State of Kansas

Triennial Highway Safety Plan FFY 2024-2026

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The FFY 2024 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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I. 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. By employing a three-year plan that will result in choreographing new ways to engage both the well-served and the underserved areas of our state and we will continue to have open discussions into the best ways to get our messages and educational efforts out to all. This KDOT Section embraces an inclusive community discussion of problem areas to aid in adapting a plan that decreases crashes and increases adherence to Kansas traffic laws.

II. Program Administration

This triennial 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.

a. Incentive Grants

A. S. 402

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

B. S. 405(b) Occupant Protection
C. S. 405(c) State Traffic Safety Information (Data)
D. S. 405(d) LOW. Impaired Driving Countermeasures
E. S. 405(d) LOW. Interlock
F. S. 405(e) Comprehensive Distracted Driving NEW
G. S. 405(f) Motorcyclist Safety Grants
H. S. 405(h) Preventing Roadside Deaths NEW
I. S. 405(i) Driver and Safety Education NEW

III. 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 Drive to Zero coalition (DTZ) (Formerly the Executive Safety Council) and Behavioral Safety Section is designed to address problems caused by risky drivers. Finding workable solutions to give vulnerable road users a voice in BSS strategies to reduce crashes. The BSS is working to bridge the gap caused by language barriers by producing media, educational materials and continuing to engage law enforcement will continue into 2024, 2025 and 2026. Additionally, identifying both program and focus areas to turn the tide with rural road user injuries and fatalities, and working closer with tribal authorities has been undertaken. Community Outreach is crucial for providing an active voice, formulating plans, strategies, and employing countermeasures in the Kansas Plan. While Kansas did see a reduction in traffic fatalities in 2022, this triennial plan and its countermeasures continue to address the causes of all crashes aggressively and knowledgeably.

The current DCCCA KTSRO has been extended through January 2024. The successful bidder that is awarded the contract which DCCCA currently manages, will, in 2024, continue to use the title “KTSRO”. When reading this document where the Kansas Traffic Safety Resource Office (KTSRO) is referenced prior to December 30, 2023, it references the DCCCA contract. When reading anything related to the 2024 calendar year it implies whomever the contract is awarded to in 2024.

IV. 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.

V. New Kansas Traffic Safety Initiatives

The Kansas Department of Transportation, Behavioral Safety Section, has embraced programs that result from meaningful public participation and engagement from affected communities, in particular those communities significantly impacted by traffic crashes that have resulted in serious injury and fatalities. We will continue to make every effort to reach out to the public for input. BSS will work to not only inform the citizens of Kansas about traffic safety issues in their locale, but to engage in a collaborative discussion as a means of understanding the best way to address the issue while in the planning process and throughout the span of a grant funded program.

BSS and its contractors will engage underserved populations, provide them with an active voice to provide guidance to BSS on how to best address the problem identified. Both BSS and its contractors

will increase the engagement effort information captured, so that it may be shared and used as a learning tool.

KDOT and JNA in FY23 worked to engage the Hispanic communities in Kansas, by utilizing various media channels, including radio to successfully deliver and engage the Hispanic Communities of Liberal, Garden City and Dodge City, thereby successfully delivering targeted messages and promoting safer practices among the Hispanic population. Radio, television, digital and print ensured maximum impact of behavior safety campaigns in the Hispanic populations across the state. For television- Telemundo Kansas serves as a prime opportunity to connect with the Hispanic community across the state. With its extensive coverage, similar to KSNW in Wichita, Telemundo Kansas allows us to reach both western Kansas and the Topeka market effectively. Additionally, JNA is recommending Univision Kansas City, which covers the Kansas City area.

KTSRO, through their newsletter, provides promotion of the CPS program. At the 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 training in the less populated areas of the state where there are fewer techs or inspection stations being particularly intent on having this program available in rural and underserved areas of our state. There are currently 71 counties and 119 CPS Inspection Stations, some include Spanish interpreters or access to multiple language interpretation. By policy, only At-Risk Population are eligible for KDOT child safety seat distribution. KTSRO will provide a Spanish translation for all publications and news releases.

As we move forward with this vision, we must have a plan in place. The BSS Public Engagement plan may look like: 1.) information- so that the citizens understand what our traffic data is presenting about crashes in their community and engage in conversation. 2.) find the best means of an open forum/ non-debate conversation regarding the traffic issues at hand. 3.) Allow for support of some citizen requested decisions. 4.) Continue to grow our efforts to involve and give voice to the rural and underserved citizens of Kansas. Broaden our use and production of multilingual educational materials. 5). Continue to search for ways to make available all training and CPS programs that BSS has to offer.

Drive Safe Sedgwick

Highway safety planning process and problem identification

Prior to Spring 2022, KDOT staff began looking at Fatality numbers across the state and noticed that Sedgwick County was higher than Johnson County, Shawnee County, and other large population centers in the state. We then proceeded to dive a little deeper into all crashes, impaired driving, belt use, speeding, peds and bikes, etc.

Sedgwick County's increase in fatalities and serious injury through poor driving habits including high speed, failure to use restraints, and driving while impaired was tracked on a 5-year-trend from 2016-2020. Kansas' other two most populous counties; Johnson and Wyandotte (these show a downward trend) were found to have exceeded that. Initial studies compared Sedgwick County to 6 other counties in the mid-west looking at similar crash types looking at fatalities per 100,000 population. Fatalities in these categories; Overall Fatality Rate, Single Vehicle, Road Departure, Passenger Car, Light Vans and Trucks, Motorcycles, and Unrestrained exceeded the comparable other 6 counties. (See Sedgwick County Crash Stats Chart- see Appendix below.) In the Drive Safe Sedgwick program, data studies showed drivers in the 20-45 age groups contributed to a larger proportion of fatal and disabling injury crashes in Sedgwick County than the state-wide proportions for these same age groups. Roadway fatalities are the leading cause of death for children, teenagers, and adults under 34, therefore the campaign described was created to target those demographics.

Our goal is to focus strategic media on the greater Sedgwick County area/KDOT District 5. With A personalized media campaign that was aimed to convince Kansans in District 5 to change their habits, discuss safety issues with family and friends, and focus on staying alive was developed. Moral disengagement was and will continue to be our biggest obstacle for change. Thus, with the right activation ideas as well as creative messaging, we attempted to disrupt this area. Outdoor advertising is and will continue to be a focused part of the campaign. This includes traditional outdoor and high impact boards as well as in-bar, truckside, and other potential breakthrough ideas. Radio and influencer endorsements including copy points and messaging for influencers and a corresponding 2022 PR campaign. Strategic and powerful social and digital strategies that break through online are key to creating awareness.

SEDGWICK FRONT SEAT INTERVIEWS

Front Seat Interviews were created and published. Interviews with locals who have suffered the consequences of dangerous drivers, EMT's and law enforcement officials including Kansas Highway Patrol were part of the interviews.

KANSASDRIVETOZERO.COM/DRIVESAFESEDGWICK MICROSITE

A dedicated microsite can help people help loved ones drive more safely. Through it we educate visitors on how to have a successful conversation with their loved ones who drive dangerously. Testimonials from survivors of loved ones in a gallery. Microsites are efficient to make and allow space for a tailored and thorough message. Here our target will have time to spend with the message and craft a plan of action.

Tables/Charts below collected in 2019.

Fatality Rates by Fatality Type
Fatalities per 100,000 Population

County	Population	Overall Fatality Rate	Alcohol Impaired	Single Vehicle	Large Trucks	Speed Related	Road Departure	Intersection	Passenger Car	Light Trucks and Vans	Motorcycles	Pedestrians	Bicycles	Unrestrained Fatalities
Sedgwick County KS (Wichita)	516,042	12.56	2.92	6.33	1.17	2.83	5.26	3.90	3.61	3.90	2.93	1.75	0.29	2.73
Greene County MO (Springfield)	293,086	10.83	2.24	4.47	1.90	3.27	3.44	4.47	2.92	3.10	2.24	2.07	0.17	2.41
Polk County IA (Des Moines)	490,161	5.47	1.96	2.89	0.52	1.24	2.48	2.48	2.68	1.45	0.42	0.52	0.21	1.35
Dane County WI (Madison)	546,695	6.76	2.87	3.15	0.93	1.86	4.26	1.30	3.43	1.39	0.84	0.93	0.00	1.02
Douglas County NE (Omaha)	571,327	7.72	3.46	3.46	1.07	1.16	3.19	3.11	3.02	1.78	1.42	1.33	0.00	2.58
Tulsa County OK (Tulsa)	651,552	10.58	3.17	6.26	0.70	2.86	4.56	3.01	3.01	2.63	2.01	2.16	0.46	2.66
Oklahoma County OK (Oklahoma City)	797,434	11.08	3.36	5.64	1.27	3.04	3.74	3.10	3.48	2.09	2.41	2.54	0.25	2.55

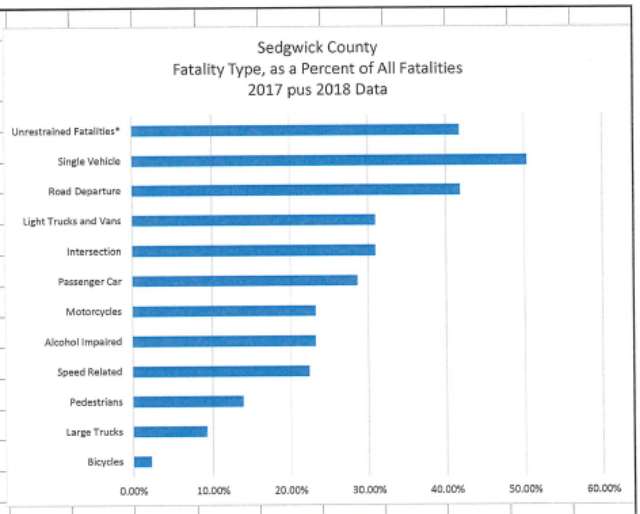
These statistics and local concern led to initial discussions in the Spring of 2022 with item listing of names Attendees see Appendix below. This initial group of people was called Safer Sedgwick Workgroup/Roundtable, and shortly thereafter the Drive Safe Sedgwick Coalition. Key concern for the Drive Sedgwick Coalition where these quick stats:

- Between 2016-2020 Sedgwick County recorded 305 traffic related deaths
- 23% of all fatality crashes in Sedgwick County involved alcohol
- Sedgwick County's 64 traffic fatalities in 2020

Sedgwick County	2017 plus 2018 Data		
	Fatalities by Type	All Fatalities	Fatality Type as a Percent of All Fatalities
All Fatalities	129	129	100.00%
Bicycles	3	129	2.33%
Large Trucks	12	129	9.30%
Pedestrians	18	129	13.95%
Speed Related	29	129	22.48%
Alcohol Impaired	30	129	23.26%
Motorcycles	30	129	23.26%
Passenger Car	37	129	28.68%
Intersection	40	129	31.01%
Light Trucks and Vans	40	129	31.01%
Road Departure	54	129	41.86%
Single Vehicle	65	129	50.39%
Unrestrained Fatalities*	28	67	41.79%

** Note: Denominator is Restrained plus Unrestrained*

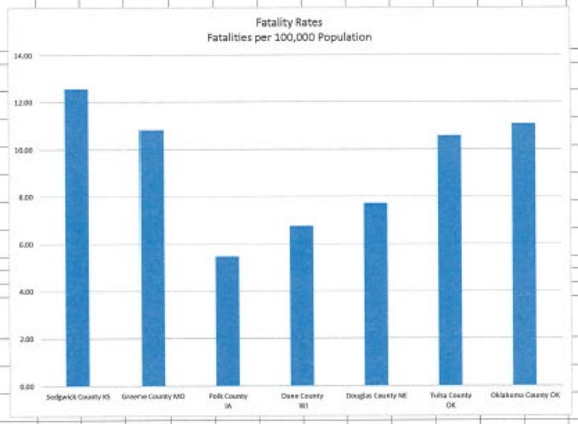
Sum of Percents exceeds 100%. A fatality may apear in more than one category.



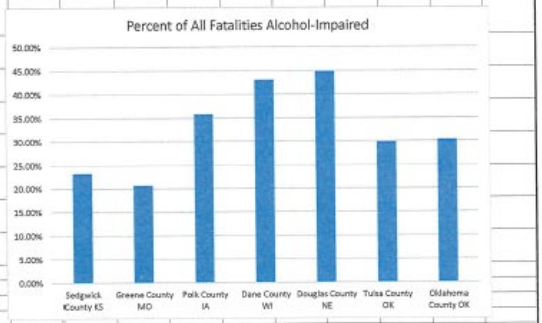
County	Population	Fatalities		Fatality Rate (Fatalities per 100,000 Population)		2017 Plus 2018	Combined Rate for 2017 plus 2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	57	72	11.10	14.02	129	12.56
Greene County MO	293,086	32	31	11.04	10.62	63	10.83
Polk County IA	490,161	26	27	5.40	5.54	53	5.47
Dane County WI	546,695	31	41	5.96	7.56	72	6.76
Douglas County NE	571,327	43	44	7.67	7.76	87	7.72
Tulsa County OK	651,552	71	66	10.98	10.18	137	10.58
Oklahoma County OK	797,434	90	85	11.43	10.72	175	11.08

Population numbers are from census.gov and estimates from July 1, 2019.

		All Fatalities, 2017 plus 2018
Sedgwick County KS	516,042	129
Greene County MO	293,086	63
Polk County IA	490,161	53
Dane County WI	546,695	72
Douglas County NE	571,327	87
Tulsa County OK	651,552	137
Oklahoma County OK	797,434	175

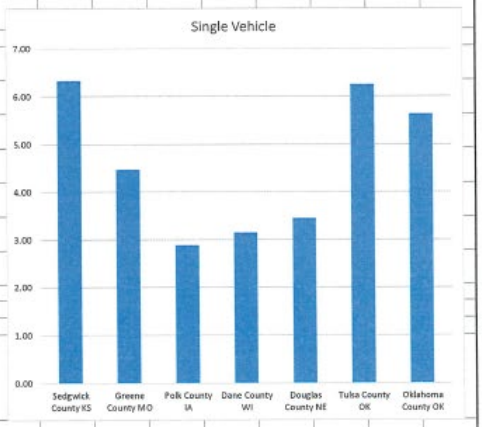


		Alcohol-Impaired Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Alcohol-Impaired
Sedgwick County KS	516,042	30	129	23.26%
Greene County MO	293,086	13	63	20.63%
Polk County IA	490,161	19	53	35.85%
Dane County WI	546,695	31	72	43.06%
Douglas County NE	571,327	39	87	44.83%
Tulsa County OK	651,552	41	137	29.93%
Oklahoma County OK	797,434	53	175	30.29%

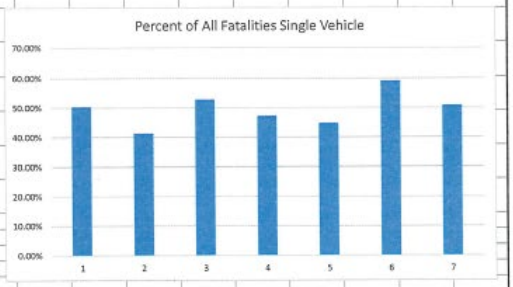


County	Population	Single Vehicle Fatalities		Single Vehicle Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	31	34	6.04	6.62	65	6.33
Greene County MO	293,086	13	13	4.49	4.45	26	4.47
Polk County IA	490,161	12	16	2.49	3.28	28	2.89
Dane County WI	546,695	17	17	3.17	3.13	34	3.15
Douglas County NE	571,327	18	21	3.21	3.70	39	3.46
Tulsa County OK	651,552	41	40	6.34	6.17	81	6.26
Oklahoma County OK	797,434	57	32	7.24	4.04	89	5.64

Population numbers are from census.gov and estimates from July 1, 2019.



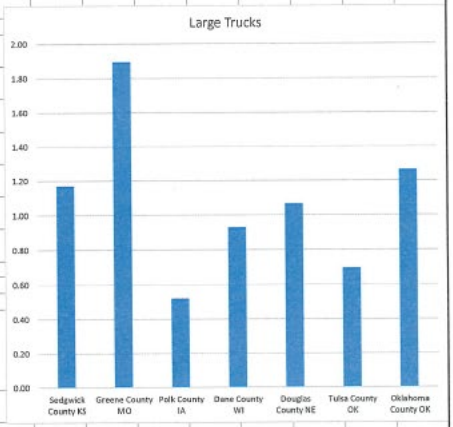
		Single Vehicle Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Single Vehicle
Sedgwick County KS	516,042	65	129	50.39%
Greene County MO	293,086	26	63	41.27%
Polk County IA	490,161	28	53	52.83%
Dane County WI	546,695	34	72	47.22%
Douglas County NE	571,327	39	87	44.83%
Tulsa County OK	651,552	81	137	59.12%
Oklahoma County OK	797,434	89	175	50.86%

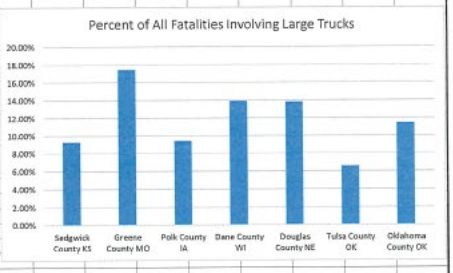


County	Population	Large Truck Fatalities		Large Truck Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	4	8	0.78	1.56	12	1.17
Greene County MO	293,086	7	4	2.42	1.37	11	1.90
Polk County IA	490,161	4	1	0.83	0.21	5	0.52
Dane County WI	546,695	4	6	0.75	1.11	10	0.93
Douglas County NE	571,327	7	5	1.25	0.88	12	1.07
Tulsa County OK	651,552	7	2	1.08	0.31	9	0.70
Oklahoma County OK	797,434	10	10	1.27	1.26	20	1.27

Population numbers are from census.gov and estimates from July 1, 2019.

		Large Truck Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Involving Large Trucks
Sedgwick County KS	516,042	12	129	9.30%
Greene County MO	293,086	11	63	17.46%
Polk County IA	490,161	5	53	9.43%
Dane County WI	546,695	10	72	13.89%
Douglas County NE	571,327	12	87	13.79%
Tulsa County OK	651,552	9	137	6.57%
Oklahoma County OK	797,434	20	175	11.43%

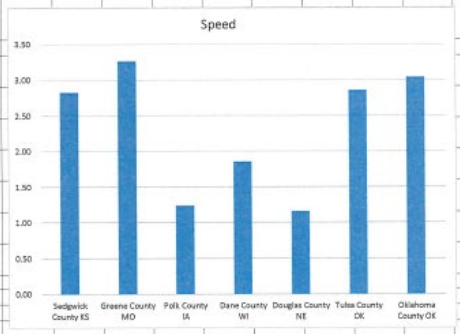


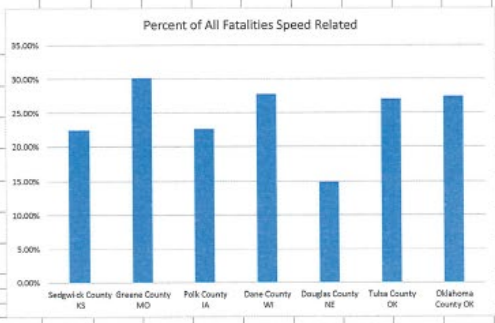


County	Population	Speed Related Fatalities		Speed Related Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	15	14	2.92	2.73	29	2.83
Greene County MO	293,086	7	12	2.42	4.11	19	3.27
Polk County IA	490,161	5	7	1.04	1.44	12	1.24
Dane County WI	546,695	9	11	1.68	2.03	20	1.86
Douglas County NE	571,327	9	4	1.61	0.71	13	1.16
Tulsa County OK	651,552	20	17	3.09	2.62	37	2.86
Oklahoma County OK	797,434	21	27	2.67	3.41	48	3.04

Population numbers are from census.gov and estimates from July 1, 2019.

		Speed Related Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Speed Related
Sedgwick County KS	516,042	29	129	22.48%
Greene County MO	293,086	19	63	30.16%
Polk County IA	490,161	12	53	22.64%
Dane County WI	546,695	20	72	27.78%
Douglas County NE	571,327	13	87	14.94%
Tulsa County OK	651,552	37	137	27.01%
Oklahoma County OK	797,434	48	175	27.43%

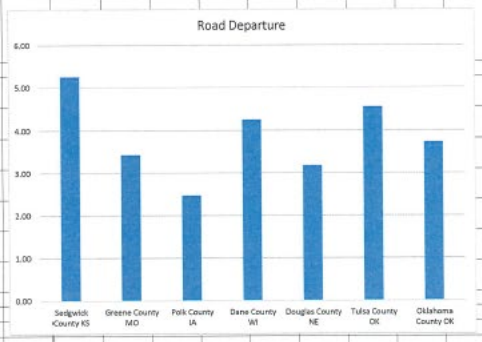


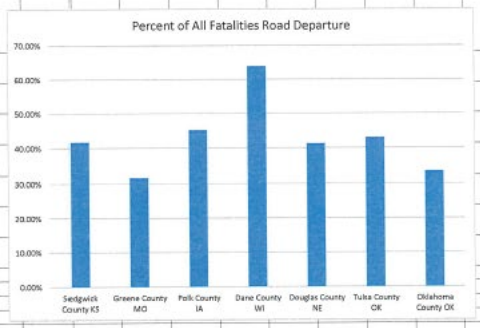


County	Population	Road Departure Fatalities		Road Departure Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	25	29	4.87	5.65	54	5.26
Greene County MO	293,086	8	12	2.76	4.11	20	3.44
Polk County IA	490,161	11	13	2.29	2.67	24	2.48
Dane County WI	546,695	19	27	3.54	4.98	46	4.26
Douglas County NE	571,327	13	23	2.32	4.06	36	3.19
Tulsa County OK	651,552	32	27	4.95	4.16	59	4.56
Oklahoma County OK	797,434	34	25	4.32	3.15	59	3.74

Population numbers are from census.gov and estimates from July 1, 2019.

		Road Departure Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Road Departure
Sedgwick County KS	516,042	54	129	41.86%
Greene County MO	293,086	20	63	31.75%
Polk County IA	490,161	24	53	45.28%
Dane County WI	546,695	46	72	63.89%
Douglas County NE	571,327	36	87	41.38%
Tulsa County OK	651,552	59	137	43.07%
Oklahoma County OK	797,434	59	175	33.71%

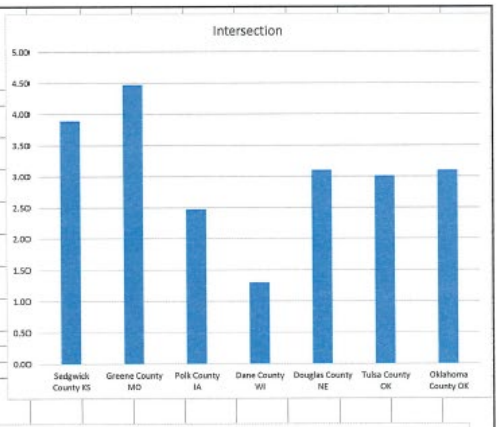


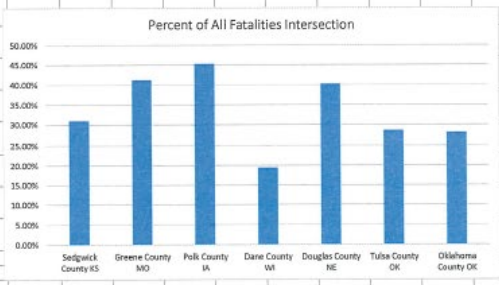


County	Population	Intersection Fatalities		Intersection Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	15	25	2.92	4.87	40	3.90
Greene County MO	293,086	13	13	4.49	4.45	26	4.47
Polk County IA	490,161	12	12	2.49	2.46	24	2.48
Dane County WI	546,695	8	6	1.49	1.11	14	1.30
Douglas County NE	571,327	19	16	3.39	2.82	35	3.11
Tulsa County OK	651,552	19	20	2.94	3.08	39	3.01
Oklahoma County OK	797,434	20	29	2.54	3.66	49	3.10

Population numbers are from census.gov and estimates from July 1, 2019.

		Intersection Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Intersection
Sedgwick County KS	516,042	40	129	31.01%
Greene County MO	293,086	26	63	41.27%
Polk County IA	490,161	24	53	45.28%
Dane County WI	546,695	14	72	19.44%
Douglas County NE	571,327	35	87	40.23%
Tulsa County OK	651,552	39	137	28.47%
Oklahoma County OK	797,434	49	175	28.00%

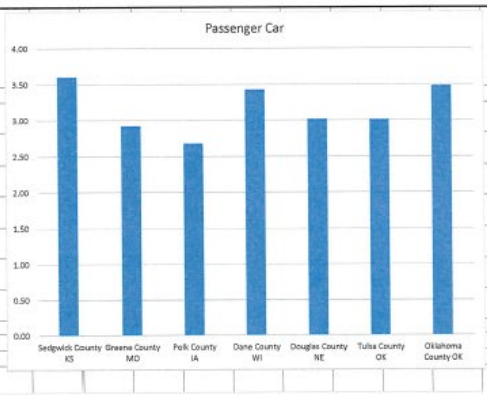


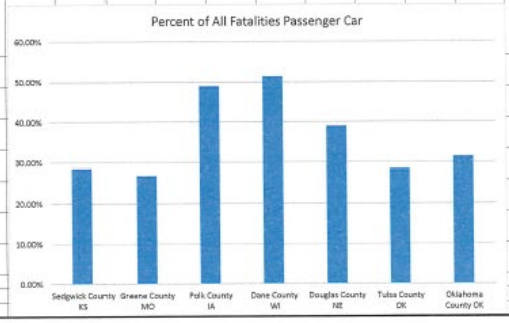


County	Population	Passenger Car Fatalities		Passenger Car Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	16	21	3.12	4.09	37	3.61
Greene County MO	293,086	8	9	2.76	3.08	17	2.92
Polk County IA	490,161	12	14	2.49	2.87	26	2.68
Dane County WI	546,695	15	22	2.79	4.06	37	3.43
Douglas County NE	571,327	15	19	2.68	3.35	34	3.02
Tulsa County OK	651,552	20	19	3.09	2.93	39	3.01
Oklahoma County OK	797,434	24	31	3.05	3.91	55	3.48

Population numbers are from census.gov and estimates from July 1, 2019.

		Passenger Car Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Passenger Car
Sedgwick County KS	516,042	37	129	28.68%
Greene County MO	293,086	17	63	26.98%
Polk County IA	490,161	26	53	49.06%
Dane County WI	546,695	37	72	51.39%
Douglas County NE	571,327	34	87	39.08%
Tulsa County OK	651,552	39	137	28.47%
Oklahoma County OK	797,434	55	175	31.43%

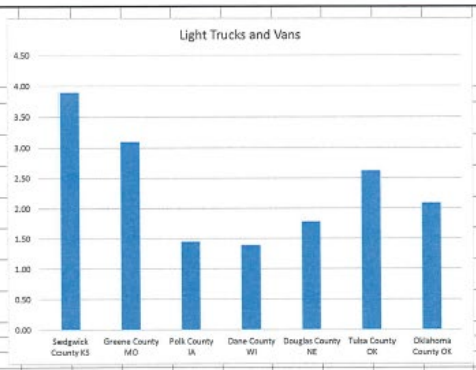


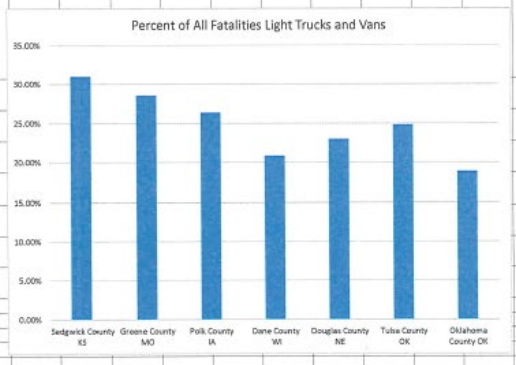


County	Population	Light Trucks and Vans Fatalities		Light Trucks and Vans Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	16	24	3.12	4.67	40	3.90
Greene County MO	293,086	10	8	3.45	2.74	18	3.10
Polk County IA	490,161	7	7	1.46	1.44	14	1.45
Dane County WI	546,695	4	11	0.75	2.03	15	1.39
Douglas County NE	571,327	14	6	2.50	1.06	20	1.78
Tulsa County OK	651,552	19	15	2.94	2.31	34	2.63
Oklahoma County OK	797,434	17	16	2.16	2.02	33	2.09

Population numbers are from census.gov and estimates from July 1, 2019.

		Light Trucks and Van Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Light Trucks and Vans
Sedgwick County KS	516,042	40	129	31.01%
Greene County MO	293,086	18	63	28.57%
Polk County IA	490,161	14	53	26.42%
Dane County WI	546,695	15	72	20.83%
Douglas County NE	571,327	20	87	22.99%
Tulsa County OK	651,552	34	137	24.82%
Oklahoma County OK	797,434	33	175	18.86%

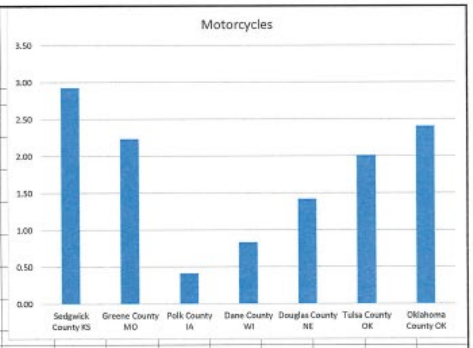


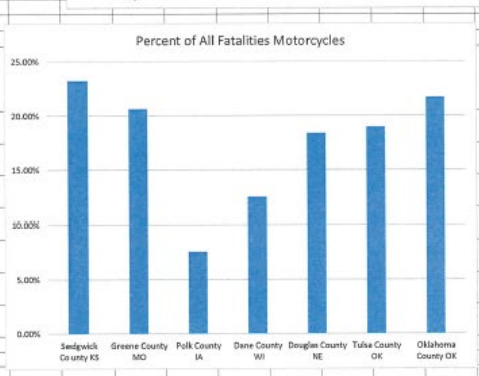


County	Population	Motorcycle Fatalities		Motorcycle Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	14	16	2.73	3.12	30	2.93
Greene County MO	293,086	5	8	1.73	2.74	13	2.24
Polk County IA	490,161	2	2	0.42	0.41	4	0.42
Dane County WI	546,695	5	4	0.93	0.74	9	0.84
Douglas County NE	571,327	7	9	1.25	1.59	16	1.42
Tulsa County OK	651,552	15	11	2.32	1.70	26	2.01
Oklahoma County OK	797,434	18	20	2.29	2.52	38	2.41

Population numbers are from census.gov and estimates from July 1, 2019.

