>Distracted Driving Awareness</b>        | <b>Source Fiscal Year:</b>    | <b>2021</b>                      |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Source ID:</b>     | <b>NHTSA 402</b>                 |
| <b>Funding Amounts:</b>            | <b>\$100,000</b>                           | <b>Match:</b>                 | <b>\$0</b>                       |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>                       |
| <b>Project Number (Unique ID):</b> | <b>SP-4901-23</b>                          | <b>Eligible Use of Funds:</b> | <b>Distracted Driving (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |                                  |

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

## **Drivers Education**

Drivers aged 14 to 19 present a higher crash risk than do other age groups. About 20 percent of all Kansas crashes involved a teen driver, a proportion about three times higher than would be expected for a group that comprises only about 5 percent of Kansas drivers. Novice drivers are confronted with a lack of experience behind the wheel and limited knowledge on the rules of driving. Given these realities, teen drivers will continue to be overrepresented in crash statistics. The state of Kansas does have a graduated driver license law, but experience and road knowledge are still lacking for this vulnerable road user.



**Goal Statement**

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

**Countermeasure Strategy: Drivers Education**

**Project Safety Impacts**

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

**Linkage Between Program Area**

Driver education coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Drivers, 20 or under, Involved in Fatal Crashes.

Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

**Rationale**

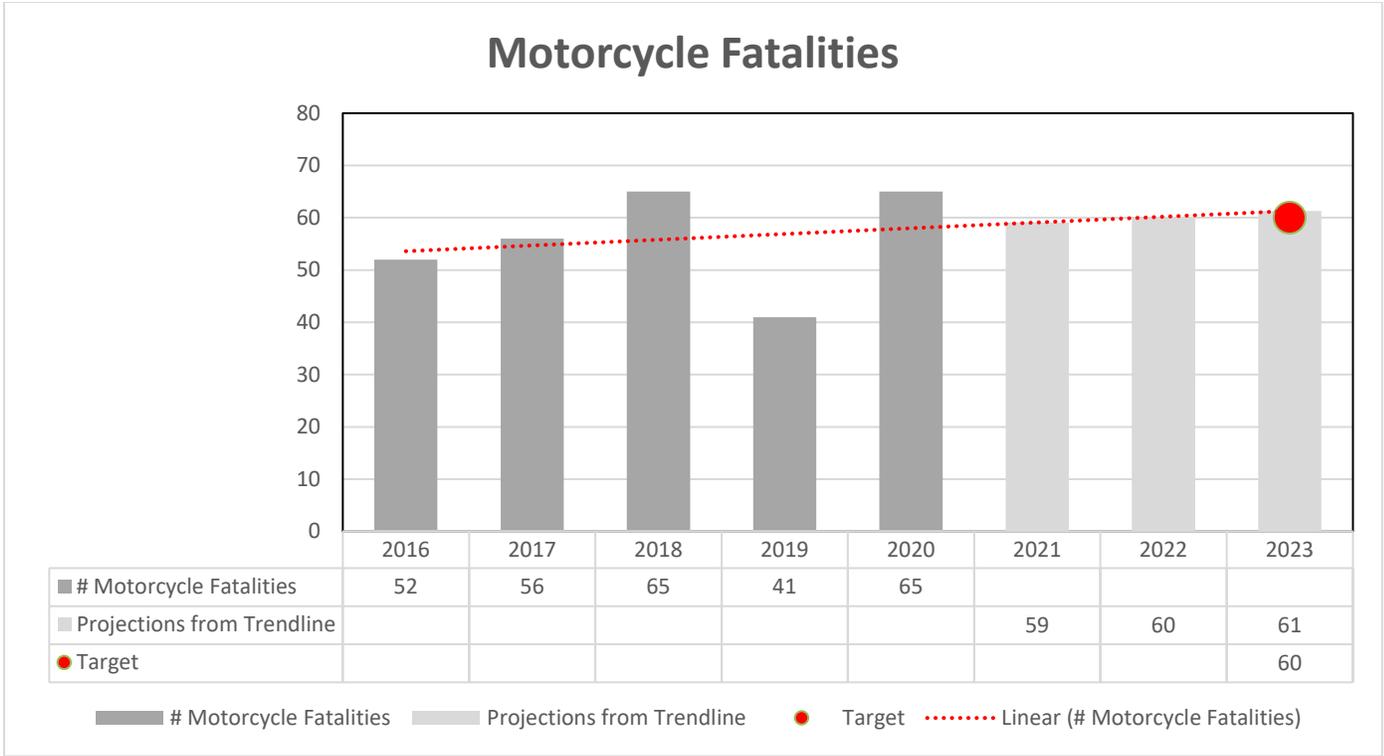
Driver education is a strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

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

These funds are to encourage driver education course providers to partner with young Kansans who might otherwise be unable to afford the course. Each driver education provider may receive up to \$200 for each student who meets these requirements, including but not limited to, being a Kansas resident, age 14-29, meet financial considerations and successfully complete the course. KDOT will engage entities that provide an approved course and reimburse them for the number of qualifying students. For School Year 2021-2022 over 40 driver education providers have applied for an estimated 2,100 students.

## **Motorcycle Safety**

The state of Kansas has established a multi-disciplined task force to address the issue of motorcycle safety. The task force meets quarterly and gives the state direction on ways to combat the problem and has authority to direct funding to projects supporting our problem identification. KDOT will continue to utilize a comprehensive statewide media campaign to remind drivers and motorcyclists to Share the Road. An enforcement campaign will be conducted in the summer of 2023 in the Kansas City, Wichita and Topeka areas targeting impaired driving and riding. Law enforcement partners will include the Highway Patrol and several local agencies.

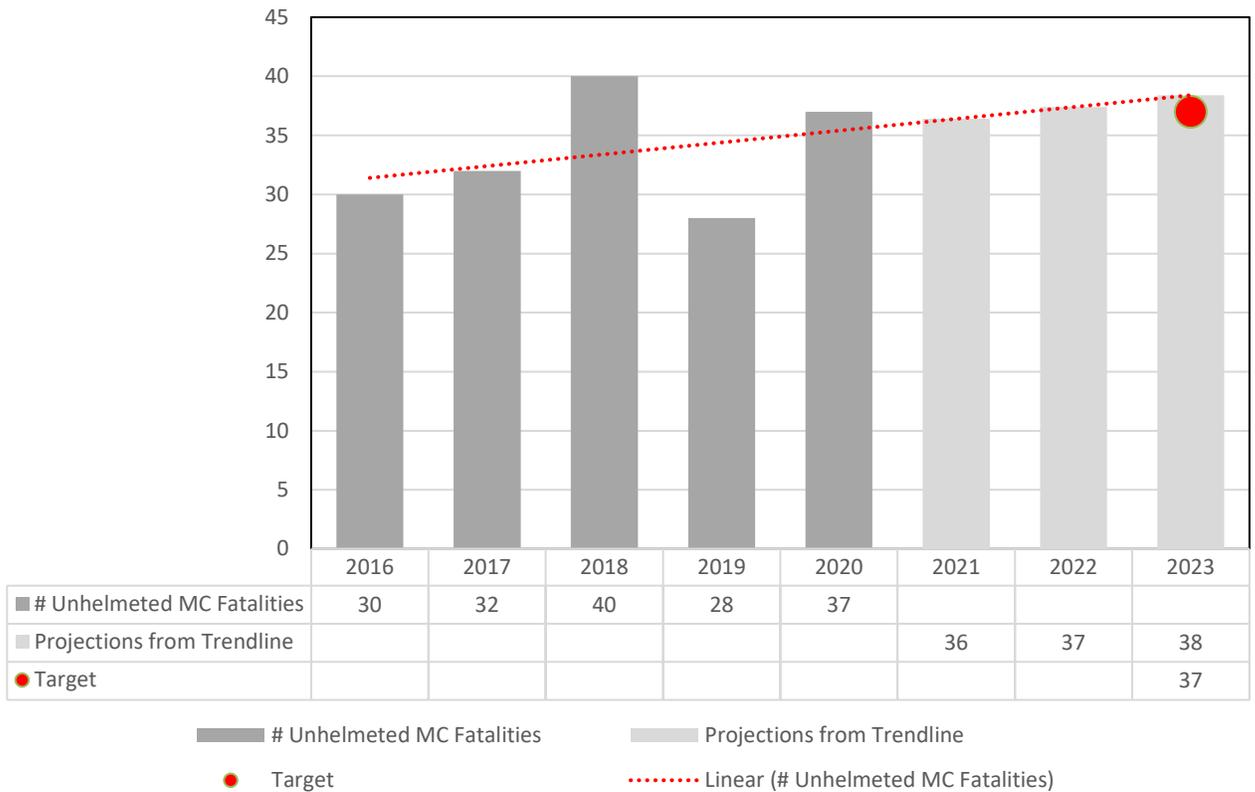


**Goal Statement**

**C-7 Number of Motorcycle Fatalities:**

The 2023 five-year average projection based upon the trendline indicates 61 motorcycle fatalities in 2023. A two percent reduction in this projection would derive our goal of 60 motorcycle fatalities in 2023. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

## Unhelmeted Motorcycle Fatalities



**C-8 Number of Un-helmeted Motorcycle Fatalities:**

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

## Motorcyclist Awareness Program

**Motorcycle/Moped Crashes:** There were 435 motorcycle/moped operator crashes in 2020 involving another motor vehicle. Two hundred and twenty-five of these crashes occurred in three counties and account for more than fifty percent of the total. This data shows the state will target Share the Road messages in Sedgwick, Johnson, and Shawnee Counties, which will reach more than half of all crashes involving a motorcycle/moped and another motor vehicle.

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

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

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

| <b>FY 2023 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)</b> |   |   |   |   |
|--|---|---|---|---|
|  | <b>Calendar Year</b>                                      |   |   |   |
|  | <b>2019</b>   |   | <b>2020</b>   |   |
|  | <b>Total Fatalities in crashes involving a motorcycle</b> | <b>Fatalities involving a motorcycle Rider with a BAC =.08+</b> | <b>Total Fatalities in crashes involving a motorcycle</b> | <b>Fatalities involving a motorcycle Rider with a BAC =.08+</b> |
| <b>Kansas</b>  | <b>41</b>   | <b>21</b>   | <b>65</b>   | <b>17</b>   |

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

### **Description of the State’s methods for collecting and analyzing data**

The methodology for collecting crash reports in Kansas is through law enforcement agencies only. The law requirement concerning reportable crashes includes:

#### **State Reportable Crashes**

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

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

Analysis of Crash data: Kansas law enforcement utilizes several forms to complete a motorcycle crash report. This detailed report is the basis for data analysis in KCARS. The Kansas Motor Vehicle Crash Reporting Manual is made available to all law enforcement and provides detailed instructions for completion of all the forms listed below.

- Form 850A is the Motor Vehicle Crash Report which contains location information, responding law enforcement agency, county, city, severity, short narrative, weather conditions, if DUI suspected, work zone, road class, time of crash, diagram, etc.

- Form 850B includes driver and occupant data, such as driver’s license information, contributing circumstances, driver impairment, etc., vehicle data specific to each vehicle in the crash and vehicle sequence of events.
- Form 851 is the narrative report which contains an officer’s complete description of the event, including witness statements, crash reconstruction data, and any other relevant crash investigation information. This form is required for fatality crashes and is strongly recommended for all crashes.
- Form 852 is used only if large/heavy vehicles (GCVWR over 10,000 lbs.) are involved.
- Form 854 is used to list additional passengers that were not listed on 850B and pedestrians.

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

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

## **Impaired Riding Program**

**Impaired Riding:** There were 22 impaired motorcycle operator crashes in 2020. This data shows the state should target impaired-motorcycle educational and media resources in Johnson, Saline, Sedgwick and Shawnee Counties, which will reach more than half of all impaired motorcycle crashes in the state where the operator recorded a BAC of .08 or greater.

| <b>2020 Kansas Crash Data</b> |  |   |   |   |
|-------------------------------|--|---|---|---|
| <b>County</b>                 | <b>Total number of crashes involving motorcycles</b> | <b>Number of motorcycle crashes with MC operator BAC = .08+</b> | <b>Total Fatalities in crashes involving a motorcycle</b> | <b>Fatalities involving a motorcycle operator with BAC = .08+</b> |
| ALLEN                         | 3  | 0   | 0   | 0   |
| ANDERSON                      | 3  | 0   | 0   | 0   |
| ATCHISON                      | 6  | 0   | 2   | 0   |
| BARBER                        | 0  | 0   | 0   | 0   |
| BARTON                        | 10   | 0   | 1   | 0   |
| BOURBON                       | 3  | 0   | 0   | 0   |
| BROWN                         | 1  | 0   | 0   | 0   |
| BUTLER                        | 19   | 1   | 0   | 0   |

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

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

|               |            |           |           |          |
|---------------|------------|-----------|-----------|----------|
| SHERMAN       | 0          | 0         | 0         | 0        |
| SMITH         | 2          | 0         | 0         | 0        |
| STAFFORD      | 1          | 0         | 0         | 0        |
| STANTON       | 0          | 0         | 0         | 0        |
| STEVENS       | 0          | 0         | 0         | 0        |
| SUMNER        | 14         | 0         | 0         | 0        |
| THOMAS        | 3          | 0         | 0         | 0        |
| TREGO         | 0          | 0         | 0         | 0        |
| WABAUNSEE     | 1          | 0         | 0         | 0        |
| WALLACE       | 0          | 0         | 0         | 0        |
| WASHINGTON    | 2          | 0         | 0         | 0        |
| WICHITA       | 0          | 0         | 0         | 0        |
| WILSON        | 1          | 0         | 0         | 0        |
| WOODSON       | 0          | 0         | 0         | 0        |
| WYANDOTTE     | 63         | 0         | 6         | 0        |
| <b>Totals</b> | <b>910</b> | <b>22</b> | <b>65</b> | <b>5</b> |

## **Countermeasure Strategy: Communication Campaign**

### **Project Safety Impacts**

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

### **Linkage Between Program Area**

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

### **Rationale**

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

**Countermeasure Strategy: Communication Campaign**

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

The Kansas Traffic Safety Educational Contractor will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will continue to provide educational materials at public events. Educational materials may include cards with Share the Road, Rider Safety Course listings and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road and offered a \$200 reimbursement for new traffic cones to the motorcycle schools. In Kansas, in 2020, more than 50 percent of fatal motorcycle operators were not properly endorsed. Maintaining qualified statewide instructors is crucial to addressing the problem. KDOT will offer mini grants to motorcycle riders that have not earned their endorsement. Not only will the mini grants provide a reduced rate on the \$400 training but will aid in the retention of qualified instructors across the state that may choose to forgo their instructor status if classes are not well attended. Retention of motorcycle instructors is one of the eligible uses of Section 405(f) funding.

| <b>Motorcycle Operators Endorsement Status</b> |                |            |                 |                   |            |                 |
|--|----------------|------------|-----------------|-------------------|------------|-----------------|
|  | <b>Crashes</b> |            |                 | <b>Fatalities</b> |            |                 |
|  | Endorsed       | Unendorsed | Unendorsed<br>% | Endorsed          | Unendorsed | Unendorsed<br>% |
| <b>2019</b>                                    | 424            | 391        | 48%             | 20                | 20         | 50%             |
| <b>2020</b>                                    | 478            | 371        | 44%             | 30                | 35         | 54%             |
| <b>2021*</b>                                   | 374            | 456        | 55%             | 24                | 22         | 48%             |

*\* 2021 data is incomplete and unofficial*

**Countermeasure Strategy: Communication Campaign**

|                                    |                                   |                               |  |
|------------------------------------|-----------------------------------|-------------------------------|--|
| <b>Project Name:</b>               | <b>Motorcycle Awareness</b>       | <b>Source Fiscal Year:</b>    | <b>2020</b>                                  |
| <b>Sub-Recipient:</b>              | <b>John Nohe &amp; Associates</b> | <b>Funding Source ID:</b>     | <b>FAST Act 405f<br/>Motorcycle Programs</b> |
| <b>Funding Amounts:</b>            | <b>\$100,000</b>                  | <b>Match:</b>                 | <b>\$0</b>                                   |
| <b>Indirect Cost:</b>              | <b>\$0</b>                        | <b>Local Benefit:</b>         | <b>\$0</b>                                   |
| <b>Project Number (Unique ID):</b> | <b>SP-4800-23</b>                 | <b>Eligible Use of Funds:</b> | <b>405f Motorcycle<br/>Safety FAST</b>       |
| <b>Federal Equipment:</b>          | <b>No</b>                         |                               |  |

KDOT will continue to utilize a comprehensive statewide media campaign to primarily remind drivers to Share the Road. Motorists will be the primary audience and the awareness campaign to alert them of motorcyclists will be promoted in most counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

**Countermeasure Strategy: High Visibility Enforcement**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: High Visibility Enforcement**

|  |                               |                               |                               |
|--|-------------------------------|-------------------------------|-------------------------------|
| <b>Project Name:</b>                   | <b>Motorcycle Enforcement</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                   |
| <b>Sub-Recipient:</b>                  | <b>Local Law Enforcement</b>  | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA<br/>402</b> |
| <b>Funding Amounts:</b>                | <b>\$240,000</b>              | <b>Match:</b>                 | <b>\$0</b>                    |
| <b>Indirect Cost:</b>                  | <b>\$0</b>                    | <b>Local Benefit:</b>         | <b>\$240,000</b>              |
| <b>Project Number<br/>(Unique ID):</b> | <b>SP-1300-23</b>             | <b>Eligible Use of Funds:</b> | <b>FAST Act NHTSA<br/>402</b> |
| <b>Federal<br/>Equipment:</b>          | <b>No</b>                     |                               |                               |

Funding will be provided to fund overtime to the Kansas Highway Patrol and law enforcement in the greater Kansas City, Wichita, and Topeka metro areas which, together, represent over 50 percent of the state’s impaired motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2023 aimed at deterring impaired driving behaviors for all motorcycle operators.

| <b>Impaired Motorcycle Operator Enforcement</b> |                                  |                  |
|---|----------------------------------|------------------|
| SP-1300-23                                      | Gardner Police Department        | \$8,000          |
| SP-1300-23                                      | Johnson County Sheriff’s Office  | \$12,000         |
| SP-1300-23                                      | Kansas City Police Department    | \$13,000         |
| SP-1300-23                                      | Lenexa Police Department         | \$7,000          |
| SP-1300-23                                      | Olathe Police Department         | \$10,000         |
| SP-1300-23                                      | Overland Park Police Department  | \$20,000         |
| SP-1300-23                                      | Sedgwick County Sheriff’s Office | \$25,000         |
| SP-1300-23                                      | Shawnee County Sheriff’s Office  | \$15,000         |
| SP-1300-23                                      | Shawnee Police Department        | \$15,000         |
| SP-1300-23                                      | Topeka Police Department         | \$25,000         |
| SP-1300-23                                      | Wichita Police Department        | \$35,000         |
| SP-1300-23                                      | Kansas Highway Patrol            | \$55,000         |
|   | <b>Total</b>                     | <b>\$240,000</b> |

**Local Partnerships:**

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

## Occupant Protection

The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 77% of adults in 2009 to 86% in 2021. This increase is due in large part to the adoption and implementation, in much of our programming, of the “Click it or Ticket Model” with its emphasis on high visibility education and enforcement, followed by reporting and evaluation. As such, there has been a steady increase in the level and diversity of media opportunities utilizing a trend we expect will continue in FFY 2023.

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

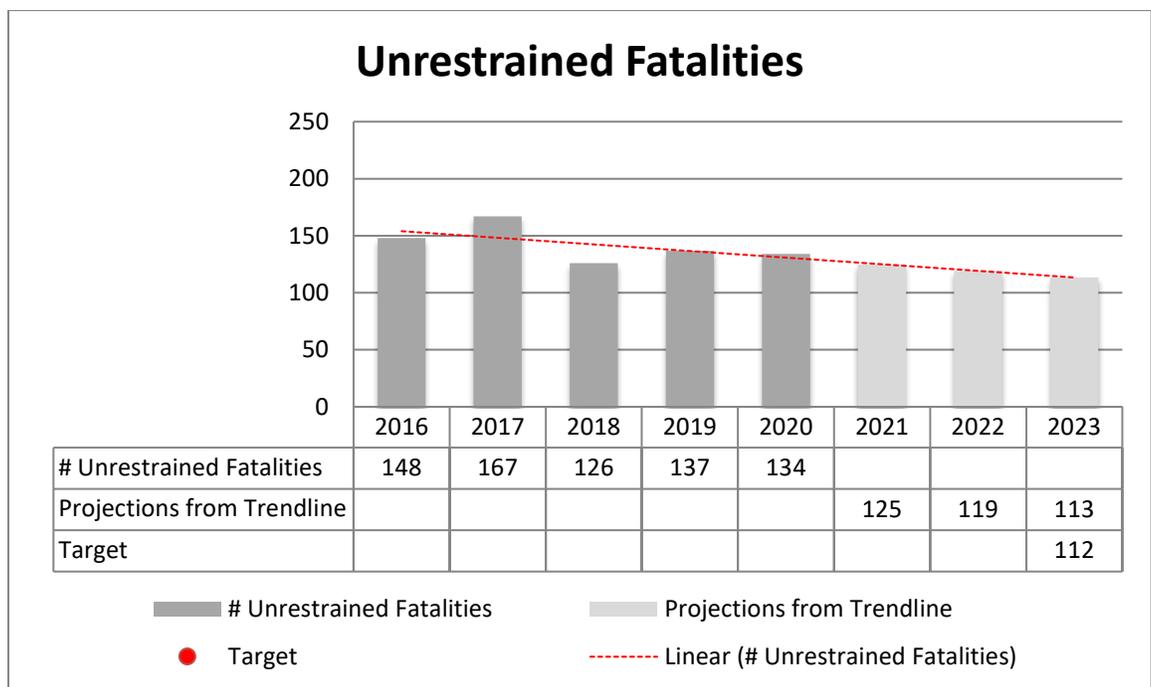
Supplementing STEP has been the 2012 creation and continuation of a close derivative, the Nighttime Seat belt Enforcement Program (NSEP). In FFY 2021, however, the NSEP participating agency’s ability to carry out enforcements were hampered greatly by manpower shortages. Additionally, local and state law enforcement have and will continue the voluntary, no-cost, school day (30 minutes before & after classes) High School and Middle School Enforcement Campaigns (March and September), which begun in 2013.