		Motorcycle Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Motorcycles
Sedgwick County KS	516,042	30	129	23.26%
Greene County MO	293,086	13	63	20.63%
Polk County IA	490,161	4	53	7.55%
Dane County WI	546,695	9	72	12.50%
Douglas County NE	571,327	16	87	18.39%
Tulsa County OK	651,552	26	137	18.98%
Oklahoma County OK	797,434	38	175	21.71%

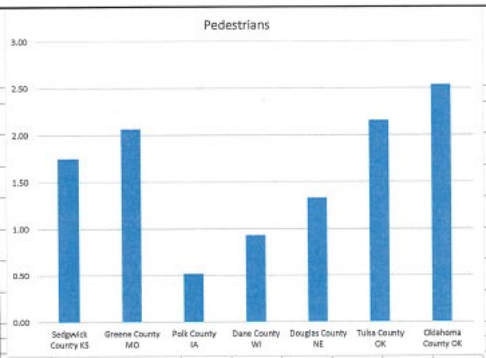


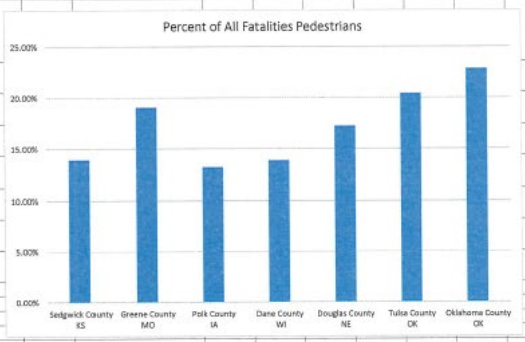


County	Population	Pedestrian Fatalities		Pedestrian Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	9	9	1.75	1.75	18	1.75
Greene County MO	293,086	7	5	2.42	1.71	12	2.07
Polk County IA	490,161	4	3	0.83	0.20	7	0.52
Dane County WI	546,695	6	4	1.12	0.74	10	0.93
Douglas County NE	571,327	7	8	1.25	1.41	15	1.33
Tulsa County OK	651,552	14	14	2.16	2.16	28	2.16
Oklahoma County OK	797,434	26	14	3.30	1.77	40	2.54

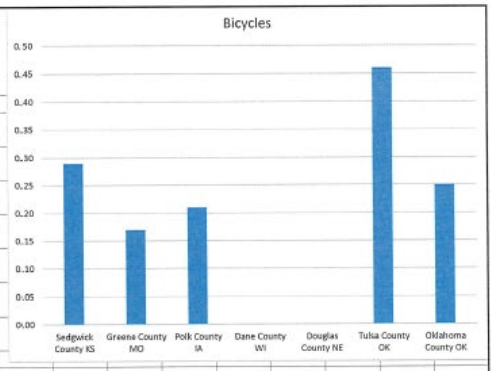
Population numbers are from census.gov and estimates from July 1, 2019.

		Pedestrian Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Pedestrians
Sedgwick County KS	516,042	18	129	13.95%
Greene County MO	293,086	12	63	19.05%
Polk County IA	490,161	7	53	13.21%
Dane County WI	546,695	10	72	13.89%
Douglas County NE	571,327	15	87	17.24%
Tulsa County OK	651,552	28	137	20.44%
Oklahoma County OK	797,434	40	175	22.86%



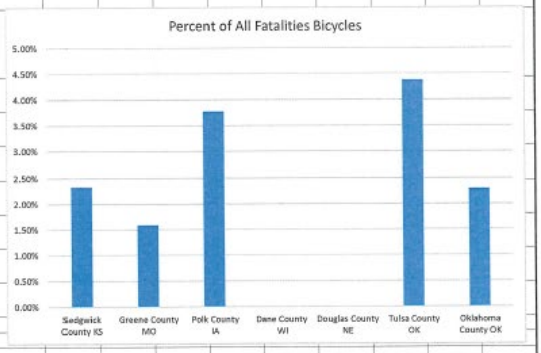


County	Population	Bicycle Fatalities		Bicycle Fatality Rate (Fatalities per 100,000 Population)		2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018		
Sedgwick County KS	516,042	1	2	0.19	0.39	3	0.29
Greene County MO	293,086	0	1	0.00	0.34	1	0.17
Polk County IA	490,161	1	1	0.21	0.21	2	0.21
Dane County WI	546,695	0	0	0.00	0.00	0	0.00
Douglas County NE	571,327	0	0	0.00	0.00	0	0.00
Tulsa County OK	651,552	1	5	0.15	0.77	6	0.46
Oklahoma County OK	797,434	2	2	0.25	0.25	4	0.25



Population numbers are from census.gov and estimates from July 1, 2019.

		Bicycle Fatalities, 2017 plus 2018	All Fatalities, 2017 plus 2018	Percent of All Fatalities Bicycles
Sedgwick County KS	516,042	3	129	2.33%
Greene County MO	293,086	1	63	1.59%
Polk County IA	490,161	2	53	3.77%
Dane County WI	546,695	0	72	0.00%
Douglas County NE	571,327	0	87	0.00%
Tulsa County OK	651,552	6	137	4.38%
Oklahoma County OK	797,434	4	175	2.29%

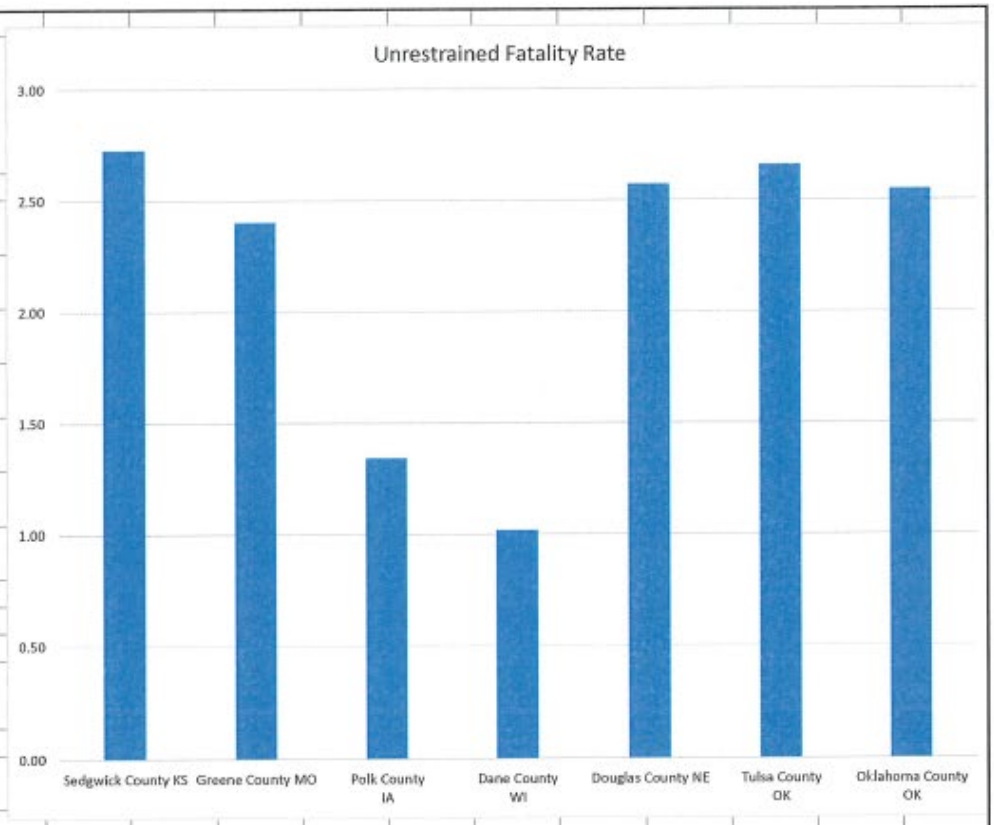


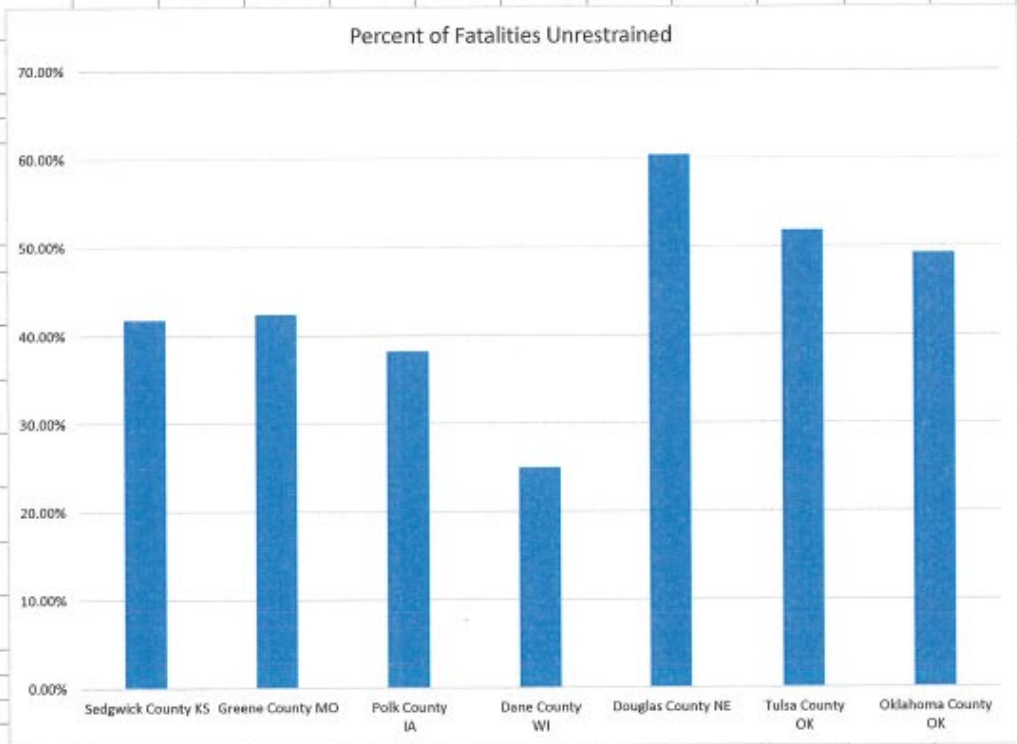
County	Population	Unrestrained Fatalities		Unrestrained Fatality Rate (Fatalities per 100,000 Population)			2017 plus 2018	Average Rate 2017-2018
		2017	2018	2017	2018			
Sedgwick County KS	516,042	12	16	2.34	3.12		28	2.73
Greene County MO	293,086	6	8	2.07	2.74		14	2.41
Polk County IA	490,161	7	6	1.46	1.23		13	1.35
Dane County WI	546,695	4	7	0.75	1.29		11	1.02
Douglas County NE	571,327	17	12	3.03	2.12		29	2.58
Tulsa County OK	651,552	21	21	2.67	2.65		42	2.66
Oklahoma County OK	797,434	21	12	3.25	1.85		33	2.55

Population numbers are from census.gov and estimates from July 1, 2019.

County	Population	Restrained plus Unrestrained		Both Years Combined
		2017	2018	
Sedgwick County KS	516,042	29	38	67
Greene County MO	293,086	16	17	33
Polk County IA	490,161	17	17	34
Dane County WI	546,695	17	27	44
Douglas County NE	571,327	26	22	48
Tulsa County OK	651,552	36	45	81
Oklahoma County OK	797,434	36	31	67

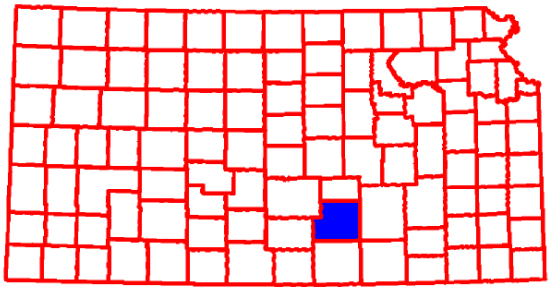
County	Population	Percent of Fatalities Unrestrained		Both Years Combined
		2017	2018	
Sedgwick County KS	516,042	41.38%	42.11%	41.79%
Greene County MO	293,086	37.50%	47.06%	42.42%
Polk County IA	490,161	41.18%	35.29%	38.24%
Dane County WI	546,695	23.53%	25.93%	25.00%
Douglas County NE	571,327	65.38%	54.55%	60.42%
Tulsa County OK	651,552	58.33%	46.67%	51.85%
Oklahoma County OK	797,434	58.33%	38.71%	49.25%


Unrestrained Fatality Rate
3.00
2.50
2.00
1.50
1.00
0.50
0.00
Sedgwick County KS
Greene County MO
Polk County IA
Dane County WI
Douglas County NE
Tulsa County OK
Oklahoma County OK


Percent of Fatalities Unrestrained
70.00%
60.00%
50.00%
40.00%
30.00%
20.00%
10.00%
0.00%
Sedgwick County KS
Greene County MO
Polk County IA
Dane County WI
Douglas County NE
Tulsa County OK
Oklahoma County OK

U.S. Department of Transportation — National Highway Traffic Safety Administration

Traffic Safety Facts
Sedgwick County, Kansas
2016-2020



This Report Contains Data From the Following Sources:
Fatality Data - NCSA Fatality Analysis Reporting System (FARS): 2016-2019 Final File and 2020 Annual Report File (ARF)
Population Data - U.S. Bureau of the Census

Fatalities by Person/Crash Type

Fatality Type	Fatalities					Fatalities Per 100,000 Population				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Total Fatalities (All Crashes)*	57	57	72	57	65	11.10	11.10	14.01	11.03	12.50
(1) Alcohol-Impaired Driving (BAC=.08+) Fatalities	14	11	18	10	14	2.73	2.14	3.50	1.94	2.69
(2) Single Vehicle Crash Fatalities	32	31	34	27	25	6.23	6.04	6.62	5.23	4.81
(3) Large Truck Involved Crash Fatalities	5	4	8	5	8	0.97	0.78	1.56	0.97	1.54
(4) Speeding Involved Crash Fatalities	11	15	14	21	30	2.14	2.92	2.72	4.07	5.77
(5) Rollover Involved Crash Fatalities	18	9	12	8	8	3.51	1.75	2.34	1.55	1.54
(6) Roadway Departure Involved Crash Fatalities	30	25	29	25	22	5.84	4.87	5.64	4.84	4.23
(7) Intersection (or Intersection Related) Crash Fatalities	22	15	25	21	31	4.29	2.92	4.86	4.07	5.96
Passenger Car Occupant Fatalities	9	16	21	26	25	1.75	3.12	4.09	5.03	4.81
Light Truck Occupant Fatalities	23	16	24	17	16	4.48	3.12	4.67	3.29	3.08
Motorcyclist Fatalities	14	14	16	9	17	2.73	2.73	3.11	1.74	3.27
Pedestrian Fatalities	9	9	9	4	6	1.75	1.75	1.75	0.77	1.15
Bicyclist (or Other Cyclist) Fatalities	1	1	2	1	1	0.19	0.19	0.39	0.19	0.19

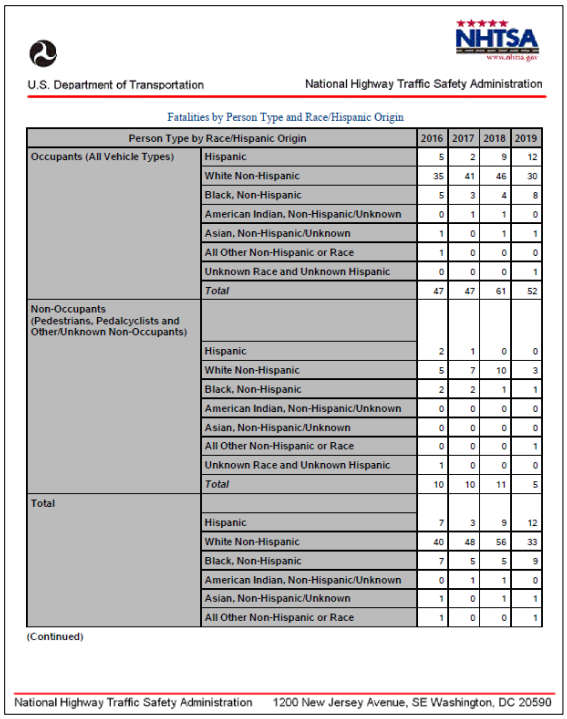
(1) Crash Involved at Least One Driver or Motorcycle Rider With a BAC of .08 or Above
(2) Crash Involved Only One Vehicle In Transport
(3) Crash Involved at Least One Large Truck
(4) Crash Involved at Least One Vehicle Speeding
(5) Crash Involved at Least One Vehicle that Rolled Over
(6) Crash Involved at Least One Vehicle that Departed the Roadway (FHWA Definition)
(7) Crash Occured Within an Intersection or Within the Approach to an Intersection
*A Fatality Can Be in More Than One Category. Therefore Sum of the Individual Cells Will Not Equal the Total Due to Double Counting

Passenger Vehicle Occupant Fatalities by Restraint Use

Restraint Use	Fatalities					Fatalities Per 100,000 Population				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Restrained	16	17	22	17	20	3.12	3.31	4.28	3.29	3.85
Unrestrained	13	12	16	14	17	2.53	2.34	3.11	2.71	3.27
Unknown Restraint Use	3	3	7	12	4	0.58	0.58	1.36	2.32	0.77
Total	32	32	45	43	41	6.23	6.23	8.76	8.32	7.89

Motorcyclist Fatalities by Helmet Use

Helmet Use	Fatalities					Fatalities Per 100,000 Population				
	2016	2017	2018	2019	2020	2016	2017	2018	2019	2020
Helmet Used	5	3	4	2	7	0.97	0.58	0.78	0.39	1.35
No Helmet Used	9	10	11	7	9	1.75	1.95	2.14	1.36	1.73
Unknown Helmet Use	0	1	1	0	1	0.00	0.19	0.19	0.00	0.19
Total	14	14	16	9	17	2.73	2.73	3.11	1.74	3.27



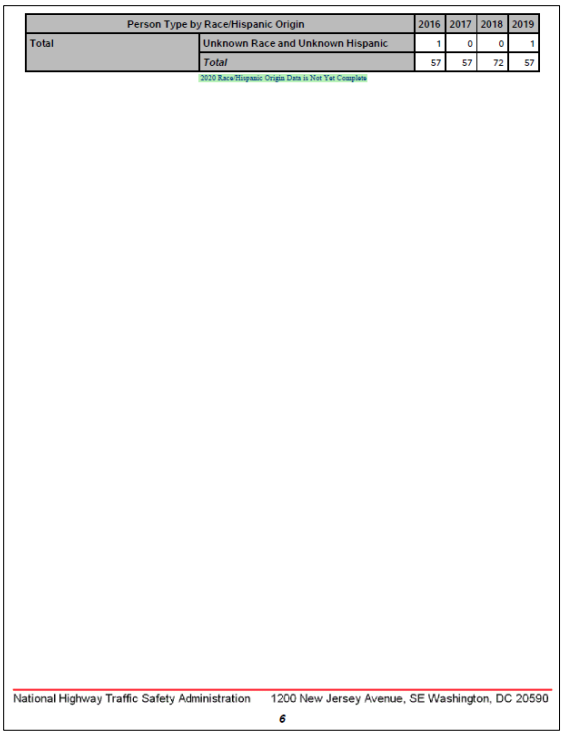
U.S. Department of Transportation — National Highway Traffic Safety Administration

Fatalities by Person Type and Race/Hispanic Origin

Person Type by Race/Hispanic Origin		2016	2017	2018	2019
Occupants (All Vehicle Types)	Hispanic	5	2	9	12
	White Non-Hispanic	35	41	46	30
	Black, Non-Hispanic	5	3	4	8
	American Indian, Non-Hispanic/Unknown	0	1	1	0
	Asian, Non-Hispanic/Unknown	1	0	1	1
	All Other Non-Hispanic or Race	1	0	0	0
	Unknown Race and Unknown Hispanic	0	0	0	1
	Total	47	47	61	52
Non-Occupants (Pedestrians, Pedalcyclists and Other/Unknown Non-Occupants)					
	Hispanic	2	1	0	0
	White Non-Hispanic	5	7	10	3
	Black, Non-Hispanic	2	2	1	1
	American Indian, Non-Hispanic/Unknown	0	0	0	0
	Asian, Non-Hispanic/Unknown	0	0	0	0
	All Other Non-Hispanic or Race	0	0	0	1
	Unknown Race and Unknown Hispanic	1	0	0	0
	Total	10	10	11	5
Total					
	Hispanic	7	3	9	12
	White Non-Hispanic	40	48	56	33
	Black, Non-Hispanic	7	5	5	9
	American Indian, Non-Hispanic/Unknown	0	1	1	0
	Asian, Non-Hispanic/Unknown	1	0	1	1
	All Other Non-Hispanic or Race	1	0	0	1

(Continued)

National Highway Traffic Safety Administration 1200 New Jersey Avenue, SE Washington, DC 20590



Person Type by Race/Hispanic Origin		2016	2017	2018	2019
Total	Unknown Race and Unknown Hispanic	1	0	0	1
	Total	57	57	72	57

2020 Race/Hispanic Origin Data is Not Yet Complete

National Highway Traffic Safety Administration 1200 New Jersey Avenue, SE Washington, DC 20590

6

The Kansas Department of Transportation, Behavioral Safety Section, will support the objectives of the Drive Safe Sedgwick Coalition by 1) Mitigating impaired driving risk by reducing the obstacles to desired behaviors. 2) Activate Drive Safe Sedgwick initiative. Promotes the idea of having a plan." 3) A campaign that has broad appeal, enables, and empowers stakeholders to own it, and the primary target audience to relate and identify with it. 4) Meld the collective capabilities and commitments of stakeholders, the Drive Safe Sedgwick Coalition, and contractors. 5) continue during FY2024 the program that engages, educates, and offers prevention countermeasures. In addition, the core strategies and messages will include:

- Consumer Engagement via Social Norming + Affinity Marketing - Have a Plan
- Stakeholder Engagement and Sustainability - Be Part of The Solution.
- Have An Organizational Plan
- Enlist College Undergraduates to break the cycle and enlist large pool of influencers
- Advertising for Awareness.
- Support with Integrated Marketing
  - Media Relations (It's a Public Relations Campaign)
    - Social media
      - Instagram, and FB
- Marketing Partners' & Stakeholders' Campaigns
- Digital tools for reach, engagement, and activation

Such stakeholder engagement and sustainability involve a broad, community wide roll out 2024-26 by developing "prospectus", implementation within stakeholder communities including developing a platform and ongoing build out of adaptable online, Steering/Advisory team which includes but not limited to:

- KDOT
- Ascension Via Christi
- Wichita State University
- WeSupportU & Edu/Sports Management
- Wichita Sports Commission
- Wichita Police Department
- Sedgwick County Commission
- M.A.D.D./RideShare Companies
- KTSRO

There were several meetings initially to determine the focus towards Safer Sedgwick and all the partners were provided with an active voice in formulating plans. In fact, the Sedgwick Advisory Team determined all aspects of the plan including brainstorming, planning, goal setting, measurement and evaluation, and funding sources. Meetings were held in Wichita and via Teams Virtual Meetings on 05/24/2022, 06/22/2022, 09/15/2022, 11/3/2022, 01/26/2023, 03/09/2023, 03/23/2023, 05/25/2023 and 06/30/2023 will discuss WAMPO.

Drive Safe Sedgwick Attendance List (002) MAY 4, 2022

Name	Organization/Title	*confirmed as of 4/28
*Amy DeVault	Faculty Advisor Sunflower Media/Knight Ridder Foundation Media Consortium	
*Bob Moulette	Vice President Wichita Windsurge	
*Brian Turner	Director of Community Partnerships Wichita Sports Commission	
*Jodi Pew	Kansas Transportation Safety Resource Office Wichita Traffic Safety Specialist	
*Joel Lomerno	General Manager Wichita Thunder Hockey	
*Marci Young	Psy.D. LP Director Prevention & Outreach Wichita State University	
*Paul Cruz	Public Information Officer; Wichita Police Department	
*Robyn Meinholdt	Kansas Department of Transportation	
*Roy Turner and Debbie Burch	Wichita Classic Web.com Golf Tournament	
*Sarah Selmon	Wichita State University liaison to WeSUPPORTU	
*Troy Wells	KDOT Law Enforcement Liaison	
*Wichita Police Department Neighborhood Policing Unit Commanders		
Hayden Schrag	Intrust Bank Arena	
Jordan Garcia	JNA Advertising	
Mark Rogers	Shocker Sports Properties	
Mark Vermillion	WSU Chair/Professor—Sport Management; Associate Dean—College of Applied Studies; Director—Workforce Leadership degree program	

May 24, 2022 PARTICIPANTS	Organization
Brian Turner	Wichita Sports Commission Dir. Community Partnerships
Dan Kiser	KDOT LEL
Doug Ballou	BlueWindow Convener/Facilitator
Gary Herman	KDOT
Marci Young	Wichita State University Prevention/WeSUPPORTU
Patricia Middleton	KTSRO Communications
Robyn Meinholdt	KDOT
Roz Hutchinson	Ascension Via Christi Director Communications and PR
Sarah Selmon	Wichita State University
Taylor Valdez	Ascension Via Christi Public Relations
NOT PRESENT	
Amy Devault	Wichita State University/Wichita Journalism Collaborative
Jodi Pew	KTSRO
Paul Cruz	Wichita Police Department

Drive Safe Sedgwick Coalition Meeting Roster September 15			
Name	**Organization/Title**	**Email**	**Response**
Amy DeVault	Wichita Journalism Collaborative; Advisor Sunflower Media	Amy.devault@wichita.edu	Accepted
Bob Moulette	VP, Wichita Windsurge (& Riverfront Dev. Co.)	bobm@windsurge.com	No Response
Brian Turner	Dir. of Community Partnerships, Wichita Sports Comm.	bturner@wichitasports.com	Accepted
Chad Ditch		CDitch@wichita.gov	Declined
Chris Bortz	KDOT	Chris.Bortz@ks.gov	Accepted
Dan Schulte	KDOT Contractor	danielhschulte@gmail.com	Accepted
Doug Ballou	Blue Window	doug@blue-window.org	Accepted
Gary Herman	KDOT	Gary.Herman@ks.gov	Accepted
Hayden Schrag	Intrust Bank Arena	Hayden.schrag@intrustbankarena.com	No Response
Ingrid Vandervort	KDOT	ingrid.vandervort@ks.gov	Accepted
Jodi Pew	KTRSO	jpew@dccca.org	Accepted
Jordan Garcia	JNA	jgarcia@jnaadv.com	Accepted
Juan Rebolledo		jrebolledo@wichita.gov	Accepted
Joel Lomerno	GM Wichita Thunder Hockey	jlomerno@wichitahockey.com	Accepted
Sgt. John Rolston	Sedgwick Co. Sheriff		Accepted
Kelly Adams	MADD	Kelly.Adams@madd.org	Accepted
Kevin Jenks	Pres./CEO Wichita Sports Comm.	kevin@wichitasports.com	No Response
Lt. Robert J. Reichenberger	Police Academy Training Unit	rreichenberger@wichita.gov	Declined
Lori Marshall	MADD	lori.marshall@madd.org	Accepted
Luke Meixner	Union Broadcasting	lmeixner@unionbroadcasting.com	No Response
Marci Young	*Psy.D., LP* Director Prevention & Outreach WSU & Suspenders4Hope	marci.young@wichita.edu	Tentative
Mark Rogers	PlayFly Sports Prop.s & GM, Shocker Sports Prop.	mark@shockersp.com	No Response
Maura Fitzgerald	KDOT	maura.fitzgerald@ks.gov	Accepted
Mark Vermillion	WSU Chair/Prof—Sport Mgmt; Associate Dean—College of Applied Studies; Director—Workforce Leadership degree program	Mark.vermillion@wichita.edu	Accepted
Sgt. Mike Lloyd	Wichita PD Traffic Unit		Accepted
Officer J.C. Arondo		JArondo@wichita.gov	No Response

Drive Safe Sedgwick Coalition Meeting Roster September 15			
Name	**Organization/Title**	**Email**	**Response**
Officer Kim Warehime		KWarewime@wichita.gov	No Response
Officer L. Kimrey		LKimrey@wichita.gov	No Response
Paul Cruz	PIO; Wichita PD & Neighborhood Policing Unit Commanders	pcruz@wichita.gov	No Response
Patricia Middelton	KTRSO	pmiddleton@dccca.org	Tentative
Robyn Meinholdt	KDOT	Robyn.Meinholdt@ks.gov	Accepted
Roy Turner & Debbie Burch	Wichita Open	debbie@wichitaopen.com	No Response
Roz Hutchinson	WSU Ascension Via Christi	roz.hutchinson@ascension.org	Accepted
Lt. Scott Moon	XO Wichita PD	smoon@wichita.gov	No Response
Sarah Lopez	Sedgwick Co. Comm. Dist. 2 (incl Intrust Arena)	sarah.lopez@sedgwick.gov	No Response
Sarah Selmon	WSU liaison to We**SUPPORT**U	Sarah.stephensselmon@wichita.edu	Accepted
Troy Wells	KDOT LEL	wellsd0537@cox.net	Accepted

The meeting 11/3/2022 Goal: to develop plans to combat impaired driving with funding and resources for this project which was also projected for FY 23 and FY 24. Minutes from the 11/3/22 can be found in **Appendix 1** or below.

AGENDA

KDOT DRIVE TO ZERO SPORTS MARKETING
/WeSUPPORTU ROUNDTABLE
MAY 4/5
WICHITA WINGNUTS OFFICES AT RIVERFRONT STADIUM
10:00 A.M.

INVITEES:

Marci Young ***Psy.D., LP*** Director Prevention & Outreach
Sarah Selmon Wichita State University liaison to WeSUPPORTU --Ascension Via Christi MH Initiative
Mark Vermillion, WSU Chair/Professor—Sport Management; Associate Dean—College of Applied Studies; Director—Workforce Leadership degree program
Paul Cruz, Public Information Officer; Wichita Police Department
Wichita Police Department Neighborhood Policing Unit Commanders
Brian Turner, Director of Community Partnerships, Wichita Sports Commission
Bob Moulette, Vice President, Wichita Windsurge
Roy Turner and Debbie Burch, Wichita Classic Web.com Golf Tournament
Joel Lomerno, General Manager, Wichita Thunder Hockey
Guy Schroeder, Chief of Police, Wichita State University
Troy Wells KDOT Law Enforcement Liaison
Jodi Pew, Kansas Transportation Safety Resource Office, Wichita Traffic Safety Specialist
Amy DeVault, Faculty Advisor Sunflower Media/Knight Ridder Foundation Media Consortium

DISCUSSION

Wichita Situation Analysis:

- Fatal Crashes
- Alcohol-Related Crashes
- Unbelted Fatalities, and
- Unbelted Fatalities plus Suspected Serious Injuries.

KDOT Focus: *Safer Sedgwick*

--Advertising Campaign
--www.SaferSedgwick.com (Inform, Engage, Showcase Coalition)
--Media Event
--BlueWindow Marketing Model

Community Engagement Strategies
Employer Strategies
Roundtable Recommendations

DRIVE SAFE SEDGWICK – Drive to Zero
Cultivating a Culture of Safety
Agenda – November 3, 1:30-3:30 Project Identification

Impaired Driving

Outcome: develop methods and timeline to combat impaired driving with $100,000

I. **Review of comments from Sept. 15, discussion:**
   - **a.** "There is no accident in impaired driving, it's a failure to make a plan."
   - **b.** "How do we teach people to be better citizens? "
     - **i.** Work towards bringing down the fatalities in Wichita, Sedgwick County, but we are wondering if we're missing other places in the Hispanic culture and community.
   - **c.** "How do you increase your odds to get home safely?" (Think about odds like a lottery ticket)
   - **d.** Consider consistent branding across sports media and Drive Safe Sedgwick campaign
   - **e.** Bar server training
     - **i.** Per Gary Herman, KDOT The Safe Streets Coalition in Topeka offers the bartender training certification course and there is a as you know, a standard course for server training.
   - **f.** Increase shared drive programs
     - i. Know that when you open up a new business, whatever you have to have enough parking for that business and that may be something that the city might go a little bit easier on you if you if you have in your contract that you provide because of the money you take in for the venue for a ride share type thing so that they don't have to have so many parking spots.
     - ii. For our Wichita partners, when we have talked about ride share for large events before, the concern for the rideshare providers is their ability to provide service that they get overwhelmed quickly sometimes.
     - iii. Access to various avenues that you might incorporate in your plan, and so removing those barriers.
   - **g.** Contact people who have received DUI's as campaign spokes people
   - **h.** Educate/convince public marijuana, prescription, over the counter drugs are each impairment drugs
   - **i.** Work with judicial system for consistency and tougher DUI fines – fines may be community service for more impact

II. **Identify areas and methods to focus on**
   - **a.** We had captured one huge thing and that was to hone in on continuing to focus on impaired driving.
     - i. We need to get people to plan ahead before they go to the venue.
     - ii. as we reach out to these organizations too, we can just start telling them, hey, this is the ideal, maybe they could add that to their surcharge to get in that that.

b. Per Juan Robolledo: As we get a lot of responses from the public, when we have to deal with traffic. It helps with crashes, traffic violations, tickets, what to do after you get pulled over and some other campaigns. We get quite a bit of questions on that one.
    i. Gary Herman: In the new bill, the bipartisan infrastructure law, there are parts in it that address officer education on traffic stops and civilian education on traffic stops. But that won't take place for another year or two.
    ii. One of the conflicts when NHTSA puts out their ads, they use drunk driving and when KDOT does our ads, we do impaired driving and so you'll see both out there at the same time during the mobilizations. But the NHTSA headquarters still uses drunk driving.
    iii. A lot of people don't think that driving high is driving impaired. 2018 data in Wichita says 7000 people couldn't pass a drug test.
c. Ingrid Vandervort: That's concerning, for example, that older users, wouldn't they? They would be fearful of using Lyft or Uber. That's we need to create materials to help with that or bilingual materials if we're passing them out at the bars.

III. Identify timeline for implementation

IV. Next meeting:

a. Invite newly identified additional stakeholders
    i. Wichita business community via Wichita Rotary, Wichita Golf, Wichita Journalism Collaborative
    ii. Hispanic Chamber
    iii. Commissioner Sarah Lopez
    iv. Matt Martinez
    v. DUI Victim Center
    vi. Others?
        1. Claudia Amara might. Amara might be someone also she's in kind of a local influencer and has a talk show and a newspaper.
b. Share plan and ask, "What did we miss?"
c. For this group, as we move forward and once again may just be for this next year, maybe next year we'll be able to change focus of it or something like that or will maybe get into some different funding sources that will give us opportunities to do some different things as well too.

Future meeting dates are approximately every other month with 08/24/2023 being the next date scheduled.

Behavioral Safety Section, will also support the objectives of the Drive Safe Sedgwick Coalition by including the Social Norming Strategy: Invitations to individuals, fan bases, and organizations to be part of the solution: “Have A Plan”, reinforce positive behaviors, decisions like Model the Behavior, Exploit Strong Affinities to Counter Apathy – Reactance, Reinforce Motivation —“You can have fun and be safe.”, Ride Share is a “popular choice”; DD an easy one, Form Habits/Break the Cycle Among Younger Demo, Remind the “undecided”; convert apathetic, Employer Civic and Corporate Responsibility.

KANSAS SAFETY CORRIDOR PILOT PROGRAM

The Behavioral Safety Section, BSS is also actively involved in the KANSAS SAFETY CORRIDOR PILOT PROGRAM. In this pilot or trial program, a safety corridor is a section of highway selected for increased road user education, increased enforcement of traffic safety laws, and consideration of engineering strategies. The planned pilot program timeline is 2023 to 2028. Four corridors were selected statewide. Corridor limits were determined based on crash history, the availability of additional law enforcement, and input from local traffic safety partners. Those corridors are I-135, US-24, US-83/50, and US-69. Site visits were executed I-135 on 10/11/2022, US-83 on 10/24/2022. US-69 on 10/17/2022, and US-24 was visited on 10/21/2022. These sight visits included community meetings wherein the public and professionals from the area were provided with the opportunity to have an active voice in formulating the plan.

I 135 – October 11, 2022					
First	**Last**	**Position**	**Location**	**E Area**	**Email**
Phil	Bostain	Chief of Police	Park City	Enforcement	pbostain@parkcityks.gov
H	Capps	Police Captain	Park City	Enforcement	Hcapps@parkcityks.gov
Chris	Ciardella	Assistant City Engineer	Newton	Engineering	cciardella@newtonkansas.com
Craig	Dunlavy	Chief of Police	Newton	Enforcement	cdunlavy@npdks.org
David	Golden	KHP Troop Master		Enforcement	David.golden@ks.gov
Scott	Koopmann	KDOT Area Engineer		Engineering	Scott.koopmann@ks.gov
Tom	McCartney	KDOT Maintenance Superintendent		Engineering	Tom.mccartney@ks.gov
Brian	Nicholas	EMS Chief	Sedgwick County	EMS	Brian.nicholas@sedgwick.gov
Steve	Roberson	Fire/EMS Chief	Newton	EMS	steveroberson@newtonfireems.com
Don	Snyder	KDOT Metro Engineer	Wichita	Engineering	Donald.snyder@ks.gov
Nick	Squires	KDOT District Engineer	Hutchison	Engineering	Nick.squires@ks.gov
Chip	Westfall	County Commissioner	Harvey County	Engineering	Chipw58@cox.net
Richard	Wolff	Lieutenant	Park City	Enforcement	rwolff@parkcityks.gov

US 83.50 – October 24, 2022			
First	**Last**	**Position**	**Email**
Gary	Bennett	KDOT	gary.bennett@ks.gov
Joe	Finley	KDOT	joe.finley@ks.gov
Ron	Hall	KDOT	ron.hall@ks.gov
Curt	Logsdon	Finney County Public Works	clogsdon@finneycounty.org
Steven	Martinez	Finney County Sheriff's Office	stevem@ficolec.org
Randy	Mosher	KHP	randell.mosher@ks.gov
Mike	Muirhead	City of Garden City	mike.muirhead@gardencityks.us
Tyler	Patterson	City of Garden City	tyler.patterson@gardencityks.us
Mike	Pittman	KDOT	mike.pittman@ks.gov
Craig	Schlott	KDOT	craig.schlott@ks.gov
Jeff	Steele	Finney County Sheriff's Office	jeffs@ficolec.org
Michael	Warren	Finney County Sheriff's Office	mikew@ficolec.org

US 24 – October 21, 2022					
First	**Last**	**Position**	**Location**	**E Area**	**Email**
Paul		Police Department	Wamego	LE	
Doug	Adams	Sheriff	Pott. County	LE	dadams@ptsheriff.com
De	Bailey		Pott. County EMS	EMS	
Nathan	Bergman	Engineer	Pott. County	Engineering	Nathan.bergman@bartwest.com
Derek	Cid	Chief of Police	St Marys	LE	
Stacie	Eichem	City Manager	Wamego		citymanager@wamego.org
Ken	Hays		Manhattan		hays@cityofmhk.com
Shane	Jager	Sheriff	Pott. County	LE	sjager@ptsheriff.com
Brian	Johnson	City Engineer	Manhattan	Engineering	johnsonb@cityofmhk.com
Chad	Kinsley	County Administrator	Pott. County	Engineering	ckinsley@pottcounty.org
Mike	McInter	Design Engineer	Manhattan	Engineering	
Jennifer	Merrow	Director of EMS	Pott. County	EMS	jmerrow@pottcounty.org
Stephan	Metzger	Planning / Zoning	Pott. County	Engineering	Shetzger@pottcounty.org
Steve	Roggenkamp		Pott. County	LE	sroggenkamp@pottcounty.org
Paul	Schliffke	Chief of Police	Wamego	LE	pschliffke@wamegopd.com

US 24 – October 21, 2022					
Greg	Steere	Police Department	Riley County	LE	gsteere@rileycountypolice.org
Greg	Webster	Planning / Zoning	Pott. County	Engineering	gwebster@pottcounty.org
Mark	Whitehair	Fire Department	Manhattan	EMS	whitehair@cityofmhk.com

US 69 – October 17, 2022			
First	**Last**	**Position**	**Email**
Jay	Bayers	City of Pittsburg	Jay.byers@pittks.org
	Benson	Chamber Highway 69 Association	
Mike	Gordon	Chief - Fire District No. 1	fire@bakerfire.kscoxmail.com
Pam	Henderson	Sen. Moran / Hwy 69 Association	Pam.henderson@moran.senate.gov
Ben	Henderson	Pittsburg PD	Ben.henderson@police.pittks.org
Chris	Moore	Lt. – Pittsburg PD	Chris.moore@police.pittks.org
Lt. Mike	O'Hara	KHP	Mike.ohara@ks.gov
Danny	Smith	Sheriff - Crawford County	dsmith@crsoks.org
Thomas	Vacca	Pittsburg fire department	Thomas.vacca@pittks.org

The planned program timeline is as follows but is subject to change: 2023 Launch pilot program, 2023-2025 Implement education, enforcement, and short-term engineering strategies, 2026-2028 Implement long-term engineering strategies and evaluate the pilot program. Motorists will see and hear targeted media campaigns, signage, and increased law enforcement within the corridors. With more drivers choosing safer speeds, wearing seat belts, and avoiding driving while impaired, we expect increased safety for all road users along the safety corridors. Finally in 2029 Program staff plans to evaluate long-term engineering strategies and the overall effectiveness of the Safety Corridor Pilot Program and may include surveys for feedback on public perception and impact. The DTZ Coalition plans to determine the potential of a future safety corridor program.

Focus group meetings were held over FY23 to discuss traffic safety strategies to reduce traffic deaths and serious injuries for the 4 initial corridors. During this initial focus group meeting, stake holders were invited to join other area decision makers including first responders, local government officials, law enforcement agencies, and transportation engineers **Appendix 2.**

I-135 Corridor Contact List as of February 21, 2023		
Organization	**Name**	**Title**
FIRST RESPONDERS MEDICAL (NOT LE)		
Sedgwick Co. EMS	Kevin Lanterman	Director
Sedgwick Co. EMS	Brian Nichols	Chief
	Col. Shannon Reed	Operations Division Chief, Paramedic

I-135 Corridor Contact List as of February 21, 2023		
Sedgwick Co. Fire District 1	Douglas Williams	Fire Chief
Newton Fire/EMS	Steve Roberson	Chief
Emergency Newton Medical Center (NMC) - Newton	Vallerie Cleason	President and Chief Executive Officer
KEMSIS	Joe House	
KDOT		
KDOT DE	Nick Squires	District Engineer
KDOT DME	Dave Bohnenblust	District Maintenance Engineer
KDOT DCE	Duane Flug	District Const./Mat. Engineer
KDOT AE	Scott Koopmann	Area 2 Engineer
KDOT AE	Mike Longshaw	Metro Engineer (Area 5)
KDOT District PAM	Tim Potter	District Public Affairs Manager
KDOT Area Superintendent	Tom McCartney	Area 2 Superintendent
KDOT Area Superintendent	David Lechner	Area 5 Superintendent
LOCAL GOVERNMENT/ASSOCIATIONS		
City of Newton	Chris Ciardella	Asst. City of Newton Engineer
Harvey County Government	Chip Westfall	Harvey County Commissioner
Freight Organization (KMCA)	Deann Williams	Executive Director
WAMPO	Chad Parasa	Executive Director
KTA	Jeri Biehler	
KTA	Glen Scott	
KTA	David Jacobson	Director of Engineering
	Douglas Williams	
EMPLOYERS of 50+		
Bethel College	Janet Fulmer	Director of HR & Compliance
(Bethel College)	Rose Barerra	Asst. to the President
(Bethel College)	Jonathan Gering	President
Don Hattan Chevrolet	Erika Maley	Director of Marketing
United Rentals	Vicktoria Mundahl	Manager

I-135 Corridor Contact List as of February 21, 2023		
LAW ENFORCEMENT		
LEL	Troy Wells	KDOT LEL
KHP	David Golden	KHP Master Trooper
KHP	Jimmie Atkinson	Captain
Harvey County Sheriff	Lorenzo Bohringer	Investigator, DRE
Kechi Police	Jessie Woodrow	Chief
Newton Police	Craig Dunlavy	Chief
Park City Police	Phil Bostian	Chief
Park City Police	Hobert Capps	Captain

I-135 Corridor Contact List as of February 21, 2023		
LAW ENFORCEMENT		
Park City Police	Richard Wolf	Lieutenant
Sedgwick County Sheriff	Jeff Easter	Sheriff
Sedgwick County Sheriff	Mike Jausel	Sargent
Wichita PD	Joseph Sullivan	Chief
Wichita PD	Bill Manchester	Lieutenant

US-24 Corridor Contact List as of February 21, 2023		
Organization	**Name**	**Title**
FIRST RESPONDERS MEDICAL (NOT LE)		
Manhattan Fire Department	Scott French	Fire Chief
Manhattan Fire Department	Mark Whitehair	Battalion Chief
Pottawatomie County EMS	Hal Bumgarner	Director of EMS
Pottawatomie County EMS	Jennifer Merrow	Director of EMS
Pottawatomie County EMS	De Bailey	
Pottawatomie County Fire	Jared Barnes	Fire Supervisor
St. Marys Fire Department	Dan Marstall	Fire Chief
Wamego Fire Department	Phil Stultz	Fire Chief
Wamego Health Center	Curtis Wolfe	
Kansas Region 5 EMS	David Adams	Paramedic (Vice President)
KEMSIS	Joe House	
KDOT		
KDOT DE	Leroy Koehn	District Engineer
KDOT DME	Mark Karolevitz	District Maintenance Engineer
KDOT DCE	Kevin Palic	District Const./Mat. Engineer
KDOT AE	Matt Mackeprang	Area 5 Engineer
KDOT Construction Engineer	Damian Rottinghaus	Construction Engineer
KDOT District PAM	Kelly Kultala	Public Affairs Manager
KDOT District PAM	Kate Craft	Public Affairs Manager
KDOT Area Superintendent	Jeff Romine	Area 5 Superintendent
LOCAL GOVERNMENT/ASSOCIATIONS		
City of Manhattan	Brian Johnson	City Engineer
City of Manhattan	Ken Hays	Project Coordinator
City of Wamego	Stacie Eichem	City Manager
City of Wamego	Casey Frisbie	Public Works Director
City of St. Marys	Bob Schindler	Street Superintendent
Pottawatomie County	Nathan Bergman	Engineer
Pottawatomie County	Chad Kinsley	County Administrator
Pottawatomie County	Greg Webster	Planning/Zoning
Pottawatomie County	Stephen Metzger	Planning/Zoning
Pottawatomie County	Steve Rogenkamp	Project Coordinator
Flint Hills Transportation Authority	Chris Adams	Chief Safety Officer

US-24 Corridor Contact List as of February 21, 2023		
Flint Hills Transportation Authority	Anne Smith	Executive Director
Aggieville Merchants Association	Dennis Cook	Director
Wamego Chamber of Commerce	Jessa Peterson	
St. Marys Chamber of Commerce	Brigitte Parks	
Pottawatomie County Economic Development	Jack Allston	Executive Director
Manhattan Commission Co.	John Cline	President
Freight Organization (KMCA)	Deann Williams	Executive Director
Flint Hills MPO	Jared Tremblay	Planning Manager
KMCA	Michael Christopher	
KSDE	Keith Dreiling	
LAW ENFORCEMENT		
Law Enforcement Liaison (LEL)	Robert Hamilton	LEL
KHP	Joe Witham	Captain
KHP	Adam Simone	Supervisor
Pottawatomie Sheriff Department	Shane Jager	Sheriff
Pottawatomie Sheriff Department	Doug Adams	Sheriff
Riley County PD includes Manhattan	Greg Steere	Patrol Captain
Riley County PD includes Manhattan	Daryl Ascher	Lieutenant Traffic
Wamego Police Department	Paul Schliffke	Chief of Police
Ft. Riley Safety	Ronald Clasberry	Garrison Safety Director
Ft. Riley Safety	Marc Greene	Deputy Garrison Safety Director
St. Marys PD	Derek Cid	Chief

US-69 Corridor Contact List as of February 21, 2023		
Organization	**Name**	**Title**
FIRST RESPONDERS MEDICAL (NOT LE)		
Pittsburg Fire Department	Taylor Cerne	Interim Fire Chief
Baker Township Fire Department	Mike Gordon	Chief, Fire District No. 1
Ascension Via Christi Hospital-Pittsburg	Drew Talbot	President
Crawford County EMS	Randy Sandberg	Director
KEMSIS	Joe House	
KDOT		
KDOT DE	Wayne Gudmonson	District Engineer
KDOT DME	John Hrenak	District Maintenance Engineer
KDOT DCE	Darrin Petrowsky	Dist. Const./Materials Engineer
KDOT AE	Kyler Farmer	Area 4 Engineer
KDOT District PAM	Priscilla Petersen	PAM
KDOT Area Superintendent	Larry Robinson	Area 4 Superintendent
LOCAL GOVERNMENT/ASSOCIATIONS		
City /Public Works	Greg Hardister	Engineering Supervisor
City of Pittsburg	Daron Hall	City Manager
City of Pittsburg	Jay Byers	Deputy City Manager

US-69 Corridor Contact List as of February 21, 2023		
City of Frontenac	John Zafuta	City Administrator
Chamber of Commerce/HWY 69 Assn.	Blake Benson	
Sen. Moran/HWY 69 Assn.	Pam Henderson	
Freight Organization (KMCA)	Deann Williams	Executive Director
EMPLOYERS of 50+		
Ascension Via Christi Hospital	Herbert Vallier	Chief, HR
Heritage Tractor	Nathan Lesley	Location Manager
Pittsburg State University	Debbie Barone	Admin. Associate
LAW ENFORCEMENT		
Law Enforcement Liaison (LEL)	Dan Kiser	Law Enforcement Liaison
KHP	Mike O'Hara	Lt. KHP
Crawford County Sheriff Dept.	Danny Smith	Sheriff, Crawford Co.
Crawford County Sheriff Dept.	Scott Tyrell	Undersheriff
Frontenac Police	Cody Milligan	Chief
Pittsburg Police Department	Chris Moore	Lieutenant
Pittsburg Police Department	Ben Henderson	Deputy Chief
Pittsburg Police Department	Travis Bowman	Sergeant
Pittsburg State University Police	Stu Hite	Chief, Pittsburg State Univ
	Dean Mann	
	Mark McCoy	

US-83/50 Corridor Contact List as of February 21, 2023		
Organization	**Name**	**Title**
FIRST RESPONDERS MEDICAL (NOT LE)		
Finney County Emergency Medical	Skylar Swords	Director
Garden City Fire Department	Jon Irsik	Fire Chief
Southwest Kansas EMS (Region 2)	Kenny Smith	Executive Director
Centura St. Catherine Hospital - Garden City	Twilla Lee	Chief Executive Officer
KEMSIS	Joe House	
Genesis Family Health	Lisa Knoll	Director of Outreach
KDOT		
KDOT DE	Ron Hall	District Engineer
KDOT DME	Joe Finley	Dist. Maintenance Engineer
KDOT DCE	Mike Pittman	Dist. Const. Material Engineer
KDOT AE	Gary Bennett	Area 1 Engineer
KDOT Construction Engineer	Craig Schlott	Construction Engineer
KDOT District PAM	Yazmin Moreno	District Public Affairs Manager
KDOT Area Superintendent	Josh Nolan	Area 1 Superintendent
LOCAL GOVERNMENT/ASSOCIATIONS		

US-83/50 Corridor Contact List as of February 21, 2023		
Finney County	Curtis Logsdon	Director
City of Garden City	Tyler Patterson	Public Works Operations Mgr.
City of Garden City	Mike Muirhead	Dir. Public Works & Utilities
City of Holcomb	Tyler Patterson	Councilmember
Freight Organization (KMCA)	Deann Williams	Executive Director
EDUCATION		
Garden City High School	Steve Nordby	HS Principal
Holcomb High School	Jerry Johnson	HS Principal
Garden City Community College	Dr. Ryan Ruda	President and CEO
EMPLOYERS of 50+		
Tyson Foods	Juan Rico	
Empirical Foods	Omar Angeles	
Brookover Companies	Angel Andrews	
Centura St. Catherine Hospital	Shawna Deal	
City of Garden City Government	Ellie Voepe	
Compass Behavioral Health	Lisa Southern	
Dillon's	Clayton McFee	
Finney County Government	Kelly Munyan	
Garden City Community College	Kelle Munoz	
Garden City Co-op	Holly Cowan	
Golden Plains Credit union	Jill Durst	
Sam's Club	Randy Lucas	
USD 363	Norma Spangler	
USD 457	Roy Cessna	
WalMart Supercenter	Stephanie Davidson	
LAW ENFORCEMENT		
Law Enforcement Liaison (LEL)	Troy Wells	KDOT LEL
KHP	Randy Mosher	Captain
Finney County Sheriff's Office	Jeff Steele	Patrol Captain
Finney County Sheriff's Office	Steven Martinez	Undersheriff
Finney County Sheriff's Office	Michael Warren	Sheriff
Garden City Police	Lana Urteaga	Lt.
Garden City Police	Edward (E.J.) Ochs	Patrol Captain
Garden City Police	Courtney Prewitt	Chief

SCHOOLS Contact List as of May 31, 2023			
Park City to North Newton	**Manhattan to St. Mary's**	**Plymell to Holcomb**	**Atlas to Frontenac**

Bethel College (Newton)	Green Valley School?	Garden City HS	Arma Northeast HS (SAFE)
Chisholm Middle School	Manhattan HS (SAFE)	High Plains Christian School	Cherokee Southeast HS (SAFE)
Halstead HS	Rock Creek HS (SAFE)	Holcomb HS	Frontenac HS (SAFE)
Newton HS	St. Mary's HS (SAFE)	Horace Good Middle	Girard HS (SAFE)
Sedgwick Public Schools USD 439	Wabaunsee HS (SAFE)	Kenneth Henderson Middle	Pittsburg HS (SAFE)
Sunrise Christian Academy	Wamego HS (SAFE)	Plymell Elementary	St. Mary's Colgan HS (SAFE)
Valley Center HS (SAFE)			
Wichita Heights HS			
Wichita Northeast HS			
EMPLOYERS Contact List as of May 31, 2023			
Park City to North Newton	**Manhattan to St. Mary's**	**Plymell to Holcomb**	**Atlas to Frontenac**
Andale Construction	Stallbaumer Contracting	Brookover Companies	*Ascension Via Christi Hospital (not technically on 160)*
Bethel College	Caterpillar Work Tools, Inc.	Centura St. Catherine Hospital	Community Health Center of SEK
Crosswinds Casino	Duke Rentals	City of Garden City Gov't	Crawford County Mental Health
Don Hattan Chevrolet	Good Samaritan Society	Compass Behavioral Health	Evergy
Farmers Oil Company	KanEquip, Inc.	Dillon's	Heritage Tractor Dealer
Foley Equipment	Peoples State Bank (part of large organization)	Empirical Foods	Kansas Crossing Casino and Hotel
Harper Camperland	PrairieLand Partners	Finney County Government	*Masonite International (not technically on 160)*
Husky Liners	Starr Medical Supply, Inc.	Francis Grant Hospital	*Pittsburg State University*
Industrial Metal Fabrication	Wamego Health Center	Garden City Community College	Sugar Creek Packing Company
Kice Industries		Garden City Co-op	TFI Family Services Inc.
NMC Health		Golden Plains Credit union	
Pratt Industries		Home Depot	
ResCare		Menard's	
United Rentals		Sam's Club	
		Sunflower Electric Power Corporation	
		Tyson Fresh Meats	
		USD 363	
		USD 457	
		WalMart Supercenter	

Contact Information				
I-135 Sedgwick and Harvey Counties from Park City 53rd Street to Exit 34 North Newton (22 miles)			Tyson Fresh Meats: Contact: Juan Rico (620) 277-2614	TFI Family Services Inc. (No contacts listed 620.231.1069)
Don Hattan Chevrolet	316-512-7864		USD 457: (620) 276-3264. Contact: Roy Cessna (620) 805-7014	Evergy
Husky Liners	877-534-7882 (coorporate number)		City of Garden City Government: Contact: Ellie Voepel (620) 276-1160	Heritage Tractor Dealer (Nathan Lesley- Location manager- nlesley@heritagetractor.com 620.231.0950)
Andale Construction	316-382-0063		Finney County Government: (620) 272-3500. Contact: Kelly Munyan (620) 272-3522	Kansas Crossing Casino and Hotel (No contacts listed 620.240.4400)
Bethel College	Jonathan Gering - President jgering@bethelks.edu		Wal-Mart Supercenter: Contact: Stephanie Davidson (620) 275--0775	Pittsburg State University (not technically on 160) (Debbie Barone-Admin. Assoc.-620.235.4626)
ResCare	Unable to find direct contact info		USD #363: Contact: Norma Spangler: (620) 277-2629.	Ascension Via Christi Hospital (not technically on 160) (Herbert Vallier- Chief of HR- 620.231.6100 which is main line, he has no contact info)
Industrial Metal Fabrication	316-283-3303		Sunflower Electric Power Corporation: (620) 275-0161. Unable to find contact person's information.	Sugar Creek Packing Company (No contacts listed 620.232.2700)
Harper Camperland	316-358-0008		Garden City Community College: (620) 276-7611. Contact: Kelle Munoz (620) 276-9574	Masonite International (not technically on 160) (No contacts listed 620.231.8200)
United Rentals	Vicktoria Mundahl - Mgr - 316-779-2201		Dillon's: (620) 275-9311. Contact: Clayton McFee: (620) 275-4274	Community Health Center of SEK (No contacts listed 620.231.9873 which is main line or for workplace health 620.240.5667)
Foley Equipment	316-943-4211		Compass Behavioral Health: (620)-276-7689.	Crawford County Mental Health (No contacts

			Contact: Lisa Southern (620) 275-9434 ext. 2105	listed 620.231.5130 which is main line)
Crosswinds Casino	316-768-2000		Garden City Co-Op: Contact: Holly Cowan (620) 275-6161	
Kice Industries	316-744-7151		Menard's: (620) 260-9465. Unable to find contact person's information.	
Pratt Industries	316-838-0751		Home Depot: (620) 275-5943. Unable to find contact person's information	
Farmers Oil Company	316-755-1057		Sam's Club: Contact: Randy Lucas: (620) 279-9001	
NMC Health	316-755-1511		Golden Plains Credit Union: Contact: Jill Durst (620) 275-2151	
			Brookover Companies: Ph. (620) 275-9206; Angel Andrews (620) 275-0125	
			DFA Garden City Plant, Dairy Farmers: Contact: Blair Eurich (620) 765-7700	
			Centura St. Catherine Hospital: ph. (620) 272-2222, Contact: Shawna Deal (620) 272-2529	
			Francis Grant Hospital: Ph. (620) 314-3018. *Unable to find contact person's information.*	
			Empirical Foods: it's in construction. Contact: Omar Angeles, (620) 277-9014	

Participation is and was vital as we will be reviewing the proposed strategic direction and collecting feedback. The Focus Meeting dates were I-35 02/22/2023; US 83 & 50 03/02/2023; US 24 02/23/2023; and US 69 03/09/2023. Future focus group meetings have not yet been determined but will follow the same schedule as prior.

Crash Data Dashboards
This webpage includes interactive dashboards to illustrate the characteristics of crashes within the safety corridors. This dashboard tool allows traffic safety partners and the public to understand the nature, frequency, and locations of crashes on the safety corridors. **Appendix 2** *(Dashboard features require ongoing maintenance, and the deployment of new features may cause temporary dashboard outages.)*

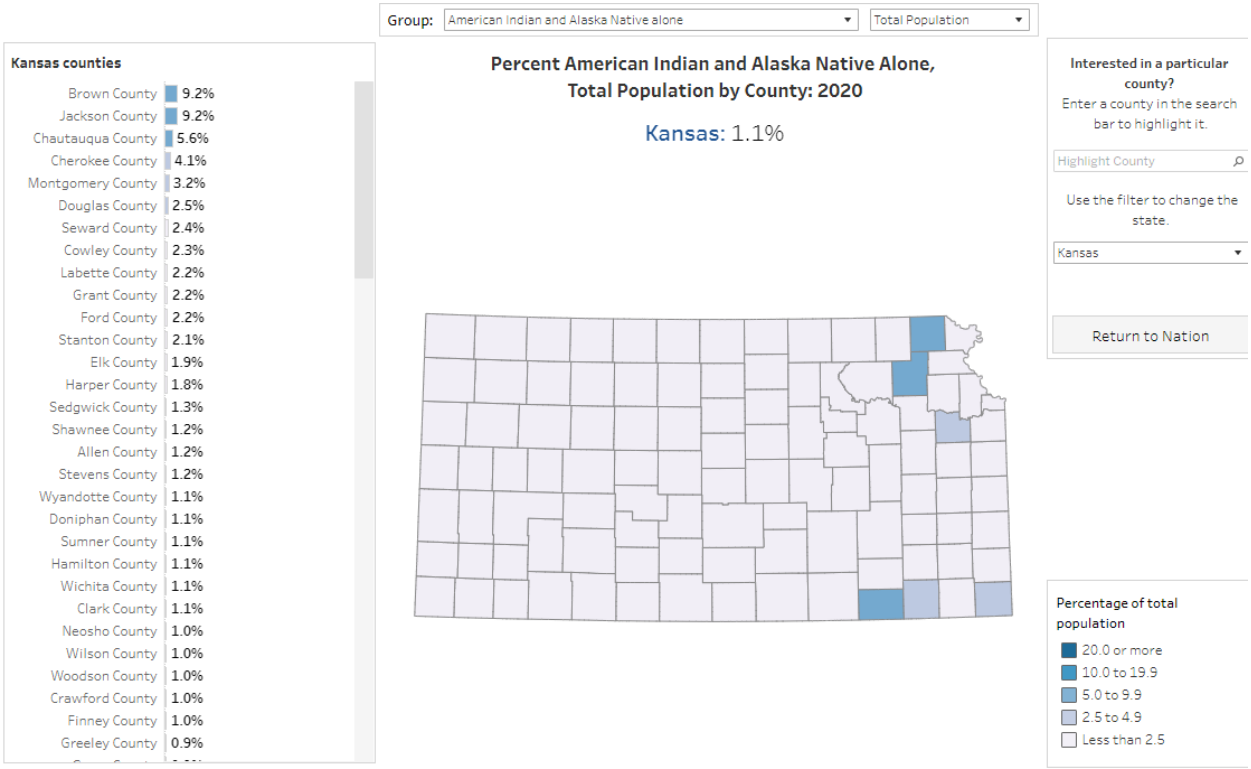
Virtual Public Involvement Open House
To learn more about public involvement and talk about how KDOT is rebuilding public involvement efforts and across the agency, KDOT Communications presents Public Involvement Open Houses. This type of virtual event is something that has been done in the past few years since the world has kind of changed. In-person events are also available. In events such as the Virtual Open House, KDOT focuses on the approach to community engagement, effective public involvement, best practices and project examples, benefits of community engagement, showing public involvement templates, and sharing feedback surveys.
Best Practices and projects examples like a project in the Wichita Area called K-96 and the K-96 team did was they created a presentation for a local mosque, asked for their feedback about how we could reach to their congregation. Shown to the **Appendix 3** is an example of public involvement and then created Community engagement and how we were able to reach to a different demographic. This will continue in other areas in the future.