The voluntary High School and Middle School Enforcement Campaigns statewide fall and spring school neighborhood activity engaged the efforts of nearly 100 agencies per campaign, which collectively issued 650 restraint citations.

The direct observational survey also provides the state with specific county data. This data is used to program resources including media and enforcement. Observed county belt use in the 26 observed counties can be found in the Traffic Safety Enforcement Program (TSEP) of the HSP. Additional information in this survey includes rural vs. urban rates and confirms that male pick-up truck drivers have the lowest observed rate. The observational survey will continue in FFY 23.

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

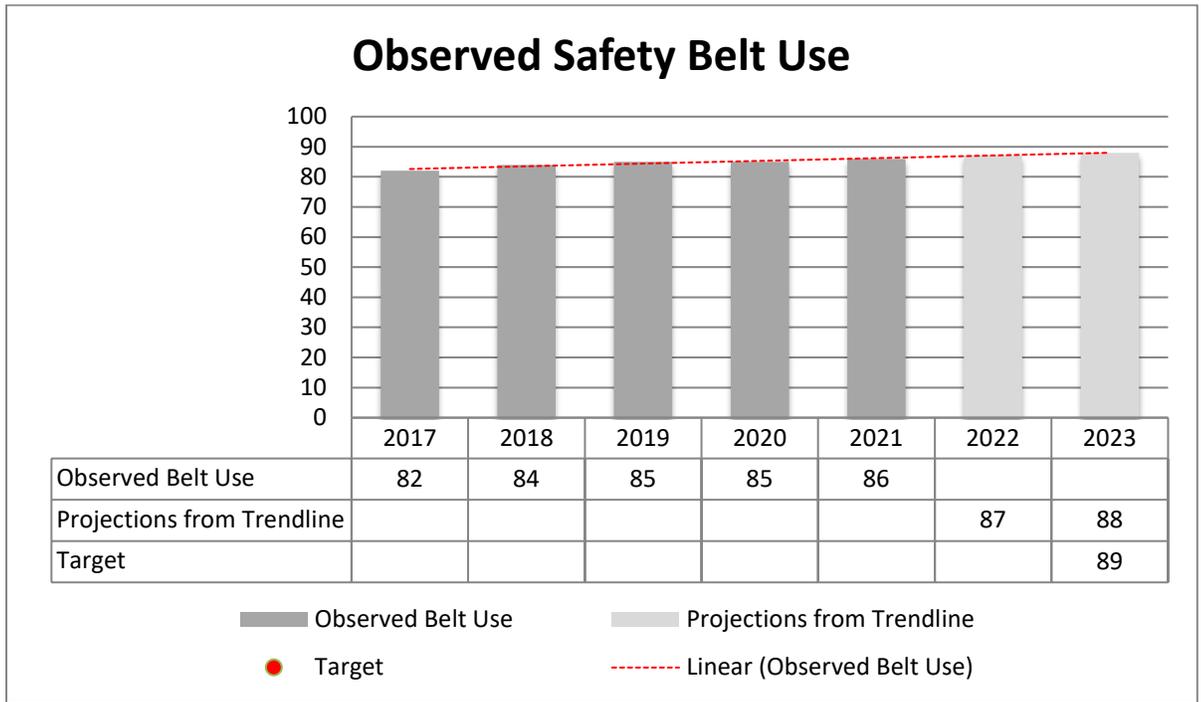
In 2010, the state passed a primary seat belt law for all front seat occupants aged 18 and over. This law is actively enforced throughout the state throughout the year. Back seat occupants over the age of 18 are covered with a secondary law. A bill was passed in 2017 which raised the \$10 fine for not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



**Goal Statement**

**C-4 Number of Unrestrained Fatalities:**

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



**Goal Statement**

**B-1 Observed Seat Belt Use:**

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

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

# Kansas Occupant Protection Multi-Year Strategic Plan

June 2022



## **Mission**

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

## **Vision**

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

## **Overall Goal**

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

## **Benchmark**

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

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

## Background

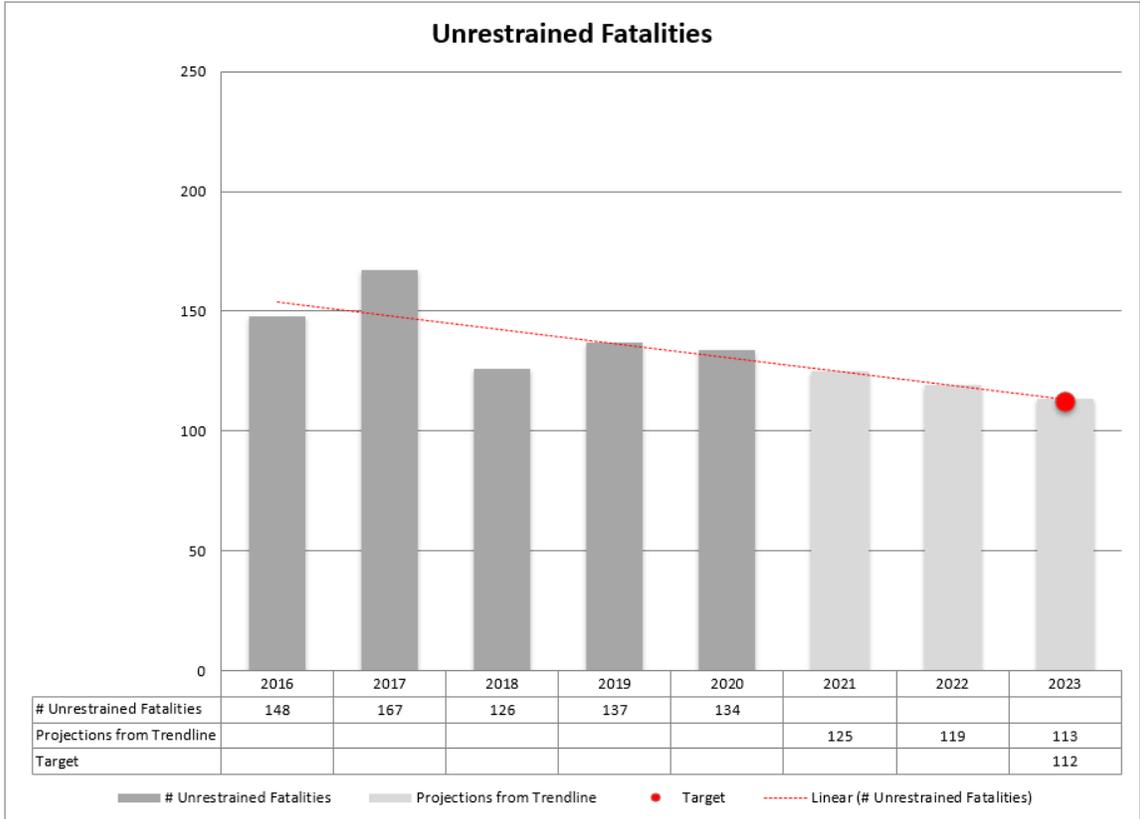
Kansas in 2021 Occupant Protection Observational Survey conducted by DCCCA Inc. on behalf of the Kansas Department of Transportation Bureau of Transportation Safety. The annual safety belt survey in 2021 produced an observed belt use rate for drivers and outboard passengers of 85.92 percent in 2021.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

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

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

| <b>Year</b> | <b>Kansas Rate</b> | <b>National Rate</b> |
|-------------|--------------------|----------------------|
| 2017        | 82%                | 90%                  |
| 2018        | 84%                | 90%                  |
| 2019        | 85%                | 91%                  |
| 2020        | 85%                | 90%                  |
| 2021        | 86%                |                      |

*Source: 2021 Kansas Occupant Protection Observational Survey  
National Occupant Protection Use Survey, National Highway  
Traffic Safety Administration, National Center Statistics and  
Analysis.*



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

## Introduction

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

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

### Children Under 1

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

### Children Ages 1, 2 & 3

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

### Children Ages 4 – 7

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

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

Children who meet the above height and weight criteria must be protected by a seat belt.

Keep a child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by the car seat's manufacturer. Once a child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

### Children Ages 8 – 13

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

### Teenagers Ages 14 – 18

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

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

### Consequences of the Violation

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

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

### Child Passengers

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

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

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

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

### Adult Passengers

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

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

## **I. Program Management**

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

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

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

The 2021 Kansas Occupant Protection Observational Survey is comprised of observations at 552 sites across 26 counties. The 26 counties were chosen from a sampling frame made up of the 66 counties accounting for 85 percent of Kansas motor vehicle crash-related fatalities from 2010-2014.

The Kansas Occupant Protection Observational Survey has complied with the Uniform Criteria for State Observational Surveys of Seat Belt Use since 2002, with a survey redesign in 2012 and required resample occurring in 2016. The site sample used in 2021 was approved by NHTSA in 2016.

Observations were conducted by 11 qualified individuals who were provided training in observational methods, quality, safety standards, and the requirements of this study and sample. The observational data collection period of the study was between June 1, 2021, and August 2, 2021. Observer training exceeded the standards required by NHTSA under federal guidelines.

## **II. Legislation, Regulation and Policy**

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

## **Graduated Driver License Requirements for Teen Drivers**

### **INSTRUCTION PERMIT - AGES 14, 15 AND 16**

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

### **INSTRUCTION PERMIT - AGE 17 AND UP**

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

### **FARM PERMITS - AGE 14 AND 15**

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

### **LESS RESTRICTED FARM PERMIT PRIVILEGES - AGE 16**

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

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

#### **RESTRICTED DRIVER'S LICENSE - AGE 15**

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

#### **LESS RESTRICTED PRIVILEGES - AGE 16**

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

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

**NON-RESTRICTED DRIVER’S LICENSE**

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

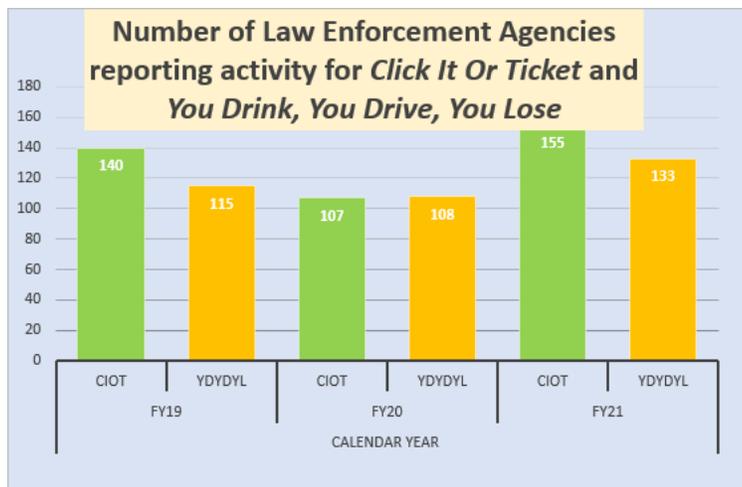
The Office of Highway Safety works with state and local agencies to implement safety belt policies. To receive any grant funding from the office, an organization is required to have a safety belt policy in place. Agencies are required to note the policy on their application and have the policy available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

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

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

**III. Enforcement Program**

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



\*Collected during the pandemic

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

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

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

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

#### **IV. Communication Program:**

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

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

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

KDOTs Communications Division documents all radio and television interviews, logs the number of press conferences and maintains files of articles printed in newspapers.

To continue to raise awareness and change driving attitudes and behaviors, the safe driving messages are perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and web) as well as through social media throughout the year. Social media has become a key part of

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

KDOT included in the Strategic Highway Safety Plan (SHSP) and has been responsible for the diversified and multi-jurisdictional teams, many Emphasis Area Teams (EATs) that focus on specific traffic safety areas, such as Occupant Protection.

KDOT has executed and continues in the process of problem identification that led the highway safety office to initiate the Safer Sedgwick Plan as part of that will be targeting belt use.

The BSS is also actively involved in several Emphasis Area Teams that support the Kansas Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the BSS is chairing the Occupant Protection, Impaired Driving, Teen Drivers, and Older Driver teams. This collaboration between the HSP and SHSP has led to similar strategies outlined in both plans. The Emphasis Area Teams are diversified and include representatives from private and public entities. The entities include, but are not limited to: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles (DMV), BSS LELs (law enforcement liaisons), Kansas Traffic Safety Resource Prosecutor, Kansas Traffic Safety Resource Office, AAA of Kansas and the Mid-America Regional Council. The Highway Safety Plan and Strategic Highway Safety Plan both utilize data from FARS, KCARS, observation belt use survey, Courts and the DMV to develop problem identification, strategies and allocate resources.

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

# JNA FY22 KDOT PROJECT ROLL-UP

DATE: 3/11/2022



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

| Projects            | Job Title                             | Description / Status Notes  | Status       | Target Completion Date |
|---------------------|---------------------------------------|---|--------------|------------------------|
| Creative Production | Distracted Driving                    | Using a mix of past creative developed (FY20/FY21) as well as NHTSA   | With KDOT    | 3/14                   |
|                     |                                       | <i>Revision:</i> Review use of NHTSA TV "Crash/Misbehavior" used as well as KDOT MDTMMP FY22 work   | WIP - KDOT   |                        |
|                     |                                       | <i>Print:</i> New creative developed for FY22   | WIP - KDOT   |                        |
|                     |                                       | <i>Outlier:</i> Would like to explore available options based off of print - Also the MDTMMP option from past years   | WIP - KDOT   |                        |
|                     |                                       | <i>Radio:</i> Review using KDOT MDTMMP FY22 AD work   | WIP - KDOT   |                        |
| Media               | Distracted Driving                    | Mon, Apr 4 - Sun, Apr 10 - \$85,000 Budget - Need approval on creative  | With KDOT    | 3/14                   |
|                     |                                       | <i>Revision:</i> Final creative being placed - \$24,000 spend   | WIP - KDOT   |                        |
|                     |                                       | <i>Print:</i> Final creative being placed - \$80,000 spend  | WIP - KDOT   |                        |
|                     |                                       | <i>Outlier:</i> Final creative being placed - \$10,000 spend  | WIP - KDOT   |                        |
|                     |                                       | <i>Radio:</i> Final creative being placed - \$25,000 spend  | WIP - KDOT   |                        |
| Public Relations    | Distracted Driving                    | Working to finalize first draft of press release for Wed 4/6 release  | In progress  | 3/17                   |
|                     |                                       | <i>Revision:</i> Working to finalize first draft of press release for Wed 4/6 release   | In progress  |                        |
|                     |                                       | <i>Print:</i> Working to finalize first draft of press release for Wed 4/6 release  | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Working to finalize first draft of press release for Wed 4/6 release  | In progress  |                        |
|                     |                                       | <i>Radio:</i> Working to finalize first draft of press release for Wed 4/6 release  | In progress  |                        |
| Creative Production | Front Seat Interviews                 | Have six additional spots from FY21 production to review and potentially produce:<br>Truck vs That (Ben)<br>The Call (Elsa)<br>Two Seconds (Madison & Ally)<br>Honored (Theresa)<br>Talk Your Way Out (Theresa)<br>Wires (Theresa & Derrick)<br>We will share these spots shortly with the hope of building out the creative options - Approved spots will need final audio production with moderator.                  | In progress  | 3/25                   |
|                     |                                       | <i>Revision:</i> Have six additional spots from FY21 production to review and potentially produce:<br>Truck vs That (Ben)<br>The Call (Elsa)<br>Two Seconds (Madison & Ally)<br>Honored (Theresa)<br>Talk Your Way Out (Theresa)<br>Wires (Theresa & Derrick)<br>We will share these spots shortly with the hope of building out the creative options - Approved spots will need final audio production with moderator. | In progress  |                        |
|                     |                                       | <i>Print:</i> Have six additional spots from FY21 production to review and potentially produce:<br>Truck vs That (Ben)<br>The Call (Elsa)<br>Two Seconds (Madison & Ally)<br>Honored (Theresa)<br>Talk Your Way Out (Theresa)<br>Wires (Theresa & Derrick)<br>We will share these spots shortly with the hope of building out the creative options - Approved spots will need final audio production with moderator.    | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Have six additional spots from FY21 production to review and potentially produce:<br>Truck vs That (Ben)<br>The Call (Elsa)<br>Two Seconds (Madison & Ally)<br>Honored (Theresa)<br>Talk Your Way Out (Theresa)<br>Wires (Theresa & Derrick)<br>We will share these spots shortly with the hope of building out the creative options - Approved spots will need final audio production with moderator.  | In progress  |                        |
|                     |                                       | <i>Radio:</i> Have six additional spots from FY21 production to review and potentially produce:<br>Truck vs That (Ben)<br>The Call (Elsa)<br>Two Seconds (Madison & Ally)<br>Honored (Theresa)<br>Talk Your Way Out (Theresa)<br>Wires (Theresa & Derrick)<br>We will share these spots shortly with the hope of building out the creative options - Approved spots will need final audio production with moderator.    | In progress  |                        |
| Social Media        | Kansas Teen Traffic Safety Conference | Develop Snapchat Filter for use during KTTSC - APRIL 19-20, 2022, Topeka  | Not started  | 3/29                   |
|                     |                                       | <i>Revision:</i> Develop Snapchat Filter for use during KTTSC - APRIL 19-20, 2022, Topeka   | Not started  |                        |
|                     |                                       | <i>Print:</i> Develop Snapchat Filter for use during KTTSC - APRIL 19-20, 2022, Topeka  | Not started  |                        |
|                     |                                       | <i>Outlier:</i> Develop Snapchat Filter for use during KTTSC - APRIL 19-20, 2022, Topeka  | Not started  |                        |
|                     |                                       | <i>Radio:</i> Develop Snapchat Filter for use during KTTSC - APRIL 19-20, 2022, Topeka  | Not started  |                        |
| Creative Production | District 5 - Wichita                  | Coordinating production of "Front Seat Interviews" for 3/28 & 3/29 in Wichita - Currently looking at The Hudson ( <a href="https://www.thehudsonict.com/">https://www.thehudsonict.com/</a> ) as the production location - working through contacts (victims and law enforcement) to provide final recommended list of interviewees.  | In progress  | 4/27                   |
|                     |                                       | <i>Revision:</i> Coordinating production of "Front Seat Interviews" for 3/28 & 3/29 in Wichita - Currently looking at The Hudson ( <a href="https://www.thehudsonict.com/">https://www.thehudsonict.com/</a> ) as the production location - working through contacts (victims and law enforcement) to provide final recommended list of interviewees.   | In progress  |                        |
|                     |                                       | <i>Print:</i> Coordinating production of "Front Seat Interviews" for 3/28 & 3/29 in Wichita - Currently looking at The Hudson ( <a href="https://www.thehudsonict.com/">https://www.thehudsonict.com/</a> ) as the production location - working through contacts (victims and law enforcement) to provide final recommended list of interviewees.  | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Coordinating production of "Front Seat Interviews" for 3/28 & 3/29 in Wichita - Currently looking at The Hudson ( <a href="https://www.thehudsonict.com/">https://www.thehudsonict.com/</a> ) as the production location - working through contacts (victims and law enforcement) to provide final recommended list of interviewees.  | In progress  |                        |
|                     |                                       | <i>Radio:</i> Coordinating production of "Front Seat Interviews" for 3/28 & 3/29 in Wichita - Currently looking at The Hudson ( <a href="https://www.thehudsonict.com/">https://www.thehudsonict.com/</a> ) as the production location - working through contacts (victims and law enforcement) to provide final recommended list of interviewees.  | In progress  |                        |
| Media               | District 5 - Wichita                  | Based on approval to move forward (3/4 status) - Team is negotiating and detailing final plans for review/approval - Looking at early May start (5/9) date due to necessary creative production   | In progress  | 4/27                   |
|                     |                                       | <i>Revision:</i> Based on approval to move forward (3/4 status) - Team is negotiating and detailing final plans for review/approval - Looking at early May start (5/9) date due to necessary creative production  | In progress  |                        |
|                     |                                       | <i>Print:</i> Based on approval to move forward (3/4 status) - Team is negotiating and detailing final plans for review/approval - Looking at early May start (5/9) date due to necessary creative production   | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Based on approval to move forward (3/4 status) - Team is negotiating and detailing final plans for review/approval - Looking at early May start (5/9) date due to necessary creative production   | In progress  |                        |
|                     |                                       | <i>Radio:</i> Based on approval to move forward (3/4 status) - Team is negotiating and detailing final plans for review/approval - Looking at early May start (5/9) date due to necessary creative production   | In progress  |                        |
| Public Relations    | District 5 - Wichita                  | 5/11 Press conference will be executed. Will also deliver first draft of press release for Wed 5/11 release   | In progress  | 5/11                   |
|                     |                                       | <i>Revision:</i> 5/11 Press conference will be executed. Will also deliver first draft of press release for Wed 5/11 release  | In progress  |                        |
|                     |                                       | <i>Print:</i> 5/11 Press conference will be executed. Will also deliver first draft of press release for Wed 5/11 release   | In progress  |                        |
|                     |                                       | <i>Outlier:</i> 5/11 Press conference will be executed. Will also deliver first draft of press release for Wed 5/11 release   | In progress  |                        |
|                     |                                       | <i>Radio:</i> 5/11 Press conference will be executed. Will also deliver first draft of press release for Wed 5/11 release   | In progress  |                        |
| Creative Production | Drugged Driving - 4/20                | Using a mix of past creative developed (FY21) + new graphic options - Will review NHTSA as well   | In progress  | 3/25                   |
|                     |                                       | <i>Revision:</i> Using a mix of past creative developed (FY21) + new graphic options - Will review NHTSA as well  | In progress  |                        |
|                     |                                       | <i>Print:</i> Using a mix of past creative developed (FY21) + new graphic options - Will review NHTSA as well   | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Using a mix of past creative developed (FY21) + new graphic options - Will review NHTSA as well   | In progress  |                        |
|                     |                                       | <i>Radio:</i> Using a mix of past creative developed (FY21) + new graphic options - Will review NHTSA as well   | In progress  |                        |
| Media               | Drugged Driving - 4/20                | Mon, Apr 18 - Sun, Apr 24 - \$85,000 Budget   | In progress  | 3/25                   |
|                     |                                       | <i>Revision:</i> Mon, Apr 18 - Sun, Apr 24 - \$85,000 Budget  | In progress  |                        |
|                     |                                       | <i>Print:</i> Mon, Apr 18 - Sun, Apr 24 - \$85,000 Budget   | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Mon, Apr 18 - Sun, Apr 24 - \$85,000 Budget   | In progress  |                        |
|                     |                                       | <i>Radio:</i> Mon, Apr 18 - Sun, Apr 24 - \$85,000 Budget   | In progress  |                        |
| Public Relations    | Drugged Driving - 4/20                | Working to finalize first draft of press release for Tue 4/19 release   | In progress  | 3/25                   |
|                     |                                       | <i>Revision:</i> Working to finalize first draft of press release for Tue 4/19 release  | In progress  |                        |
|                     |                                       | <i>Print:</i> Working to finalize first draft of press release for Tue 4/19 release   | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Working to finalize first draft of press release for Tue 4/19 release   | In progress  |                        |
|                     |                                       | <i>Radio:</i> Working to finalize first draft of press release for Tue 4/19 release   | In progress  |                        |
| Creative Production | Share the Road                        | Working on new concepts to share Monday, 3.21.22  | In progress  | 3/21                   |
|                     |                                       | <i>Revision:</i> Working on new concepts to share Monday, 3.21.22   | In progress  |                        |
|                     |                                       | <i>Print:</i> Working on new concepts to share Monday, 3.21.22  | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Working on new concepts to share Monday, 3.21.22  | In progress  |                        |
|                     |                                       | <i>Radio:</i> Working on new concepts to share Monday, 3.21.22  | In progress  |                        |
| Media               | Share the Road                        | Mon, May 2 - Sun, May 29 - \$50,000 Budget  | In progress  | 4/8                    |
|                     |                                       | <i>Revision:</i> Mon, May 2 - Sun, May 29 - \$50,000 Budget   | In progress  |                        |
|                     |                                       | <i>Print:</i> Mon, May 2 - Sun, May 29 - \$50,000 Budget  | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Mon, May 2 - Sun, May 29 - \$50,000 Budget  | In progress  |                        |
|                     |                                       | <i>Radio:</i> Mon, May 2 - Sun, May 29 - \$50,000 Budget  | In progress  |                        |
| Creative Production | Sustained Digital                     | Concepting new standard display banners (320x50, 300x50, 728x90, 300x250, 300x50, 160x60) to increase options for sustained digital campaign - This will also include Social media GIFs (9:16, 1:1, 16:9, 4:5) that can be used as well.  | In progress  | 4/15                   |
|                     |                                       | <i>Revision:</i> Concepting new standard display banners (320x50, 300x50, 728x90, 300x250, 300x50, 160x60) to increase options for sustained digital campaign - This will also include Social media GIFs (9:16, 1:1, 16:9, 4:5) that can be used as well.   | In progress  |                        |
|                     |                                       | <i>Print:</i> Concepting new standard display banners (320x50, 300x50, 728x90, 300x250, 300x50, 160x60) to increase options for sustained digital campaign - This will also include Social media GIFs (9:16, 1:1, 16:9, 4:5) that can be used as well.  | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Concepting new standard display banners (320x50, 300x50, 728x90, 300x250, 300x50, 160x60) to increase options for sustained digital campaign - This will also include Social media GIFs (9:16, 1:1, 16:9, 4:5) that can be used as well.  | In progress  |                        |
|                     |                                       | <i>Radio:</i> Concepting new standard display banners (320x50, 300x50, 728x90, 300x250, 300x50, 160x60) to increase options for sustained digital campaign - This will also include Social media GIFs (9:16, 1:1, 16:9, 4:5) that can be used as well.  | In progress  |                        |
| Creative Production | Memorial Day CIOT                     | Using a mix of past creative developed (FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.  | Needs Review | 4/22                   |
|                     |                                       | <i>Revision:</i> Using a mix of past creative developed (FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.   | Needs Review |                        |
|                     |                                       | <i>Print:</i> Using a mix of past creative developed (FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.  | Needs Review |                        |
|                     |                                       | <i>Outlier:</i> Using a mix of past creative developed (FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.  | Needs Review |                        |
|                     |                                       | <i>Radio:</i> Using a mix of past creative developed (FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.  | Needs Review |                        |
| Media               | Memorial Day CIOT                     | Wed, May 18 - Mon, May 30 - \$168,000 Budget  | In progress  | 4/22                   |
|                     |                                       | <i>Revision:</i> Wed, May 18 - Mon, May 30 - \$168,000 Budget   | In progress  |                        |
|                     |                                       | <i>Print:</i> Wed, May 18 - Mon, May 30 - \$168,000 Budget  | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Wed, May 18 - Mon, May 30 - \$168,000 Budget  | In progress  |                        |
|                     |                                       | <i>Radio:</i> Wed, May 18 - Mon, May 30 - \$168,000 Budget  | In progress  |                        |
| Public Relations    | Memorial Day CIOT                     | Will deliver first draft of press release for Wed 5/18 release  | Not started  | 4/29                   |
|                     |                                       | <i>Revision:</i> Will deliver first draft of press release for Wed 5/18 release   | Not started  |                        |
|                     |                                       | <i>Print:</i> Will deliver first draft of press release for Wed 5/18 release  | Not started  |                        |
|                     |                                       | <i>Outlier:</i> Will deliver first draft of press release for Wed 5/18 release  | Not started  |                        |
|                     |                                       | <i>Radio:</i> Will deliver first draft of press release for Wed 5/18 release  | Not started  |                        |
| Creative Production | Speed Enforcement                     | Reviewing past creative developed - Would like to use potential assets from Wichita production as well for digital/social   | Not started  | 5/20                   |
|                     |                                       | <i>Revision:</i> Reviewing past creative developed - Would like to use potential assets from Wichita production as well for digital/social  | Not started  |                        |
|                     |                                       | <i>Print:</i> Reviewing past creative developed - Would like to use potential assets from Wichita production as well for digital/social   | Not started  |                        |
|                     |                                       | <i>Outlier:</i> Reviewing past creative developed - Would like to use potential assets from Wichita production as well for digital/social   | Not started  |                        |
|                     |                                       | <i>Radio:</i> Reviewing past creative developed - Would like to use potential assets from Wichita production as well for digital/social   | Not started  |                        |
| Media               | Speed Enforcement                     | Fri, Jun 10 - Sun, Jun 19 - \$50,000 Budget   | In progress  | 5/20                   |
|                     |                                       | <i>Revision:</i> Fri, Jun 10 - Sun, Jun 19 - \$50,000 Budget  | In progress  |                        |
|                     |                                       | <i>Print:</i> Fri, Jun 10 - Sun, Jun 19 - \$50,000 Budget   | In progress  |                        |
|                     |                                       | <i>Outlier:</i> Fri, Jun 10 - Sun, Jun 19 - \$50,000 Budget   | In progress  |                        |
|                     |                                       | <i>Radio:</i> Fri, Jun 10 - Sun, Jun 19 - \$50,000 Budget   | In progress  |                        |