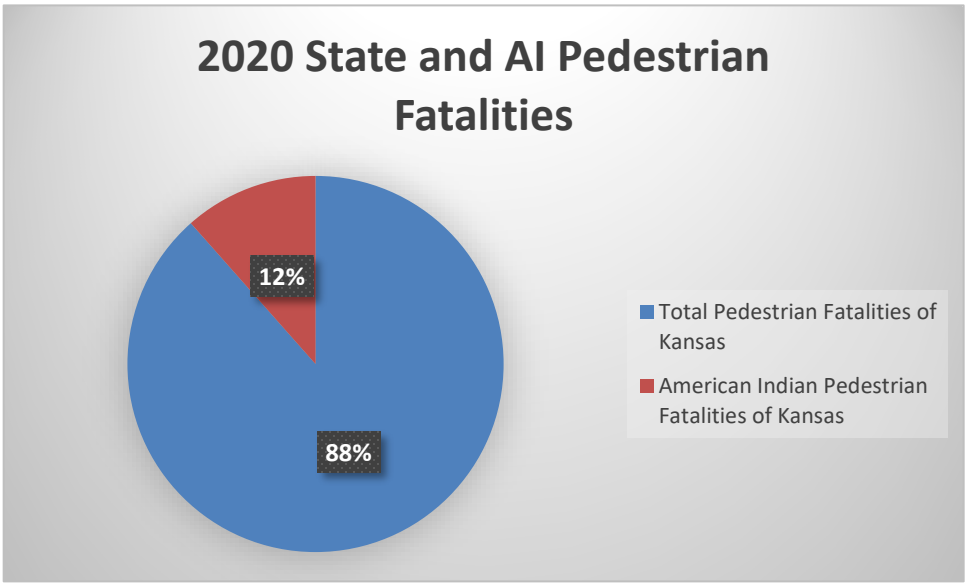
Public Participation and Engagement:
Haskell Indian Nations University Traffic Safety Event

Public participation and engagement:

Kansas Fatalities by Person Type and Race/Hispanic Origin Person Type by Race/Hispanic Origin*		2017	2018	2019	2020
Occupants (All Vehicle Types)	Hispanic	47	36	38	47
	White Non-Hispanic	340	310	305	285
	Black, Non-Hispanic	14	18	25	27
	American Indian, Non-Hispanic/Unknown	9	2	3	5
	Asian, Non-Hispanic/Unknown	2	1	5	2
	Pacific Islander, Non-Hispanic/Unknown	1	0	0	0
	All Other Non-Hispanic or Race	3	1	2	2
	Unknown Race and Unknown Hispanic	6	3	6	8
	Total	**422**	**371**	**384**	**376**
Non-Occupants - (Pedestrians, Pedalcyclists and Other/Unknown NonOccupants)	Hispanic	3	3	2	6
	White Non-Hispanic	29	25	16	35
	Black, Non-Hispanic	4	4	3	5
	American Indian, Non-Hispanic/Unknown	0	0	1	1
	Asian, Non-Hispanic/Unknown	1	0	0	2
	Pacific Islander, Non-Hispanic/Unknown	0	0	1	0
	All Other Non-Hispanic or Race	1	0	2	0
	Unknown Race and Unknown Hispanic	1	2	1	1
	Total	**39**	**34**	**26**	**50**
Total	Hispanic	50	39	40	53
	White Non-Hispanic	369	335	321	320
	Black, Non-Hispanic	18	22	28	32
	American Indian, Non-Hispanic/Unknown	9	2	4	6
	Asian, Non-Hispanic/Unknown	3	1	5	4
	Pacific Islander, Non-Hispanic/Unknown	1	0	1	0
	All Other Non-Hispanic or Race	4	1	4	2
	Unknown Race and Unknown Hispanic	7	5	7	9
	Total	**461**	**405**	**410**	**426**
**2021 Race/Hispanic Origin Data is Not Yet Complete*					

Source: NHTSA STSI https://cdan.dot.gov/SASJobExecution/


Group: American Indian and Alaska Native alone
Total Population
Kansas counties
Brown County 9.2%
Jackson County 9.2%
Chautauqua County 5.6%
Cherokee County 4.1%
Montgomery County 3.2%
Douglas County 2.5%
Seward County 2.4%
Cowley County 2.3%
Labette County 2.2%
Grant County 2.2%
Ford County 2.2%
Stanton County 2.1%
Elk County 1.9%
Harper County 1.8%
Sedgwick County 1.3%
Shawnee County 1.2%
Allen County 1.2%
Stevens County 1.2%
Wyandotte County 1.1%
Doniphan County 1.1%
Sumner County 1.1%
Hamilton County 1.1%
Wichita County 1.1%
Clark County 1.1%
Neosho County 1.0%
Wilson County 1.0%
Woodson County 1.0%
Crawford County 1.0%
Finney County 1.0%
Greeley County 0.9%
Percent American Indian and Alaska Native Alone, Total Population by County: 2020
Kansas: 1.1%
Interested in a particular county?
Enter a county in the search bar to highlight it.
Highlight County
Use the filter to change the state.
Kansas
Return to Nation
Percentage of total population
20.0 or more
10.0 to 19.9
5.0 to 9.9
2.5 to 4.9
Less than 2.5


2020 State and AI Pedestrian Fatalities
12%
88%
Total Pedestrian Fatalities of Kansas
American Indian Pedestrian Fatalities of Kansas

Public participation and engagement:

Triennial HSP engagement planning. Description of the State's public participation and engagement planning efforts in the highway safety planning process and program

The State of Kansas Behavioral Safety Section is dedicated to reducing Kansas Fatal Crashes. In an effort to get to zero traffic fatalities the KBSS is looking towards public participation and engagement for suitable solutions and direction for programic adjustments.

A statement of the State's starting goals for the public engagement efforts, including how the public engagement efforts will contribute to the development of the State's highway safety program, including countermeasure strategies for programming funds:

It is the goal of the KBSS to create engagment opportunities with the public. In 2023, the KBSS partnered with NHTSA to develop an engagement opportunity with Native American students at Haskell University. For many years the knowledge of the traffic safety issues amongst this population remained unknown to the KBSS due to lack of communication and data analysis. For this reason, the KBSS was interested in having an open dialog with Native Americans on traffic safety issues their community faces.

It was the intent of KBSS to engage in an open dialog as well as through vendor interaction to illustrate the Native American experience around traffic safety. These interactions would give students a voice to communicate, critique, and suggest how the KBSS could better serve their community through countermeasure strategy and programmatic adjustments.

Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data, (i.e., what communities did the State identify at the outset of the process) and a description of how those communities were identified:

Native Americans are overrepresented in in traffic fatalities nationally and statewide. The KBSS found the following:

- According to the data from NHTSA, from 2017 to 2020, Kansas lost 21 Native Americans in traffic crashes, two of which were pedestrians. Those 21 fatalities represent 1.38% of all traffic fatalities in Kansas. Native Americans constitute only about .8% of the Kansas population. Native Americans in Kansas are 1.7 times more likely to be killed in crashes.

- GHSA in June 2021 did a study, based on race and the disparities in the amount of on a per 100,000 standards, which is generally used when gauge fatalities. Indian Country, Native Americans and Alaska Natives had 145 per 100,000 deaths versus 58 per 100,000 for the full population.

- Native American communities face unique challenges when it comes to road safety. According to the National Highway Traffic Safety Administration, Native

Americans are nearly twice as likely to die in a motor vehicle crash than the general population.

- According to NHTSA, in 2019, Native American teens aged 15 to 20 years had a death rate of 26.5 per 100,000, which is more than three times the national average of 8.8.

- In Kansas, Native Americans represent 12% of Kansas Pedestrian Fatalities while only representing 1.1% of the population.

Lawrence, Kansas is home to Haskell Indian Nations University. There are over 800 students. Given that Native American teens aged 15-20 are three times more likely to be involved in a fatal crash, and the university attracts Native American Students from all over the state, creating a higher native American Pedestrian population, it was determined that Haskell would be the ideal location to hold an event and engage with this at-risk group to collaborate on solutions to this problem.

Triennial HSP engagement outcomes. A narrative description of the outcomes of the State's engagement efforts in the highway safety planning process

The steps taken by the State to produce meaningful engagement with affected communities,

Engagement opportunities conducted and a description of how those opportunities were designed to reach the communities identified.

The KBSS partnered with NHTSA to bring an engagement opportunity to the Kansas Native American population at Haskell University. The event included a job fair, press conference, and interactive booths.

The KBSS had a booth at the entry of the event. The KBSS booth welcomed students, outlined the event and the overrepresentation taking place in motor vehicle crashes, conversed about their experiences and observations they've had about traffic safety, and garnered feedback from students. Students then went around to other vendors' and partners' booths.

The booths were intended to be fun and interactive for the students. They were designed and intended to promote traffic safety and promote exchange of ideas related to improving traffic safety amongst the affected community. It was a great way to open up dialog with the affected community regarding traffic safety. Partners then listened to the affected community to get their feedback on traffic safety issues they see in their community and solutions they want to see.

In addition to engagement activities designed to gather feedback, a press event was conducted. It included speakers that were leaders and peers from within their own community. This includes Lawrence Robinson, Director of BIA Indian Highway Safety Program/Special Agent in Charge of Social Justice Services, Frank Arpan, Interim President Haskell Indian Nations University, and Nakooma Pelt, student at Haskell Indian Nations University.

The speakers spoke directly to the KBSS, partners, and attendees about how traffic safety issues affected their community. Speakers and the affected population engaged in conversations centered around their experiences and observations regarding the overrepresentation of Native Americans reflected in the motor vehicle crash data.

Accessibility measures implemented by the State in its outreach efforts and in conducting engagement opportunities.

The Haskell Event was advertised via flyers around campus. The event was held in the Stidham Student Union, a central location for students. The union operates and maintains a safe, reliable, and healthy environment in which students, faculty, staff, and guests are able to participate easily. Accessible parking was made available for attendees with temporary or permanent physical disabilities that limited or impaired their mobility and ability to participate in the event and dialogue.

The results of the engagement opportunities conducted, including—

A description of attendees and participants, and, to the extent feasible, whether those participants are members of the affected communities.

The affected community was represented by the Haskell University student body that attended the event.

Speakers that were able to attend were Arlando Teller, U.S. Department of Transportation; Secretary Calvin Reed, Kansas Department of Transportation; Lawrence Robertson, Director of BIA Indian Highway Safety Program/Special Agent in Charge of Social Justice Services; and Frank Arpan, Interim President Haskell Indian Nations University.

Three federal partners were represented, the National Highway Traffic Safety Administration, Federal Highway Administration, and the Federal Motor Carrier Safety Administration. The KBSS was the host of the event.

The targeted community was encouraged to participate in the interactive booths and speak with representatives from the participating organizations and the keynote speakers.

A summary of the issues covered:

As identified by data, Native Americans are overrepresented in motor vehicle fatalities. Behavioral traffic safety factors contributing to this overrepresentation include crashes caused by distracted driving, impaired driving, not buckling up, not buckling up children, and as vulnerable road users. It is with this in mind that we endeavored to create direct dialog with this target population. One of the direct feedback items we received through speaking with the participants, was their observation that there were many occurrences of people riding the back of trucks on reservations, which presents a serious hazard. For this reason, it is against the law, under certain circumstances, in Kansas (K.S.A. 8-1578a).

These are all common dangers and concerns that we have regarding the number of motor vehicle crashes. The numbers of crashes unfortunately are increasing in Indian country. In Indian country when a loved one is lost or when a loved one is in the hospital, it affects everyone not only emotionally or through family, but also spiritually as a family as all are connected in some fashion.
Reducing fatalities and serious injury crashes on Kansas roadways is a KDOT priority, but it is a shared responsibility. The two simple things that we can all do to help drive the number down are buckling up every time that we get into a vehicle and eliminating the distractions as we drive down the road. To put it simply, buckle up and phone down every time. These crashes, the lives lost, and the lives saved, mean everything to local communities.

The US has 574 federally recognized tribes. Kansas has 4 federally recognized tribes, according to U.S. Department of the Interior
Indian Affairs. By engaging tribal youth in Traffic Safety efforts, we can empower them to take an active role in promoting safe travelling practices and help to create a safer future for all community members.

How the affected communities' comments and views have been incorporated into the development of the triennial HSP.

The interaction between KBSS and the affected community was fruitful. We met Nakooma Pelt, student at Haskell University, at the event. She spoke directly to KBSS on issues she saw back at home and at Haskell. She shared her experiences and expressed interest in collaborating with KBSS on strengthening the State of Kansas' programing and strategies with the target population.

This conversation and subsequential conversations resulted in the KBSS collaborating with Haskell student, Nakooma Pelt, on developing an internship focused on bettering Native American Traffic Safety Programing in Kansas.

This Internship was responsible for KBSS applying for the NHTSA Native American Pedestrian Safety Demonstration Grant. The KBSS and partners spoke one-on-one with the students at Haskell. The need of Traffic Safety Programming on the reservations became apparent through conversations with Nakooma Pelt and other students. Native Americans are 1.28 times more likely to be involved in a fatal crash in Kansas.

In July 2023, the KBSS submitted a project plan to NHTSA. The plan identifies the problem among Kansas Native Americans involved in pedestrian crashes. If selected, over $500,000 would be dedicated to reducing Native American Pedestrian crashes across Kansas, a much-needed investment.

The engagement and conversations that took place at Haskell in April have influenced the planning process of the 2024-2026 Highway Safety Plan. The KBSS is moving forward with projects and strategies that will target the Kansas Native American Population, one of which is Education and Awareness – Native American VRU. More details can be found in the body of the Pedestrian Program Area. One of the pieces of feedback we received from the Haskell participants was how common the observation of several people riding in the back of a pickup was. We will be working with our contractor(s) to develop material related to eliminating this hazardous practice. This can be found in the Media Program area in the Occupant Protection Advertising Project Description. The KBSS internship that was developed with Nakooma Pelt, Haskell student, can be found in the Planning and Administration Program Area body of the HSP. This internship will continue to focus on ways to promote traffic safety in equitable ways in the future, a direct piece of feedback that the KBSS received from this event.

The KBSS has listened, considered, and is now reflecting those suggested suggestions from the targeted community in the 2024-2026 Highway Safety Plan.

Ongoing Engagement Planning:

Kansas Fatalities by Person Type and Race/Hispanic Origin Person Type by Race/Hispanic Origin*		2017	2018	2019	2020
Occupants (All Vehicle Types)	Hispanic	47	36	38	47
	White Non-Hispanic	340	310	305	285
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	Pacific Islander, Non-Hispanic/Unknown	0	0	1	0
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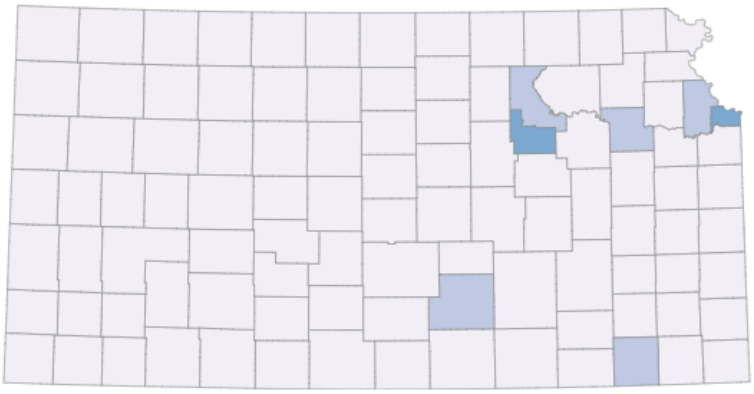
	Unknown Race and Unknown Hispanic	7	5	7	9
	Total	**461**	**405**	**410**	**426**

**2021 Race/Hispanic Origin Data is Not Yet Complete*

Percent Black or African American Alone, Total Population by County: 2020

Kansas: 5.7%

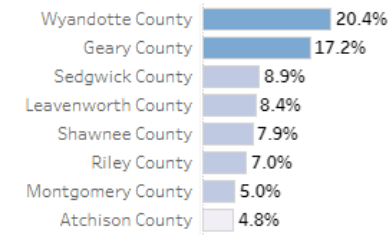


Interested in a particular county?

Enter a county in the search bar to highlight it.

Highlight County

Kansas counties



NHTSA Motor Vehicle Crash Data Query and Reporting Kansas: Persons Killed in Fatal Crashes 2017-2020		
Age Group 4	Race	
	Black	Total
<16	9	78
16-20	7	149
21-24	11	129
25-34	28	266
35-44	13	237
45-64	25	488
65+	9	354
Unknown	0	1
Total	102	1,702

Ongoing Engagement Planning:

Ongoing engagement planning. A description of the public participation and engagement efforts in the State highway safety program that the State plans to undertake during the three-year period covered by the triennial HSP.
A statement of the State's goals for the public engagement efforts:

It is the goal of the KBSS to create engagement opportunities with the public. In the 2024-2026 period, the KBSS will partner with traffic safety partners, state, local and federal, to develop an engagement opportunity for young black Kansans. We are seeing an increase in traffic fatalities among black Kansans. We are unsure of the reasons for this increase. For this reason, the KBSS is interested in having an open dialog with this demographic on traffic safety issues that their community and families face.

It is the goal of the KBSS to understand traffic safety issues that this community faces better and to offer a voice to communicate, critique, and suggest new strategies, countermeasures, and programmatic adjustments to this problem.

Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data (i.e., what communities did the State identify at the outset of the process), and a description of how those communities were identified.

The KBSS has identified some potential overrepresentation reflected in both National and State Traffic Fatalities. The KBSS has found the following:

- In a NHTSA 2018 study, it was discovered that 11.28 Americans per 100,000 died in traffic accidents. For Black Americans this rate was 13.47.

- From 2017-2020 Black Kansans, according to NHTSA Fatality Data, the number in fatal crashes has been on the rise. Specifically, among two age groups: 25-54 and 55+.

- From 2017-2020 Black Kansans, according to NHTSA Fatality Data, the age group of 25-34 made up 11% of all fatalities in this age group while only representing around 5% of the population.

The KBSS intends to target, reach, and collaborate with Black Kansans ages 25-34 during the remainder of the 3HSP.

The steps the State plans to take to reach and engage those communities, including accessibility measures implemented by the State in its outreach efforts and in conducting engagement opportunities.

Based on census data, this target demographic is primarily in Geary County and Wyandotte County, so KBSS will prioritize engagement opportunities there first. The KBSS and partners will continue to explore options on how to engage and collaborate most effectively with these communities through the remainder of the 3HSP. We will maximize and consider the most accessible ways to engage and collaborate with this population in a meaningful way. This may include partnering with other groups that have an established relationship and rapport with the target group. We want to take into account the social economic disadvantages and accessibility challenges that may impede the target community's ability to participate to the fullest extent. The KBSS will ensure that the opportunities will take into account language interpretation needs and ADA compliance as necessary to maximize the engagement with the targeted community.

Beyond PPE efforts in Geary and Wyandotte County, the KBSS will continue to seek new PPE opportunities, as directed by problem identification, that will ultimately benefit Black Kansans. It is anticipated that continued efforts and feedback will lead to new grant opportunities and new/enhanced countermeasures that will reach and benefit Black Kansans. This will be an ongoing effort taken on by our Traffic Safety Internship position and one of the KBSS Program Consultants. The KBSS is committed to focusing on ways to promote traffic safety in equitable ways both now and in the future.

How the affected communities' comments and views will be incorporated into the decision-making process.

The KBSS is dedicated to getting to zero traffic fatalities. An integral part of this is going to our greatest strength, our citizens. KBSS and our partners will develop opportunities for the target population to engage in crucial conversations regarding traffic safety in relation to their communities.

KBSS and its partners will conduct meaningful interactions with Black Kansans and record those interactions, critiques, and suggestions for programmatic strategies to bring the fatality rate of Black Kansans down. These comments will be prioritized and considered by the KBSS. The KBSS will adjust accordingly based on those comments and it will be reflected in our next 3HSP cycle as well as our best practices going forward.

Law Enforcement Liaison Statewide Initiatives/KC Metro/EMS
The BSS, building upon the success of the Law Enforcement Liaison Program, has created a fifth LEL who will be responsible for a three-pronged approach to enhancing the LEL's outreach in Kansas. The first aspect is that this new LEL will take an active role in listening and engaging communities, civic groups, business, and the like to promote our statewide initiatives. This LEL shall conduct tours of Kansas underserved areas and listen to local groups to find out their problems and potentially match one of our statewide initiatives to resolve the issue. For example, if a community has concerns about the safety around crash scenes, then the LEL shall assist in local Traffic Incident Management (TIM) training bringing together tow truck operators and other first responders.

The second aspect is that this new LEL will take a proactive approach to the Kansas City Metropolitan Area by matching existing strategies to the unique problems of our very busy metropolitan area. This LEL will also be able to coordinate activities and share information with our Missouri partners in Kansas City Missouri. This partnership will be akin to our Impact Team partnerships where local agencies come together to coordinate solutions by collaborating and sharing best practices. This close engagement with our partners in Missouri will facilitate vital information sharing on trends which are on our borders and soon to be in our state.

The third aspect is that this new LEL will take an active role in engaging emergency medical service professionals and public health officials and building coalitions and working groups. By engaging and actively listening to our emergency medical service professionals we shall be addressing the fourth "E" in traffic safety, emergency medical services or post-crash care. This vital working group has been, in the past, underutilized in pin-pointing critical gaps in our post-crash care and by addressing this we take bold steps at extending the "Golden Hour". This LEL, while the other LELs are law enforcement agency liaisons, shall provide a voice to our public health professionals and share the messages of traffic safety. This LEL shall also assist local law enforcement agencies in receiving much needed medical training in order to extend the survival probability of those involved in a car crash until emergency medical professionals can arrive. Our law enforcement partners in our rural areas are in desperate need of receiving medical training to extend the Golden Hour.

This LEL shall also provide assistance to the other LEL regions as needed and will serve as a conduit of information to all areas of the state in regard to emergency medical services, statewide initiatives, and the Kansas City Metropolitan Area. This LEL will hold public meetings across Kansas to get feedback and provide the opportunity for an active voice in formulating the HSP updates for 2025 and 2026.

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), Crash Data Dashboard, 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 Law Enforcement Liaisons (LEL), 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, DMV, and input from partners 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

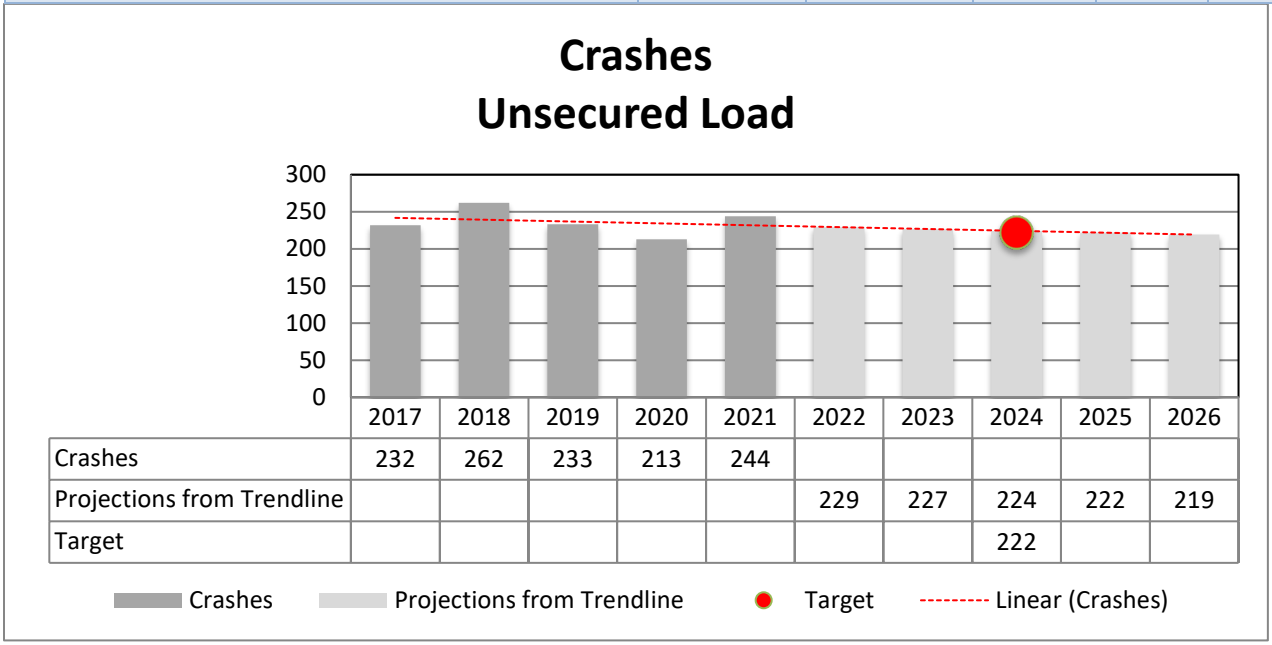
The state of Kansas, Department of Transportation, compiles crash reports submitted by law enforcement that meet or exceed the minimum standards of crashes occurring on public roadways.

- Crashes involving at least one motor vehicle.
- Crash had at least one fatality, injury or property damage exceeding $1,000.

The state receives around 60,000 crash reports annually. This 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.

Data as of 06/28/2023										
Total Crashes	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021***	**2022**	**2023**
Fell Asleep or Fatigued Driving	969	951	1095	957	972	918	860	932	-	-
Fatalities	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021***	**2022**	**2023**
Fell Asleep or Fatigued Driving	18	12	15	19	17	7	12	12	-	-
***Data are incomplete and unofficial.** **2022 and 2023 data unavailable at this time.**										



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

This study was managed in accordance with the National Highway Traffic Safety Administration's (NHTSA) 2011 issuance of Uniform Criteria for State Observational Surveys of Seat Belt Use (23 CFR Part 1340). Kansas produced an observed belt use rate for drivers and outboard passengers of 87.23 percent in 2022. This represents about a 1.4 percent increase over 2021 study results. The 2022 Kansas Occupant Protection Observational Survey is comprised of observations at 222 sites across 16 counties. The 16 counties were chosen from a sampling frame made up of the 54 counties accounting for 85 percent of Kansas motor vehicle crash-related fatalities from 2015-2019. The state-wide estimate of safety belt use is based on the observation of 23,877 vehicles and 29,864 drivers and front-outboard

passengers. The trend data presented in this report includes three distinct research designs and site samples. Because of these changes, year-to-year data comparisons should be made cautiously. Excerpts from the 2022 Adult Study are:

- Belt use in pick-up trucks has consistently been observed to be between 10 to 15 percentage points lower than the other vehicle types.
- County-specific results for unweighted belt use, pick-up trucks only, are presented both alphabetically and ranked most belted to least belted.
- In 2022, the belt use rate for trucks on interstates and limited access highways fell to about 75 percent. Observed truck belt use on US, State, and County Highways and local roads remained relatively stable at about 75 percent and 70 percent, respectively.
- Overall, about 8.6 percent of drivers were observed to be driving with a visible distraction. 3.1 percent of drivers were observed using a phone, while about 2.7 percent were observed texting/looking down. Another 2.8 percent were observed with “Other Distractions” (eating, operating the radio/audio device, looking for something on or under the seat, etc.).
- Overall, the rate of observed distractions fell slightly compared to 2021.
- Overall, drivers and front, outboard passengers in law enforcement vehicles yielded a belt use rate of about 97 percent.

The Child Survey was not conducted in 2020 or 2021 due to COVID-19 and resulting school closures. While 2022 results are previously presented combined with 2019 following the established methodology, it is also relevant to highlight findings from only 2022.

While data collection methods remained unchanged in 2022, the number of observations obtained decreased by 52% compared to 2019. While the decrease was observed across all age groups, the pre-school age group saw the greatest decline at -87%.

This 2022 Child Study 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.

Excerpts from the 2022 Child Study indicates the following:

- Children are much more likely to be buckled up if the driver is also belted. If the driver is belted, about 96.5% of the children are also belted. If the driver is not belted, only about 28% of the observed children were belted.
- 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. Belt use among youth 0-17 has decreased slightly by half a percentage point from 90.5% to 90.0%.
- 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%.

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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 filings 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 are addressing teen drivers and will assist when we begin examining older drivers.

Highway Safety Participants

Interaction and engagement with local and regional populations that are impacted by high-crash areas in the State as well as diversified groups of professionals and teams throughout the planning process leads to increased traffic safety awareness around the state. This engagement also promotes the discussion and development of 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 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. The impaired and distracted drivers will be highlighted in 2024-2026 to ensure enforcement of these critical issues is given equal efforts to education.

Every year, KDOT hosts the Kansas Transportation Safety Conference. In 2023 the site was Wichita. 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 of current programs, new and innovative solutions, it also provides an opportunity to discuss problems and new ideas. New for 2023 was the Regional Breakout Sessions (6 Regions in the state) for local professionals to be provided data for their regional and have an active voice in what they believed the problem was, how to address the problem, and how to fund the solutions. The conference will continue in 2024.

For the past six years KDOT has hosted a Teen Traffic Safety Conference. The conference attracts 165 teens, and an additional 32 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 2024-2026 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, there is 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.