# JNA FY22 KDOT PROJECT ROLL-UP

DATE: 3/11/2022



|                     |  |  |              |       |
|---------------------|--|--|--------------|-------|
|                     | Radio                                    | Media buy pending final discussions/negotiations - \$26,000 estimated spend  | In progress  |       |
|                     | Digital/Print                            | Media buy pending final discussions/negotiations - \$21,000 estimated spend  | In progress  |       |
| Creative Production | July 4th - Impaired Driving              | Using a mix of past creative developed (FY20/FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.  | Needs Review |       |
|                     | Television                               | Will utilize Frank Best Interactive. Options from FY21 as well as Wichita production efforts if released   | Needs Review |       |
|                     | Print                                    | Have some print options that will be shared for approval   | In progress  |       |
|                     | Outdoor                                  | Will look at some OOH options based on print schedule  | In progress  |       |
|                     | Radio                                    | Will utilize Frank Best Interactive. Options from FY21. Would work in Wichita production efforts as well   | Needs Review |       |
|                     | Digital/Print                            | Will look at some digital/print options based on print schedule  | In progress  |       |
| Media               | July 4th - Impaired Driving              | Mon, Jun 27 - Mon, Jul 4 - \$90,000 Budget   | In progress  | 6/3   |
|                     | Television                               | Media buy pending final discussions/negotiations - \$21,000 estimated spend  | In progress  |       |
|                     | Print                                    | Final print plan shared - awaiting creative assets \$190   | Done         |       |
|                     | Outdoor                                  | Media buy pending final discussions/negotiations - \$11,000 estimated spend  | In progress  |       |
|                     | Radio                                    | Media buy pending final discussions/negotiations - \$26,000 estimated spend  | In progress  |       |
|                     | Digital/Print                            | Media buy pending final discussions/negotiations - \$36,000 estimated spend  | In progress  |       |
| Public Relations    | July 4th - Impaired Driving              | Will deliver first draft of press release for Wed 6/29 release   | Not started  |       |
| Creative Production | Sustained Print                          | Currently have two approved impaired print ads and three approved occupant protection print ads. Will look at potentially adding a few more for impaired to help weekly creative rotation  | Not started  | 5/10  |
| Creative Production | Child Passenger Safety Photo/Video Shoot | Working with KTSRO (Cynthia Callaway) to develop shot list for CPS. Will look to do a production in June that uses kids of various ages, various car seats, and guardians to have better local stock photos and videos for various PR and creative use. ( <a href="#">Link</a> ) | In progress  | 5/24  |
| Creative Production | Labor Day - Impaired Driving             | Using a mix of past creative developed (FY20/FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.  | Needs Review |       |
|                     | Television                               | Will utilize Frank Best Interactive. Options from FY21 as well as Wichita production efforts if released   | Needs Review |       |
|                     | Print                                    | Have some print options that will be shared for approval   | In progress  |       |
|                     | Outdoor                                  | Will look at some OOH options based on print schedule  | In progress  |       |
|                     | Radio                                    | Will utilize Frank Best Interactive. Options from FY21. Would work in Wichita production efforts as well   | Needs Review |       |
|                     | Digital/Print                            | Will look at some digital/print options based on print schedule  | In progress  |       |
| Media               | Labor Day - Impaired Driving             | Wed, Aug 17 - Mon, Sep 5 - \$270,000 Budget  | In progress  | 7/22  |
|                     | Television                               | Media buy pending final discussions/negotiations - \$66,150 estimated spend  | In progress  |       |
|                     | Print                                    | Final print plan shared - awaiting creative assets \$2,000   | Done         |       |
|                     | Outdoor                                  | Media buy pending final discussions/negotiations - \$34,000 estimated spend  | In progress  |       |
|                     | Radio                                    | Media buy pending final discussions/negotiations - \$10,000 estimated spend  | In progress  |       |
|                     | Digital/Print                            | Media buy pending final discussions/negotiations - \$79,000 estimated spend  | In progress  |       |
| Public Relations    | Labor Day - Impaired Driving             | 8/17 Press conference will be executed. Will also deliver first draft of press release for Wed 8/17 release  | Not started  |       |
|                     | Press Conference                         | Will look to schedule/execute press conference in Wichita for Impaired Driving enforcement   | Not started  | 8/17  |
| Reporting           | Q3 Quarterly Report                      | Will complete Q3 (Apr-Jun) quarterly report in July  | Not started  | 7/29  |
| Creative Production | Child Passenger Safety Week              | Will look to develop new assets using production materials from shoot executed in June - Will also review past creative and NHTSA materials  | Not started  |       |
|                     | Digital/Print                            | New materials will be developed for FY22 - NHTSA will also be reviewed   | Not started  |       |
|                     | Print                                    | New materials will be developed for FY22   | Not started  |       |
|                     | Outdoor                                  | New materials will be developed for FY22   | Not started  |       |
|                     | Radio                                    | Will review spot from FY21 - New radio spots might be needed in FY22   | Needs Review | 8/25  |
| Media               | Child Passenger Safety Week              | Mon, Sep 18 - Sun, Sep 25 - \$50,000 Budget  | In progress  |       |
|                     | Print                                    | Final print plan shared - awaiting creative assets \$190   | Done         |       |
|                     | Outdoor                                  | Media buy pending final discussions/negotiations - \$10,000 estimated spend  | In progress  |       |
|                     | Radio                                    | Media buy pending final discussions/negotiations - \$16,000 estimated spend  | In progress  |       |
|                     | Digital/Print                            | Media buy pending final discussions/negotiations - \$19,000 estimated spend  | In progress  |       |
| Research            | FY2022 Research Exercise                 | Need to discuss research options - Statewide survey or Wichita focus group   | Not started  | 9/1   |
| Reporting           | Q4 Quarterly Report/Annual Report        | Will complete Q4 (Jul-Sep) quarterly report in October - Will also provide final annual report for distribution  | Not started  | 10/31 |

## Occupant Protection (Mass Media) Campaign Initiatives

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

Kansas publicizes the various safe driving messages on our website, Who do you make it home for? ([kansasdrivetozero.com](http://kansasdrivetozero.com)). The goal is to educate individuals of all ages about the significance of wearing seat belts and to help them comprehend the lifesaving value of doing so. Our campaign strives to teach drivers of all ages the significance of wearing a seat belt, whether they are driving or riding as a passenger.

Kansas Office of Highway Safety enlists the support of a variety of media, including mass media, to improve public awareness and knowledge and to support enforcement efforts on seat belts, air bags, and child safety seats.

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

## **V. Occupant Protection for Children Program**

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

### **Children Under 1**

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

### **Children Ages 1, 2 & 3**

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

### **Children Ages 4 – 7**

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

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

Children who meet the above height and weight criteria must be protected by a seat belt.

Keep a child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by the car seat's manufacturer. Once a child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

### **Children Ages 8 – 13**

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

### **Teenagers Ages 14 – 18**

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

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

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

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

#### **A. Health, Medical, and Emergency Services**

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

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

#### **B. Schools**

An excellent means to reach the youth of Kansas is to work with the school districts encouraging positive safety belt messaging and education within the schools. Kansas Office of Highway Safety

will continue to encourage school boards, educators and other educational stakeholders or advocacy groups to incorporate occupant protection education into school curricula and programs.

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

### **C. Employers**

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

## **VI. Data and Program Evaluation**

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

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

## **VII. Conclusion**

In adopting this strategic plan, Kansas hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities involving unrestrained vehicle occupants. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing unrestrained passenger vehicle occupant fatalities to 0.

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

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

## 2022 ROSTER OCCUPANT PROTECTION EMPHASIS AREA TEAM (EAT)

| NAME               | E-MAIL   | Title & Organization   |
|--------------------|--|--|
| Cherie Sage        | <a href="mailto:cherie.sage@ks.gov">cherie.sage@ks.gov</a>                 | Director - Safe Kids Kansas KDHE/ Safe Kids Kansas   |
| Robyn Meinholdt    | <a href="mailto:robyn.meinholdt@ks.gov">robyn.meinholdt@ks.gov</a>         | Behavior Safety Coordinator KDOT   |
| Norraine Wingfield | <a href="mailto:nwingfield705@outlook.com">nwingfield705@outlook.com</a>   | EAT Consultant Self  |
| Alix Guerrero      | <a href="mailto:alix.guerrero@ks.gov">alix.guerrero@ks.gov</a>             | KDHE - Health Equity Manager   |
| Alvin Sowers       | <a href="mailto:kletc@kletc.org">kletc@kletc.org</a>                       | Associate Director Kansas Law Enforcement Training Center  |
| Amanda Horner      | <a href="mailto:ahorner@marc.org">ahorner@marc.org</a>                     | Safety and Mobility Planner MARC   |
| Candice Breshears  | <a href="mailto:candice.breshears@ks.gov">candice.breshears@ks.gov</a>     | Public Information Officer KHP   |
| Chris Bortz        | <a href="mailto:chris.bortz@ks.gov">chris.bortz@ks.gov</a>                 | Assistant Bureau Chief - Transportation Safety KDOT  |
| David Church       | <a href="mailto:david.church@wsp.com">david.church@wsp.com</a>             | Project Manager WSP  |
| Dennis Hays        | <a href="mailto:dhays@wycokck.org">dhays@wycokck.org</a>                   | Dept of Education  |
| Donna Gerstner     | <a href="mailto:donnagerstner@centura.org">donnagerstner@centura.org</a>   | LiveWell Finney County   |
| Haley Dougherty    | <a href="mailto:haley.dougherty@ks.gov">haley.dougherty@ks.gov</a>         | Engineer - Transportation Safety KDOT (Risky Behaviors)  |
| Jill Cavendaer     | <a href="mailto:jill.cavender@ks.gov">jill.cavender@ks.gov</a>             | KDHE   |
| Jim Hanni          | <a href="mailto:james.hanni@gmail.com">james.hanni@gmail.com</a>           |  |
| Lori Haskett       | <a href="mailto:lori.haskett@dot.gov">lori.haskett@dot.gov</a>             | Regional Program Manager NHTSA   |
| Phyllis Larimore   | <a href="mailto:plarimore@cmh.edu">plarimore@cmh.edu</a>                   | Program Coordinator/Injury Free Coalition for Kids KC Center for Childhood Safety Children's Mercy Hospitals and Clinics |
| Sara Hortenstine   | <a href="mailto:sara.hortenstine@ag.ks.gov">sara.hortenstine@ag.ks.gov</a> | Executive Director - State Child Death Review Board Office of the Attorney General                                       |
| Shannon Bernal     | <a href="mailto:smbernal@cmh.edu">smbernal@cmh.edu</a>                     | Children's Mercy children with special health care needs   |
| Tenille Kimberlin  | <a href="mailto:tkimberlin@dcca.org">tkimberlin@dcca.org</a>               | Director - Traffic Safety KTSRO/DCCA   |
| Theresa Taylor     |  | Trauma Prevention Coordinator - Stormont Vail Kansas Emergency Nurses Association  |
| Wendy O'Hare       | <a href="mailto:wendy.ohare@ks.gov">wendy.ohare@ks.gov</a>                 | Trauma Program Director KDHE   |

As identified by the Occupant Protection Emphasis Area Team.

OCCUPANT PROTECTION SHSP STRATEGY  
DRAFT PRIORITIZATION RESULTS

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

\*Workshop participants suggested amending this strategy to read: "Enhance existing occupant protection laws, including primary seat belt to include all seating positions, increase fines, and assess court costs and the Child Passenger Safety Law rear-facing to Age 2.

<sup>^</sup>This strategy has been accomplished. Behavioral Safety staff can report out if necessary.

**\*End of Multi-Year Occupant Protection Strategic Plan\***



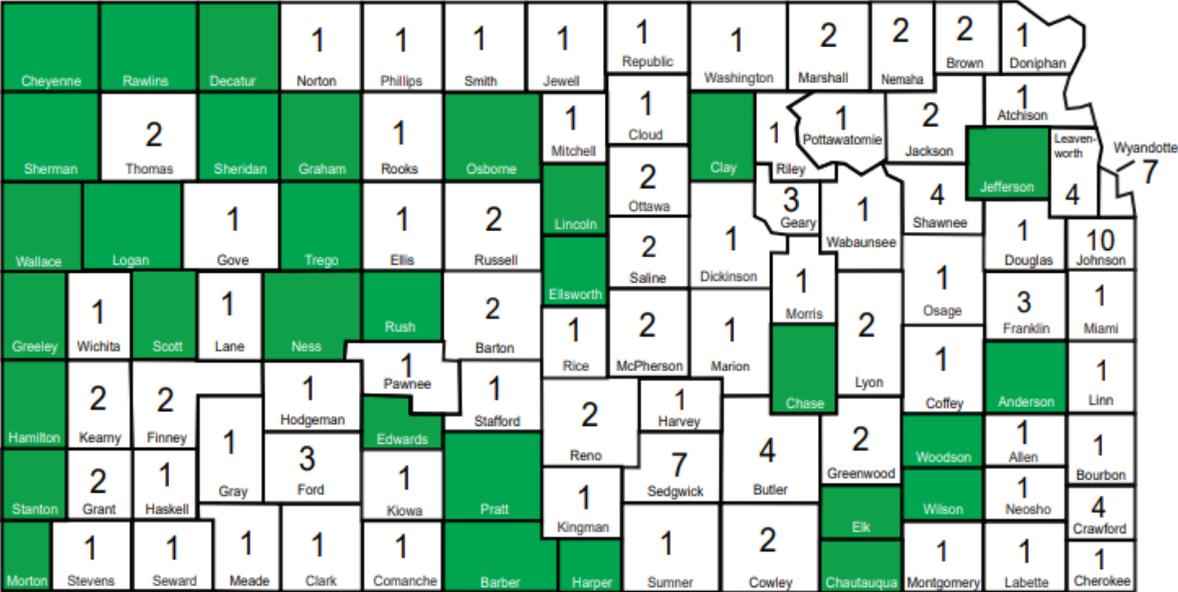
## **Child Restraint Inspection Stations and Child Passenger Safety Technicians**

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

The state of Kansas currently has 31 CPS Instructors and 594 CPS Technicians to meet the needs of each inspection station and check-up event. Included in this number, the Kansas Highway Patrol has a certified technician in each of the troop locations and can reach out to assist counties with current inspection stations and the small number of counties that currently do not have an inspection station. To meet the needs, each inspection station may either be available by appointment or have regularly scheduled hours.

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

# CPS Inspection Stations in Kansas



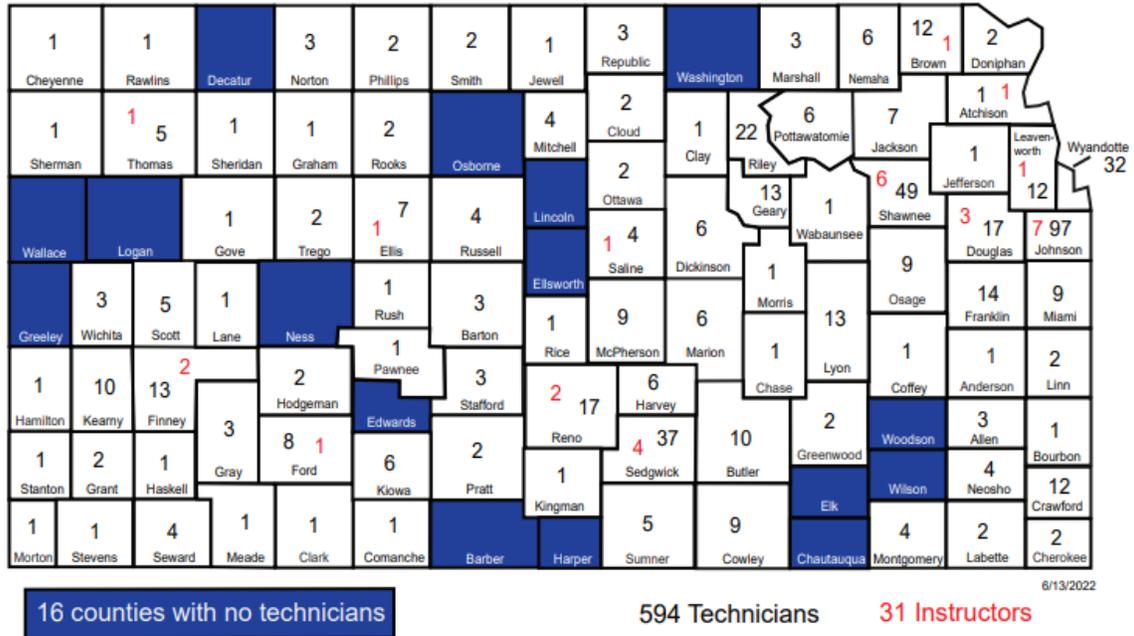
130 Total CPS Inspection Stations

72 Counties with CPS Inspection Stations

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

800-416-2522

## CPS Instructor and Technician Count



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

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

| <b>Child Restraint Inspection Stations by Population</b>   |                          |                                      |                          |                      |                                    |                                  |
|--|--------------------------|--------------------------------------|--------------------------|----------------------|------------------------------------|----------------------------------|
| <b>Agency</b><br>HD - Health Dept<br>PD - Police Dept<br>SO - Sheriff's Office<br>FD - Fire Dept | <b>Physical Location</b> | <b>Population</b><br>July 1,<br>2016 | <b>County/ies Served</b> | <b>Multi-lingual</b> | <b>Hearing Impaired Assistance</b> | <b>Special Needs Description</b> |
| Iola Police Department   | Allen                    | 12,714                               | Allen                    |                      |                                    |                                  |
| Atchison Police Department   | Atchison                 | 16,380                               | Atchison                 |                      |                                    |                                  |
| Barton County HD   | Barton                   | 26,775                               | Barton                   |                      |                                    |                                  |
| Great Bend Fire/EMS  | Barton                   |                                      | Barton                   |                      |                                    |                                  |
| Fort Scott PD  | Bourbon                  | 14,617                               | Bourbon                  |                      |                                    |                                  |
| Amberwell Hiawatha Hospital  | Brown                    | 9,684                                | Brown                    |                      |                                    |                                  |
| Brown CO SO  | Brown                    |                                      | Brown                    |                      |                                    |                                  |
| Andover PD   | Butler                   | 67,025                               | Butler, Sedgwick         |                      |                                    |                                  |

|   |           |         |   |                                |     |              |
|---|-----------|---------|---|--------------------------------|-----|--------------|
| Butler CO SO                                | Butler    |         | Butler  |                                |     |              |
| Butler County EMS                           | Butler    |         | Butler  |                                |     |              |
| El Dorado PD                                | Butler    |         | Butler  |                                |     |              |
| Cherokee CO SO                              | Cherokee  | 20,246  | Cherokee  |                                |     |              |
| Clark County SO                             | Clark     | 2,072   | Clark, Comanche, Meade  |                                |     |              |
| Cloud County HD                             | Cloud     | 9,150   | Cloud   |                                | Yes |              |
| Coffey Health System                        | Coffey    | 8,433   | Coffey  |                                |     |              |
| Coldwater Police Department                 | Comanche  | 1,862   | Comanche  |                                |     |              |
| Arkansas City Police Department             | Cowley    | 35,753  | Cowley  | Spanish                        |     |              |
| Winfield Police Department                  | Cowley    |         | Cowley  |                                |     |              |
| Ascension Via Christi Hospital              | Crawford  | 39,164  | Crawford, Cherokee  |                                |     |              |
| Community Health Center of Southeast Kansas | Crawford  |         | Crawford, Cherokee  | Spanish Interpreters Available |     |              |
| Crawford County HD                          | Crawford  |         | Crawford  | Spanish                        |     |              |
| Pittsburg PD                                | Crawford  |         | Crawford, Cherokee, Labette   |                                |     |              |
| Dickinson CO EMS/Safe Kids Dickinson CO     | Dickinson | 19,064  | Dickinson   |                                |     |              |
| Doniphan CO HD/Home Health                  | Doniphan  | 7,664   | Doniphan  |                                | Yes |              |
| Lawrence Kansas Police Department           | Douglas   | 119,440 | Douglas, Franklin, Jefferson, Leavenworth   | Spanish by appointment         |     |              |
| Kansas Highway Patrol Troop D               | Ellis     | 28,893  | Cheyenne, Decatur, Ellis, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace   |                                |     |              |
| Garden City Police Department               | Finney    | 36,722  | Finney  | Spanish                        |     |              |
| Kansas Highway Patrol Troop E               | Finney    |         | Clark, Comanche, Edwards, Finney, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Kiowa, Lane, Meade, Morton, Ness, Pawnee, Rush, Scott, Seward, Stanton, Stevens, Wichita |                                |     |              |
| Dodge City FD                               | Ford      | 33,971  | Ford  | Spanish                        |     |              |
| Ford CO SO                                  | Ford      |         | Ford  | As needed                      |     |              |
| Ford County Fire & EMS                      | Ford      |         | Ford  |                                |     |              |
| City of Ottawa Fire Department              | Franklin  | 25,560  | Franklin  |                                |     | STAC trained |
| Life Care Center                            | Franklin  |         | Franklin  |                                |     |              |

|  |           |         |   |                                  |  |  |
|--|-----------|---------|---|----------------------------------|--|--|
| Franklin County Health Department                      | Franklin  |         | Franklin, Osage, Miami, Anderson                |                                  |  |  |
| Fort Riley Department of Public Health                 | Geary     | 35,586  | Geary, Riley                                    | can be arranged for any language |  |  |
| Fort Riley Safety Office                               | Geary     |         | Geary, Riley                                    |                                  |  |  |
| Geary CO HD  | Geary     |         | Geary   | Spanish                          |  |  |
| Gove CO HD   | Gove      | 2,589   | Gove, Trego, Sheridan                           | Spanish                          |  |  |
| Grace Place Pregnancy Care Center                      | Grant     | 7,646   | Grant, Haskell, Meade, Seward, Stevens          |                                  |  |  |
| Kansas Children's Service League-Head Start            | Grant     |         | Grant   | Spanish                          |  |  |
| Gray CO HD   | Gray      | 6,034   | Gray  | Spanish                          |  |  |
| Greenwood CO HD  | Greenwood | 6,151   | Greenwood                                       |                                  |  |  |
| Greenwood CO SO  | Greenwood |         | Greenwood                                       |                                  |  |  |
| NMC Health   | Harvey    | 34,913  | Harvey, Marion, Reno, McPherson                 |                                  |  |  |
| Haskell CO HD  | Haskell   | 4,006   | Haskell, Gray, Stevens, Grant, Finney, Scott    | Spanish                          |  |  |
| Hodgeman CO HD   | Hodgeman  | 1,870   | Hodgeman  |                                  |  |  |
| Prairie Band Potawatomi Tribal Police                  | Jackson   | 13,291  | Jackson   |                                  |  |  |
| Safe Kids Prairie Band Potawatomi Nation               | Jackson   |         | Jackson   |                                  |  |  |
| Jewell CO HD   | Jewell    | 2,901   | Jewell  |                                  |  |  |
| City of Shawnee Fire Department                        | Johnson   | 584,451 | Johnson   |                                  |  |  |
| Gardner PD   | Johnson   |         | Johnson   |                                  |  |  |
| Johnson CO SO  | Johnson   |         | Johnson   |                                  |  |  |
| Kansas Highway Patrol Troop A                          | Johnson   |         | Wyandotte, Johnson, Miami, Leavenworth          |                                  |  |  |
| Lenexa PD  | Johnson   |         | Johnson   |                                  |  |  |
| Merriam PD   | Johnson   |         | Johnson/Wyandotte                               |                                  |  |  |
| Mission PD   | Johnson   |         | Johnson   |                                  |  |  |
| Overland Park PD                                       | Johnson   |         | Johnson   |                                  |  |  |
| St. Luke's South                                       | Johnson   |         | Johnson, Jackson, Wyandotte                     |                                  |  |  |
| Kansas Traffic Safety Resource Office - Mission Office | Johnson   |         | Johnson, Wyandotte, Leavenworth, Miami, Douglas |                                  |  |  |
| Kearny CO Hospital                                     | Kearny    | 3,917   | Kearny, Hamilton, Finney, Grant, Wichita        | Spanish                          |  |  |
| Kearny County Sheriff's Office                         | Kearny    |         | Kearny  |                                  |  |  |
| Kingman County Health Department                       | Kingman   | 7,467   | Kingman, Sedgwick, Reno                         |                                  |  |  |

|   |             |        |  |                                      |     |             |
|---|-------------|--------|--|--------------------------------------|-----|-------------|
| Kiowa CO EMS, Safe Kids Kiowa CO                    | Kiowa       | 2,483  | Kiowa  | Assistance can be arranged with appt |     |             |
| Labette County Health Department                    | Labette     | 20,444 | Labette  |                                      |     |             |
| Lane CO HD  | Lane        | 1,636  | Lane   |                                      | YES |             |
| Fort Leavenworth Fire Department                    | Leavenworth | 80,204 | Leavenworth  |                                      |     |             |
| Henry Leavenworth Elementary/USD 453                | Leavenworth |        | Leavenworth  | Spanish interpreter available        |     |             |
| Lansing PD  | Leavenworth |        | Leavenworth  |                                      |     |             |
| Leavenworth CO HD                                   | Leavenworth |        | Leavenworth  |                                      |     |             |
| Linn CO SO  | Linn        | 9,558  | Linn   |                                      |     |             |
| Emporia PD/Safe Kids Emporia                        | Lyon        | 33,510 | Lyon   | upon request                         | Yes | Safe Travel |
| Lyon County Sheriff's Office                        | Lyon        |        | Lyon   |                                      |     |             |
| Marion CO HD  | Marion      | 12,112 | Marion   |                                      |     | limited     |
| Marshall CO HD                                      | Marshall    | 9,836  | Marshall, Washington, Nemaha   | Some Spanish                         |     |             |
| Marshall County Sheriff's Department                | Marshall    |        | Marshall   |                                      |     |             |
| McPherson Fire Department                           | McPherson   | 28,804 | McPherson  |                                      |     |             |
| Safe Kids McPherson CO/McPherson EMS                | McPherson   |        | McPherson  |                                      |     |             |
| Meade CO HD   | Meade       | 4,216  | Meade  | Spanish                              |     |             |
| Miami County Sheriff's Office                       | Miami       | 32,964 | Miami  |                                      |     |             |
| Heart Choices Pregnancy & Parenting Resource Center | Mitchell    | 6,243  | Mitchell, Cloud, Jewell, Osborne, Smith, Lincoln   |                                      |     |             |
| Coffeyville FD                                      | Montgomery  | 32,746 | Montgomery   |                                      |     |             |
| Morris CO HD  | Morris      | 5,573  | Morris   |                                      |     |             |
| Nemaha CO SO  | Nemaha      | 10,241 | Nemaha   |                                      |     | Safe Travel |
| Nemaha Valley Community Hospital                    | Nemaha      |        | Nemaha   |                                      |     |             |
| Kansas Highway Patrol Troop H                       | Neosho      | 16,146 | Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Neosho, Wilson, Woodson |                                      | YES |             |
| Norton CO Hospital                                  | Norton      | 5,493  | Norton, Graham, Phillips, Decatur, Rooks   |                                      |     |             |
| Osage County HD                                     | Osage       | 15,843 | Osage, Lyon, Coffey, Franklin, Wabaunsee, Shawnee  |                                      |     |             |

|   |              |         |  |                               |      |   |
|---|--------------|---------|--|-------------------------------|------|---|
| Minneapolis Ambulance Service                         | Ottawa       | 5,920   | Ottawa   | No                            |      |   |
| Ottawa County Rural Fire District #4                  | Ottawa       |         | Ottawa   |                               |      |   |
| Pawnee County HD                                      | Pawnee       | 6,743   | Pawnee   |                               |      |   |
| Phillips CO Health Systems                            | Phillips     | 5,428   | Phillips   |                               |      |   |
| Pottawatomie CO HD/ Safe Kids Pott CO                 | Pottawatomie | 23,661  | Pottawatomie   |                               |      |   |
| Parents as Teachers                                   | Reno         | 63,220  | Reno   |                               |      |   |
| Reno County Health Department                         | Reno         |         | Reno   | Spanish interpreter available | TRUE |   |
| Republic CO HD  | Republic     | 4,699   | Republic   |                               |      |   |
| Hospital District #1 of Rice County                   | Rice         | 9,831   | Rice   | Spanish                       |      |   |
| Riley CO PD   | Riley        | 73,343  | Riley  |                               |      |   |
| Rooks CO HD   | Rooks        | 5,076   | Rooks  | By Appt.                      | YES  |   |
| Russell CO HD   | Russell      | 6,988   | Russell  |                               |      |   |
| Russell CO SO   | Russell      |         | Russell  |                               |      |   |
| Kansas Highway Patrol Troop C                         | Saline       | 55,142  | Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, Marshall, McPherson, Mitchell, Morris, Ottawa, Republic, Riley, Saline, Washington |                               |      |   |
| Saline CO SO  | Saline       |         | Saline   |                               |      |   |
| Airmen & Family Readiness Center                      | Sedgwick     | 511,995 | Sedgwick, Butler   |                               |      |   |
| Ascension Via Christi Hospital/Safe Kids Wichita Area | Sedgwick     |         | Sedgwick, Sumner, Harvey, Butler   |                               |      | Safe Travel                                 |
| Garden Plain Police Department                        | Sedgwick     |         | Sedgwick   |                               |      |   |
| Goddard PD  | Sedgwick     |         | Sedgwick   |                               |      |   |
| Haysville PD  | Sedgwick     |         | Sedgwick   |                               |      |   |
| Kansas Highway Patrol Troop F                         | Sedgwick     |         | Barber, Barton, Butler, Cowley, Harper, Harvey, Kingman, Pratt, Reno, Rice, Sedgwick, Stafford, Sumner   |                               |      |   |
| DCCCA   | Sedgwick     |         | Sedgwick, Butler, Sumner, Cowley, Kingman, Reno, Harvey  | Spanish (Rosa)                |      | Safe Travel for All Children trained (Jodi) |
| Seward CO HD  | Seward       | 22,709  | Seward, Grant, Stevens, Haskell, Morton  |                               |      |   |
| Cotton O'Neil Pediatrics                              | Shawnee      | 178,146 | Shawnee  | Language line available       | Yes  |   |

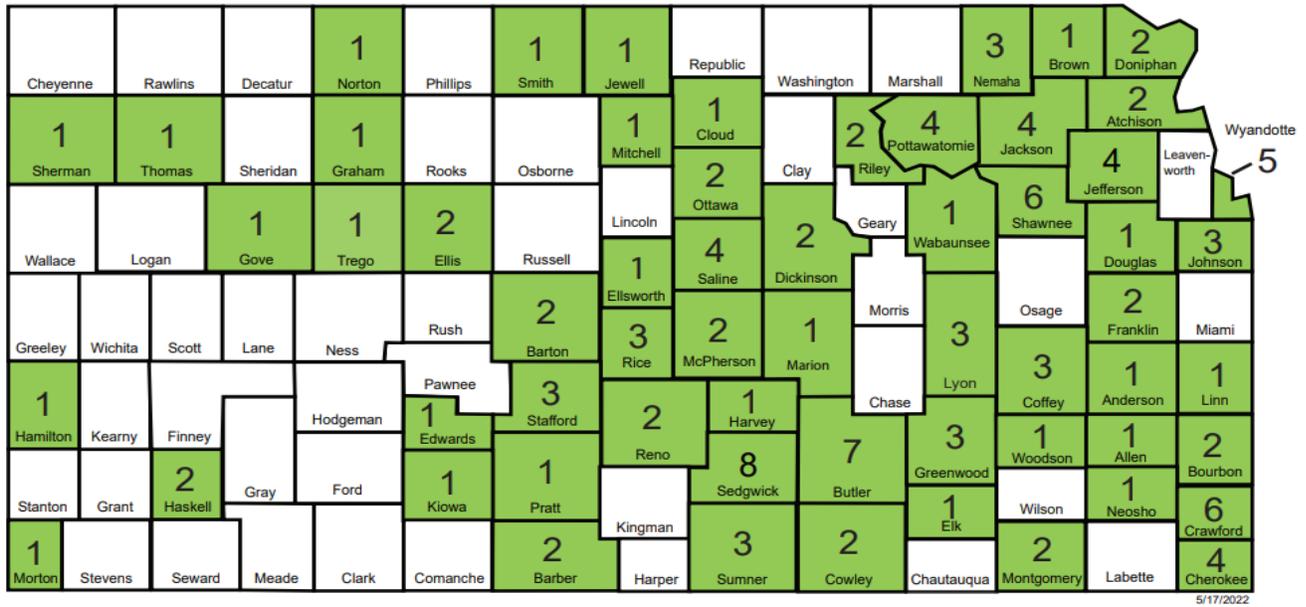
|  |            |                  |   |   |     |                                   |
|--|------------|------------------|---|---|-----|-----------------------------------|
| Kansas Highway Patrol Troop B                                    | Shawnee    |                  | Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Nemaha, Osage, Pottawatomie, Shawnee, Wabaunsee |   |     |                                   |
| Kansas Traffic Safety Resource Office                            | Shawnee    |                  | Shawnee   | Spanish   |     |                                   |
| Mission Township FD  | Shawnee    |                  | Shawnee   |   |     |                                   |
| Smith CO EMS   | Smith      | 3,632            | Smith   |   |     |                                   |
| Stafford CO HD   | Stafford   | 4,208            | Stafford  |   |     |                                   |
| Stevens CO HD  | Stevens    | 5,584            | Stevens   |   |     |                                   |
| Sumner County Sheriff's Office                                   | Sumner     | 23,272           | Sumner  |   |     |                                   |
| Colby PD   | Thomas     | 7,892            | Thomas  |   |     |                                   |
| Thomas CO HD   | Thomas     |                  | Thomas  | Spanish by appt   |     |                                   |
| Wabaunsee CO HD  | Wabaunsee  | 6,891            | Wabaunsee   |   |     |                                   |
| City of Washington   | Washington | 5,546            | Washington  |   |     |                                   |
| Wichita CO SO  | Wichita    | 2,112            | Wichita   | Spanish by appt   |     |                                   |
| Community Policing Unit of Kansas City, Kansas Police Department | Wyandotte  | 163,831          | Wyandotte   | Spanish translator available  |     |                                   |
| Edwardsville Fire and EMS Department                             | Wyandotte  |                  | Wyandotte   |   |     |                                   |
| Kansas City Kansas Early Childhood Center                        | Wyandotte  |                  | Wyandotte   | Yes   | Yes | Limited transportation assistance |
| Unified Government Public Health Department                      | Wyandotte  |                  | Wyandotte   | Spanish   |     |                                   |
| USD 500  | Wyandotte  |                  | Wyandotte   |   |     |                                   |
| Wyandotte CO Infant-Toddler Services                             | Wyandotte  |                  | Wyandotte   | Spanish   |     |                                   |
| Community Health Council of Wyandotte                            | Wyandotte  |                  | Wyandotte, Johnson, Leavenworth, Miami  | Spanish, Burmese, Portuguese, Swahili, Nepalese, interpreter service for others |     |                                   |
| <b>POPULATION OF COUNTIES WITH INSPECTION STATIONS</b>           |            | <b>2,769,932</b> | Total Number of Inspection Stations is 130.   | <b>NUMBER OF COUNTIES WITH INSPECTION STATIONS</b>                              |     | <b>74</b>                         |

|   |                  |  |   |            |
|---|------------------|--|---|------------|
| <b>POPULATION OF KANSAS</b>                           | <b>2,907,289</b> | Total number of Inspection Stations that service rural, urban, and at-risk population is 130.<br><br>Counties under 50,000 population are considered rural. By policy, only At-Risk Population are eligible for KDOT child safety seat distribution. | <b>NUMBER OF COUNTIES IN KANSAS</b>                 | <b>105</b> |
| <b>PERCENT OF POPULATION WITH INSPECTION STATIONS</b> | <b>95%</b>       |  | <b>PERCENT OF COUNTIES WITH INSPECTION STATIONS</b> | <b>70%</b> |

| <b>COUNTIES WITH NO INSPECTION STATION, BY POPULATION</b> |                |  |           |
|---|----------------|--|-----------|
| Anderson  | 7,827          |  |           |
| Barber  | 4,688          |  |           |
| Chase   | 2,669          |  |           |
| Chautauqua  | 3,374          |  |           |
| Cheyenne  | 2,661          |  |           |
| Clay  | 8,143          |  |           |
| Decatur   | 2,832          |  |           |
| Edwards   | 2,938          |  |           |
| Elk   | 2,547          |  |           |
| Ellsworth   | 6,328          |  |           |
| Graham  | 2,564          |  |           |
| Greeley   | 1,296          |  |           |
| Hamilton  | 2,536          |  |           |
| Harper  | 5,685          |  |           |
| Jefferson   | 18,897         |  |           |
| Lincoln   | 3,073          |  |           |
| Logan   | 2,831          |  |           |
| Morton  | 2,848          |  |           |
| Ness  | 2,962          |  |           |
| Osborne   | 3,642          |  |           |
| Pratt   | 9,584          |  |           |
| Rawlins   | 2,549          |  |           |
| Rush  | 3,058          |  |           |
| Scott   | 5,032          |  |           |
| Sheridan  | 2,509          |  |           |
| Sherman   | 5,965          |  |           |
| Stanton   | 2,062          |  |           |
| Trego   | 2,872          |  |           |
| Wallace   | 1,497          |  |           |
| Wilson  | 8,723          |  |           |
| Woodson   | 3,164          |  |           |
| <b>POPULATION OF COUNTIES WITH NO INSPECTION STATIONS</b> | <b>137,356</b> | <b>NUMBER OF COUNTIES WITH NO INSPECTION STATION</b> | <b>31</b> |

|  |      |  |     |
|--|------|--|-----|
| PERCENT OF POPULATION WITH NO INSPECTION STATION | 4.7% | PERCENT OF COUNTIES WITH NO INSPECTION STATION | 30% |
|--|------|--|-----|

## SAFE 2021 - 2022



# Schools in County    Participating County    133 Total Schools    60 Total Counties

### Teen Drivers

During the 2008-09 school year, the state of Kansas implemented the Seat Belts Are for Everyone (SAFE) program in six schools in one county. By the end of the 2021-22 school year, the state had expanded SAFE into 133 schools in 60 counties. KDOT will continue to promote and expand the program in FFY 2023 and beyond. In 2009, the observed 15-17-year-old seat belt use rate was 61 percent. By 2019, that rate had improved to 87 percent. A survey was not conducted in 2021 due

to COVID. It is believed that the expansion and vitality of the SAFE program has been a principal ingredient in the improvement in teen seat belt use, teen fatalities and teen driver involvement in fatal and serious injury crashes over the past several years. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.