The Kansas Safety Corridor Pilot Program is set to launch in 2023. Four corridors within the state were identified based on; crash history, availability of LE partners, and input from local traffic safety partners, MPO, employers, and public engagement was encouraged. As a result of input through these Safety Corridor communities, the need for multilingual education media has been identified and the needed languages will be made available. Drivers on these sections of highways will be met with increased multilingual education and public outreach on billboards, radio, newspaper and social media. Additional high-visibility enforcement will encourage safe driving behaviors, engineering with low-medium cost safety improvements and the research of EMS response times and any issues with post-crash care. This pilot program brings to the table the components of Education, Enforcement, Engineering and Everyone.

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. Utilizing 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 behavioral 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 operationally suited to positively impact the specific countermeasure that is being addressed. Behavioral 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, wishing to address specific under and/or overrepresented portions of their communities.

After the solicitation is received in the behavioral 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 behavioral 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 behavioral safety coordinator 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.

2024-2026 Performance Measures

The state of Kansas is using 2017 – 2021 FARS and the state crash database to establish baseline and goals for the 2024-2026 Highway Safety Plan. Additionally, we are using the 2022 statewide observational survey information to establish a baseline and establish the 2024-2026 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 numbers 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.

Performance Report

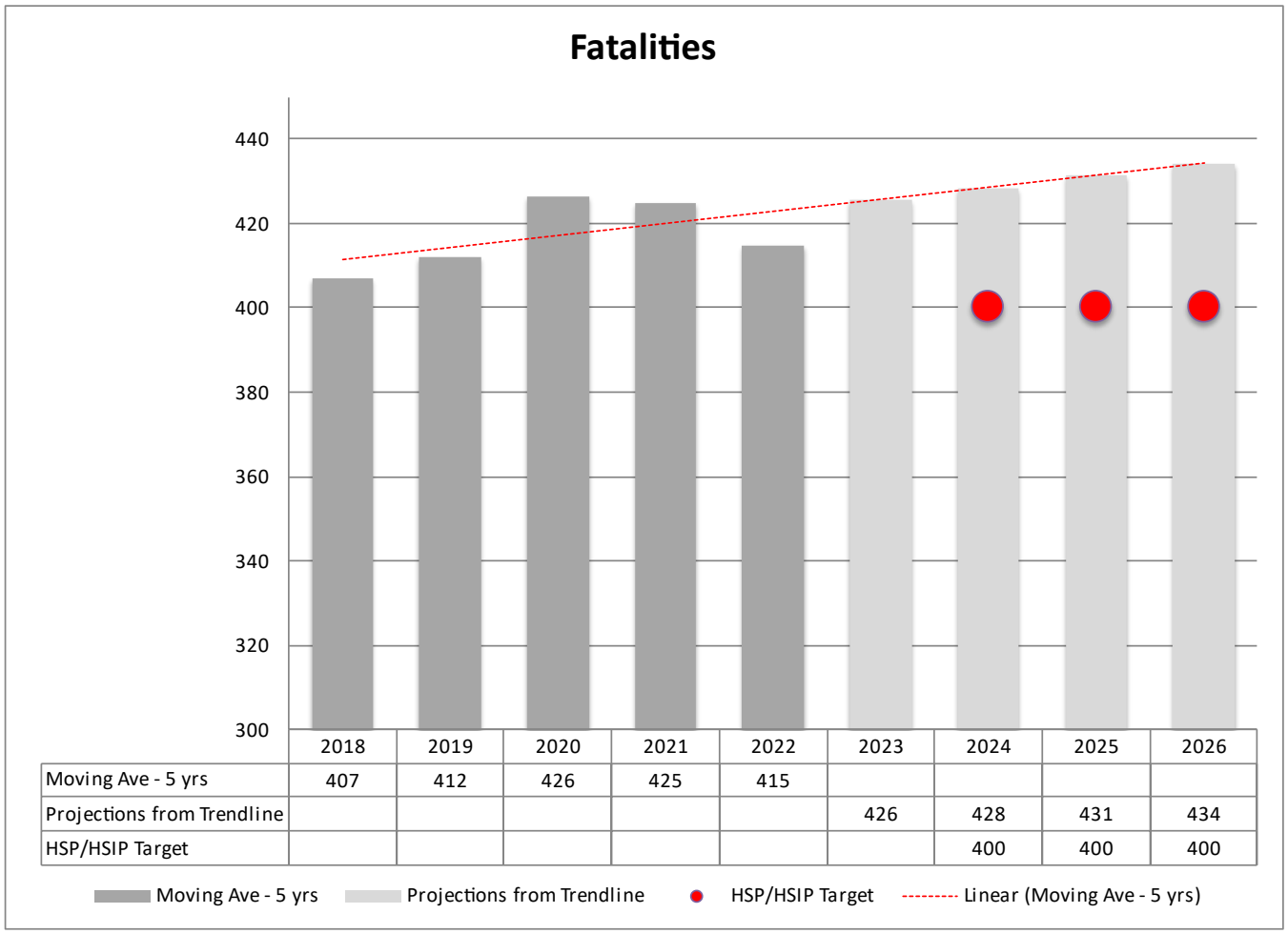
	PERFORMANCE REPORT CHART		2017	2018	2019	2020	2021
C-1	**Traffic Fatalities**	FARS Annual	461	405	410	426	423
		5 Year Rolling Avg.	396	407	412	426	425
	The 2023 target was set at 400, a decrease of 10%. While this goal was not met, Kansas did see a decrease in traffic fatalities from 2020 to 2021. Kansas BSS is also projecting that this decrease will continue as we have implemented new strategies such as the Safety Corridors, and Drive Safe Sedgwick directed at the areas in the state where traffic fatalities are highest.						
C-2	**Serious Injuries in Traffic Crashes**	State	1,787	1,570	1,407	1,588	1,764
		5 Year Rolling Avg.	1,553	1,578	1,561	1,603	1,623
	Kansas set their goal of reducing Serious Injuries in Traffic Crashes to 1,100 and this goal was not met. (note: In 2019 the definition of a serious injury changed) but the numbers are declining which shows that the initiatives in place are working. BSS continues to review new information and data as it is made available to remain vigilant on new strategies, ideas and locales.						
C-3	**Fatalities/100M VMT (denominator 313.90, from 2022)**	FARS Annual	143	1.26	1.29	1.53	1.33
		5 Year Rolling Avg.	1.26	1.28	1.29	1.37	1.37
C-4	**Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions**	FARS Annual	167	126	137	134	134
		5 Year Rolling Avg.	148	144	141	142	135
	The 2023 target for unrestrained passenger vehicle occupant fatalities was set at 112, a decrease of 1%. This goal was not met but Kansas did experience a slight decrease from 2019 to 2021. Kansas BSS is projecting a continued decrease in part to strategies such as the Safety Corridors, Drive Safe Sedgwick, and continued efforts with statewide enforcement such as the Kansas Highway Patrol's Roving Aggressive Violation Enforcement (RAVE) our STEP enforcements and Traffic Fatality Reduction Program (TFRP).						
C-5	**Alcohol-Impaired Driving Fatalities**	FARS Annual	106	81	87	93	109
		5 Year Rolling Avg.	98	98	95	91	94
	The 2023 target for alcohol-impaired driving fatalities was set at 81, a decrease of 1%. This goal was not met as Kansas experienced a slight increase in fatalities. The Kansas BSS is going to continue utilizing such enforcement programs as the Kansas Highway Patrol's Roving Aggressive Violation Enforcement (RAVE) and Traffic Fatality Reduction Program (TFRP) our STEP and IDDP Programs and Safety Corridors.						
C-6	**Speeding-Related Fatalities**	FARS Annual	104	95	110	102	98

		5 Year Rolling Avg.	112	109	109	104	103
	The 2023 target for speed-related driving fatalities was set at 101, a decrease of 1%. This goal was met as Kansas experienced one less speed related fatality than is projected in 2022. The Kansas BSS is going to continue utilizing such enforcement programs as the Kansas Highway Patrol's Roving Aggressive Violation Enforcement (RAVE), Traffic Fatality Reduction Program (TFRP), Breath Alcohol Unit, Ignition Interlock Device Coordinators, and Safety Corridors.						
C-7	**Motorcyclist Fatalities**	FARS Annual	56	65	41	65	47
		5 Year Rolling Avg.	47	53	52	56	55
	The 2023 target for motorcyclist was set at 60, a decrease of 1%. This goal was met with over a 27% decrease in 2021 with a potential increase for 2022. There was a historical spike in motorcycle fatalities in 2020 which could be attributed to the Covid lock-down. Kansas BSS is projecting a continued decrease with the continued support for motorcycle class reimbursement, enforcement activities such as the Kansas Highway Patrol's Roving Aggressive Violation Enforcement (RAVE), and safety campaigns focused on motorcycle safety. The motorcycle safety messaging was in large part endorsed by advocates of the Kansas A Brotherhood Against Totalitarian Enactments (ABATE), a motorcyclist's rights organization.						
C-8	**Unhelmeted Motorcyclist Fatalities**	FARS Annual	32	40	28	37	26
		5 Year Rolling Avg.	27	32	32	33	33
	The 2023 target was set at 37, a decrease of 1%. This goal was met with a projected 27 unhelmeted motorcyclist fatalities. Kansas did see a decrease in seat belt use from 2020 to 2021. Kansas BSS is also projecting that this decrease will continue as we have implemented strategies and will continue to support efforts such as targeted media campaigns with JNA, and the KTSRO motorcycle awareness program to address the needs in Kansas.						
C-9	**Drivers Age 20 or Younger involved in Fatal Crashes**	FARS Annual	54	72	51	46	54
		5 Year Rolling Avg.	56	59	58	56	55
	The 2023 target for drivers age 20 or younger involved in fatal crashes was set at 44, a 2% decrease. This goal was not met with a projected 48 fatal crashes involving this demographic for 2022. The Kansas BSS is continuing to utilize the Eisenhower Legacy Transportation Program (ELTP or IKE) Driver Education Reimbursement Program to support driver education for financially disadvantaged youth who might be unable to afford this educational opportunity. Programs that address enforcement and education targeted at this age demographic, such as Teen Angel, FAKE ID, and Alcoholic Beverage Control, shall continue to receive our support and partnership.						
C-10	**Pedestrian Fatalities**	FARS Annual	33	28	16	46	43
		5 Year Rolling Avg.	29	30	28	33	33
	The 2023 target was set at 28, a decrease of 4%. This goal was not met with a projected 48 fatal crashes. Kansas did see an increase in pedestrian fatalities from 2020 to 2021. Kansas BSS is also projecting that this increase will continue as we have implemented new strategies such as Safe Across to address the needs of the areas in the state where pedestrian crashes are the highest.						
C-11	**Bicyclist Fatalities**	FARS Annual	5	5	8	4	4
		5 Year Rolling Avg.	56	5	5	5	5
	The 2023 target for bicyclist fatalities was set at 5, a 12% decrease. This goal has been met with four bicyclist fatalities recorded. The Kansas BSS shall continue to support programs; such as Bike Walk Wichita, Light Topeka's Bikes, and Kansas Department of Health Bike Helmets, which address						

	the needs of the underserved overrepresented populations of our state affected by bicyclist fatalities.						
C-12	**Distracted Driving Crashes (Actual)**	State Annual	17,522	16,872	16,381	12,917	13,574
			16,528	16,803	16,960	16,371	15,453
	Kansas is seeing an overall downward trend The Kansas BSS shall continue to support enforcement programs such as the Kansas Highway Patrol's Roving Aggressive Violation Enforcement (RAVE) the Kansas City area Aggressive Driving Campaigns, Wichita and Sedgwick County Distracted Driving enforcements as well as Traffic Fatality Reduction Program (TFRP) and the Safety Corridor Program, which targets distracted road users.						
B-1	**Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)**	State Annual	82%	84%	85%	85%	86%
	The 2023 target was set at 89%, an increase of 1%. This goal was not met with a projected 88% observed seat belt use rate. Kansas did see an increase in seat belt use from 2020 to 2021. Kansas BSS is also projecting that this increase will continue as we have implemented strategies and will continue to support efforts such as targeted media campaigns with JNA, NSEP, Overtime Enforcement efforts like Click it or Ticket, CPS, and the Safer Sedgwick Campaign.						

Performance Plan

Number of Traffic Fatalities (FARS):



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Moving Ave - 5 yrs	407	412	426	425	415				
Projections from Trendline						426	428	431	434
HSP/HSIP Target							400	400	400

Goal Statement

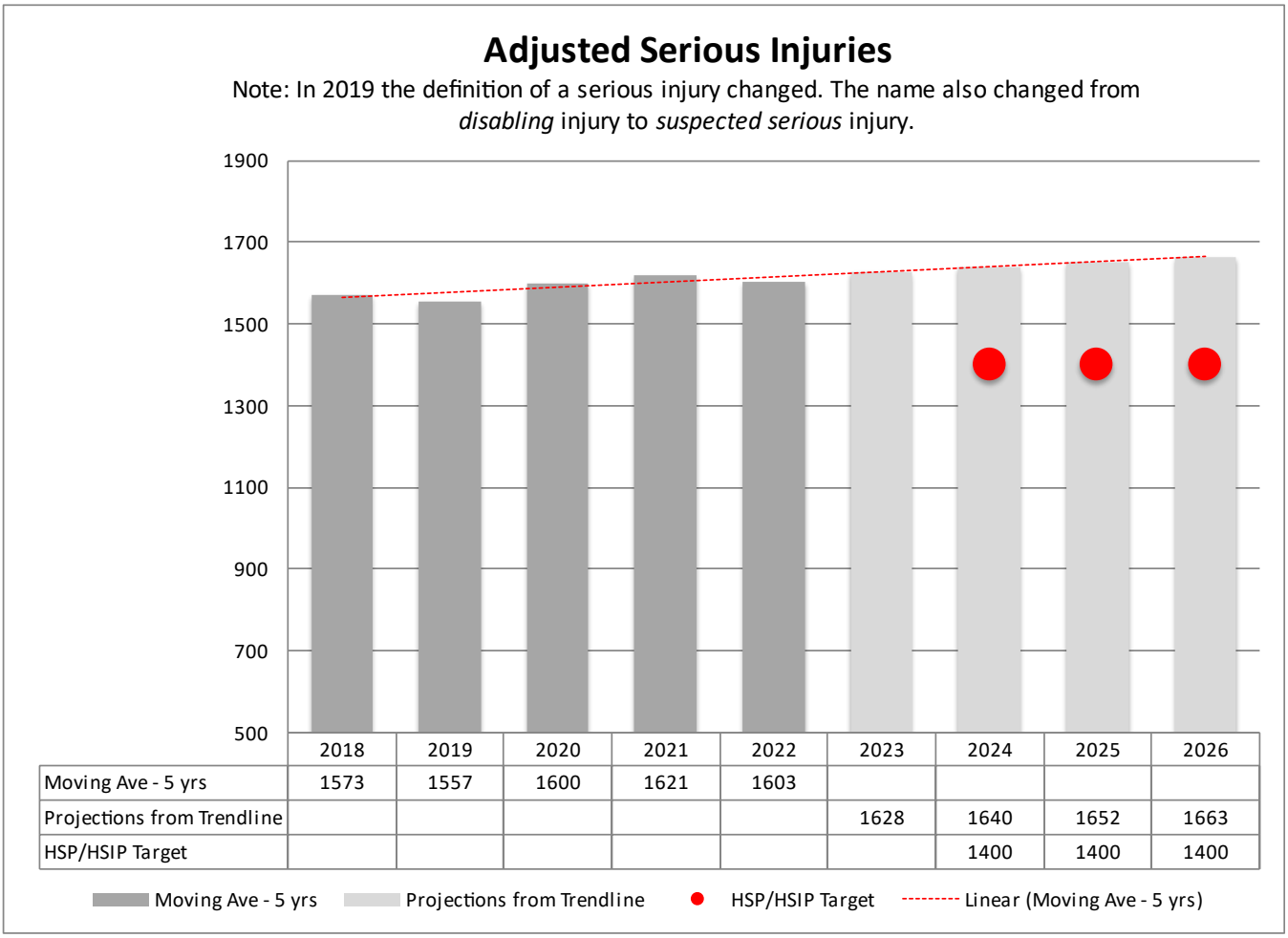
C-1 Number of Fatalities:

The 2024 five-year moving average projection based upon the trendline indicates 428 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 6.6% percent reduction would derive our goal of 400 fatalities in 2024. Based upon recent history, the trendline of the target, the six percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 431 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 7.2% percent reduction would derive our goal of 400 fatalities in 2025. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 434 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 7.8% percent reduction would derive our goal of 400 fatalities in 2026. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2026 HSP and 2026 HSIP five-year moving average targets are equal.

Suspected Serious Injuries (KCARS):



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Moving Ave - 5 yrs	1573	1557	1600	1621	1603				
Projections from Trendline						1628	1640	1652	1663
HSP/HSIP Target							1400	1400	1400

Goal Statement

C-2 Number of Serious Injuries:

The 2024 five-year moving average projection based upon the trendline indicates 1640 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 14.6% percent reduction would derive our goal of 1400 serious injuries in 2024. Based upon recent history, the trendline of the target, the fourteen percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 1652 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 15.2% percent reduction would derive our goal of 1400 serious injuries in 2025. Based upon recent history, the trendline of the target, the fifteen percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

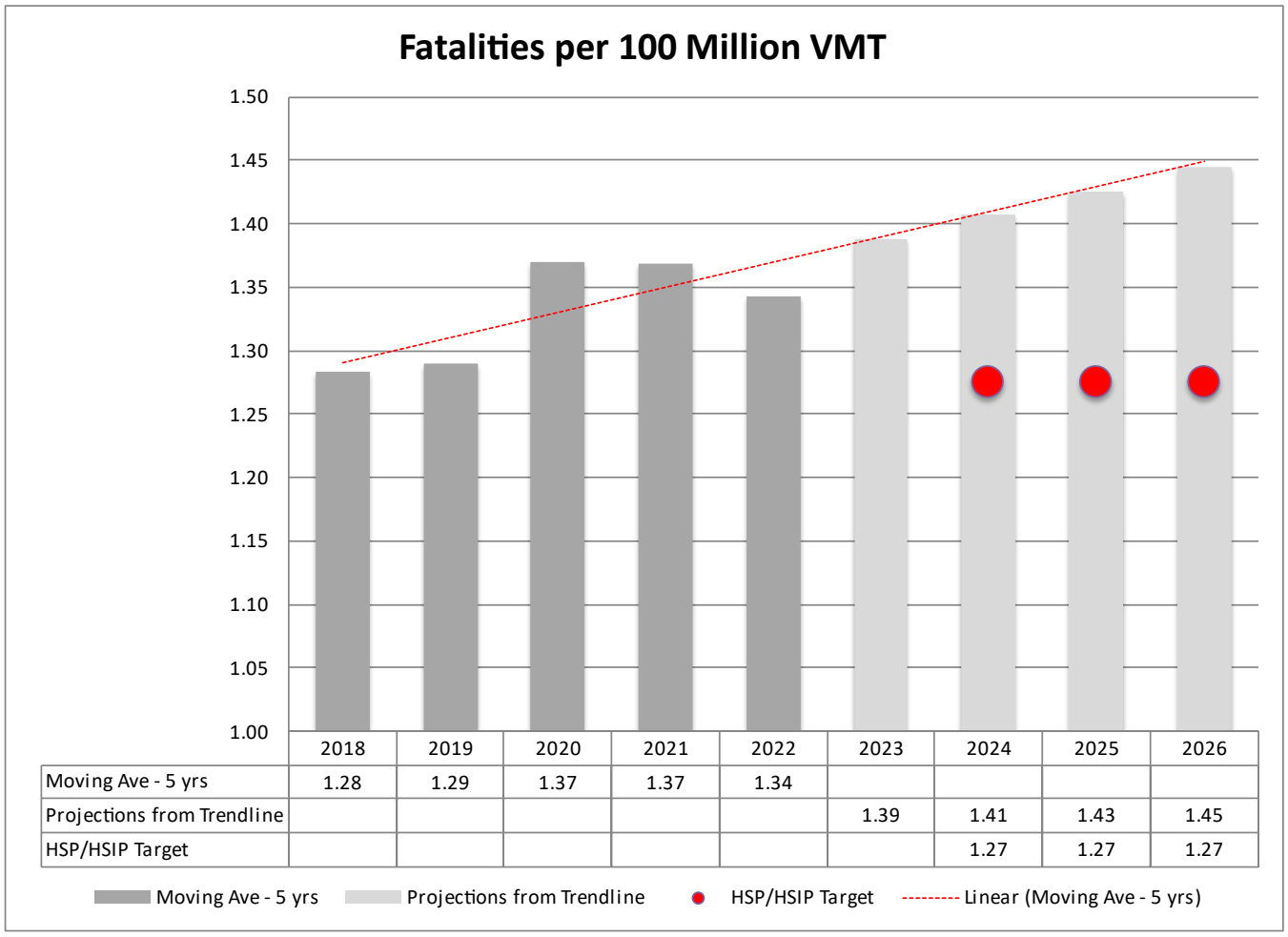
The 2026 five-year moving average projection based upon the trendline indicates 1663 serious injuries. As required in BIL targets and goals with no increase, they will be set

reflecting this required reduction and not the projected trendline. The goal will be a 15.8% percent reduction would derive our goal of 1623 serious injuries in 2026. Based upon recent history, the trendline of the target, the fifteen percent reduction goal is realistic and attainable. The 2026 HSP and 2026 HSIP five-year moving average targets are equal.

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. 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 occur 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 2024 HSP and 2024 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):



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Moving Ave - 5 yrs	1.28	1.29	1.37	1.37	1.34				
Projections from Trendline						1.39	1.41	1.43	1.45
HSP/HSIP Target							1.27	1.27	1.27

Goal Statement

C-3 Fatality Rate:

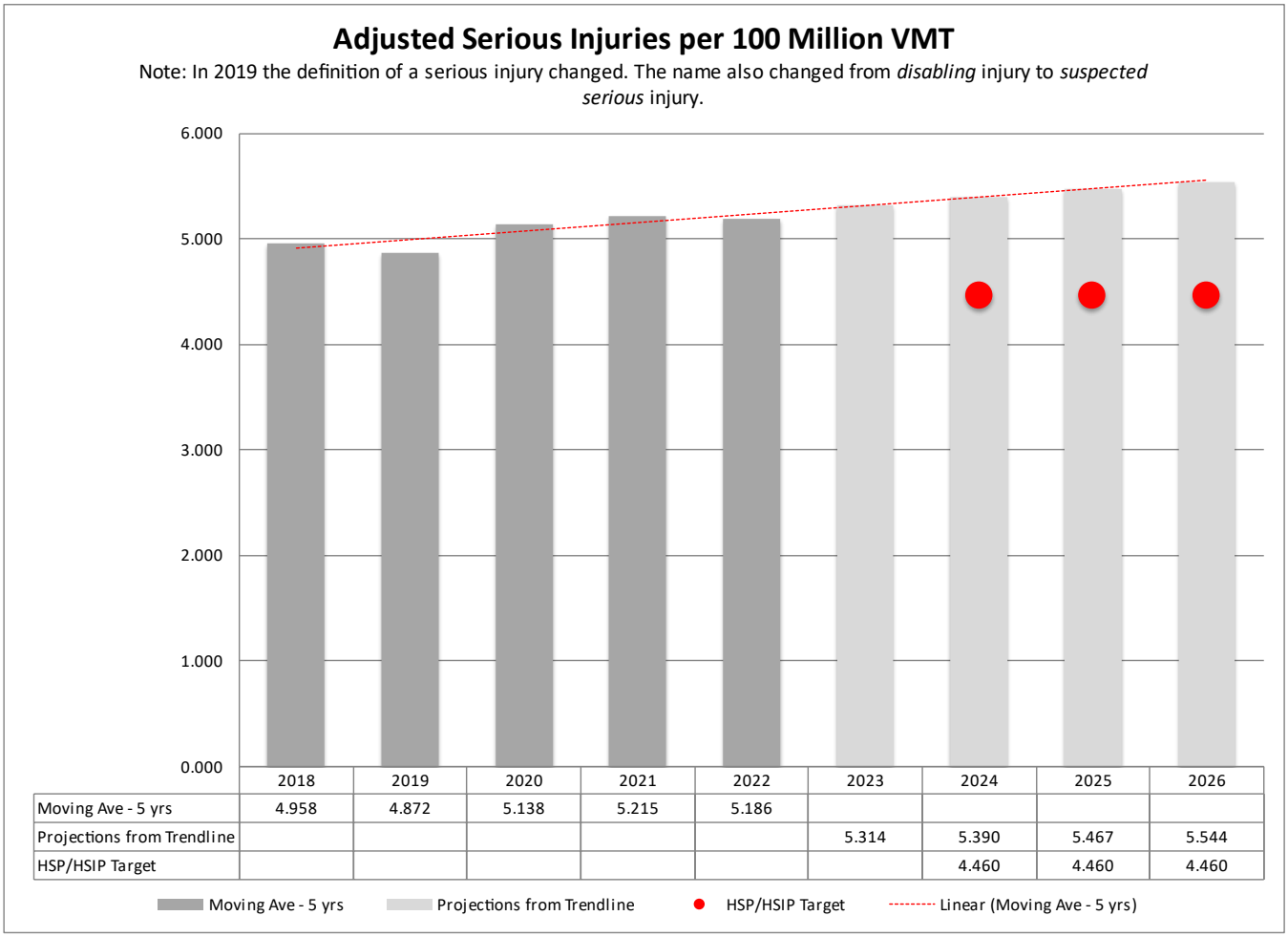
The 2024 five-year moving average projection based upon the trendline indicates a fatality rate of 1.41. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 9.4% percent reduction would derive our goal of 1.27 in 2024. Based upon recent history, the trendline of the target, the nine percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates a fatality rate of 1.43. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 10.6% percent reduction would derive our goal of 1.27 in 2025. Based upon recent history, the trendline of the target, the ten percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates a fatality rate of 1.45. As required in BIL targets and goals with no increase, they will be set reflecting this required

reduction and not the projected trendline. The goal will be a 11.8% percent reduction would derive our goal of 1.27 in 2026. Based upon recent history, the trendline of the target, the eleven percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

Suspected Serious Injury Rate (KCARS/FARS):



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Moving Ave - 5 yrs	4.958	4.872	5.138	5.215	5.186				
Projections from Trendline						5.314	5.390	5.467	5.544
HSP/HSIP Target							4.460	4.460	4.460

Goal Statement

Serious Injury Rate:

The 2024 five-year moving average projection based upon the curvilinear trendline indicates 5.39 serious injury rate per 100 million VMT. A six percent reduction in this projection would lead to our goal of 5.097 serious injury rate per 100 million VMT in 2024.

The 2024 five-year moving average projection based upon the curvilinear trendline indicates 5.39 serious injury rate per 100 million VMT. A six percent reduction in this projection would lead to our goal of 5.097 serious injury rate per 100 million VMT in 2024.

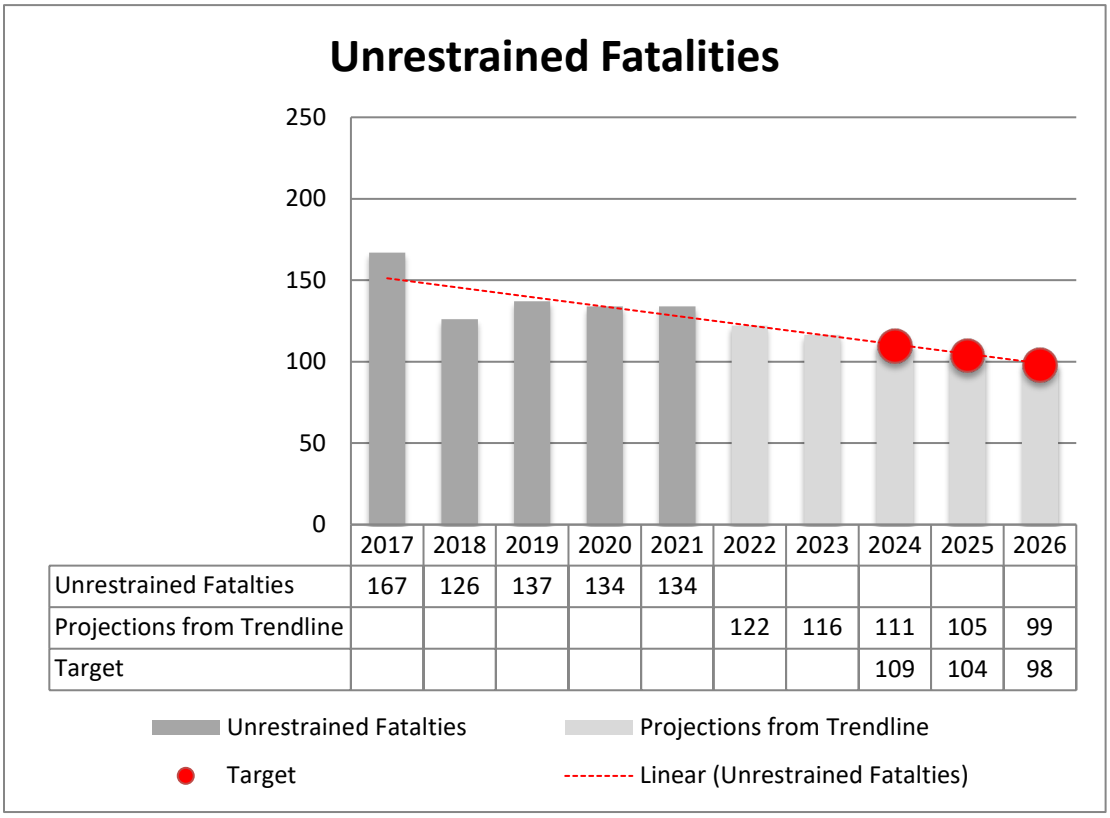
The 2024 five-year moving average projection based upon the curvilinear trendline indicates 5.39 serious injury rate per 100 million VMT. A six percent reduction in this projection would lead to our goal of 5.097 serious injury rate per 100 million VMT in 2024.

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. 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 occur 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 2024 HSP and 2024 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):



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Unrestrained Fatalties	167	126	137	134	134					
Projections from Trendline						122	116	111	105	99
Target								109	104	98

Goal Statement

C-4 Number of Unrestrained Fatalities:

The 2024 five-year moving average projection based upon the trendline indicates 111 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 109 unrestrained fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 105 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 104 unrestrained fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 99 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 98 unrestrained fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2026 HSP and 2026 HSIP five-year moving average targets are equal.