SAFE is a program led by students with guidance and participation from law enforcement and school administration. Monthly, students receive reminders of the importance of seat belt use and are eligible for a gift card or prize drawing if they sign a pledge card stating they will wear their seat belt. Annually, local and state law enforcement conduct seat belt enforcement centered on teen drivers. Each school conducts an observational use survey administered by the students, one in the fall and one in the late spring. These surveys not only give baseline data, but also aid in determining the rate change for the year. The seatbelt fine account funds the monthly and grand prizes. Through the KTSRO grant (or new vendor in FFY2023), KDOT funds a full-time coordinator and full-time assistant for this program.

Recruitment for schools to participate in the SAFE program has been done through a combination of efforts by KTSRO staff and KDOT LELs, with the goal of having the program in every county across the state.

| 2021 - 2022 SAFE Counties and Schools |            |                                      |                       |                        |          |
|---------------------------------------|------------|--------------------------------------|-----------------------|------------------------|----------|
| County                                | Population | School Name                          | Pre-Survey Percentage | Post-Survey Percentage | % change |
| Allen                                 | 12,714     | Iola High School                     | 88                    |                        |          |
| Anderson                              | 7,827      | Anderson County Jr/Sr High School    | 83                    | 83                     | 0        |
| Atchison                              | 16,380     | Atchison Co. Comm. Jr/Sr High School | 78                    |                        |          |
| Atchison                              |            | Atchison High School                 | 77                    | 80                     | 3        |
| Barber                                | 4,688      | Medicine Lodge Jr/Sr High School     | 68                    | 59                     | -9       |
| Barber                                |            | South Barber High School             | 64                    | 77                     | 13       |
| Barton                                | 25,779     | Great Bend High School               | 76                    |                        |          |
| Barton                                |            | Great Bend Middle School             | 73                    | 82                     | 9        |
| Bourbon                               | 14,617     | Fort Scott High School               |                       |                        |          |
| Bourbon                               |            | Uniontown High School                | 81                    | 91                     | 10       |
| Brown                                 | 9,684      | Horton High School                   | 78                    |                        |          |
| Butler                                | 67,025     | Andover Central High School          | 87                    |                        |          |
| Butler                                |            | Andover High School                  | 92                    | 96                     | 4        |
| Butler                                |            | Augusta High School                  |                       |                        |          |
| Butler                                |            | Douglass High School                 |                       |                        |          |

|           |        |                                    |    |    |     |
|-----------|--------|------------------------------------|----|----|-----|
| Butler    |        | El Dorado High School              | 87 | 93 | 6   |
| Butler    |        | Flinthills High School             | 82 | 94 | 12  |
| Butler    |        | Remington High School              | 93 | 98 | 5   |
| Cherokee  | 20,246 | Baxter Springs High School         | 92 |    |     |
| Cherokee  |        | Columbus High School               | 93 | 83 | -10 |
| Cherokee  |        | Galena High School                 |    |    |     |
| Cherokee  |        | Riverton High School               | 73 | 84 | 11  |
| Cloud     | 9,150  | Concordia Jr/Sr High School        | 85 | 87 | 2   |
| Coffey    | 8,433  | Burlington High School             | 96 | 95 | -1  |
| Coffey    |        | Southern Coffey County High School |    |    |     |
| Coffey    |        | Waverly High School                | 68 |    |     |
| Cowley    | 35,753 | Dexter Jr-Sr High School           | 66 |    |     |
| Cowley    |        | Udall Jr-Sr High School            | 88 |    |     |
| Crawford  |        | Arma Northeast High School         | 95 | 90 | -5  |
| Crawford  |        | Cherokee Southeast High School     | 92 | 94 | 2   |
| Crawford  | 39,164 | Frontenac High School              | 90 | 94 | 4   |
| Crawford  |        | Girard High School                 | 74 | 81 | 7   |
| Crawford  |        | Pittsburg High School              | 71 | 77 | 6   |
| Crawford  |        | St. Mary's Colgan High School      | 98 | 97 | -1  |
| Dickinson | 19,064 | Chapman High School                |    |    |     |
| Dickinson |        | Herington High School              |    |    |     |
| Doniphan  | 7,664  | Doniphan West Jr/Sr High School    | 63 | 69 | 6   |
| Doniphan  |        | Riverside High School              | 79 | 81 | 2   |
| Douglas   |        | Lawrence High School               | 80 |    |     |
| Edwards   | 2,938  | Kinsley-Offerle Jr/Sr High School  | 51 | 57 | 6   |
| Elk       | 2,547  | West Elk USD 282                   | 64 | 91 | 27  |
| Ellis     | 28,893 | Hays High School                   | 85 | 92 | 7   |
| Ellis     |        | Victoria Jr/Sr High School         | 77 | 74 | -3  |
| Ellsworth | 6,328  | Ellsworth Jr/Sr High School        | 91 | 92 | 1   |
| Franklin  | 25,560 | Ottawa High School                 | 88 | 92 | 4   |
| Franklin  |        | Wellsville High School             | 88 | 93 | 5   |
| Gove      | 2,589  | Wheatland High School              | 89 | 96 | 7   |
| Graham    |        | Hill City Jr/Sr High School        | 80 | 86 | 6   |
| Greenwood | 6,151  | Eureka Jr/Sr High School           | 82 |    |     |
| Greenwood |        | Hamilton High School               | 65 | 60 | -5  |
| Greenwood |        | Madison High School                | 83 | 85 | 2   |
| Hamilton  | 2,536  | Syracuse Jr/Sr High School         | 52 | 59 | 7   |

|              |         |                                   |    |    |     |
|--------------|---------|-----------------------------------|----|----|-----|
| Harvey       | 34,913  | Sedgwick High School              | 91 | 95 | 4   |
| Haskell      | 4,006   | Satanta High School               | 83 | 71 | -12 |
| Haskell      |         | Sublette High School              | 74 |    |     |
| Jackson      | 13,291  | Holton High School                | 92 | 92 | 0   |
| Jackson      |         | Holton Middle School              | 89 |    |     |
| Jackson      |         | Jackson Heights High School       | 99 | 99 | 0   |
| Jackson      |         | Royal Valley High School          | 97 | 98 | 1   |
| Jefferson    | 18,897  | Jefferson West High School        | 82 | 90 | 8   |
| Jefferson    |         | McLouth High School               | 88 | 90 | 2   |
| Jefferson    |         | Oskaloosa Jr/Sr High School       | 79 |    |     |
| Jefferson    |         | Perry Lecompton School            | 89 | 87 | -2  |
| Jewell       | 2,901   | Rock Hills High School            | 72 | 37 | -35 |
| Johnson      | 584,451 | Blue Valley High School           | 94 | 98 | 4   |
| Johnson      |         | Blue Valley Northwest High School |    |    |     |
| Johnson      |         | Olathe North High School          | 85 | 95 | 10  |
| Kiowa        | 2,483   | Kiowa County High School          | 92 | 87 | -5  |
| Linn         | 9,558   | Pleasanton Jr/Sr High School      | 77 | 81 | 4   |
| Lyon         | 33,510  | Hartford Jr-Sr High School        | 84 | 90 | 6   |
| Lyon         |         | Northern Heights High School      |    |    |     |
| Lyon         |         | Olpe High School                  | 77 | 95 | 18  |
| Marion       | 12,112  | Goessel Jr/Sr High School         | 92 |    |     |
| McPherson    | 28,542  | Smoky Valley High School          |    |    |     |
| McPherson    |         | Smoky Valley Middle School        |    |    |     |
| Mitchell     | 6,243   | Beloit Jr/Sr High School          | 85 | 75 | -10 |
| Montgomery   | 32,746  | Caney Valley High School          | 79 | 75 | -4  |
| Montgomery   |         | Independence High School          | 87 |    |     |
| Morton       | 2,667   | Elkhart High School               | 72 | 85 | 13  |
| Nemaha       | 10,241  | Centralia High School             | 80 | 92 | 12  |
| Nemaha       |         | Nemaha Central High School        | 79 | 79 | 0   |
| Nemaha       |         | Wetmore Academic Center           | 88 | 75 | -13 |
| Neosho       | 16,146  | Erie High School                  | 83 | 90 | 7   |
| Norton       | 5,493   | Norton Community High School      | 67 |    |     |
| Ottawa       | 5,920   | Bennington High School            | 80 | 79 | -1  |
| Ottawa       |         | Tescott High School               | 80 | 74 | -6  |
| Pottawatomie | 23,661  | Flint Hills Christian School      | 84 | 99 | 15  |
| Pottawatomie |         | Rock Creek Jr/Sr High School      | 96 | 94 | -2  |

|              |         |                                 |     |     |     |
|--------------|---------|---------------------------------|-----|-----|-----|
| Pottawatomie |         | St Marys Jr/Sr High School      | 85  | 88  | 3   |
| Pottawatomie |         | Wamego High School              | 87  | 86  | -1  |
| Pratt        | 9,584   | Pratt High School               | 82  | 84  | 2   |
| Reno         | 63,220  | Hutchinson High School          |     |     |     |
| Reno         |         | Pretty Prairie High School      | 63  | 61  | -2  |
| Rice         | 9,831   | Lyons High School               | 80  | 79  | -1  |
| Rice         |         | Lyons Middle School             |     |     |     |
| Rice         |         | Sterling Jr/Sr High School      | 81  | 91  | 10  |
| Riley        | 73,343  | Manhattan High School           | 94  | 94  | 0   |
| Riley        |         | Riley County High School        | 91  |     |     |
| Saline       | 55,142  | Ell Saline High School          | 96  | 98  | 2   |
| Saline       |         | Sacred Heart Jr/Sr High School  | 91  | 95  | 4   |
| Saline       |         | Salina South High School        | 88  | 74  | -14 |
| Saline       |         | Southeast of Saline High School | 97  | 98  | 1   |
| Sedgwick     | 511,995 | Cheney High School              | 79  | 80  | 1   |
| Sedgwick     |         | Clearwater High School          | 100 | 100 | 0   |
| Sedgwick     |         | Goddard High School             | 92  | 93  | 1   |
| Sedgwick     |         | Maize High School               | 96  | 93  | -3  |
| Sedgwick     |         | Maize South High School         | 95  | 90  | -5  |
| Sedgwick     |         | Valley Center High School       | 90  | 96  | 6   |
| Sedgwick     |         | Wichita East High School        | 91  |     |     |
| Sedgwick     |         | Wichita South High School       | 95  | 97  | 2   |
| Shawnee      | 178,146 | Rossville High School           | 97  | 98  | 1   |
| Shawnee      |         | Seaman High School              | 98  | 93  | -5  |
| Shawnee      |         | Shawnee Heights High School     | 97  | 97  | 0   |
| Shawnee      |         | Silver Lake Jr/Sr High School   | 92  | 95  | 3   |
| Shawnee      |         | Topeka West High School         |     |     |     |
| Shawnee      |         | Washburn Rural High School      | 97  | 97  | 0   |
| Sherman      | 5,965   | Goodland Jr/Sr High School      |     |     |     |
| Smith        | 3,632   | Thunder Ridge High School       | 90  |     |     |
| Stafford     | 4,208   | Macksville High School          | 75  | 79  | 4   |
| Stafford     |         | St John High School             | 62  | 88  | 26  |
| Stafford     |         | Stafford High School            | 46  | 68  | 22  |
| Sumner       | 23,272  | Belle Plaine High School        | 87  | 87  | 0   |
| Sumner       |         | Caldwell High School            |     |     |     |
| Sumner       |         | Wellington High School          | 90  | 95  | 5   |

|                           |         |                                    |              |              |             |
|---------------------------|---------|------------------------------------|--------------|--------------|-------------|
| Thomas                    | 7,892   | Brewster High School               | 50           | 90           | 40          |
| Trego                     | 2,872   | Trego County Community High School |              |              |             |
| Wabaunsee                 | 6,891   | Wabaunsee High School              | 92           | 97           | 5           |
| Woodson                   | 3,165   | Yates Center High School           | 88           | 93           | 5           |
| Wyandotte                 | 163,831 | F.L. Schlagle High School          | 71           |              |             |
| Wyandotte                 |         | JC Harmon High School              | 66           |              |             |
| Wyandotte                 |         | Sumner Academy High School         | 83           | 71           | -12         |
| Wyandotte                 |         | Washington High School             | 63           |              |             |
| Wyandotte                 |         | Wyandotte High School              | 91           | 94           | 3           |
| <b>TOTAL: 58 Counties</b> |         | <b>133 Schools</b>                 | <b>82.8%</b> | <b>86.3%</b> | <b>2.8%</b> |

The state of Kansas will engage in paid/earned media, education and enforcement planned activities in the 30 counties, referenced in following table. These highlighted counties total more than 70 percent of unbelted fatalities in 2020. The countermeasure strategies will target increased seat belt use.

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

|            |      |   |      |      |
|------------|------|---|------|------|
| JOHNSON    | 2020 | 2 | 1.4% | 2.1% |
| PHILLIPS   | 2020 | 2 | 1.4% | 3.5% |
| RILEY      | 2020 | 2 | 1.4% | 2.1% |
| SEWARD     | 2020 | 2 | 1.4% | 6.4% |
| WOODSON    | 2020 | 2 | 1.4% | 9.2% |
| BARTON     | 2020 | 1 | 0.7% | 1.4% |
| BOURBON    | 2020 | 1 | 0.7% | 1.4% |
| BROWN      | 2020 | 1 | 0.7% | 2.8% |
| CHASE      | 2020 | 1 | 0.7% | 1.4% |
| CHAUTAUQUA | 2020 | 1 | 0.7% | 2.1% |
| CHEYENNE   | 2020 | 1 | 0.7% | 0.7% |
| CLAY       | 2020 | 1 | 0.7% | 2.1% |
| COFFEY     | 2020 | 1 | 0.7% | 0.7% |
| COWLEY     | 2020 | 1 | 0.7% | 0.7% |
| ELLIS      | 2020 | 1 | 0.7% | 2.1% |
| FRANKLIN   | 2020 | 1 | 0.7% | 1.4% |
| GEARY      | 2020 | 1 | 0.7% | 0.7% |
| GREENWOOD  | 2020 | 1 | 0.7% | 0.7% |
| HARPER     | 2020 | 1 | 0.7% | 2.8% |
| HASKELL    | 2020 | 1 | 0.7% | 0.7% |
| JACKSON    | 2020 | 1 | 0.7% | 1.4% |
| JEFFERSON  | 2020 | 1 | 0.7% | 1.4% |
| JEWELL     | 2020 | 1 | 0.7% | 2.1% |
| KEARNY     | 2020 | 1 | 0.7% | 0.7% |
| LABETTE    | 2020 | 1 | 0.7% | 0.7% |
| LYON       | 2020 | 1 | 0.7% | 1.4% |
| MARION     | 2020 | 1 | 0.7% | 1.4% |
| MARSHALL   | 2020 | 1 | 0.7% | 2.8% |
| MORTON     | 2020 | 1 | 0.7% | 1.4% |
| NEMAHA     | 2020 | 1 | 0.7% | 0.7% |
| NORTON     | 2020 | 1 | 0.7% | 0.7% |
| OTTAWA     | 2020 | 1 | 0.7% | 0.7% |
| ROOKS      | 2020 | 1 | 0.7% | 0.7% |
| STAFFORD   | 2020 | 1 | 0.7% | 0.7% |
| SUMNER     | 2020 | 1 | 0.7% | 0.7% |
| TREGO      | 2020 | 1 | 0.7% | 3.5% |
| WICHITA    | 2020 | 1 | 0.7% | 1.4% |
| WILSON     | 2020 | 1 | 0.7% | 2.1% |
| ALLEN      | 2020 | 0 | 0.0% | 1.4% |
| ATCHISON   | 2020 | 0 | 0.0% | 0.0% |
| BARBER     | 2020 | 0 | 0.0% | 0.7% |
| CLARK      | 2020 | 0 | 0.0% | 0.7% |
| COMANCHE   | 2020 | 0 | 0.0% | 0.7% |

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

## Countermeasure Strategy: Communication Campaign

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

## Countermeasure Strategy: Communication Campaign

|                                    |  |                               |                                   |
|------------------------------------|--|-------------------------------|-----------------------------------|
| <b>Project Name:</b>               | <b>Education and Awareness</b>             | <b>Source Fiscal Year:</b>    | <b>2021</b>                       |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>         |
| <b>Funding Amounts:</b>            | <b>\$200,000</b>                           | <b>Match:</b>                 | <b>\$0</b>                        |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>                        |
| <b>Project Number (Unique ID):</b> | <b>SP-1301-23</b>                          | <b>Eligible Use of Funds:</b> | <b>Occupant Protection (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |                                   |

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

offices. Resources allocated to these statewide locations will include but are not limited to: exit signs and informational items that can be placed inside KDOT vehicles.

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Occupant Protection Initiatives</b>     | <b>Source Fiscal Year:</b>    | <b>2021</b>                                   |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Source ID:</b>     | <b>FAST Act 405b OP Low</b>                   |
| <b>Funding Amounts:</b>            | <b>\$300,000</b>                           | <b>Match:</b>                 | <b>\$0</b>                                    |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>                                    |
| <b>Project Number (Unique ID):</b> | <b>SP-4501-23</b>                          | <b>Eligible Use of Funds:</b> | <b>405b Low Community CPS Services (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |   |

These funds will be allocated to promote seat belt laws in the state and assist in evaluation of our occupant protection program. These funds will also be available for new and innovative approaches to reach various target audiences, such as minority populations. Efforts will be made to utilize these funds in areas of the state with large populations in our target demographics, including those areas with low seat belt usage rates and high numbers of unbelted fatalities and serious injuries. This project will also support an Occupant Protection Assessment in 2023.

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Child Passenger Safety Outreach</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                             |
| <b>Sub-Recipient:</b>              | <b>John Nohe &amp; Associates</b>      | <b>Funding Source ID:</b>     | <b>FAST Act 405b OP Low</b>             |
| <b>Funding Amounts:</b>            | <b>\$50,000</b>                        | <b>Match:</b>                 | <b>\$0</b>                              |
| <b>Indirect Cost:</b>              | <b>\$0</b>                             | <b>Local Benefit:</b>         | <b>\$0</b>                              |
| <b>Project Number (Unique ID):</b> | <b>SP-4502-23</b>                      | <b>Eligible Use of Funds:</b> | <b>405b Low Public Education (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                              |                               |   |

This project will strive to educate the traveling public of the importance of booster seats and raise awareness of all child occupant protection issues. KDOT is working with local advocates to determine needs and proper utilization of these funds. Utilizing crash data as the basis for selection, this program is designed to raise awareness to children, parents and care givers on the importance of child passenger safety and occupant protection.

**Countermeasure Strategy: Communication Campaign**

|  |                                     |                               |   |
|--|-------------------------------------|-------------------------------|---|
| <b>Project Name:</b>                   | <b>KHP<br/>Rollovers/Convincers</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                 |
| <b>Sub-Recipient:</b>                  | <b>Kansas Highway Patrol</b>        | <b>Funding Source ID:</b>     | <b>FAST Act 405b OP<br/>Low</b>             |
| <b>Funding Amounts:</b>                | <b>\$40,000</b>                     | <b>Match:</b>                 | <b>\$0</b>                                  |
| <b>Indirect Cost:</b>                  | <b>\$0</b>                          | <b>Local Benefit:</b>         | <b>\$0</b>                                  |
| <b>Project Number<br/>(Unique ID):</b> | <b>SP-4502-23</b>                   | <b>Eligible Use of Funds:</b> | <b>405b Low Public<br/>Education (FAST)</b> |
| <b>Federal<br/>Equipment:</b>          | <b>No</b>                           |                               |   |

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

**Countermeasure Strategy: Communication Campaign**

|  |                            |                               |   |
|--|----------------------------|-------------------------------|---|
| <b>Project Name:</b>                   | <b>Safe Kids Buckle Up</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>   |
| <b>Sub-Recipient:</b>                  | <b>Safe Kids Kansas</b>    | <b>Funding Source ID:</b>     | <b>FAST Act 405b OP<br/>Low</b>                       |
| <b>Funding Amounts:</b>                | <b>\$50,000</b>            | <b>Match:</b>                 | <b>\$0</b>  |
| <b>Indirect Cost:</b>                  | <b>\$0</b>                 | <b>Local Benefit:</b>         | <b>\$0</b>  |
| <b>Project Number<br/>(Unique ID):</b> | <b>SP-4503-23</b>          | <b>Eligible Use of Funds:</b> | <b>405b Low<br/>Community CPS<br/>Services (FAST)</b> |
| <b>Federal<br/>Equipment:</b>          | <b>No</b>                  |                               |   |

This project will support local Safe Kids Coalitions initiatives that will facilitate Child passenger safety events/activities in their jurisdictions. Activities such as child safety check-up events, child restraint surveys, Booster Rooster events, etc. will be considered for funding.