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

	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fatalities GE .08	106	81	87	93	109					
Projections from Trendline						101	102	104	106	108
Target								103	103	103

Goal Statement

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

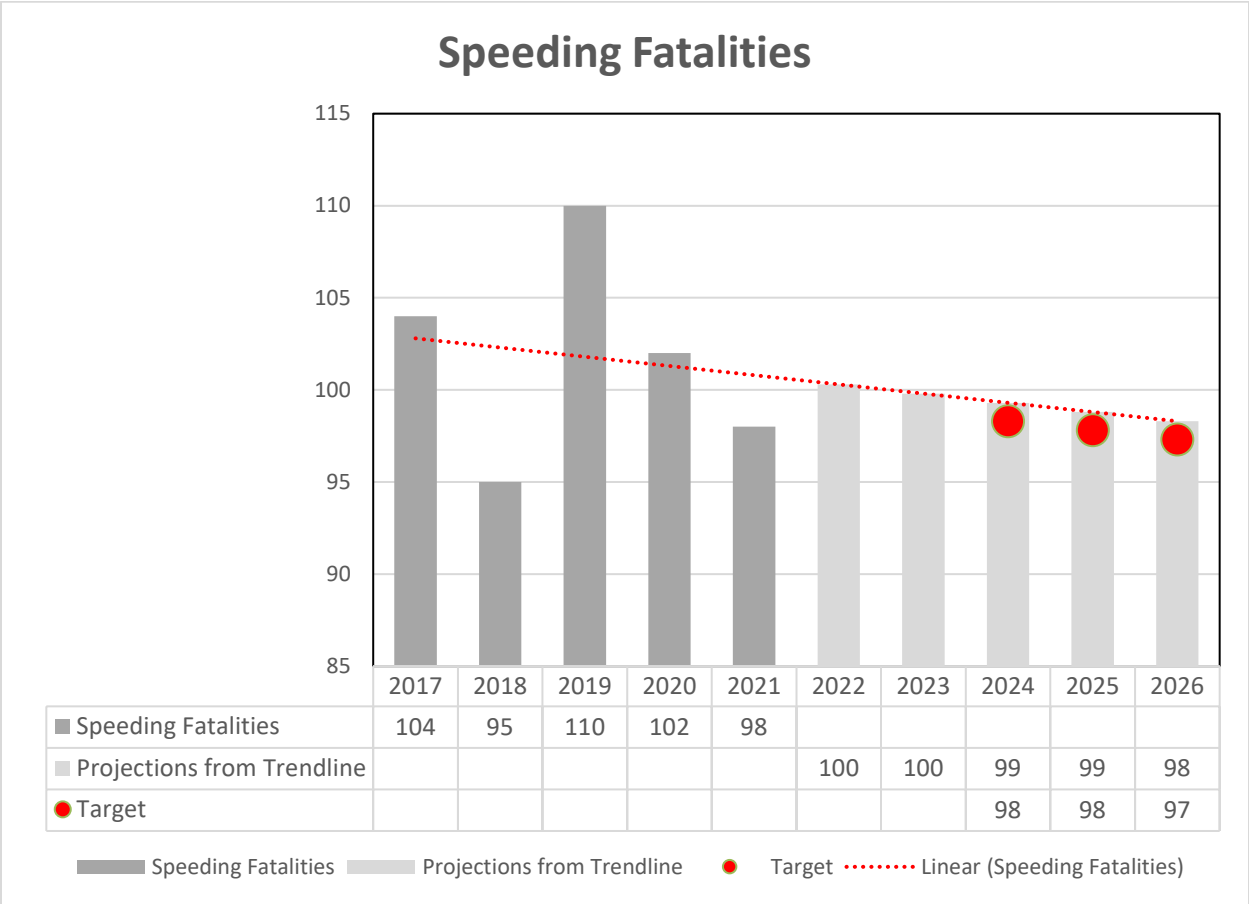
The 2024 five-year average projection based upon the trendline indicates 104 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 103 fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.83% percent reduction would derive our goal of 103 fatalities in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 108 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4.45% percent reduction would derive our goal of 103

fatalities in 2026. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

Speeding Fatalities (FARS):



Goal Statement

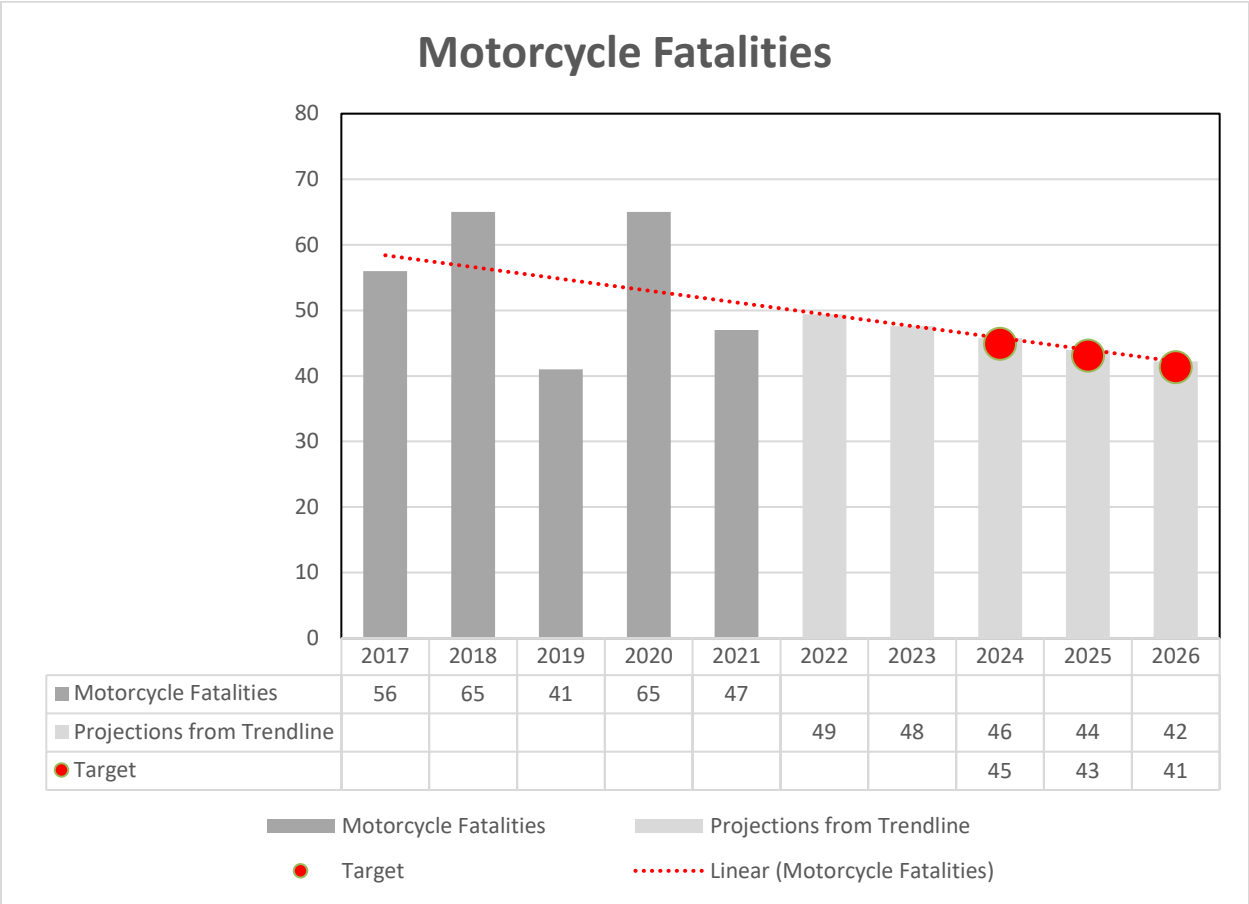
C-6 Number of Speeding Fatalities:

The 2024 five-year average projection based upon the trendline indicates 99 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 98 fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 99 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 98 fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 98 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 97 fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Number of Motorcyclist Fatalities (FARS):



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Motorcycle Fatalities	56	65	41	65	47					
Projections from Trendline						49	48	46	44	42
Target								45	43	41

Goal Statement

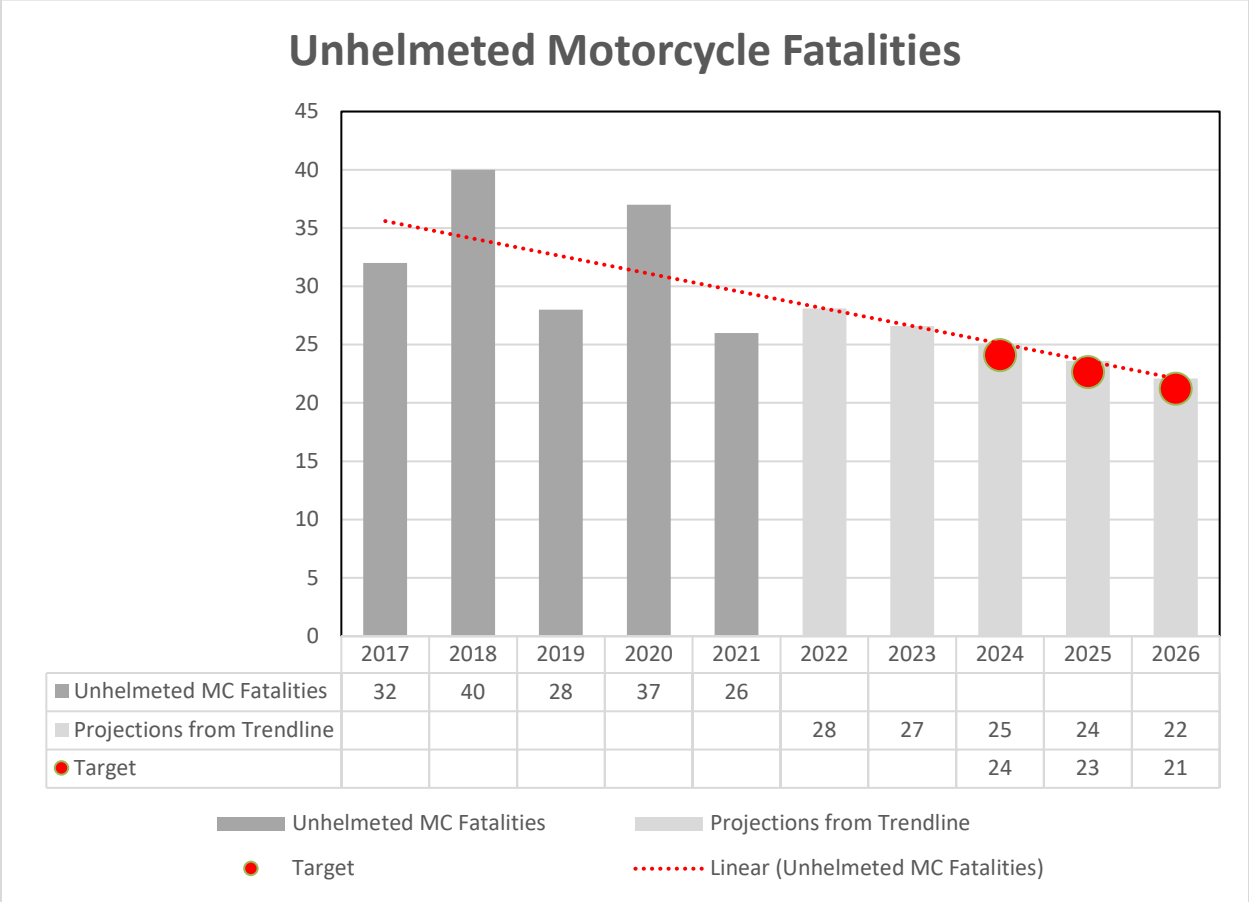
C-7 Number of Motorcycle Fatalities:

The 2024 five-year average projection based upon the trendline indicates 46 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 45 fatalities in 2024. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 44 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 43 fatalities in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 42 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 41 fatalities in 2026. 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):



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Unhelmeted MC Fatalities	32	40	28	37	26					
Projections from Trendline						28	27	25	24	22
Target								24	23	21

Goal Statement

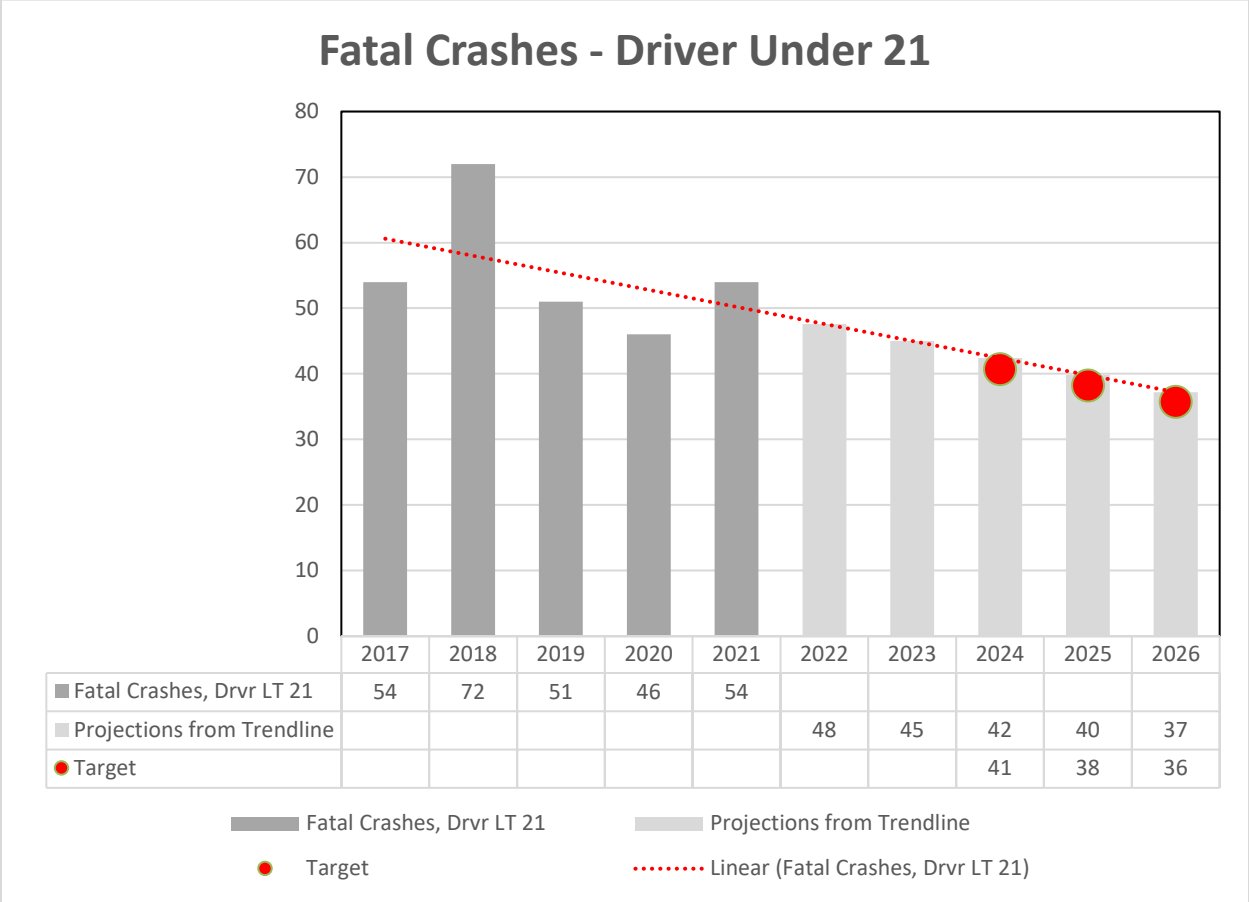
C-8 Number of Un-helmeted Motorcycle Fatalities:

The 2024 five-year average projection based upon the trendline indicates 25 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 24 fatalities in 2024. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 24 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 23 fatalities in 2025. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 22 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 21 fatalities in 2026. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

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



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fatal Crashes, Drvr LT 21	54	72	51	46	54					
Projections from Trendline						48	45	42	40	37
Target								41	38	36

Goal Statement

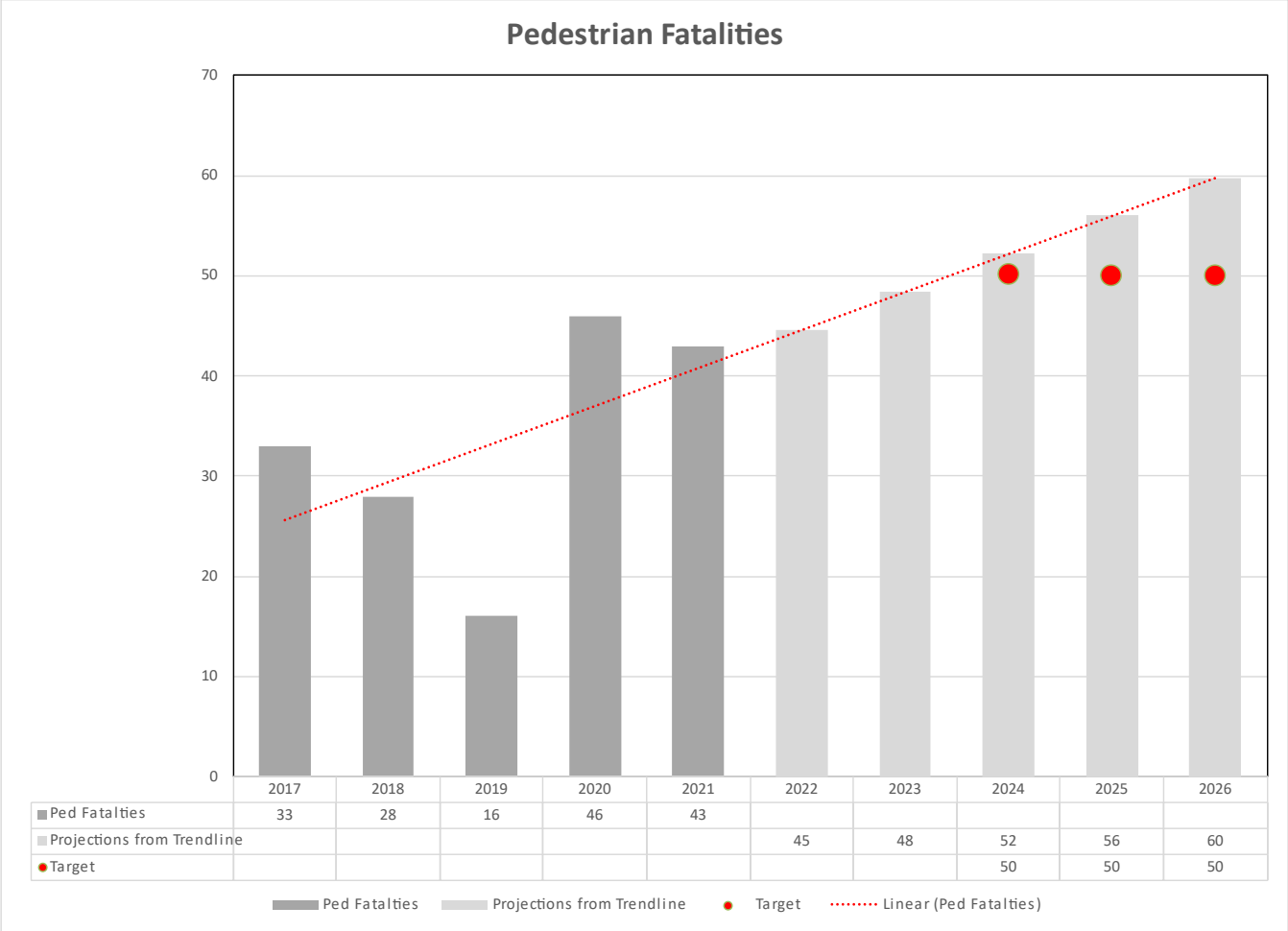
C-9 Goal Statement Number of Fatalities with Driver 20 and Under:

The 2024 five-year average projection based upon the trendline indicates 42 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 41 fatalities in 2024. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 40 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 38 fatalities in 2025. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 37 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 36 fatalities in 2026. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

Number of Pedestrian Fatalities (FARS)



Goal Statement

C-10 Goal Statement Number of Pedestrian Fatalities:

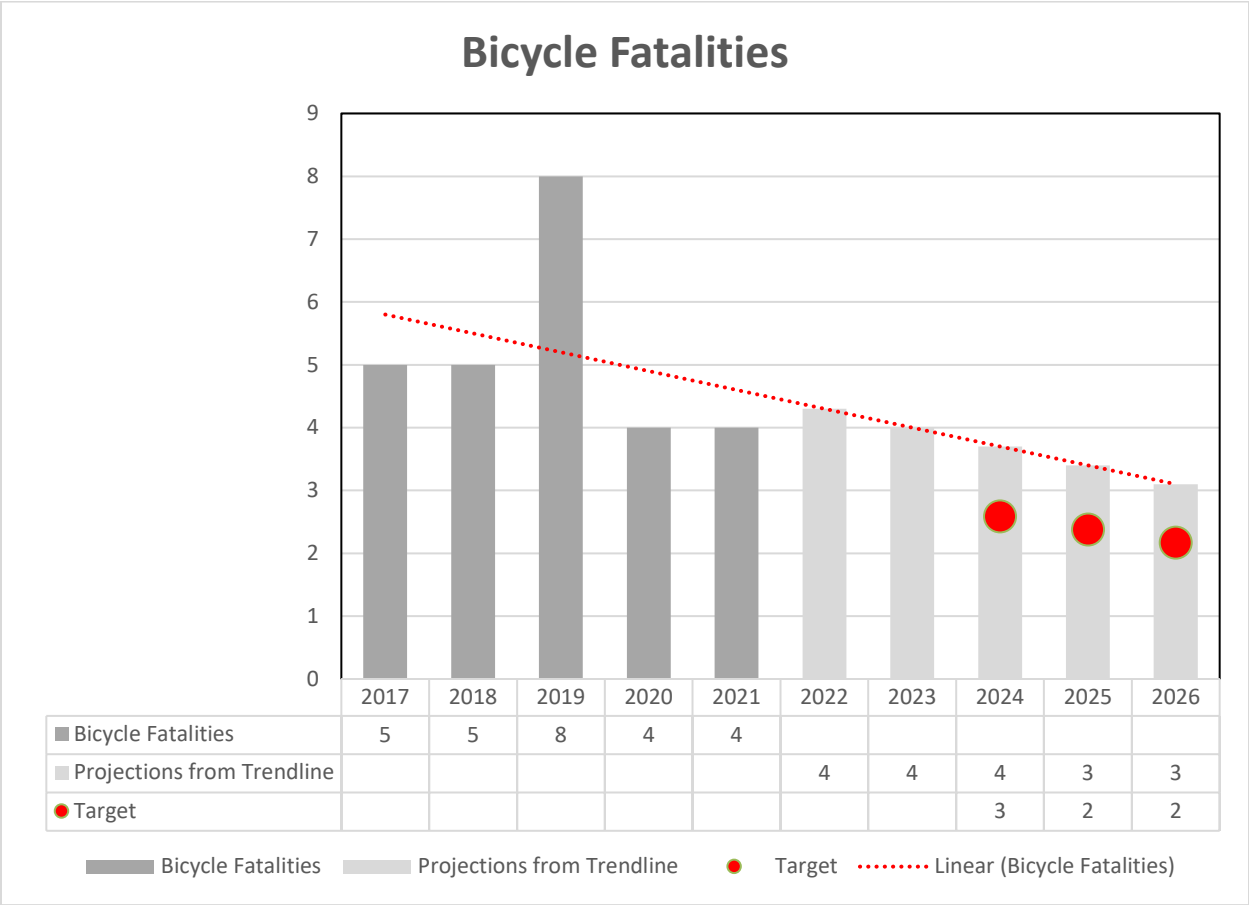
The 2024 five-year average projection based upon the trendline indicates 52 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 50 fatalities in 2024. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 56 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 10.7% percent reduction would derive our goal of 50 fatalities in 2025. Based upon recent history, the trendline of the target, the ten percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 60 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 16.4% percent reduction would

derive our goal of 50 fatalities in 2026. Based upon recent history, the trendline of the target, the sixteen percent reduction goal is realistic and attainable.

Bicycle Fatalities (FARS):



Goal Statement

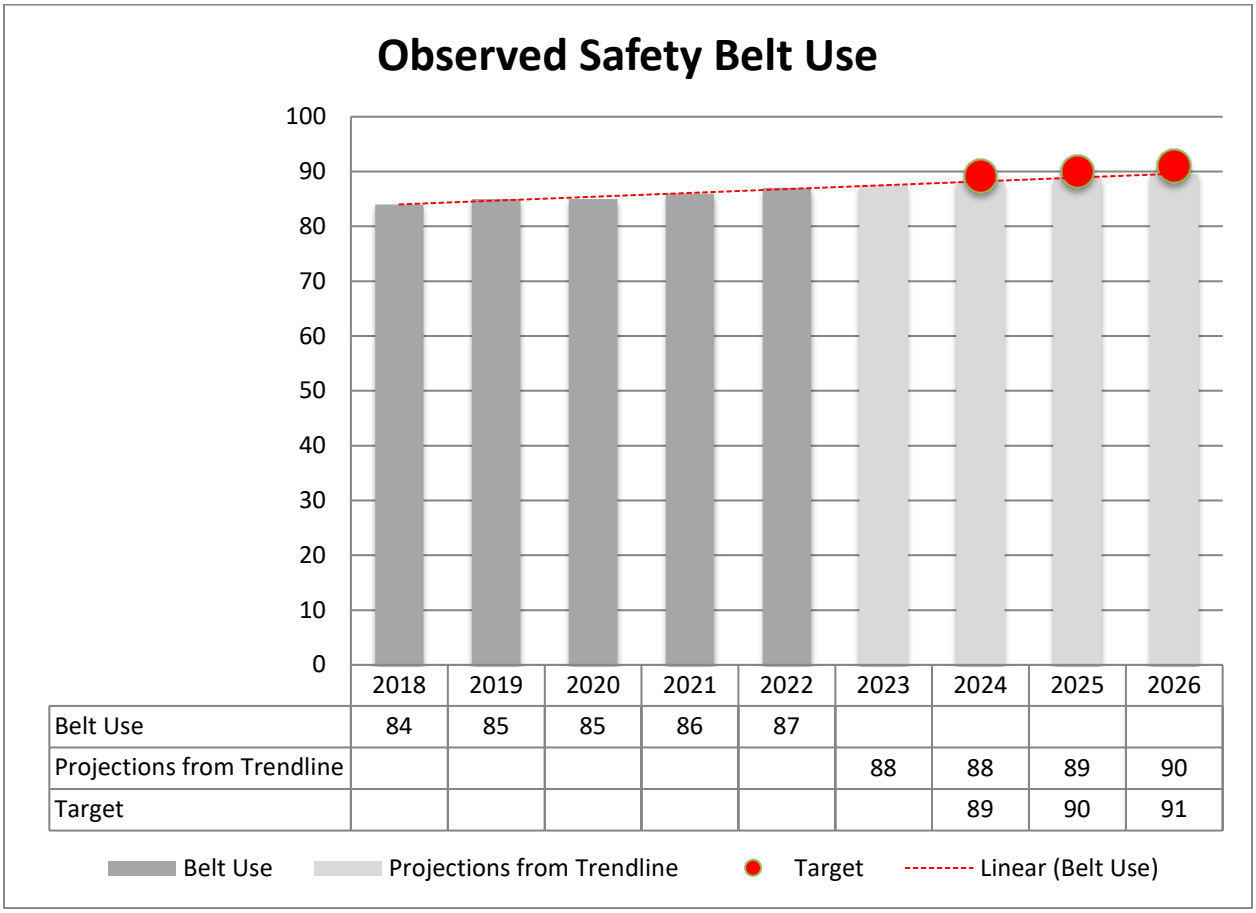
C-11 Goal Statement Number of Bicycle Fatalities:

The 2024 five-year average projection based upon the trendline indicates 4 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 30% percent reduction would derive our goal of 3 fatalities in 2024. Based upon recent history, the trendline of the target, the thirty percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 3 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 30% percent reduction would derive our goal of 2 fatalities in 2025. Based upon recent history, the trendline of the target, the thirty percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 3 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 30% percent reduction would derive our goal of 2 fatalities in 2026. Based upon recent history, the trendline of the target, the thirty percent reduction goal is realistic and attainable.

Seat belt Use Rate (State Survey):



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Belt Use	84	85	85	86	87				
Projections from Trendline						88	88	89	90
Target							89	90	91

Goal Statement

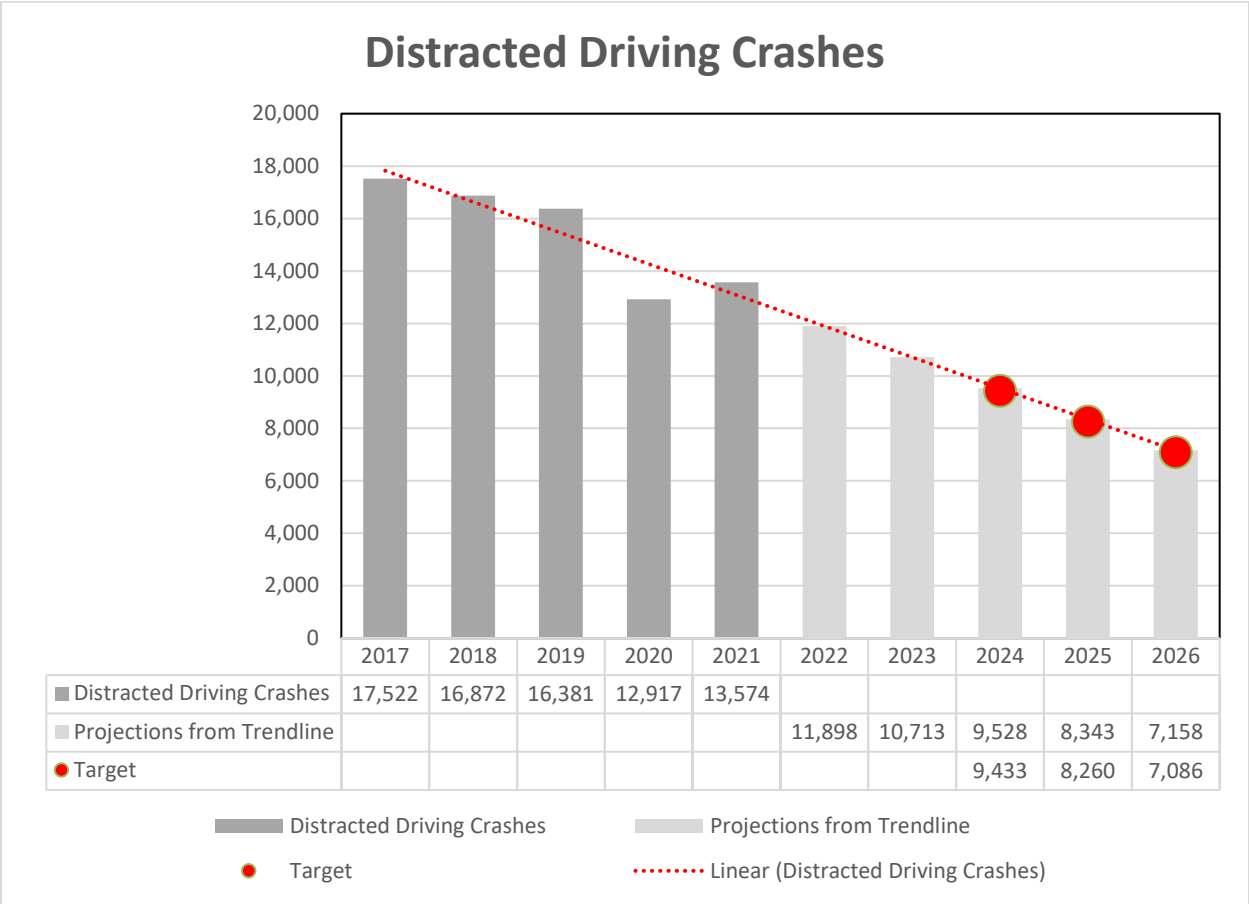
B-1 Observed Seat Belt Use:

The 2024 five-year average projection based upon the trendline indicates an observed seat belt use rate of 88%. A one percent increase in this projection would derive our goal of 89% in 2024. Based upon recent history, the trendline of the target, a one percent increase as a goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates an observed seat belt use rate of 89%. A one percent increase in this projection would derive our goal of 90% in 2025. Based upon recent history, the trendline of the target, a one percent increase as a goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates an observed seat belt use rate of 90%. A one percent increase in this projection would derive our goal of 91% in 2026. Based upon recent history, the trendline of the target, a one percent increase as a goal is realistic and attainable.