**Countermeasure Strategy: Communication Campaign**

|                                    |                               |                               |   |
|------------------------------------|-------------------------------|-------------------------------|---|
| <b>Project Name:</b>               | <b>Child Passenger Safety</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                 |
| <b>Sub-Recipient:</b>              | <b>TBD</b>                    | <b>Funding Source ID:</b>     | <b>FAST Act 405b OP Low</b>                 |
| <b>Funding Amounts:</b>            | <b>\$40,000</b>               | <b>Match:</b>                 | <b>\$0</b>                                  |
| <b>Indirect Cost:</b>              | <b>\$0</b>                    | <b>Local Benefit:</b>         | <b>\$0</b>                                  |
| <b>Project Number (Unique ID):</b> | <b>SP-4504-23</b>             | <b>Eligible Use of Funds:</b> | <b>405b Low Public CPS Education (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                     |                               |   |

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

**Countermeasure Strategy: Data Evaluation**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Data Evaluation**

|                                    |                        |                               |                               |
|------------------------------------|------------------------|-------------------------------|-------------------------------|
| <b>Project Name:</b>               | <b>Data Consultant</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                   |
| <b>Sub-Recipient:</b>              | <b>Dan Schulte</b>     | <b>Funding Source ID:</b>     | <b>FAST Act 402</b>           |
| <b>Funding Amounts:</b>            | <b>\$50,000</b>        | <b>Match:</b>                 | <b>\$0</b>                    |
| <b>Indirect Cost:</b>              | <b>\$0</b>             | <b>Local Benefit:</b>         | <b>\$0</b>                    |
| <b>Project Number (Unique ID):</b> | <b>SP-1303-23</b>      | <b>Eligible Use of Funds:</b> | <b>Data Evaluation (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>              |                               |                               |

This contractor will utilize crash data, observational data and other data sources to provide a targeted and comprehensive plan to address belt use and other restraints in areas of the state with low belt use. This data will assist KDOT and other vendors in providing educational and enforcement strategies in target areas of reduced belt use. Additionally, the contractor will assist in analysis and evaluation of data that support problem identification and required HSP data elements.

**Countermeasure Strategy: Child Safety Seat Distribution**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Child Safety Seat Distribution**

|                                    |  |                               |                               |
|------------------------------------|--|-------------------------------|-------------------------------|
| <b>Project Name:</b>               | <b>Child Seat Distribution and Inspection Stations</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                   |
| <b>Sub-Recipient:</b>              | <b>TBD</b>   | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>     |
| <b>Funding Amounts:</b>            | <b>\$100,000</b>                                       | <b>Match:</b>                 | <b>\$0</b>                    |
| <b>Indirect Cost:</b>              | <b>\$0</b>   | <b>Local Benefit:</b>         | <b>\$100,000</b>              |
| <b>Project Number (Unique ID):</b> | <b>SP-1304-23</b>                                      | <b>Eligible Use of Funds:</b> | <b>Child Restraint (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>  |                               |                               |

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

**Countermeasure Strategy: Observational Surveys**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Observational Survey**

|                                    |                             |                               |                                    |
|------------------------------------|-----------------------------|-------------------------------|------------------------------------|
| <b>Project Name:</b>               | <b>Observational Survey</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                        |
| <b>Sub-Recipient:</b>              | <b>TBD</b>                  | <b>Funding Source ID:</b>     | <b>FAST Act 405b OP</b>            |
| <b>Funding Amounts:</b>            | <b>\$248,241</b>            | <b>Match:</b>                 | <b>\$0</b>                         |
| <b>Indirect Cost:</b>              | <b>\$22,231</b>             | <b>Local Benefit:</b>         | <b>\$0</b>                         |
| <b>Project Number (Unique ID):</b> | <b>SP-4506-23</b>           | <b>Eligible Use of Funds:</b> | <b>Observational Survey (FAST)</b> |
| <b>Federal Inventory:</b>          | <b>No</b>                   |                               |                                    |

This contract is responsible for conducting a direct observational occupant protection survey in 26 counties in the state using the current NHTSA uniform criteria.

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

The 2021 completed adult study contained 552 sites.

**Countermeasure Strategy: High Visibility Seat Belt Enforcement**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: High Visibility Seat Belt Enforcement**

|                                    |  |                              |                                      |
|------------------------------------|--|------------------------------|--------------------------------------|
| <b>Project Name:</b>               | <b>Nighttime Seat belt Enforcement</b> | <b>Source Fiscal Year:</b>   | <b>2021</b>                          |
| <b>Sub-Recipient:</b>              | <b>Law Enforcement</b>                 | <b>Funding Source ID:</b>    | <b>FAST Act 405b OP</b>              |
| <b>Funding Amounts:</b>            | <b>\$200,000</b>                       | <b>Match:</b>                | <b>\$0</b>                           |
| <b>Indirect Cost:</b>              | <b>\$0</b>                             | <b>Local Benefit:</b>        | <b>\$0</b>                           |
| <b>Project Number (Unique ID):</b> | <b>SP-4505-23</b>                      | <b>Eligible Use of Funds</b> | <b>Short-Term Enforcement (FAST)</b> |
| <b>Federal Inventory:</b>          | <b>No</b>                              |                              |                                      |

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

Table 8

| <b>Night-Time Seat Belt Enforcement Program, by County *</b> |            |               |                         |
|--|------------|---------------|-------------------------|
| <b>Funding Source</b>  |            | <b>County</b> | <b>Agency</b>           |
| 405b OP  | SP-4505-23 | FO            | Dodge City Police       |
| 405b OP  | SP-4505-23 | JO            | Olathe PD               |
| 405b OP  | SP-4505-23 | LV            | Leavenworth Co Sheriff  |
| 405b OP  | SP-4505-22 | RN            | Hutchinson PD           |
| 405b OP  | SP-4505-23 | SG            | Wichita PD              |
| 405b OP  | SP-4505-23 | SG            | Sedgwick County Sheriff |
| 405b OP  | SP-4505-23 | SN            | Topeka PD               |
| 405b OP  | SP-4505-23 | WY            | Kansas City KS PD       |

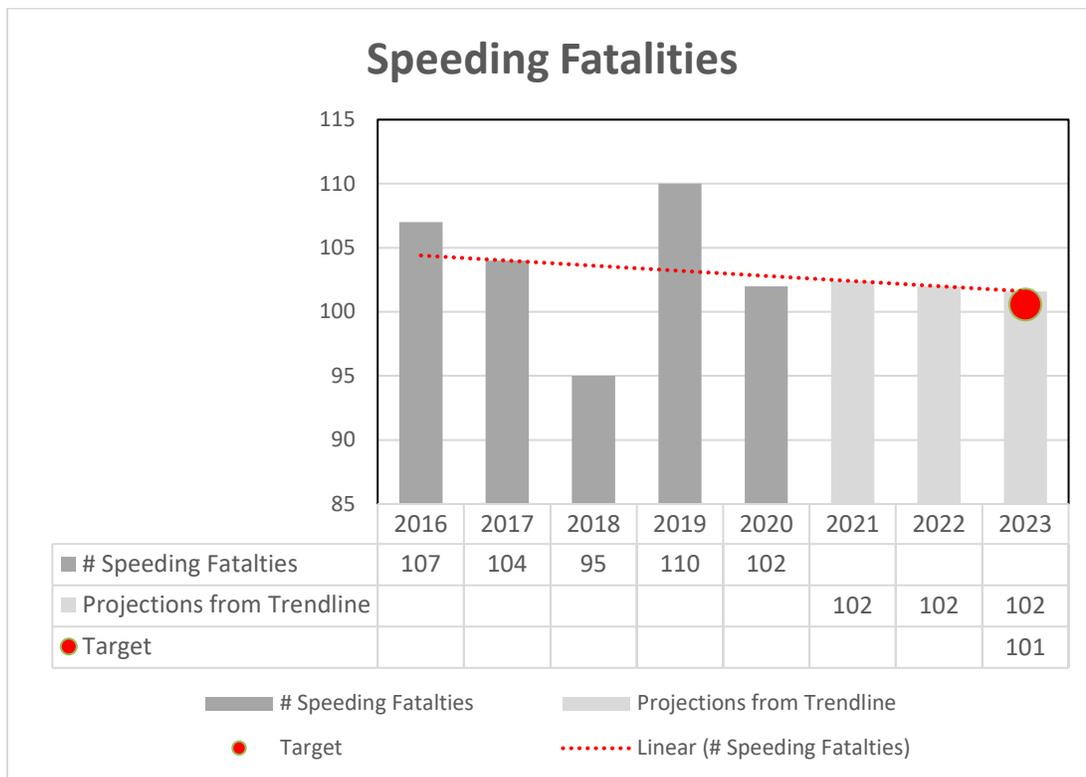
| <b>Number of Vehicle Occupant Fatalities</b> |                                |               |                 |                       |  |                                  |               |                 |                       |
|--|--------------------------------|---------------|-----------------|-----------------------|--|----------------------------------|---------------|-----------------|-----------------------|
|  | <b>Daytime (6am to 5:59pm)</b> |               |                 |                       |  | <b>Nighttime (6pm to 5:59am)</b> |               |                 |                       |
|  | <b>Total</b>                   | <b>Belted</b> | <b>Unbelted</b> | <b>Percent Belted</b> |  | <b>Total</b>                     | <b>Belted</b> | <b>Unbelted</b> | <b>Percent Belted</b> |
| <b>2014</b>                                  | <b>175</b>                     | <b>88</b>     | <b>87</b>       | <b>50%</b>            |  | <b>108</b>                       | <b>35</b>     | <b>65</b>       | <b>32%</b>            |
| <b>2015</b>                                  | <b>155</b>                     | <b>84</b>     | <b>71</b>       | <b>54%</b>            |  | <b>96</b>                        | <b>26</b>     | <b>60</b>       | <b>27%</b>            |
| <b>2016</b>                                  | <b>185</b>                     | <b>96</b>     | <b>89</b>       | <b>52%</b>            |  | <b>113</b>                       | <b>36</b>     | <b>65</b>       | <b>32%</b>            |
| <b>2017</b>                                  | <b>190</b>                     | <b>98</b>     | <b>81</b>       | <b>52%</b>            |  | <b>145</b>                       | <b>43</b>     | <b>83</b>       | <b>30%</b>            |
| <b>2018</b>                                  | <b>165</b>                     | <b>85</b>     | <b>80</b>       | <b>52%</b>            |  | <b>116</b>                       | <b>46</b>     | <b>55</b>       | <b>40%</b>            |
| <b>2019</b>                                  | <b>208</b>                     | <b>110</b>    | <b>74</b>       | <b>53%</b>            |  | <b>109</b>                       | <b>32</b>     | <b>59</b>       | <b>29%</b>            |
| <b>2020</b>                                  | <b>157</b>                     | <b>84</b>     | <b>56</b>       | <b>54%</b>            |  | <b>122</b>                       | <b>34</b>     | <b>77</b>       | <b>28%</b>            |

**Local Partnerships:**

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

# Communications (Media)

Changing driver behavior requires a diversified approach including education and enforcement. Paid media plays a critical role in educating the public, specifically the 18 to 35-year-old male. KDOT will continue to partner with universities in promoting seat belt usage, reduce speeding, and deterring impaired driving. Campaigns will also be developed and implemented around the national enforcement campaigns. KDOT plans to increase utilization of non-traditional mediums to reach the target audience. While paid media will still be utilized to promote improving the driver behavior, earned media still plays a large role in changing the culture. KDOT will partner with our media contractor to plan and execute a minimum of three statewide press events focused on the kick-off of Click It Or Ticket, Alcohol Crackdown and New Year’s Eve mobilizations.



## Goal Statement

**C-6 Number of Speeding Fatalities:** The 2023 five-year average projection based upon the trendline indicates 102 speeding fatalities in 2023. A one percent reduction in this projection would derive our goal of 101 speeding fatalities in 2023. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

**Countermeasure Strategy: Mass Media Campaign**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Mass Media Campaign**

|                                    |  |                               |                                |
|------------------------------------|--|-------------------------------|--------------------------------|
| <b>Project Name:</b>               | <b>General Advertising</b>                 | <b>Source Fiscal Year:</b>    | <b>2021</b>                    |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Sources ID:</b>    | <b>FAST Act NHTSA 402</b>      |
| <b>Funding Amounts:</b>            | <b>\$720,000</b>                           | <b>Match:</b>                 | <b>\$0</b>                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1500-23</b>                          | <b>Eligible Use of Funds:</b> | <b>Paid Advertising (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |                                |

These funds will enable KDOT to purchase advertising to raise the awareness of impaired driving, speeding, and occupant protection in the state. These funds will also allow for advertising at the three large universities in the state (Kansas State, University of Kansas, and Wichita State). This funding stream will also be utilized to discourage distracted driving.

**Countermeasure Strategy: Mass Media Campaign**

|                                    |  |                               |                                |
|------------------------------------|--|-------------------------------|--------------------------------|
| <b>Project Name:</b>               | <b>MARC Advertising</b>                    | <b>Source Fiscal Year:</b>    | <b>2021</b>                    |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>      |
| <b>Funding Amounts:</b>            | <b>\$20,000</b>                            | <b>Match:</b>                 | <b>\$0</b>                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1505-23</b>                          | <b>Eligible Use of Funds:</b> | <b>Paid Advertising (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |                                |

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

**Countermeasure Strategy: Mass Media Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Occupant Protection Advertising</b> | <b>Source Fiscal Year:</b>    | <b>2020</b>                             |
| <b>Sub-Recipient:</b>              | <b>John Nohe &amp; Associates</b>      | <b>Funding Source ID:</b>     | <b>FAST Act 405b OP Low</b>             |
| <b>Funding Amounts:</b>            | <b>\$350,000</b>                       | <b>Match:</b>                 | <b>\$0</b>                              |
| <b>Indirect Cost:</b>              | <b>\$0</b>                             | <b>Local Benefit:</b>         | <b>\$0</b>                              |
| <b>Project Number (Unique ID):</b> | <b>SP-4500-23</b>                      | <b>Eligible Use of Funds:</b> | <b>405b Low Public Education (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                              |                               |   |

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

**Countermeasure Strategy: Mass Media Campaign**

|                                    |  |                               |                                |
|------------------------------------|--|-------------------------------|--------------------------------|
| <b>Project Name:</b>               | <b>Regional Safety Coalition Ad Campaign</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                    |
| <b>Sub-Recipient:</b>              | <b>Regional Safety Coalitions</b>            | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>      |
| <b>Funding Amounts:</b>            | <b>\$500,000</b>                             | <b>Match:</b>                 | <b>\$0</b>                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                   | <b>Local Benefit:</b>         | <b>\$0</b>                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1500-23</b>                            | <b>Eligible Use of Funds:</b> | <b>Paid Advertising (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                    |                               |                                |

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

**Countermeasure Strategy: Mass Media Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Impaired Driving/Riding Ad Campaign</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                               |
| <b>Sub-Recipient:</b>              | <b>John Nohe &amp; Associates</b>          | <b>Funding Source ID:</b>     | <b>FAST Act 405d Impaired Driving Low</b> |
| <b>Funding Amounts:</b>            | <b>\$725,000</b>                           | <b>Match:</b>                 | <b>\$0</b>                                |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>                                |
| <b>Project Number (Unique ID):</b> | <b>SP-4708-23</b>                          | <b>Eligible Use of Funds:</b> | <b>405d Low Driver Education</b>          |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |   |

Secure airtime, as well as non-traditional media, for a targeted effort to support local law enforcement’s Labor Day and New Year’s Eve campaigns combating impaired driving and riding. Utilization of other

media outlets which encompass our target audience of 18 to 34-year-old males will also be targeted with our impaired driving message. This project will be coordinated by the KDOT mass media contractor, John Noe and Associates.

**Countermeasure Strategy: Mass Media Campaign**

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

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

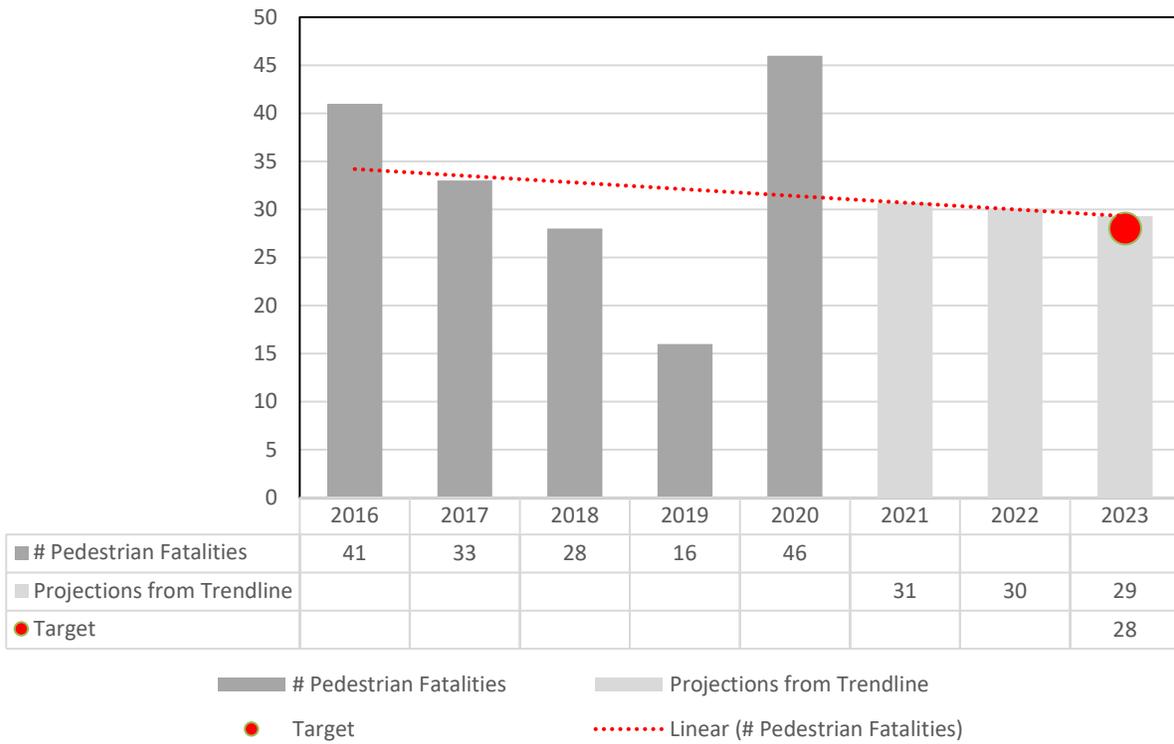
Evaluation

Evaluations will be conducted to support the media efforts described in the Paid Media section. Each paid media buy will include the reach/frequency, gross rating points, total audience reached for each media outlet focusing on the target audience and will be approved by KDOT prior to any placement agreement. Typically, the “buys” generate free media space due to the large amount of funds expended. KDOT will detail the buy plans and results in the annual report. Earned media plays an important role in promoting positive driver behavior. KDOT will strive to maximize earned media in all the campaigns we administer with emphasis on New Year’s Eve, Click it Or Ticket and the Alcohol crackdown.

## **Pedestrian and Bicycle Safety**

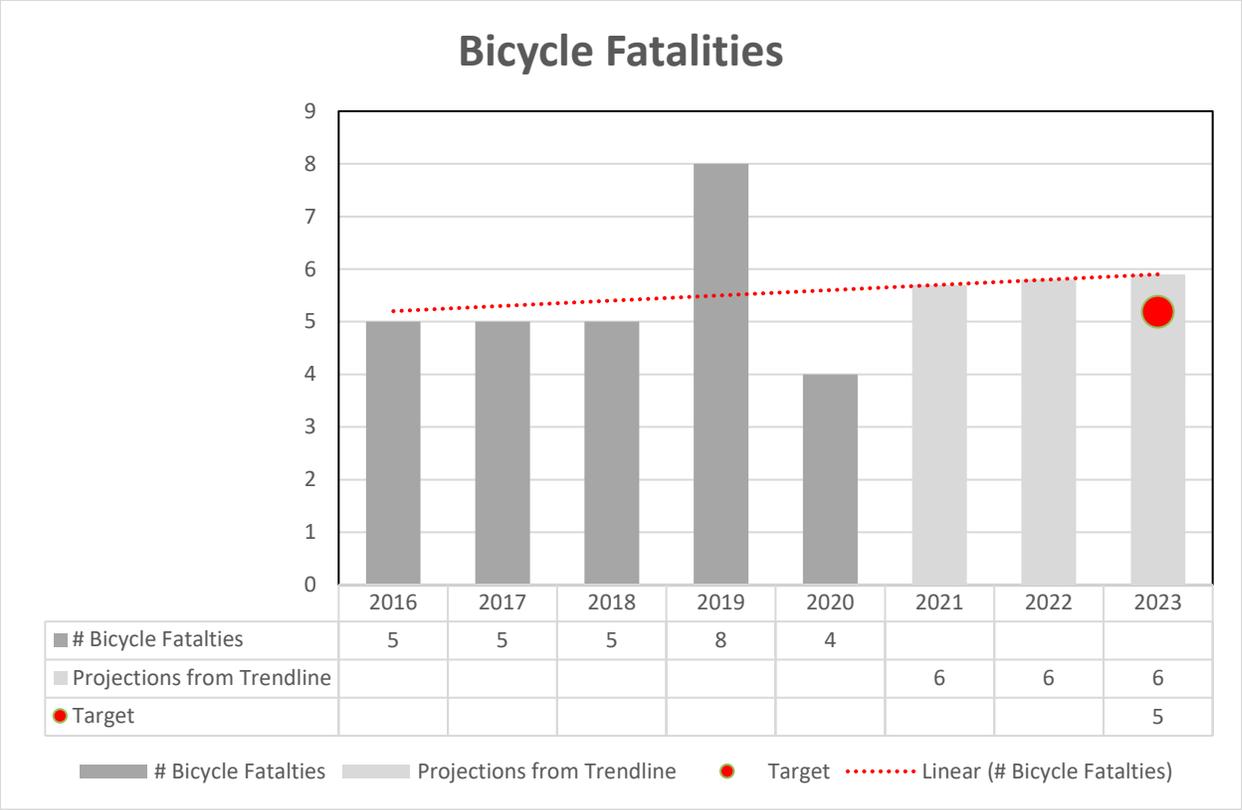
Compared with national statistics, the state of Kansas does not have a significant pedestrian or bicycle fatality problem. Efforts in the state are centered on education and communication through production and distribution of educational items and bike helmets at community events.