Distracted Driving Crashes (KCARS):



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Distracted Driving Crashes	17,522	16,872	16,381	12,917	13,574					
Projections from Trendline						11,898	10,713	9,528	8,343	7,158
Target								9,433	8,260	7,086

Goal Statement

Number of Distracted Driving Crashes:

The 2024 five-year average projection based upon the trendline indicates 9,528 crashes in 2024. A one percent reduction in this projection would drive our goal of 9,433 distracted driving crashes in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 8,343 crashes in 2025. A one percent reduction in this projection would drive our goal of 8,260 distracted driving crashes in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 7,158 crashes in 2026. A one percent reduction in this projection would drive our goal of 7,086 distracted driving crashes in 2026. 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 and four other enforcements located in the areas of Kansas where most infractions and crashes occur. 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 utilize 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 changes 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 safety priorities of their respective team focus area. Currently, a member of the BSS is leading 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 the percentage 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 percentage coverage for the state. Enforcement and education-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 to address the causes of all crashes, providing training opportunities through our Traffic Safety Resource Prosecutors, and working with the local media to address the problem.

Table 4

2021 Rank	County	Total Crashes	Percent of Total	Accumulated Percent	*STEP Agencies	**IDDP Agencies	***NSEP Agencies
1	JOHNSON	9,608	16.68%	16.68%	STEP	IDDP	NSEP
2	SEDGWICK	9,465	16.43%	33.11%	STEP	IDDP	NSEP
3	SHAWNEE	3,945	6.85%	39.96%	STEP	IDDP	NSEP
4	WYANDOTTE	3,217	5.59%	45.55%	STEP	IDDP	NSEP
5	DOUGLAS	2,738	4.75%	50.30%	STEP	IDDP	
6	BUTLER	1,414	2.45%	52.76%	STEP		
7	SALINE	1,296	2.25%	55.01%	STEP	IDDP	
8	LEAVENWORTH	1,294	2.25%	57.25%	STEP	IDDP	
9	RENO	1,255	2.18%	59.43%	STEP	IDDP	NSEP
10	RILEY	1,167	2.03%	61.46%	STEP	IDDP	NSEP
11	LYON	944	1.64%	63.10%	STEP		
12	COWLEY	926	1.61%	64.71%	STEP		
13	CRAWFORD	820	1.42%	66.13%	STEP		
14	FORD	762	1.32%	67.45%	STEP	IDDP	
15	ELLIS	704	1.22%	68.67%	STEP	IDDP	
16	FRANKLIN	659	1.14%	69.82%	STEP	IDDP	
17	MIAMI	632	1.10%	70.92%	STEP	IDDP	
18	BARTON	621	1.08%	71.99%	STEP	IDDP	
19	FINNEY	615	1.07%	73.06%	STEP	IDDP	
20	SUMNER	608	1.06%	74.12%	STEP		
21	HARVEY	583	1.01%	75.13%	STEP	IDDP	
22	MCPHERSON	571	0.99%	76.12%	STEP		
23	GEARY	557	0.97%	77.09%	STEP		

2021 Rank	County	Total Crashes	Percent of Total	Accumulated Percent	*STEP Agencies	**IDDP Agencies	***NSEP Agencies
24	MONTGOMERY	460	0.80%	77.89%	STEP	IDDP	
25	SEWARD	443	0.77%	78.66%	STEP		
26	POTTAWATOMIE	440	0.76%	79.42%	STEP		
27	CHEROKEE	425	0.74%	80.16%			
28	LABETTE	416	0.72%	80.88%	STEP		
29	ATCHISON	400	0.69%	81.57%	STEP		
30	NEOSHO	397	0.69%	82.26%			
31	JEFFERSON	355	0.62%	82.88%	STEP		
32	OSAGE	355	0.62%	83.50%	STEP	IDDP	NSEP
33	DICKINSON	349	0.61%	84.10%			
34	BOURBON	308	0.53%	84.64%	STEP		
35	JACKSON	304	0.53%	85.16%	STEP		
36	COFFEY	289	0.50%	85.67%			
37	MARION	271	0.47%	86.14%			
38	ALLEN	266	0.46%	86.60%	STEP		
39	LINN	244	0.42%	87.02%	STEP	IDDP	
40	WABAUNSEE	234	0.41%	87.43%	STEP		
41	BROWN	233	0.40%	87.83%	STEP		
42	RICE	232	0.40%	88.24%	STEP		
43	ELLSWORTH	228	0.40%	88.63%			
44	MARSHALL	228	0.40%	89.03%	STEP		
45	KINGMAN	226	0.39%	89.42%	STEP		
46	RUSSELL	217	0.38%	89.80%	STEP		
47	ANDERSON	215	0.37%	90.17%			
48	GREENWOOD	213	0.37%	90.54%			
49	PRATT	206	0.36%	90.90%			
50	PAWNEE	189	0.33%	91.23%			
51	NEMAHA	188	0.33%	91.55%	STEP		
52	WILSON	188	0.33%	91.88%	STEP	IDDP	
53	CLAY	186	0.32%	92.20%	STEP		
54	WASHINGTON	184	0.32%	92.52%			
55	THOMAS	182	0.32%	92.84%	STEP		
56	CLOUD	174	0.30%	93.14%			
57	HARPER	174	0.30%	93.44%	STEP		
58	OTTAWA	163	0.28%	93.72%	STEP		

2021 Rank	County	Total Crashes	Percent of Total	Accumulated Percent	*STEP Agencies	**IDDP Agencies	***NSEP Agencies
59	MITCHELL	161	0.28%	94.00%			
60	NORTON	157	0.27%	94.28%			
61	REPUBLIC	146	0.25%	94.53%			
62	CHASE	143	0.25%	94.78%			
63	RUSH	137	0.24%	95.02%			
64	BARBER	133	0.23%	95.25%			
65	STAFFORD	132	0.23%	95.48%			
66	ROOKS	131	0.23%	95.70%			
67	TREGO	121	0.21%	95.91%			
68	LINCOLN	120	0.21%	96.12%			
69	SHERMAN	104	0.18%	96.30%	STEP		
70	MORRIS	100	0.17%	96.48%	STEP		
71	WOODSON	100	0.17%	96.65%	STEP		
72	SMITH	99	0.17%	96.82%			
73	GRAY	98	0.17%	96.99%			
74	GRANT	91	0.16%	97.15%			
75	GOVE	90	0.16%	97.31%			
76	STEVENS	90	0.16%	97.46%	STEP		
77	KIOWA	86	0.15%	97.61%			
78	CHAUTAUQUA	84	0.15%	97.76%			
79	KEARNY	80	0.14%	97.90%			
80	DECATUR	75	0.13%	98.03%			
81	JEWELL	75	0.13%	98.16%			
82	MEADE	75	0.13%	98.29%	STEP		
83	HODGEMAN	73	0.13%	98.41%			
84	HAMILTON	72	0.13%	98.54%			
85	EDWARDS	66	0.11%	98.65%			
86	LOGAN	66	0.11%	98.77%	STEP		
87	SCOTT	62	0.11%	98.87%			
88	HASKELL	59	0.10%	98.98%			
89	GRAHAM	58	0.10%	99.08%			
90	OSBORNE	57	0.10%	99.18%			
91	PHILLIPS	54	0.09%	99.27%	STEP		
92	CLARK	47	0.08%	99.35%			
93	RAWLINS	43	0.07%	99.43%			
94	CHEYENNE	42	0.07%	99.50%			
95	DONIPHAN	42	0.07%	99.57%			
96	SHERIDAN	42	0.07%	99.65%			
97	MORTON	36	0.06%	99.71%	STEP		
98	NESS	35	0.06%	99.77%			

2021 Rank	County	Total Crashes	Percent of Total	Accumulated Percent	*STEP Agencies	**IDDP Agencies	***NSEP Agencies
99	COMANCHE	31	0.05%	99.82%			
100	LANE	30	0.05%	99.87%			
101	GREELEY	24	0.04%	99.92%			
102	STANTON	21	0.04%	99.95%			
103	WICHITA	15	0.03%	99.98%			
104	WALLACE	7	0.01%	99.99%			
105	ELK	5	0.01%	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.
This information remains the same through all of the 2021 Rank Tables.

Fatal Crashes

The state of Kansas experienced 381 fatal crashes in 2021. **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 percentage coverage for the state. During the 2023 Transportation Safety Conference in Wichita the Regional Breakout Sessions mapped out Fatal Crashes, Fatalities, Suspected Serious Injury Crashes, and overall crash statistics. The participants were asked to discuss the problem and provide feedback for solutions thereby having an active voice in the solutions. Each breakout session reported they wanted to see more enforcement and education to address the problem. 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

2021 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	63	16.54%	16.54%	STEP	IDDP	NSEP
2	SHAWNEE	26	6.82%	23.36%	STEP	IDDP	NSEP
3	WYANDOTTE	25	6.56%	29.92%	STEP	IDDP	NSEP
4	JOHNSON	21	5.51%	35.43%	STEP	IDDP	NSEP
5	LEAVENWORTH	10	2.62%	38.06%	STEP	IDDP	NSEP
6	HARVEY	8	2.10%	40.16%	STEP	IDDP	NSEP
7	BROWN	7	1.84%	41.99%	STEP	IDDP	
8	DICKINSON	7	1.84%	43.83%	STEP	IDDP	
9	DOUGLAS	7	1.84%	45.67%	STEP		
10	COWLEY	6	1.57%	47.24%	STEP		
11	CRAWFORD	6	1.57%	48.82%	STEP		
12	MONTGOMERY	6	1.57%	50.39%	STEP		
13	RILEY	6	1.57%	51.97%	STEP	IDDP	NSEP
14	BUTLER	5	1.31%	53.28%	STEP		
15	ELLSWORTH	5	1.31%	54.59%			
16	FINNEY	5	1.31%	55.91%	STEP		
17	FORD	5	1.31%	57.22%	STEP		
18	GREENWOOD	5	1.31%	58.53%	STEP		
19	LABETTE	5	1.31%	59.84%	STEP		
20	LYON	5	1.31%	61.15%	STEP		
21	NEOSHO	5	1.31%	62.47%			
22	SALINE	5	1.31%	63.78%			
23	SUMNER	5	1.31%	65.09%	STEP		
24	BOURBON	4	1.05%	66.14%	STEP		
25	CHEROKEE	4	1.05%	67.19%	STEP	IDDP	
26	JACKSON	4	1.05%	68.24%	STEP	IDDP	

2021 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
27	JEFFERSON	4	1.05%	69.29%			
28	LINN	4	1.05%	70.34%	STEP		
29	MARION	4	1.05%	71.39%			
30	SEWARD	4	1.05%	72.44%	STEP		
31	ATCHISON	3	0.79%	73.23%	STEP	IDDP	
32	CHASE	3	0.79%	74.02%	STEP		
33	CLARK	3	0.79%	74.80%	STEP	IDDP	
34	DONIPHAN	3	0.79%	75.59%	STEP		
35	ELLIS	3	0.79%	76.38%			
36	FRANKLIN	3	0.79%	77.17%	STEP		
37	GEARY	3	0.79%	77.95%			
38	LOGAN	3	0.79%	78.74%	STEP		
39	ROOKS	3	0.79%	79.53%	STEP		
40	RUSH	3	0.79%	80.31%			
41	THOMAS	3	0.79%	81.10%			
42	BARTON	2	0.52%	81.63%			
43	CHEYENNE	2	0.52%	82.15%	STEP		
44	CLAY	2	0.52%	82.68%	STEP	IDDP	
45	GRAHAM	2	0.52%	83.20%	STEP		
46	GRAY	2	0.52%	83.73%			
47	GREELEY	2	0.52%	84.25%	STEP		
48	HAMILTON	2	0.52%	84.78%			
49	HARPER	2	0.52%	85.30%	STEP		
50	HASKELL	2	0.52%	85.83%			
51	JEWELL	2	0.52%	86.35%			
52	LANE	2	0.52%	86.88%			
53	MCPHERSON	2	0.52%	87.40%	STEP		
54	MIAMI	2	0.52%	87.93%			
55	NEMAHA	2	0.52%	88.45%			
56	OSAGE	2	0.52%	88.98%			
57	POTTAWATOMIE	2	0.52%	89.50%			
58	RENO	2	0.52%	90.03%	STEP	IDDP	NSEP
59	REPUBLIC	2	0.52%	90.55%	STEP		
60	SHERMAN	2	0.52%	91.08%			
61	STEVENS	2	0.52%	91.60%	STEP		
62	WABAUNSEE	2	0.52%	92.13%	STEP		
63	WASHINGTON	2	0.52%	92.65%			
64	ANDERSON	1	0.26%	92.91%	STEP		
65	BARBER	1	0.26%	93.18%			

2021 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
66	CLOUD	1	0.26%	93.44%	STEP		
67	COFFEY	1	0.26%	93.70%			
68	COMANCHE	1	0.26%	93.96%			
69	EDWARDS	1	0.26%	94.23%			
70	GOVE	1	0.26%	94.49%	STEP		
71	GRANT	1	0.26%	94.75%			
72	HODGEMAN	1	0.26%	95.01%			
73	KEARNY	1	0.26%	95.28%			
74	KINGMAN	1	0.26%	95.54%			
75	KIOWA	1	0.26%	95.80%			
76	MEADE	1	0.26%	96.06%	STEP		
77	MORRIS	1	0.26%	96.33%			
78	NORTON	1	0.26%	96.59%	STEP		
79	OTTAWA	1	0.26%	96.85%			
80	PAWNEE	1	0.26%	97.11%	STEP		
81	PHILLIPS	1	0.26%	97.38%			
82	RICE	1	0.26%	97.64%			
83	RUSSELL	1	0.26%	97.90%			
84	SCOTT	1	0.26%	98.16%			
85	SHERIDAN	1	0.26%	98.43%			
86	SMITH	1	0.26%	98.69%	STEP		
87	STAFFORD	1	0.26%	98.95%	STEP		
88	STANTON	1	0.26%	99.21%			
89	TREGO	1	0.26%	99.48%			
90	WILSON	1	0.26%	99.74%			
91	WOODSON	1	0.26%	100.00%			
92	ALLEN	0	0.00%	100.00%			
93	CHAUTAUQUA	0	0.00%	100.00%	STEP		
94	DECATUR	0	0.00%	100.00%			
95	ELK	0	0.00%	100.00%			
96	LINCOLN	0	0.00%	100.00%			
97	MARSHALL	0	0.00%	100.00%			
98	MITCHELL	0	0.00%	100.00%			
99	MORTON	0	0.00%	100.00%	STEP		
100	NESS	0	0.00%	100.00%			
101	OSBORNE	0	0.00%	100.00%			
102	PRATT	0	0.00%	100.00%			
103	RAWLINS	0	0.00%	100.00%			
104	WALLACE	0	0.00%	100.00%			

2021 Rank	County	Fatal Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
105	WICHITA	0	0.00%	100.00%			
	Total	**381**					

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 percentage of the total number of alcohol related crashes in the state. In 2021 the top four counties represent more than 50 percent of alcohol-related crashes with 1,138 (a 2% decrease from 2020). The accumulated percentage column represents that county plus all the counties listed above to determine the percentage coverage for the state. Therefore, the BSS will continue to engage and build partnerships with local law enforcement, communities, and organizations in these counties to strengthen the traffic safety message. The BSS recognizes that each county has unique challenges, diverse populations, and differing resources but strives to be inclusive of all communities with our shared mission of keeping all road users safe on our roadways. The BSS will continue to support every county by providing impaired driving educational messages by working with local media, local entertainment or sports venues (ie. Kansas State University athletics, Manhattan), through visual media (ie. front seat interviews) and through social media posts. The BSS will continue encouraging our public safety communities, judicial members, and law enforcement partners to utilize opportunities such as overtime enforcement grants to target impaired driving, training opportunities provided through our Traffic Safety Resource Prosecutor, Kansas Traffic Safety Resource Office, Law Enforcement Liaisons, or through our other partners. These enforcement and educational strategies are well proven and are recommended by NHTSA as effective countermeasures.

Table 6

2021 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
1	SEDGWICK	428	19.83%	19.83%	STEP	IDDP	NSEP
2	JOHNSON	397	18.40%	38.23%	STEP	IDDP	NSEP
3	WYANDOTTE	194	8.99%	47.22%	STEP	IDDP	NSEP
4	DOUGLAS	119	5.51%	52.73%	STEP	IDDP	
5	SHAWNEE	113	5.24%	57.97%	STEP	IDDP	NSEP
6	LEAVENWORTH	56	2.59%	60.57%	STEP	IDDP	NSEP
7	RENO	53	2.46%	63.02%	STEP	IDDP	NSEP
8	SALINE	51	2.36%	65.38%	STEP	IDDP	
9	RILEY	48	2.22%	67.61%	STEP	IDDP	NSEP
10	BUTLER	46	2.13%	69.74%	STEP	IDDP	
11	FORD	41	1.90%	71.64%	STEP	IDDP	
12	COWLEY	29	1.34%	72.98%	STEP	IDDP	
13	LYON	29	1.34%	74.33%	STEP		
14	CRAWFORD	28	1.30%	75.63%	STEP		
15	GEARY	25	1.16%	76.78%	STEP		
16	HARVEY	24	1.11%	77.90%	STEP		
17	MIAMI	24	1.11%	79.01%	STEP		
18	SEWARD	23	1.07%	80.07%	STEP		
19	SUMNER	18	0.83%	80.91%	STEP		
20	LABETTE	16	0.74%	81.65%	STEP	IDDP	
21	CHEROKEE	15	0.70%	82.34%	STEP	IDDP	
22	ELLIS	14	0.65%	82.99%	STEP		
23	FINNEY	14	0.65%	83.64%	STEP		
24	FRANKLIN	14	0.65%	84.29%			
25	MONTGOMERY	14	0.65%	84.94%	STEP		
26	BOURBON	13	0.60%	85.54%	STEP		
27	BARTON	12	0.56%	86.10%	STEP		
28	POTTAWATOMIE	12	0.56%	86.65%	STEP		

2021 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
29	ATCHISON	11	0.51%	87.16%	STEP		
30	NEOSHO	11	0.51%	87.67%	STEP		
31	ELLSWORTH	9	0.42%	88.09%	STEP		
32	JACKSON	9	0.42%	88.51%	STEP		
33	JEFFERSON	9	0.42%	88.92%			
34	LINN	9	0.42%	89.34%	STEP	IDDP	
35	MARSHALL	9	0.42%	89.76%			
36	DICKINSON	8	0.37%	90.13%			
37	PAWNEE	8	0.37%	90.50%			
38	PRATT	8	0.37%	90.87%			
39	CLOUD	7	0.32%	91.20%			
40	COFFEY	7	0.32%	91.52%			
41	GREENWOOD	7	0.32%	91.84%	STEP		
42	MCPHERSON	7	0.32%	92.17%	STEP		
43	NEMAHA	7	0.32%	92.49%	STEP		
44	OTTAWA	7	0.32%	92.82%			
45	ALLEN	6	0.28%	93.10%	STEP	IDDP	
46	BROWN	6	0.28%	93.37%	STEP		
47	NORTON	6	0.28%	93.65%	STEP		
48	OSAGE	6	0.28%	93.93%	STEP	IDDP	NSEP
49	PHILLIPS	6	0.28%	94.21%			
50	RUSSELL	6	0.28%	94.49%	STEP		
51	ANDERSON	5	0.23%	94.72%	STEP		
52	HAMILTON	5	0.23%	94.95%			
53	SCOTT	5	0.23%	95.18%			
54	CLAY	4	0.19%	95.37%			
55	HARPER	4	0.19%	95.55%			
56	JEWELL	4	0.19%	95.74%	STEP		
57	LOGAN	4	0.19%	95.92%	STEP		
58	RICE	4	0.19%	96.11%			
59	ROOKS	4	0.19%	96.29%	STEP		
60	RUSH	4	0.19%	96.48%			
61	STEVENS	4	0.19%	96.66%			
62	WILSON	4	0.19%	96.85%			
63	DONIPHAN	3	0.14%	96.99%			
64	KEARNY	3	0.14%	97.13%			
65	KINGMAN	3	0.14%	97.27%	STEP		
66	LANE	3	0.14%	97.41%	STEP		
67	LINCOLN	3	0.14%	97.54%			
68	MARION	3	0.14%	97.68%	STEP		
69	MEADE	3	0.14%	97.82%			
70	RAWLINS	3	0.14%	97.96%			
71	SMITH	3	0.14%	98.10%			
72	THOMAS	3	0.14%	98.24%			
73	WABAUNSEE	3	0.14%	98.38%			
74	WASHINGTON	3	0.14%	98.52%			
75	WOODSON	3	0.14%	98.66%			
76	CHASE	2	0.09%	98.75%			
77	GOVE	2	0.09%	98.84%			

2021 Rank	County	Alcohol-Related Crashes	Percent of Total	Accumulated Percent	STEP Agencies*	IDDP Agencies**	NSEP Agencies***
78	GRANT	2	0.09%	98.93%	STEP		
79	GRAY	2	0.09%	99.03%			
80	HODGEMAN	2	0.09%	99.12%			
81	MORTON	2	0.09%	99.21%			
82	REPUBLIC	2	0.09%	99.30%	STEP		
83	TREGO	2	0.09%	99.40%	STEP		
84	BARBER	1	0.05%	99.44%			
85	CHAUTAUQUA	1	0.05%	99.49%			
86	CHEYENNE	1	0.05%	99.54%			
87	COMANCHE	1	0.05%	99.58%			
88	EDWARDS	1	0.05%	99.63%			
89	GRAHAM	1	0.05%	99.68%	STEP		
90	GREELEY	1	0.05%	99.72%			
91	KIOWA	1	0.05%	99.77%			
92	MITCHELL	1	0.05%	99.81%			
93	NESS	1	0.05%	99.86%			
94	SHERIDAN	1	0.05%	99.91%			
95	STAFFORD	1	0.05%	99.95%	STEP		
96	STANTON	1	0.05%	100.00%			
97	CLARK	0	0.00%	100.00%			
98	DECATUR	0	0.00%	100.00%	STEP		
99	ELK	0	0.00%	100.00%			
100	HASKELL	0	0.00%	100.00%	STEP		
101	MORRIS	0	0.00%	100.00%			
102	OSBORNE	0	0.00%	100.00%			
103	SHERMAN	0	0.00%	100.00%			
104	WALLACE	0	0.00%	100.00%			
105	WICHITA	0	0.00%	100.00%			

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 2022, 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 belt use in these counties.

Yearly Belt Use Rates, S1200 Road Type

County	2020	2021	2022
Atchison	82.0%	77.5%	78.3%
Barton*			90.2%
Butler	88.5%	86.3%	78.7%
Douglas	95.5%	80.6%	82.6%
Franklin	87.6%	86.5%	88.7%
Johnson	97.3%	95.3%	89.7%
Leavenworth	89.4%	87.1%	89.4%
McPherson*			81.6%
Pottawatomie*			77.7%
Riley	80.4%	87.8%	79.0%
Saline	85.6%	84.3%	76.6%
Sedgwick	85.7%	85.8%	81.2%
Seward	65.8%	80.7%	70.0%
Shawnee	79.0%	87.0%	89.2%
Sherman*			66.3%
Wyandotte	83.6%	88.8%	86.2%

2022 Belt Use Rate, Alphabetical by County

***New counties added in 2021 sample**

Adult Observational Survey

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

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

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

Belt Use Rates, Ranked by Percent Belted - 2022				
County	**S1100**	**S1200**	**S1400**	***Percent Belted**
Johnson	91.5%	89.7%	92.2%	91.6%
Franklin	91.4%	88.7%		90.6%
Barton		90.2%		90.2%
Shawnee	92.2%	89.2%	87.7%	89.3%
Wyandotte	88.5%	86.2%	85.8%	87.3%
Leavenworth	92.5%	89.4%	75.5%	84.9%
Saline	85.7%	76.6%		84.5%
Butler	92.3%	78.7%	82.6%	84.4%
Douglas	87.3%	82.6%	82.3%	83.5%
Atchison		78.3%		78.3%
Sedgwick	85.0%	81.2%	70.7%	75.9%
Sherman	76.3%	66.3%		75.2%
McPherson	68.6%	81.6%		73.7%
Riley	79.1%	79.0%	61.7%	71.2%
Seward		70.0%		70.0%
Pottawatomie		77.7%	44.4%	65.3%

*Weighted by Road Type

High Visibility Enforcement

Enforcement, a proven countermeasure, continues to play a critical role in changing behavior. Data driven decisions based on using all available data (information listed) and local partnerships are essential for planning and executing effective targeted enforcement. These targeted high visibility enforcements use proven countermeasures that enable our partners to target cities, counties, and specific bad driver behavior. High visibility enforcement is also paired with educational messaging and opportunities for agencies to educate drivers. All enforcement activity data is reported back to the BSS to continually evaluate the countermeasure, activity, and performance. This data provides the opportunity to reach out to other communities and encourage them to utilize this proven countermeasure. This information is as valuable to the individual agency as it is to the BSS because it allows them to see their problems in real time, the ability to adjust resource allocation more efficiently, and to better respond to the needs of their community. Each year 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 and Click It or Ticket (Memorial Day) occupant protection focused and impaired driving (DUI/ DUID) 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 24, 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 Crash Data Tables of the 3HSP.

KDOT developed an internal rating system for our STEP contractors. This system tracks the 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, 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 later.

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

Project and subrecipient information

Project Name & Description:	**Planning and Administration** Program staff need 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. 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. National conferences offer opportunities for networking and attending workshops that would not be available unless travel to these conferences was offered.			
Sub-Recipient:	KDOT			
Project Number	SP-1400-23			
Match:	0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Planning and Administration			
Problem Identification	Address traffic crashes and fatalities throughout Kansas			
Countermeasure Justification	Use Countermeasure Book as a guide for selection			
Target (link to strategy)	National training offers networking opportunities, state of the art policies, procedures, and programmatic seminars.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding EXAMPLE ONLY	$50,000	$50,000	$50,000	$150,000

Countermeasure Strategy:

N/A

Project and subrecipient information

Project Name & Description:	**KBSS Internship** This internship was developed through collaboration with Haskell student, Nakooma Pelt. It was a direct result from Public Engagement and Participation at the Haskell Traffic Safety Event. This internship will focus on providing equitable analysis and approaches to traffic safety issues across Kansas. This project enables this position to obtain training, attend key conferences in other states and travel to monitor grantees. This internship is funded through state funds.			
Sub-Recipient:	KDOT			
Project Number	SP-1400-23			
Match:	0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Planning and Administration			
Problem Identification	Address traffic crashes and fatalities throughout Kansas			
Countermeasure Justification	Use Countermeasure Book as a guide for selection			
Target (link to strategy)	National training offers networking opportunities, state of the art policies, procedures, and programmatic seminars.			
Funding source ID	FY24	FY25	FY26	Total
	State Funds	State Funds	State Funds	FY24-26
Estimated 3-year funding EXAMPLE ONLY	$30,000	$30,000	$30,000	$90,000

Countermeasure Strategy:

N/A

Impaired Driving (Drug and Alcohol)

Addressing the impaired driving problem requires a combination of education and enforcement to influence a change in behavior. Kansas will dedicate considerable resources to reduce the incidence of impaired driving crashes and fatalities. Included in this effort is the continuation of the Impaired Driving Taskforce/Emphasis Area Team (ID EAT). This EAT has representatives for many national, state, and local agencies as well as community groups. This EAT is not only focused on alcohol impaired driving but on drug impaired driving as well. This is in great part due to Kansas being almost surrounded by marijuana legalization (either recreational or medicinal) with Colorado, Missouri, and Oklahoma. Kansas is not out of the woods however because proposals for marijuana legalization continue to be presented and the increase in cases of polydrug use (where an illegal substance is combined with alcohol). In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. The EAT is attempting to reduce recidivism by testing the use of roadside oral fluids testing devices during traffic stops by specially trained Drug Recognition Experts (DRE). Funding from KDOT and the American Automobile Association (AAA) of Kansas provided twelve and four oral fluid testing devices, respectively, to sixteen DREs from across Kansas. These experienced DREs have been selected from KHP and local law enforcement ranks to field test these oral fluid devices and report back their data and findings. It is our hypothesis that this research and data into their efficacy in the field will possibly lead the way to oral fluid devices being used in the future for evidentiary use.

KDOT will continue its grant with a media contractor to develop and increase traditional and non-traditional media opportunities targeting 18–34-year-old males, high school students, and pickup truck drivers. 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. Currently the DRE program is almost at 100 but more are needed to adequately cover the state. In the International Association of Chiefs of Police 2022 Annual Report, the 91 Kansas DREs performed 322 enforcement evaluations which gave them a 3.54 ratio (evaluations per DRE) which ranks them 5th in evaluations per DRE for our NHTSA counterparts in regions 6, 7, and 8.