## Pedestrian Fatalities



### Goal Statement

**C-10 Pedestrian Fatalities:** The 2023 annual projection based upon the trendline indicates 29 pedestrian fatalities. A six percent reduction in this projection would equal our goal of 28 pedestrian fatalities in 2023. Based upon recent history, and relatively small number of pedestrian fatalities, a six percent reduction goal is realistic and attainable.



**Goal Statement**

**C-11 Bicycle Fatalities:**

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

**Countermeasure Strategy: Communication Campaign**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Ped and Bike Education</b>              | <b>Source Fiscal Year:</b>    | <b>2021</b>                             |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b> | <b>Funding Source ID:</b>     | <b>FAST Act NHSA 402</b>                |
| <b>Funding Amounts:</b>            | <b>\$15,000</b>                            | <b>Match:</b>                 | <b>\$0</b>                              |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                 | <b>Local Benefit:</b>         | <b>\$0</b>                              |
| <b>Project Number (Unique ID):</b> | <b>SP-1600-23</b>                          | <b>Eligible Use of Funds:</b> | <b>Pedestrian/Bicycle Safety (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                  |                               |   |

These project funds enable Traffic Safety staff to produce and distribute printed materials, other educational items and support bicycle and pedestrian safety. Most prominent is the *Tips for Fun and Safe Biking* hang tag card, which is distributed to bicycle rodeo sponsors, retailers, cycling clubs, families. Geared to motorists is a downloadable poster, available in two versions, which features share-the-road messaging highlighting bicyclists and pedestrians. In addition, this program also supports the International Walk Your Child to School Day with the purchase and distribution of educational materials.

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Ped and Bike Education</b>            | <b>Source Fiscal Year:</b>    | <b>2021</b>                             |
| <b>Sub-Recipient:</b>              | <b>Americans for Older Driver Safety</b> | <b>Funding Source ID:</b>     | <b>FAST Act NHSA 402</b>                |
| <b>Funding Amounts:</b>            | <b>\$2,000</b>                           | <b>Match:</b>                 | <b>\$0</b>                              |
| <b>Indirect Cost:</b>              | <b>\$0</b>                               | <b>Local Benefit:</b>         | <b>\$0</b>                              |
| <b>Project Number (Unique ID):</b> | <b>SP-XXXX-23</b>                        | <b>Eligible Use of Funds:</b> | <b>Pedestrian/Bicycle Safety (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                |                               |   |

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

**Countermeasure Strategy: Communication Campaign**

|                                    |  |                               |   |
|------------------------------------|--|-------------------------------|---|
| <b>Project Name:</b>               | <b>Bike Helmets</b>                                  | <b>Source Fiscal Year:</b>    | <b>2021</b>                             |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Health &amp; Environment</b> | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>               |
| <b>Funding Amounts:</b>            | <b>\$15,000</b>                                      | <b>Match:</b>                 | <b>\$0</b>                              |
| <b>Indirect Cost:</b>              | <b>\$0</b>   | <b>Local Benefit:</b>         | <b>100%</b>                             |
| <b>Project Number (Unique ID):</b> | <b>SP-1601-23</b>                                    | <b>Eligible Use of Funds:</b> | <b>Pedestrian/Bicycle Safety (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>  |                               |   |

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

**Countermeasure Strategy: Conspicuity Campaign**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

|                                    |   |                               |   |
|------------------------------------|---|-------------------------------|---|
| <b>Project Name:</b>               | <b>Wichita and Topeka Pedestrian and Bike</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                             |
| <b>Sub-Recipient:</b>              | <b>TBD</b>                                    | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>               |
| <b>Funding Amounts:</b>            | <b>\$80,000</b>                               | <b>Match:</b>                 | <b>\$0</b>                              |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                    | <b>Local Benefit:</b>         | <b>\$0</b>                              |
| <b>Project Number (Unique ID):</b> | <b>SP-1602-23</b>                             | <b>Eligible Use of Funds:</b> | <b>Pedestrian/Bicycle Safety (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                     |                               |   |

These grants will aid two of the largest cities in the state to address pedestrian and bicycle crashes and fatalities. Efforts tied to these grants will consist of educational and support items, bike helmets and paid media.

### Local Partnerships:

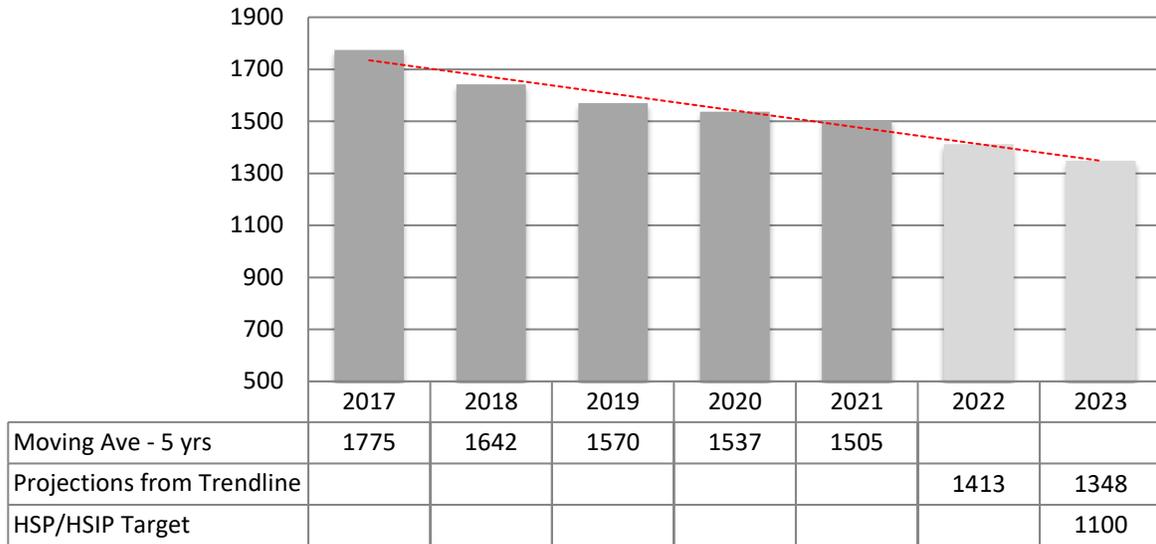
| <b>Agency/Entity</b>                   | <b>Funding Source</b> | <b>Funded Activities</b>  |
|--|-----------------------|---|
| <b>Local Safe Kids Kansas Chapters</b> | State and Local       | Support local events promoting bicycle safety                   |
| <b>City of Wichita and Topeka</b>    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

## Police Traffic Services

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

## Adjusted Serious Injuries

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



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

### Goal Statement

**C-2 Number of Suspected Serious Injuries:** The 2023 five-year moving average projection based upon the trend line indicates 1,348 suspected serious injuries. An eight percent reduction in this projection would derive our target of 1,100 suspected serious injuries in 2023. With the change in definition to suspected serious injury, there was a sharp increase in crashes meeting the definition. This is an artificial increase, not an actual degradation of safety. In order to re-establish a trendline for this category, it was determined to “back-cast” how many suspected serious injuries would have occurred in past years with the new definition. We used a conversion factor to inflate previous years’ crashes by 1.46 (46% increase). This allows for a steady, downward trend that we predict would have occurred apart from the definition change. 2020 defied that trend with a rise in suspected serious injuries, but we do not expect that to continue, that suspected serious injuries will resume

falling. It is this trend upon which we based our suspected serious injury target. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2023 HSP and 2023 HSIP five-year moving average targets are equal.

**Countermeasure Strategy: Communications and Outreach**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: Communications and Outreach**

|                                    |                                |                               |  |
|------------------------------------|--------------------------------|-------------------------------|--|
| <b>Project Name:</b>               | <b>Law Enforcement Liaison</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                            |
| <b>Sub-Recipient:</b>              | <b>Law Enforcement</b>         | <b>Funding Source ID:</b>     | <b>402 PTS Police Traffic Services</b> |
| <b>Funding Amounts:</b>            | <b>\$395,000</b>               | <b>Match:</b>                 | <b>\$395,000</b>                       |
| <b>Indirect Cost:</b>              | <b>\$0</b>                     | <b>Local Benefit:</b>         | <b>100%</b>                            |
| <b>Project Number (Unique ID):</b> | <b>SP-1700-23</b>              | <b>Eligible Use of Funds:</b> | <b>402 PTS Police Traffic Services</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                      |                               |  |

KDOT has a complement of four LELs – each an independent contractor. These retired traffic enforcement veterans represent KDOT Traffic Safety and its programming to a diverse group of over 300 law

enforcement agencies scattered over 82,000 square miles. They are actively involved in the promotion of traffic enforcement as the most efficient way to reduce serious roadway injury, while at the same time reducing the incidence of multiple types of crime. In this pursuit, they are available to consult with any police agency. Not only do they promote the value and tactics of effective traffic enforcement to police agencies, but they also encourage the BSS traffic enforcement programming and the other resources which are available to them (e.g., SAFE – Seat belts Are for Everyone – STEP, IDDP, and NSEP).

| <b>Law Enforcement Liaisons</b> |               |                  |
|---------------------------------|---------------|------------------|
| SP-1700-23                      | Ackerman, Al  | \$90,000         |
| SP-1700-23                      | Hamilton, Bob | \$90,000         |
| SP-1700-23                      | Kiser, Daniel | \$85,000         |
| SP-1700-23                      | Wells, Troy   | \$90,000         |
| SP-1700-23                      | Part-Time     | \$40,000         |
| <b>Total</b>                    |               | <b>\$395,000</b> |

**Countermeasure Strategy: Communications and Outreach**

|                                    |                                      |                               |  |
|------------------------------------|--------------------------------------|-------------------------------|--|
| <b>Project Name:</b>               | <b>PT Communication and Outreach</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                            |
| <b>Sub-Recipient:</b>              | <b>Local Law Enforcement</b>         | <b>Funding Source ID:</b>     | <b>402 PTS Police Traffic Services</b> |
| <b>Funding Amounts:</b>            | <b>\$80,000</b>                      | <b>Match:</b>                 | <b>\$80,000</b>                        |
| <b>Indirect Cost:</b>              | <b>\$0</b>                           | <b>Local Benefit:</b>         | <b>\$80,000</b>                        |
| <b>Project Number (Unique ID):</b> | <b>SP-1701-23</b>                    | <b>Eligible Use of Funds:</b> | <b>402 PTS Police Traffic Services</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                            |                               |  |

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

**Countermeasure Strategy: Communications and Outreach**

|                         |                                      |                            |  |
|-------------------------|--------------------------------------|----------------------------|--|
| <b>Project Name:</b>    | <b>Crash Reconstruction Training</b> | <b>Source Fiscal Year:</b> | <b>2021</b>                            |
| <b>Sub-Recipient:</b>   | <b>Kansas Highway Patrol</b>         | <b>Funding Sources:</b>    | <b>402 PTS Police Traffic Services</b> |
| <b>Funding Amounts:</b> | <b>\$38,000</b>                      | <b>Match:</b>              | <b>\$0</b>                             |
| <b>Indirect Cost:</b>   | <b>\$0</b>                           | <b>Local Benefit:</b>      | <b>100%</b>                            |

|                                    |                   |                               |                                   |
|------------------------------------|-------------------|-------------------------------|-----------------------------------|
| <b>Project Number (Unique ID):</b> | <b>SP-1702-23</b> | <b>Eligible Use of Funds:</b> | <b>PTS Training and Education</b> |
| <b>Federal Equipment:</b>          | <b>No</b>         |                               |                                   |

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

**Countermeasure Strategy: High Visibility Enforcement**

|                                    |                               |                               |                                      |
|------------------------------------|-------------------------------|-------------------------------|--------------------------------------|
| <b>Project Name:</b>               | <b>KHP Fatality Reduction</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                          |
| <b>Sub-Recipient:</b>              | <b>Kansas Highway Patrol</b>  | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>            |
| <b>Funding Amounts:</b>            | <b>\$200,000</b>              | <b>Match:</b>                 | <b>\$0</b>                           |
| <b>Indirect Cost:</b>              | <b>\$0</b>                    | <b>Local Benefit:</b>         | <b>\$0</b>                           |
| <b>Project Number (Unique ID):</b> | <b>SP-1703-23</b>             | <b>Eligible Use of Funds:</b> | <b>Short-Term Enforcement (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                     |                               |                                      |

The Kansas Highway Patrol will use this overtime funding for enforcement efforts centered on reducing the overall number of fatalities in the state. Special emphasis will be placed on speeding, seat belts and child passenger safety.

**Countermeasure Strategy: High Visibility Enforcement**

**Project Safety Impacts**

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

**Linkage Between Program Area**

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

**Rationale**

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

**Countermeasure Strategy: High Visibility Enforcement**

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

This program will provide funds for approximately 120 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2023: Thanksgiving Safe Arrival, New Year’s DUI Crackdown, Click It Or Ticket and the Labor Day Alcohol Crackdown. Depending on location, several of these agencies may also participate in other overtime enforcement activities targeting specific corridors. The population they serve accounts for more than 90 percent of the state population. Table 9 has a list of grantees.

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

Table 9

| <b>Special Traffic Enforcement Program (STEP) Grantees, by County</b> |            |               |                          |                 |
|---|------------|---------------|--------------------------|-----------------|
| <b>Funding Source</b>   |            | <b>County</b> | <b>County Population</b> | <b>Grantee</b>  |
| 402 PT  | SP-1300-23 | AL            | 13,371                   | Allen Co SO     |
| 402 PT  | SP-1300-23 | AL            |                          | Iola PD         |
| 402 PT  | SP-1300-23 | AL            |                          | Moran PD        |
| 402 PT  | SP-1300-23 | AN            | 8,102                    | Anderson Co. SO |
| 402 PT  | SP-1300-23 | AN            |                          | Garnett PD      |
| 402 PT  | SP-1300-23 | AT            | 16,924                   | Atchison PD     |

|        |            |    |         |                                      |
|--------|------------|----|---------|--------------------------------------|
| 402 PT | SP-1300-23 | BB | 15,173  | Bourbon Co SO                        |
| 402 PT | SP-1300-23 | BB |         | Fort Scott Dept. of Public Safety    |
| 402 PT | SP-1300-23 | BR | 9,984   | Brown Co. SO                         |
| 402 PT | SP-1300-23 | BR |         | Hiawatha PD                          |
| 402 PT | SP-1300-23 | BR |         | Horton PD                            |
| 402 PT | SP-1300-23 | BT | 27,674  | Barton Co SO                         |
| 402 PT | SP-1300-23 | BU | 65,880  | Andover PD                           |
| 402 PT | SP-1300-23 | BU |         | Butler Co SO                         |
| 402 PT | SP-1300-23 | BU |         | El Dorado PD                         |
| 402 PT | SP-1300-23 | CD | 9,533   | Cloud Co. SO                         |
| 402 PT | SP-1300-23 | CD |         | Concordia PD                         |
| 402PT  | SP-1300-23 | CF | 8,601   | Coffey County SO                     |
| 402 PT | SP-1300-23 | CK | 21,603  | Cherokee Co SO                       |
| 402 PT | SP-1300-23 | CK |         | Galena PD                            |
| 402 PT | SP-1300-23 | CK |         | Baxter Spring PD                     |
| 402 PT | SP-1300-23 | CL | 36,311  | Arkansas City PD                     |
| 402 PT | SP-1300-23 | CL |         | Udall PD                             |
| 402 PT | SP-1300-23 | CR | 39,134  | Crawford Co SO                       |
| 402 PT | SP-1300-23 | CR |         | Frontenac PD                         |
| 402 PT | SP-1300-23 | CR |         | Pittsburg PD                         |
| 402 PT | SP-1300-23 | CY | 8,535   | Clay Center PD                       |
| 402 PT | SP-1300-23 | DG | 119,826 | Baldwin City PD                      |
| 402 PT | SP-1300-23 | DG |         | Douglas Co. SO                       |
| 402 PT | SP-1300-23 | DG |         | Kansas University Ofc. Public Safety |
| 402 PT | SP-1300-23 | DG |         | Lawrence PD                          |
| 402 PT | SP-1300-23 | DP | 7,874   | Elwood PD                            |
| 402 PT | SP-1300-23 | DP |         | Highland PD                          |
| 402 PT | SP-1300-23 | EK | 2,882   | Elk County SO                        |
| 402 PT | SP-1300-23 | EL | 28,553  | Ellis Co. SO                         |
| 402 PT | SP-1300-23 | EL |         | Hays PD                              |
| 402 PT | SP-1300-23 | EW | 6,196   | Ellsworth PD                         |
| 402 PT | SP-1300-23 | FI | 36,467  | Garden City PD                       |
| 402 PT | SP-1300-23 | FO | 34,795  | Dodge City PD                        |
| 402 PT | SP-1300-23 | FR | 25,611  | Franklin Co. SO                      |
| 402 PT | SP-1300-23 | FR |         | Ottawa PD                            |
| 402 PT | SP-1300-23 | GE | 31,670  | Geary Co. SO                         |
| 402 PT | SP-1300-23 | GE |         | Junction City PD                     |

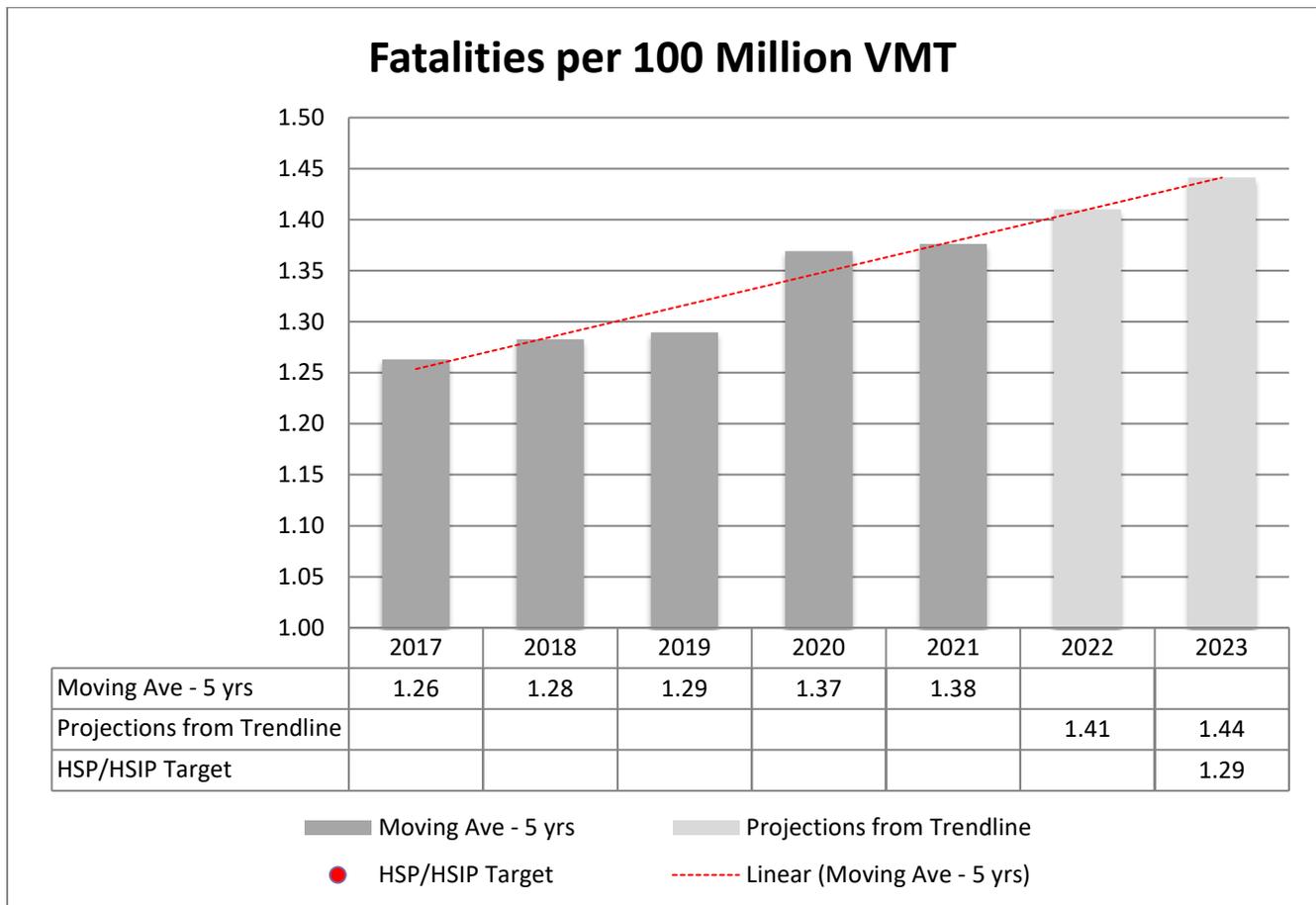
|        |            |    |         |                                |
|--------|------------|----|---------|--------------------------------|
| 402 PT | SP-1300-23 | GW | 6,328   | Greenwood Co. SO               |
| 402 PT | SP-1300-23 | GY | 6,006   | Gray County Sheriff            |
| 402 PT | SP-1300-23 | HV | 34,429  | Halstead PD                    |
| 402 PT | SP-1300-23 | HV |         | Harvey Co. SO                  |
| 402 PT | SP-1300-23 | HV |         | Hesston PD                     |
| 402 PT | SP-1300-23 | HV |         | Newton PD                      |
| 402 PT | SP-1300-23 | JO | 602,401 | Gardner Dept. of Public Safety |
| 402 PT | SP-1300-23 | JO |         | Johnson Co. SO                 |
| 402 PT | SP-1300-23 | JO |         | Leawood PD                     |
| 402 PT | SP-1300-23 | JO |         | Lenexa PD                      |
| 402 PT | SP-1300-23 | JO |         | Merriam PD                     |
| 402 PT | SP-1300-23 | JO |         | Mission PD                     |
| 402 PT | SP-1300-23 | JO |         | Olathe PD                      |
| 402 PT | SP-1300-23 | JO |         | Overland Park PD               |
| 402 PT | SP-1300-23 | JO |         | Prairie Village PD             |
| 402 PT | SP-1300-23 | JO |         | Roeland Park PD                |
| 402 PT | SP-1300-23 | JO |         | Shawnee PD                     |
| 402 PT | SP-1300-23 | JO |         | Spring Hill PD                 |
| 402 PT | SP-1300-23 | JO |         | Westwood PD                    |
| 402PT  | SP-1300-23 | KE |         | 3,977                          |
| 402 PT | SP-1300-23 | KW | 2,516   | Greensburg PD                  |
| 402 PT | SP-1300-23 | LB | 19,618  | Parsons PD                     |
| 402 PT | SP-1300-23 | LN | 9,502   | Linn Co. SO                    |
| 402 PT | SP-1300-23 | LN |         | Linn Valley PD                 |
| 402 PT | SP-1300-23 | LN |         | Pleasanton PD                  |
| 402 PT | SP-1300-23 | LV | 78,797  | Basehor PD                     |
| 402 PT | SP-1300-23 | LV |         | Lansing PD                     |
| 402 PT | SP-1300-23 | LV |         | Leavenworth PD                 |
| 402 PT | SP-1300-23 | LV |         | Leavenworth SO                 |
| 402 PT | SP-1300-23 | LV |         | Tonganoxie PD                  |
| 402 PT | SP-1300-23 | LY | 33,195  | Emporia PD                     |
| 402 PT | SP-1300-23 | LY |         | Lyon Co. SO                    |
| 402 PT | SP-1300-23 | ME | 4,146   | Meade Police Dept              |
| 402 PT | SP-1300-23 | MG | 35,471  | Montgomery Co SO               |
| 402 PT | SP-1300-23 | MG |         | Caney PD                       |
| 402 PT | SP-1300-23 | MG |         | Coffeyville PD                 |
| 402 PT | SP-1300-23 | MG |         | Independence PD                |

|        |            |    |                |                           |
|--------|------------|----|----------------|---------------------------|
| 402 PT | SP-1300-23 | MI | 32,822         | Louisburg PD              |
| 402 PT | SP-1300-23 | MI |                | Miami Co. SO              |
| 402 PT | SP-1300-23 | MI |                | Osawatomie PD             |
| 402 PT | SP-1300-23 | MN | 1,927          | Marion PD                 |
| 402 PT | SP-1300-23 | MP | 29,241         | McPherson PD              |
| 402 PT | SP-1300-23 | MP |                | McPherson Co. SO          |
| 402 PT | SP-1300-23 | NT | 5,560          | Norton PD                 |
| 402 PT | SP-1300-23 | OS | 16,300         | Osage County Sheriff      |
| 402 PT | SP-1300-23 | PR | 9,850          | Pratt PD                  |
| 402 PT | SP-1300-23 | PT | 24,383         | Wamego PD                 |
| 402 PT | SP-1300-23 | RC | 10,015         | Lyons PD                  |
| 402 PT | SP-1300-23 | RL | 75,194         | Riley Co. Police Dept.    |
| 402 PT | SP-1300-23 | RL |                | Kansas State Univ. Police |
| 402 PT | SP-1300-23 | RN | 61,998         | Hutchinson PD             |
| 402 PT | SP-1300-23 | RN |                | Reno Co. SO               |
| 402 PT | SP-1300-23 | RN |                | South Hutchinson PD       |
| 402 PT | SP-1300-23 | RO | 5,013          | Plainville PD             |
| 402 PT | SP-1300-23 | RO |                | Rooks Co. SO              |
| 402 PT | SP-1300-23 | SA | 55,755         | Saline Co. SO             |
| 402 PT | SP-1300-23 | SA |                | Salina PD                 |
| 402 PT | SP-1300-23 | SG | 516,042        | Bel Aire PD               |
| 402 PT | SP-1300-23 | SG |                | Derby PD                  |
| 402 PT | SP-1300-23 | SG |                | Eastborough PD            |
| 402 PT | SP-1300-23 | SG |                | Goddard PD                |
| 402 PT | SP-1300-23 | SG |                | Haysville PD              |
| 402 PT | SP-1300-23 | SG |                | Kechi PD                  |
| 402 PT | SP-1300-23 | SG |                | Park City PD              |
| 402 PT | SP-1300-23 | SG |                | Sedgwick Co. SO           |
| 402 PT | SP-1300-23 | SG |                | Wichita PD                |
| 402 PT | SP-1300-23 | SN |                | 176,875                   |
| 402 PT | SP-1300-23 | SN | Shawnee Co. SO |                           |
| 402 PT | SP-1300-23 | SN | Topeka PD      |                           |
| 402 PT | SP-1300-23 | SU | 22,836         | Wellington PD             |
| 402 PT | SP-1300-23 | SW | 22,428         | Liberal PD                |
| 402 PT | SP-1300-23 | WD | 3,310          | Woodson County Sheriff    |
| 402 PT | SP-1300-23 | WL | 8,665          | Neodesha PD               |
| 402 PT | SP-1300-23 | WL |                | Wilson Co SO              |

|   |            |   |         |  |
|---|------------|---|---------|--|
| 402 PT  | SP-1300-23 | WY  | 165,429 | Bonner Springs PD  |
| 402 PT  | SP-1300-23 | WY  |         | Edwardsville PD  |
| 402 PT  | SP-1300-23 | WY  |         | Kansas City PD   |
| 402 PT  | SP-1300-23 | WY  |         | Wyandotte Co. SO   |
| 402 PT  | SP-1300-23 | Statewide                                   |         | Kansas Highway Patrol  |
| <b>121 Local Law Enforcement Agencies + KHP</b> |            | Population of Kansas: 2,913,000             |         | <b>91%</b> of Kansas residents live in a county with at least one STEP law enforcement agency. |
|   |            | Population of Counties with STEP: 2,654,728 |         |  |

## Roadway Safety/Traffic Engineering

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



## Goal Statement

**C-3 Fatality Rate:** The 2023 five-year moving average projection based upon the trendline indicates a fatality rate of 1.44. A seven percent reduction in this projection would derive our goal of 1.29 fatality rate in 2023. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2023 HSP and 2023 HSIP five-year moving average targets are equal.

## Countermeasure Strategy: Education and Training

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

## Countermeasure Strategy: Education and Training

|                                    |                                  |                               |                              |
|------------------------------------|----------------------------------|-------------------------------|------------------------------|
| <b>Project Name:</b>               | <b>Training for Public Works</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                  |
| <b>Sub-Recipient:</b>              | <b>Kansas State University</b>   | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>    |
| <b>Funding Amounts:</b>            | <b>\$100,000</b>                 | <b>Match:</b>                 | <b>\$0</b>                   |
| <b>Indirect Cost:</b>              | <b>\$0</b>                       | <b>Local Benefit:</b>         | <b>\$100,000</b>             |
| <b>Project Number (Unique ID):</b> | <b>SP-1402-23</b>                | <b>Eligible Use of Funds:</b> | <b>Roadway Safety (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                        |                               |                              |

Provide training for Kansas local and state public works employees and traffic engineers who have traffic safety responsibilities. A secondary objective is to develop and/or update workshop materials and

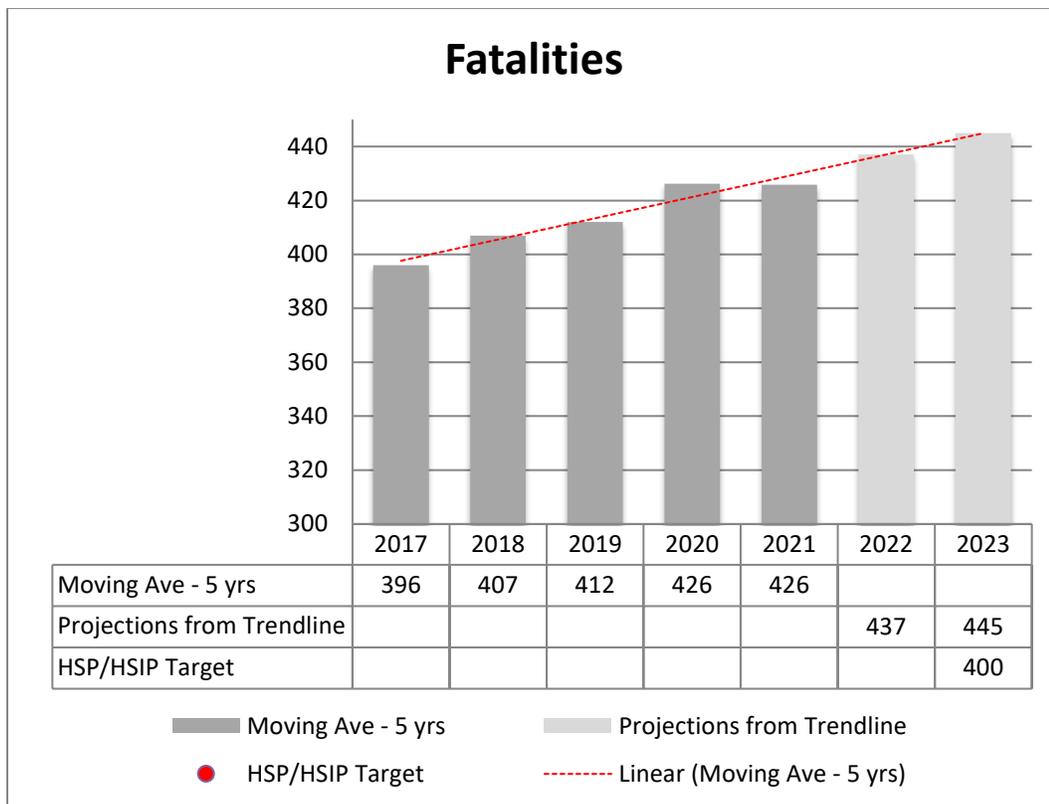
handbooks to be used in these trainings and on-the-job activities. This training provides additional opportunities to incorporate data into their traffic safety problem identification.

**Local Partnerships:**

| Agency/Entity                   | Funding Source  | Funded Activities               |
|---------------------------------|-----------------|---------------------------------|
| Local Traffic Engineering Staff | State and Local | Develop local engineering plans |

## Community Traffic Safety Program

Safe Communities grants are implemented in support of reducing death and injury on Kansas roads and are focused on educating the public on recent traffic safety trends and identifying resources around the state. This program area also includes planning of media campaigns, research opportunities, administration of an adult and youth conference.



## Goal Statement

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

## Countermeasure Strategy: Communications and Outreach

### Project Safety Impacts

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

### Linkage Between Program Area

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

### Rationale

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

## Countermeasure Strategy: Communications and Outreach

|                                    |  |                               |  |
|------------------------------------|--|-------------------------------|--|
| <b>Project Name:</b>               | <b>Safe Driving Public Information/Education</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>Kansas Department of Transportation</b>       | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>                      |
| <b>Funding Amounts:</b>            | <b>\$50,000</b>                                  | <b>Match:</b>                 | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                       | <b>Local Benefit:</b>         | <b>\$0</b>                                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1900-23</b>                                | <b>Eligible Use of Funds:</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>  |                               |  |

These funds enable KDOT to purchase, reproduce and distribute educational materials produced by media contractors, NHTSA, or other reputable sources targeting and supporting the awareness to the general driving public. This project is also designed to address the novice and older driver population. Novice

drivers are overrepresented in traffic crashes and this project will focus resources to address the problem identification. The 65+ segment of the driving population has fewer crashes than other age groups, but since a higher percentage is fatal, we must address older driver needs and survivability. According to NHTSA, motor vehicle injuries persist as the leading cause of injury-related deaths among 65 to 74-year-olds and are the second leading cause (after falls) among 75 to 84-year-olds. The high fatality rate is attributed to an increased susceptibility to injury and medical complications which hampers their likelihood to recover from a crash.

**Countermeasure Strategy: Communications and Outreach**

|                                    |   |                               |  |
|------------------------------------|---|-------------------------------|--|
| <b>Project Name:</b>               | <b>Kansas Operation Lifesaver, Inc.</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>Kansas Operation Lifesaver, Inc.</b> | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>                      |
| <b>Funding Amounts:</b>            | <b>\$15,000</b>                         | <b>Match:</b>                 | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                              | <b>Local Benefit:</b>         | <b>100%</b>                                    |
| <b>Project Number (Unique ID):</b> | <b>SP-1902-23</b>                       | <b>Eligible Use of Funds:</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                               |                               |  |

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

**Countermeasure Strategy: Communications and Outreach**

|                                    |                                     |                               |  |
|------------------------------------|-------------------------------------|-------------------------------|--|
| <b>Project Name:</b>               | <b>Comprehensive Media Campaign</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>John Nohe &amp; Associates</b>   | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>                      |
| <b>Funding Amounts:</b>            | <b>\$720,000</b>                    | <b>Match:</b>                 | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                          | <b>Local Benefit:</b>         | <b>\$0</b>                                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1903-23</b>                   | <b>Eligible Use of Funds:</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                           |                               |  |

This contract provides for professional development of our messages concerning safe driving, occupant protection, distracted driving, and impaired driving. The contractor will produce original TV, radio, and

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

**Countermeasure Strategy: Communications and Outreach**

|                                    |  |                              |  |
|------------------------------------|--|------------------------------|--|
| <b>Project Name:</b>               | <b>Think First Injury Prevention Program</b> | <b>Source Fiscal Year:</b>   | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>Research Foundation</b>                   | <b>Funding Source ID:</b>    | <b>FAST Act NHTSA 402</b>                      |
| <b>Funding Amounts:</b>            | <b>\$10,000</b>                              | <b>Match:</b>                | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                   | <b>Local Benefit:</b>        | <b>\$0</b>                                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1904-23</b>                            | <b>Eligible Use of Funds</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                    |                              |  |

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

**Countermeasure Strategy: Communications and Outreach**

|                                    |  |                               |  |
|------------------------------------|--|-------------------------------|--|
| <b>Project Name:</b>               | <b>Kansas Transportation Safety Conference</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>University of Kansas</b>                    | <b>Funding Source ID:</b>     | <b>FAST Act NHTSA 402</b>                      |
| <b>Funding Amounts:</b>            | <b>\$155,155</b>                               | <b>Match:</b>                 | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$32,016</b>                                | <b>Local Benefit:</b>         | <b>\$0</b>                                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1905-23</b>                              | <b>Eligible Use of Funds:</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                      |                               |  |

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

**Countermeasure Strategy: Communications and Outreach**

|                                    |  |                              |  |
|------------------------------------|--|------------------------------|--|
| <b>Project Name:</b>               | <b>Kansas Traffic Safety Resource Office</b> | <b>Source Fiscal Year:</b>   | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>TBD</b>                                   | <b>Funding Source ID:</b>    | <b>FAST Act NHTSA 402</b>                      |
| <b>Funding Amounts:</b>            | <b>\$800,000</b>                             | <b>Match:</b>                | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                   | <b>Local Benefit:</b>        | <b>\$0</b>                                     |
| <b>Project Number (Unique ID):</b> | <b>SP-1906-23</b>                            | <b>Eligible Use of Funds</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                                    |                              |  |

The Kansas Traffic Safety Resource Office (or new vendor in FY2023 depending on contract award) will work closely with KDOT, law enforcement and traffic safety advocates across the state to provide educational resources to all Kansas drivers and passengers. The KTSRO will also facilitate training opportunities to traffic safety professionals through on-site or web-based trainings. Another facet will be to identify and contact large employers in the state about the costs and benefits associated with promoting positive traffic safety efforts within their workforce. The KTSRO will also work to identify and locate at-risk minority populations in the state and work to increase compliance with traffic safety laws. The office will continue to maintain a website to promote all traffic safety initiatives, have the responsibility to promote traffic safety initiatives through social media outlets. They will publish a bi-monthly e-newsletter highlighting traffic safety issues, as well as a monthly e-newsletter geared specifically toward large employers in the state. The office will provide a Spanish translation for all publications and news releases. New in 2022 and continued in 2023, the KTSRO staff will be expanded to include a person in Kansas City, Wichita, and Northwest Kansas. This regional support will increase the outreach, communication and engagement efforts in the state and reduce the amount of travel time among current staff. This contract also supports the state’s efforts targeting older drivers. State funding also support the SAFE (Seat belts

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

**Countermeasure Strategy: Communications and Outreach**

|                                    |                          |                              |  |
|------------------------------------|--------------------------|------------------------------|--|
| <b>Project Name:</b>               | <b>B.R.A.K.E.S.</b>      | <b>Source Fiscal Year:</b>   | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>Put On The Brakes</b> | <b>Funding Source ID:</b>    | <b>FAST Act NHTSA</b>                          |
|                                    | <b>Driving School</b>    |                              | <b>402</b>                                     |
| <b>Funding Amounts:</b>            | <b>\$70,000</b>          | <b>Match:</b>                | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>               | <b>Local Benefit:</b>        | <b>100%</b>                                    |
| <b>Project Number (Unique ID):</b> | <b>SP-1911-23</b>        | <b>Eligible Use of Funds</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>No</b>                |                              |  |

Motor vehicle crashes are the leading cause of deaths for teens in the United States. Per mile driven, teen drivers ages 16 to 19 are three times more likely than drivers aged 20 and older to be in a fatal crash. Thousands of teenagers lose their lives each year across the country in traffic collisions. While conventional driver's education is important and valuable, most outside sources only include basic driver's training and do not include defensive, education about distracted driving, and strategies for driving in dangerous and emergency situations. B.R.A.K.E.S. primary goal is to prevent injuries and save lives by training and educating teenage drivers and their parents about the importance of safe and responsible driving. The free four-hour class provides classroom and behind the wheel experience and instruction. Fortunately, teen's motor vehicle crashes are preventable and proven strategies can improve the safety of young drivers on the road. Collaborating with other law enforcement agencies and a successful defensive driving organization will help educate Kansas teens as well as move closer to our "Drive to Zero, everyone counts."

**Countermeasure Strategy: Communications and Outreach**

|                                    |   |                               |  |
|------------------------------------|---|-------------------------------|--|
| <b>Project Name:</b>               | <b>Electronic Grant Management System</b> | <b>Source Fiscal Year:</b>    | <b>2021</b>                                    |
| <b>Sub-Recipient:</b>              | <b>TBD</b>                                | <b>Funding Source ID:</b>     | <b>FAST Act 402</b>                            |
| <b>Funding Amounts:</b>            | <b>\$250,000</b>                          | <b>Match:</b>                 | <b>\$0</b>                                     |
| <b>Indirect Cost:</b>              | <b>\$0</b>                                | <b>Local Benefit:</b>         | <b>\$0</b>                                     |
| <b>Project Number (Unique ID):</b> | <b>SP-XXXX-23</b>                         | <b>Eligible Use of Funds:</b> | <b>Community Traffic Safety Project (FAST)</b> |
| <b>Federal Equipment:</b>          | <b>Yes</b>                                |                               |  |

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

## **Traffic Records**

### **State Data Systems Improvement**

The TRCC utilizes available NHTSA grant funds, Homeland Security grants, state Traffic Records Enhancement Fund (TREF) funds, and the state general fund to support the development, coordination, and availability of current traffic records. This program provides an avenue to promote the collection and sharing of relevant traffic safety data. The TRCC has representatives from many state and local entities all striving to breakdown the silos of information that currently exist. The TRCC Strategic Plan and Performance Measures documents can be found in the state of Kansas Section 405(c) application.

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

### **Countermeasure Strategy: Education and Training**

#### **Project Safety Impacts**

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

#### **Linkage Between Program Area**

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

#### **Rationale**

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

**TRCC Individuals, Title, Agency, and Core Data Set Represented**

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

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

| <b>Member Name</b>    | <b>Agency Title</b>   | <b>Core Data Set Represented</b> |
|-----------------------|---|----------------------------------|
| <b>James Stewart</b>  | Kansas Dept. of Transportation,<br>Information System Manager | Crash                            |
| <b>Melanie Waters</b> | Office of Judicial Administration,<br>OJA Administrator       | Citation                         |

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

### **Timeliness of Crash Data**

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

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

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

### **Traffic Records Assessment**

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

### **TRCC Meeting Dates**

August 12, 2021  
November 18, 2021

February 10, 2022  
May 12, 2022

## Traffic Records Projects

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

### Core Database: CRASH

Project 1: Master Data Management

Contract: 1.2 Paper Crash Reporting

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

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

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

Contract 1.3 Motor Vehicle Crash Report Conversion

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

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

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

Contract: 1.5 KCDS Hosting

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

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

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

Contract: 1.6 KCDS Maintenance

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

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

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

**Core Database: CRASH****Project 2: Geo-Location Capture/Recording**

Contract: 2.1 GIS Mapping Integration

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

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

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

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

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

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

**Core Database: CRASH and  
CITATION/ADJUDICATION**

**Project 3: Provide Ongoing**

**Maintenance**

Contract: 3.1 TIRES Maintenance and Support

Improves Accuracy of a Core Highway Safety Database Countermeasure.

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

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

Contract 3.2 TRS 2.0 Support Staff

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

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

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

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

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

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

**Core Database: CITATION/ADJUDICATION** Project 5: Security Modernization Phase 2

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

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

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

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

Contract: 6.1 KBI eCite Vendor

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

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

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

6.2 KBI eCitation Position

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

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

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

**Core Database: INJURY/SURVEILLANCE**

Project 8: EMS/Injury Integration

Contract: 8.1 Bio-Spatial Interstate Trauma Database

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

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

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

**Local Partnerships**

| <b>Agency/Entity</b>                               | <b>Funding Source</b> | <b>Funded Activities</b>   |
|--|-----------------------|--|
| <b>Kansas Association of Chiefs of Police</b>      | State                 | Law Enforcement  |
| <b>Kansas Board of Emergency Medical Services</b>  | State                 | Emergency Medical Services statewide   |
| <b>Kansas Bureau of Investigation</b>              | State and Federal     | Traffic and Criminal Data repository   |
| <b>Kansas Criminal Justice Information System</b>  | State and Federal     | Governance of courts, criminal history, and portal for criminal justice users                              |
| <b>Kansas Department of Health and Environment</b> | State                 | Trauma Registry statewide  |
| <b>Kansas Department of Revenue</b>                | State                 | Dept of Motor Vehicles and Driver’s Licensing  |
| <b>Kansas Highway Patrol</b>                       | State and Federal     | State Patrol, Traffic Data, Enforcement and develop and maintain Kansas Law Enforcement Reporting software |
| <b>Kansas Sheriff’s Association</b>                | State                 | Law Enforcement  |
| <b>Office of Judicial Administration</b>           | State                 | Courts and Adjudication  |