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

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

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

Authority and Basis for Operation of Task Force

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

Impaired Driving Task Force
2024 ROSTER IMPAIRED DRIVING EMPHASIS TEAM

First	Last	Position	Email
Noel	Schneider	Behavioral Safety Coordinator	noel.schneider@ks.gov
Corey	Kenney	Asst. Attorney General - TSRP	Corey.Kenney@ag.ks.gov
Norraine	Wingfield	Consultant	nwingfield705@outlook.com
Alvin	Ackerman	Law Enforcement Liaison	Alackerman491@gmail.com
Tammy	Allen	Supervisor	tammy.allen@ks.gov
Tim	Anderson	DRE Instructor	Tim.Anderson@ks.gov
Chris	Bauer	Captain - KHP	Christopher.Bauer@ks.gov
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Michael	Christopher	Kansas Director	Michael.Christopher@dot.gov
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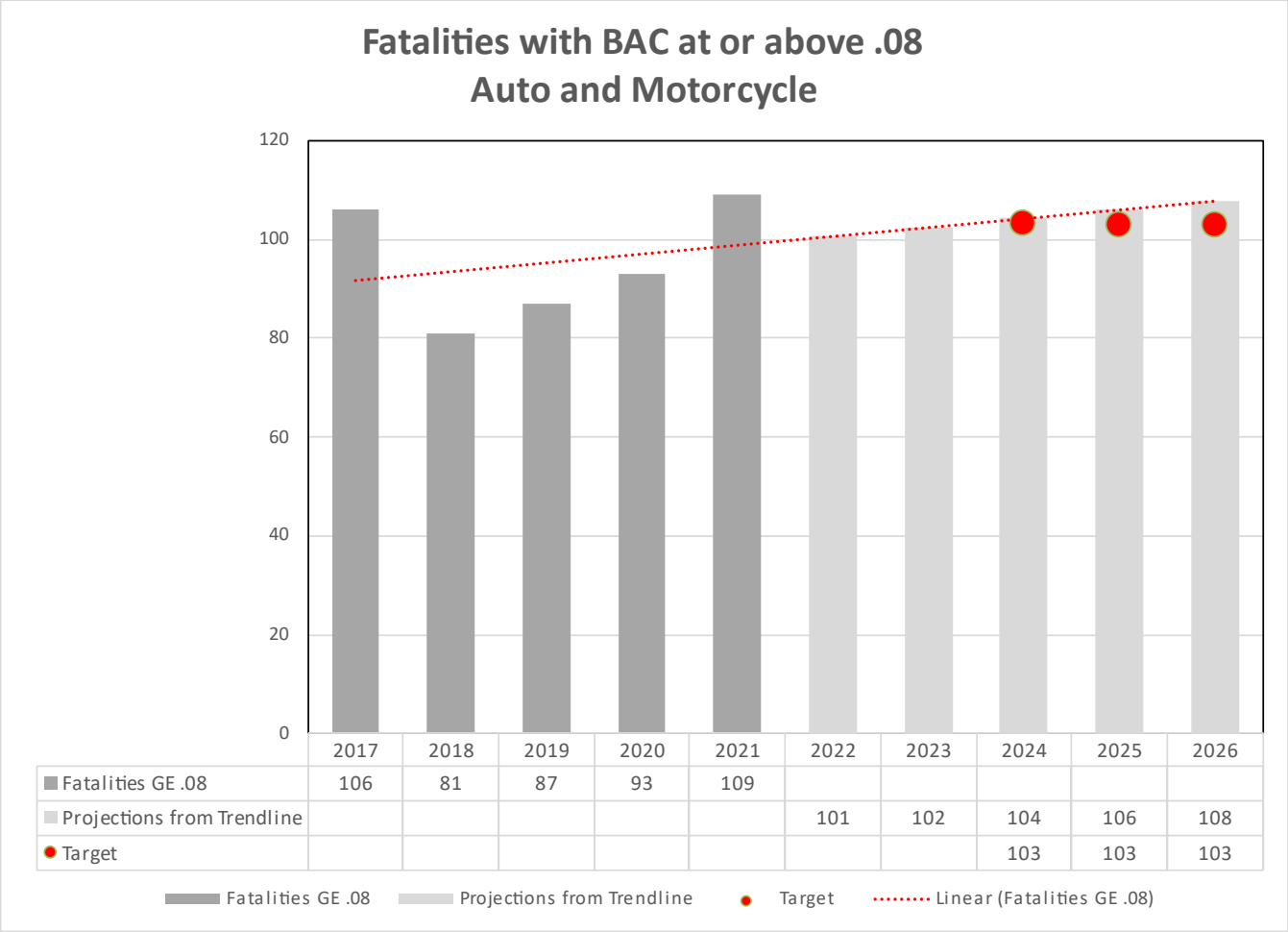
Kent	Selk	Driver Services Manager	kent.selk@ks.gov
Shawn	Steward	Director	ssteward@aaa-alliedgroup.com
Troy	Wells	Law Enforcement Liaison	Wellsd0537@cox.net

Performance Target Justification



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fatalities GE .08	106	81	87	93	109					
Projections from Trendline						101	102	104	106	108
Target								103	103	103

Goal Statement

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

The 2024 five-year average projection based upon the trendline indicates 104 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 103 fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.83% percent reduction would derive our goal of 103 fatalities in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 108 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4.45% percent reduction would derive our goal of 103

fatalities in 2026. Based upon recent history, the trendline of the target, the four 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.

Project and subrecipient information

Project Name & Description:	**Adult Education and Awareness** 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.			
Sub-Recipient:	KDOT			
Project Number	SP-4700-23			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405d Impaired Driving Low (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
Estimated 3-year funding	$200,000	$200,000	$200,000	$600,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	**KDHE Breath Alcohol Program** The Kansas Department of Health Breath Alcohol Program (KDHE BAP) will continue to provide initial certification and re-certification training to law enforcement officers across Kansas in the proper use and calibration of breath testing instrumentation (i.e., Intoxilyzer 9000). The KDHE BAP will continue law enforcement operator training to new recruits attending the Kansas Law Enforcement Training Center (KLETC) as well as an annual training workshop for law enforcement instructors to review curriculum changes, updates, or training materials.			
Sub-Recipient:	Kansas Department of Health & Environment			
Project Number	SP-4702-24			
Match:	$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d Impaired Driving Low (FAST)			
Problem Identification	Alcohol impaired driving remains a significant traffic safety issue in Kansas. In 2021, Kansas had 2,158 alcohol-related crashes which resulted in 86 fatalities and caused almost 1,200 injuries. To effectively identify and prosecute drivers operating vehicles while under the influence of alcohol, Kansas utilizes the Intoxilyzer 9000 evidential breath alcohol testing device. The Kansas Department of Health and Environment (KDHE) Breath Alcohol Program (BAP) has been statutorily tasked to provide law enforcement (LE) with breath testing instrumentation and any necessary calibration standards used during testing. In addition, the BAP provides training and certification for those LE operators conducting breath testing.			
Countermeasure Justification	During the FFY 2023-2025 contract years, over 800 Kansas LE officers will be trained and certified on the proper operation of the Intoxilyzer 9000 instrument. All LE officers will be provided adequate resources during their training classes. Approved LE trainers will be informed of all changes and updates to the curriculum for courses being conducted the following calendar year. This grant will allow the KDHE BAP to maintain an appropriate level of certified LE officers as operators of the approved evidential breath alcohol testing device in Kansas. These LE officers are from all over Kansas, rural and urban areas as well as large and small departments.			
Target (link to strategy)	To train and certify over 800 law enforcement officers in the proper use of breath testing instrumentation.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
Estimated 3-year funding	$ 15,000	$ 15,000	$ 15,000	$ 45,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	**Judge's Training** 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.			
Sub-Recipient:	Kansas Attorney General's Office			
Project Number	SP-4710-23			
Match:	$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d Impaired Driving Low (FAST)*			
Problem Identification	The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol-related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol. Kansas judges are confronted with complicated impaired driving cases that require extra training and expertise to successfully and equally adjudicate.			
Countermeasure Justification	Impaired driving sanctions and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
Target (link to strategy)	The Kansas Attorney General's Traffic Safety Resource Prosecutor will administer and implement a statewide program providing technical assistance and training to municipal judges in the aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405d*	BIL 405d*	BIL 405d	FY24-26
Estimated 3-year funding EXAMPLE ONLY	$10,000	$12,000	$15,000	$37,000

Countermeasure Strategy: Communication and Education Campaign

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.

Project and subrecipient information

Project Name & Description:	**Traffic Safety Resource Prosecutor (TSRP)** The Traffic Safety Resource Prosecutor (TSRP) shall provide continued legal educational training, technical assistance, and other services to all partners in the criminal justice community (prosecutors, judges, and law enforcement). This training will help participants to investigate, prosecute and adjudicate impaired driving (drug and alcohol) cases. The TSRP shall also represent Kansas as an impaired driving subject matter expert not only on the state level but on the national level through attending and/or presenting at training sessions, conferences, and workshops. On occasion the TSRP may assist local prosecutors with the prosecution of impaired driving cases which are extremely complex or are of high notoriety.
Sub-Recipient:	Kansas Attorney General's Office
Project Number	SP-4709-24
Match:	$ 0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	405d
Problem Identification	The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol-related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol. Kansas law enforcement officers and prosecutors are confronted with complicated impaired driving cases that require extra training and expertise to successfully prosecute.
Countermeasure Justification	Impaired driving sanctions and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.
Target (link to strategy)	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.

Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405	BIL 405	FY24-26
Estimated 3-year funding EXAMPLE ONLY	$378,600	$378,600	$378,600	$1,135,800

Countermeasure Strategy:

Prosecutor Training

Traffic Safety Resource Prosecutor(s)		
SP-4709-24	Kenney, Corey	$189,300
SP-4709-24	*TBD*	$189,300
TOTAL		**$378,600**

Project and subrecipient information

Project Name & Description:	**Traffic Safety Resource Prosecutor** This project will support the Traffic Safety Resource Prosecutor (SP-4709-24) on training and specific traffic case law and legislation on non-impaired driving issues. The TSRP shall offer this support to all participants in the criminal justice profession (ie. prosecutors, judges, law enforcement, etc.) as well as to other traffic safety partners and communities.			
Sub-Recipient:	Kansas Attorney General's Office			
Project Number	SP-1703-24			
Match:	$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d			
Problem Identification	From 2017 through 2021 Kansas has hovered around 100 speed-related traffic fatalities per year and vulnerable road user fatalities have not had a measurable decrease but appear to be on the rise. Therefore, the expertise of the TSRP in traffic law must be utilized to continue to educate and offer support across the state to all traffic safety partners. The traffic safety crisis involves much more than just impaired drivers and we must address all causations to truly embrace the Safe System Approach.			
Countermeasure Justification	Communication and Outreach for speed management, distracted and drowsy driving, and vulnerable road users are all effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
Target (link to strategy)	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of speeding, distracted driving crashes and overall traffic fatalities.			
Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405	BIL 405	FY24-26
Estimated 3-year funding	$ 20,000	$ 20,000	$ 20,000	$ 60,000

Countermeasure Strategy:

Prosecutor Training and Community Outreach and Education

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.

Project and subrecipient information

Project Name & Description:	**Underage Drinking Enforcement** This project provides overtime funding for Alcohol 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 15,000 concert goers annually. Alcohol Beverage Control agents average at least one event per month enforcing underage drinking laws and checking establishments for underage drinking violations.			
Sub-Recipient:	Alcoholic Beverage Control			
Project Number	SP-2253-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the *Countermeasures That Work* document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
Funding source ID **402**	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$62,896	$62,896	$62,896	$188,688

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	**Teen Angel** Support overtime enforcement targeting underage drinking. 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.			
Sub-Recipient:	Overland Park Police Department			
Project Number	SP-2254-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Overland Park is the second largest city in the state and is in the most populous county in the state. In Overland Park, underage individuals were arrested for driving under the influence through this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the *Countermeasures That Work* document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
Funding source ID **402**	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$17,400	$17,400	$17,400	$52,200

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	**Fake ID** This project includes the active involvement of local media and law enforcement at every stage. The grant will provide 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 16–20-year-olds in targeted counties and any 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.			
Sub-Recipient:	DCCCA			
Project Number	SP4701-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the *Countermeasures That Work* document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
Funding source ID **402**	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$30,000	$30,000	$30,000	$90,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	**Impaired Driving Deterrence and Equipment Program** Supported overtime enforcement targeting impaired driving utilizing sat patrols or check lanes. An allowance is also provided at the beginning of the FFY for traffic safety commodities needed to conduct impaired driving traffic activities.			
Sub-Recipient:	Local law enforcement agencies			
Project Number	SP-4704-24			
Match:	$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d Impaired Driving Low (BIL)			
Problem Identification	Approximately 65% of drivers involved in serious injury and fatal crashes test positive for at least one impairing drug (based on studied trauma centers).			
Countermeasure Justification	During FFY 2023-2025, IDDP agencies are forecasted to make over 6,500 contacts and 700 DUI/ DUID arrests while performing saturation patrols and check lanes. While IDDP agencies are in both rural and urban areas, most are situated in counties where data analysis shows the majority of impaired driving crashes occur. (Table 6)			
Target (link to strategy)	Provide funding for support of the education efforts and overtime enforcement consisting of saturation patrols and check lanes directed at upholding and increasing compliance with Kansas' impaired driving laws and thereby decreasing the number of impaired drivers on Kansas roads.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405d	BIL 405d	BIL 405d	FY24-26
Estimated 3-year funding	$50,000	$50,000	$50,000	$150,000

Countermeasure Strategy:

Utilizing a data-driven approach for decisions including the date, time and location of planned saturation patrols and check lanes, this program will contribute to the state's target of reducing traffic fatalities by 2% annually.

Tables 4, 5 and 6 contain a column noting the KS counties where an IDDP agency has a presence.

High Visibility Enforcement

Every year in Kansas, about 20% of crashes involve alcohol. Nationally, about 65% of drivers involved in serious injury and fatal crashes test positive for at least one impairing drug (based on studied trauma centers).

Kansas provides the federally funded Impaired Driving Deterrence Program (IDDP) with the primary focus of reducing the number of crashes caused by driving under the influence of alcohol, drugs, or a combination of the two.

The IDDP program is made available to municipalities and counties with the intent to increase the number of enforcement and education efforts directed at compliance with Kansas' impaired driving laws while contributing to the state's target of reducing traffic fatalities by 2% annually.

Project and subrecipient information

Project Name & Description:	**Breath Alcohol Unit (BAU)** This program provides numerous impaired driving resources throughout all regions and counties of the state. Local sobriety checkpoints, saturation patrols, Standard Field Sobriety Testing (SFST) training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training are just a few of the resources this unit offers to local agencies based upon their respective needs. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. In FFY 23 the KHP has cleared the way for a small rollout of sixteen oral fluid testing devices to be used by experienced DREs throughout the state. These DREs have been selected to represent both urban and rural communities and areas in most need of resources. Currently there are 91 DREs serving Kansas. In the International Association of Chiefs of Police 2022 Annual Report, our 91 Kansas DREs performed 322 enforcement evaluations which ranked them 5th in evaluations per DRE (3.54 ratio) for our NHTSA counterparts in regions 6, 7, and 8.			
Sub-Recipient:	Kansas Highway Patrol			
Project Number	SP-4706-24			
Match:	$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d FAST			
Problem Identification	Throughout 2016-2020 (and projected through 2024-2026) alcohol impaired driving fatalities account for at least twenty percent of fatalities. Data also shows that impairment is not limited to alcohol but drugs, as well as polydrug use (more than one substance in the system), has become more prevalent.			
Countermeasure Justification	According to the Countermeasures that Work manual, high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving are effective strategies and funding is applicable.			
Target (link to strategy)	This project targets impaired drivers by providing support, education, and enforcement to local law enforcement and communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities.			
Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26

Estimated 3-year funding	$ 950,000	$ 950,000	$ 833,130	$ 2,850,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	**Roving Aggressive Violation Enforcement (RAVE)** The Kansas Highway Patrol (KHP) conducts impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE) in areas selected by local communities as problem areas. The concept of RAVE is to reduce the incidences of impaired drivers and other hazardous moving violations which are the primary contributors to traffic crashes on Kansas roadways. RAVE seeks to deploy saturation patrols in locations where DUIs are prevalent, as supported by crash data, KHP data, and input from local community stakeholders. RAVE also extends local resources by responding to local priority traffic problems through collaboration and intelligence sharing. RAVE also liaisons with courts, prosecuting attorneys and other criminal justice professionals to encourage the vigorous prosecution of DUI offenders who frequent our roadways.			
Sub-Recipient:	Kansas Highway Patrol			
Project Number	SP-4705-24			
Match:	$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d			
Problem Identification	Alcohol and Drug- related crashes continue to plague Kansas roadways. Impaired driving represents a serious traffic safety hazard for the traveling public. DUI arrests over the last two years under the RAVE grant have increased to 287 arrests. In 2021, alcohol played a factor in 2,158 crashes and led to 77 people being killed in alcohol related crashes. Kansas alcohol related crashes represented approximately 4% of all crashes and 20% of all fatalities. Research is showing a growing percentage of drug impaired drivers would test positive for more than one drug category as well as alcohol.			
Countermeasure Justification	According to the Countermeasures that Work manual, high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving are effective strategies and funding is applicable.			
Target (link to strategy)	This project targets impaired drivers in communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY22 the KHP conducted almost 4,000 public contacts, drove over 42,000 miles, made 160 DUI arrests, issued over 1,300 speeding warnings/citations, and issued over 150 seat belt citations.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26

Estimated 3-year funding	$ 200,000	$ 200,000	$ 200,000	$ 600,000

Countermeasure Strategy:

High Visibility Enforcement

Countermeasure Strategy: Youth Programs

Project Safety Impacts
Youth Drinking-and-driving prevention programs 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
Youth drinking-and-driving prevention programs 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
Youth drinking-and-driving prevention programs is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Project and subrecipient information

Project Name & Description:	**Every 15 Minutes** This project is a comprehensive educational program on the dangers and consequences of drinking and driving. This project takes a systematic view at fatal crashes from EMS, Law Enforcement, Media, Judicial System, Medical Professionals, and community members prospectives. This project includes a mock crash and a two-day educational program for students participate in.			
Sub-Recipient:	TBD			
Project Number	SP4701-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Utilizing data, we have identified several communities that have had underage drinking crashes. This project will utilize community engagement with the schools to identify students who are more at-risk.			
Countermeasure Justification	Youth drinking-and-driving prevention programs is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through education efforts and selected planned activities. Will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
Funding source ID **402**	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$3,000	$3,000	$3,000	$9,000

Countermeasure Strategy:

Educational Youth Programs

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.

Project and subrecipient information

Project Name & Description:	**Ignition Interlock Device Coordinators** The State of Kansas instituted an Ignition Interlock Device (IID) program in 2016 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. These Coordinators also educate offenders at every Victim Impact Panel (VIP) that is facilitated by Mothers Against Drunk Driving (MADD). They provide an educational outreach presentation at the end of every VIP which addresses when and where a required IID should be used. It gives them the opportunity to answer any questions from the community (offenders, victims, and/or attendees). Each year these presentations reach nearly 500 offenders. These Coordinators not only educate during their outreach in our communities but also investigate compliance complaints from vendors, civilians, and court staff regarding the over 30,000 IID drivers across the state.
Sub-Recipient:	Kansas Highway Patrol
Project Number	SP-4703-24
Match:	$ 0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	405d FAST
Problem Identification	Since 2013 over 60,000 devices have been installed in offender vehicles. 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.
Countermeasure Justification	According to the Countermeasures that Work manual, alcohol ignition interlocks and DWI offender monitoring are effective strategies and funding is applicable.
Target (link to strategy)	This project monitors court ordered ignition interlock drivers, habitual impaired drivers, and provides educational and impactful presentations to DUI offenders and impacted communities. This project addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY 23 these two coordinators instructed over 120 courses to over 1,900 students as well as presented at 34 engagements to over 750 attendees.

Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405	BIL 405	BIL 405	FY24-26
Estimated 3-year funding	$ 350,000	$ 350,000	$ 350,000	$ 1,050,000

Countermeasure Strategy:

High Visibility Enforcement

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
Kansas Dept of Health and Environment	State and Federal	Assist in the administration of breath testing units, serve on the Impaired Driving Task Force
Kansas Dept of Revenue	State	Administer Drivers Licensing in the state, serve on the Impaired Driving Task Force
Kansas Bureau of Investigation	State and Federal	Perform blood testing and house criminal history database, serve on the Impaired Driving Task Force
Office of the Kansas Attorney General	State and Federal	Traffic Safety Resource Prosecutor, adjudication, serve on the Impaired Driving Task Force
Mothers Against Drunk Driving	State and Local	Provide victim assistance and court monitoring
Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Serve on the Impaired Driving Task Force, enforcement
National Highway Traffic Safety Administration	Federal	Serve on the Impaired Driving Task Force

Distracted Driving

Distracted or inattentive driving is listed as a contributing circumstance in about 25 percent of all reported crashes in the state. The state of Kansas does have a graduated driver's license law addressing wireless communication devices. A driver in the learners or restricted portion of the law is prohibited from using a wireless device while driving. Typically, this restriction which applies to any wireless communication device is lifted around the age of 17 when the individual reaches full, unrestricted license status. additionally, the state of Kansas passed a texting ban for all drivers in 2012. In an attempt to address the distracted driving issues, particularly affecting younger drivers, two distracted driving questions were added to the driver education course. The first question is, To keep you from getting distracted…" and the second is, "A driver distraction is…"

Distracted Driving Grants

The State has confirmed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.,* the State's most recent crash report with distracted driving data element(s)) within 30 days after notification of award.

Distracted Driving Awareness Grant

The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at **Drivers Education Program Area.**

Distracted Driving Law Grants

- Prohibition on Texting while Driving.
- Prohibition on Handheld Phone Use while Driving.
- Prohibition on Youth Cell Phone Use While Driving.
- Prohibition on Viewing Devices while Driving.

KSA 8-15,111(2)(b) Texting/Hands-Free

8-15,111 (ksrevisor.org)

8-15,111. Text messaging, prohibited; exceptions. (a) As used in this section:

(1) "Wireless communication device" means any wireless electronic communication device that provides for voice or data communication between two or more parties, including, but not limited to, a mobile or cellular telephone, a text messaging device, a personal digital assistant that sends or receives messages, an audio-video player that sends or receives messages or a laptop computer. "Wireless communication device" does not include a device which is voice-operated and which allows the user to send or receive a text based communication without the use of either hand, except to activate or deactivate a feature or function.

(2) "Write, send or read a written communication" means using a wireless communication device to manually type, send or read a written communication, including, but not limited to, a text message, instant message or electronic mail.

(b) Except as provided in subsections (c) and (d), no person shall operate a motor vehicle on a public road or highway while using a wireless communications device to write, send or read a written communication.

(c) The provisions of subsection (b) shall not apply to:

(1) A law enforcement officer or emergency service personnel acting within the course and scope of the law enforcement officer's or emergency service personnel's employment;

(2) a motor vehicle stopped off the regular traveled portion of the roadway;

(3) a person who reads, selects or enters a telephone number or name in a wireless communications device for the purpose of making or receiving a phone call;

(4) a person who receives an emergency, traffic or weather alert message; or

(5) a person receiving a message related to the operation or navigation of the motor vehicle.

(d) The provisions of subsection (b) shall not prohibit a person from using a wireless communications device while operating a moving motor vehicle to:

(1) Report current or ongoing illegal activity to law enforcement;

(2) prevent imminent injury to a person or property; or

(3) relay information between transit or for-hire operator and the operator's dispatcher, in which the device is permanently affixed to the motor vehicle.

(e) From and after the effective date of this act and prior to January 1, 2011, a law enforcement officer shall issue a warning citation to anyone violating subsection (b).

(f) This section shall be part of and supplemental to the uniform act regulating traffic on highways.

History: L. 2010, ch. 151, § 2; July 1.

Cross References to Related Sections:

Use of wireless communication device prohibited, see 8-296, 8-2,100, 8-2,101.

KSA 8-291 Violation of restrictions

8-291 (ksrevisor.org)

8-291. Violation of restrictions on driver's license or permit; misdemeanor; penalties. (a) It is a misdemeanor for any person to operate a motor vehicle in violation of the restrictions on any driver's license or permit imposed pursuant to any statute.

(b) Except as provided in subsection (c):

(1) Any person guilty of violating this section, upon the first conviction, shall be fined not to exceed $250, and the court shall suspend such person's privilege to operate a motor vehicle for not less than 30 days and not more than two years.

(2) Any person guilty of violating this section, upon a second or subsequent conviction, shall be fined not to exceed $500, and the court shall suspend such person's privilege to operate a motor vehicle for not less than 90 days and not more than two years.

(c) Any person guilty of violating this section, for violating restrictions on a driver's license or permit imposed pursuant to K.S.A. 8-237, 8-296, K.S.A. 8-2,100 or 8-2,101, and amendments thereto:

(1) Upon first conviction, the court shall suspend such person's privilege to operate a motor vehicle for 30 days;

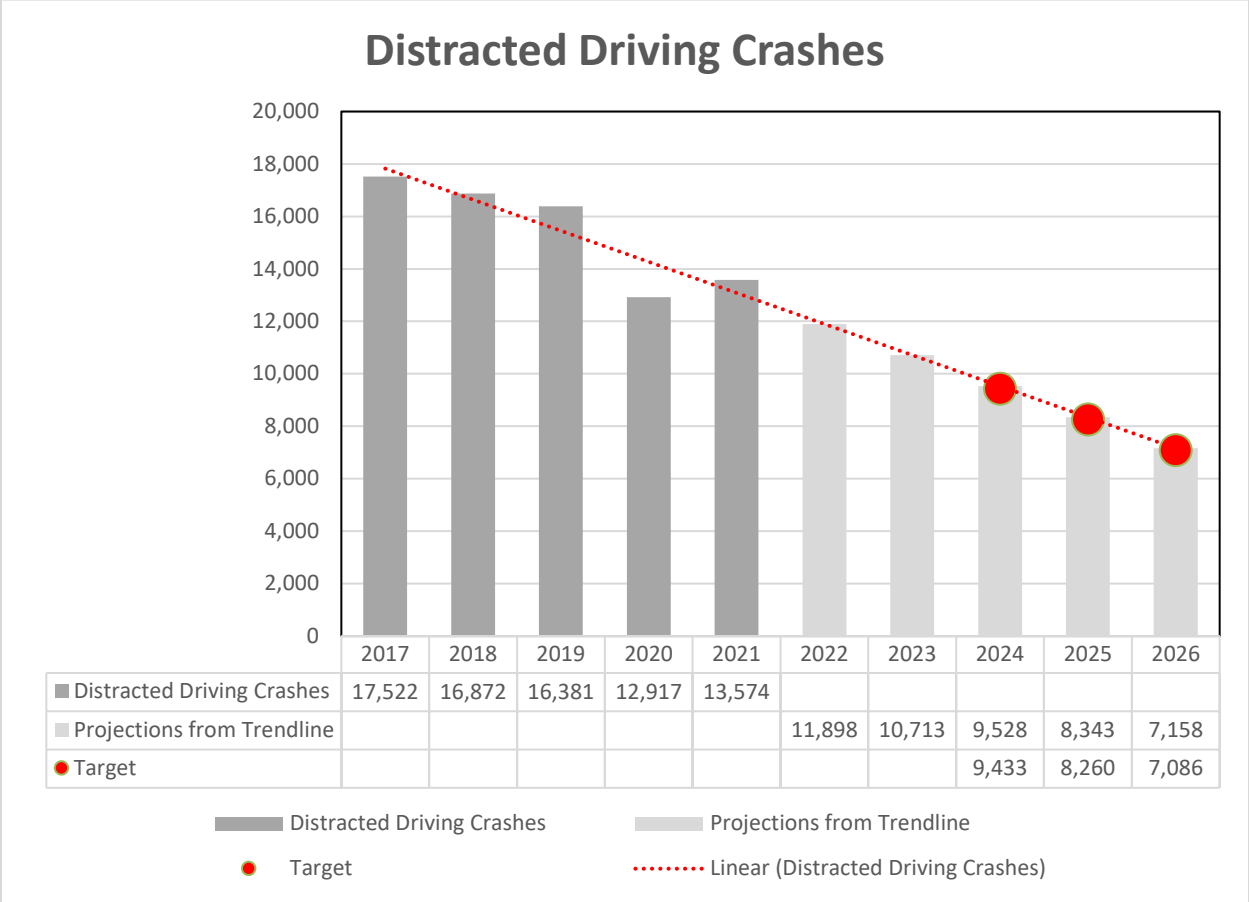
(2) upon a second conviction, the court shall suspend such person's privilege to operate a motor vehicle for 90 days; and

(3) upon a third or subsequent conviction, the court shall suspend such person's privilege to operate a motor vehicle for one year.

(d) Nothing in this section shall limit a court in imposing penalties, conditions or restrictions authorized by any other statute arising from the same occurrence in addition to penalties and suspensions imposed under this section.

History: L. 1983, ch. 27, § 1; L. 1994, ch. 353, § 8; L. 2009, ch. 34, § 7; January 1, 2010.

Performance Target Justification



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Distracted Driving Crashes	17,522	16,872	16,381	12,917	13,574					
Projections from Trendline						11,898	10,713	9,528	8,343	7,158
Target								9,433	8,260	7,086

Goal Statement

Number of Distracted Driving Crashes

The 2024 five-year average projection based upon the trendline indicates 9,528 crashes in 2024. A one percent reduction in this projection would drive our goal of 9,433 distracted driving crashes in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 8,343 crashes in 2025. A one percent reduction in this projection would drive our goal of 8,260 distracted driving crashes in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 7,158 crashes in 2026. A one percent reduction in this projection would drive our goal of 7,086 distracted driving crashes in 2026. 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 Areas

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: The Safety Corridor Pilot Program

Project Safety Impacts:

Education strategies entail high-visibility campaigns and activities to encourage safe road user behaviors and to positively influence the transportation safety culture. Enforcement agencies conduct additional high-visibility enforcement to encourage safe driving behaviors. Engineering strategies include low- and medium-cost safety improvements such as enhanced pavement markings and signing. Emergency medical services strategies entail timely post-crash care to prevent an injury crash from becoming a fatal crash. These corridors were chosen based on:
Crash history, including fatal and injury crashes, availability of additional law enforcement, and input from local traffic safety partners.

Project and subrecipient information

Project Name & Description:	**Safety Corridor Pilot Program** Safety corridors are identified roadway segments with greater fatality or serious injury rates than similar roadways. Safety corridors target unsafe driving behaviors, such as aggressive, distracted, or impaired driving, as well as roadway issues, such as low pavement marking or sign visibility, intersection awareness, roadside safety features, or speed transition areas.			
Sub-Recipient:				
Project Number	**SPXXXX24**			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	KDOT identified potential safety corridor locations by plotting the density (crashes per mile) of fatal and suspected serious injury crashes from 2016 to 2020 on the state highway map. KDOT used predictive crash analysis to determine if roadways under or overperformed compared to roadways of similar characteristics. In addition to data analysis, KDOT District Engineers provided local knowledge, and the Kansas Highway Patrol (KHP) contributed information about staff availability, the ability to conduct safe enforcement, and data on speed citations. The corridor sections are approximately 10 miles long and were selected as possible safety corridors for consideration by the ESC (now the Drive to Zero Coalition)			
Countermeasure Justification	Once corridors are selected, a task force for each corridor was established to create a Corridor Action Plan to implement and evaluate multidisciplinary countermeasures in *engineering, enforcement, education, and emergency medical services.*			
Target (link to strategy)				
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$1,000,000	$1,000,000	$1,000,000	$3,000,000

Countermeasure Strategy:

Communication Campaign, High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	**Distracted Driving Awareness** 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.			
Sub-Recipient:	KDOT			
Project Number	SP-4901-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Distracted Driving (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$100,000	$100,000	$100,000	$300,000

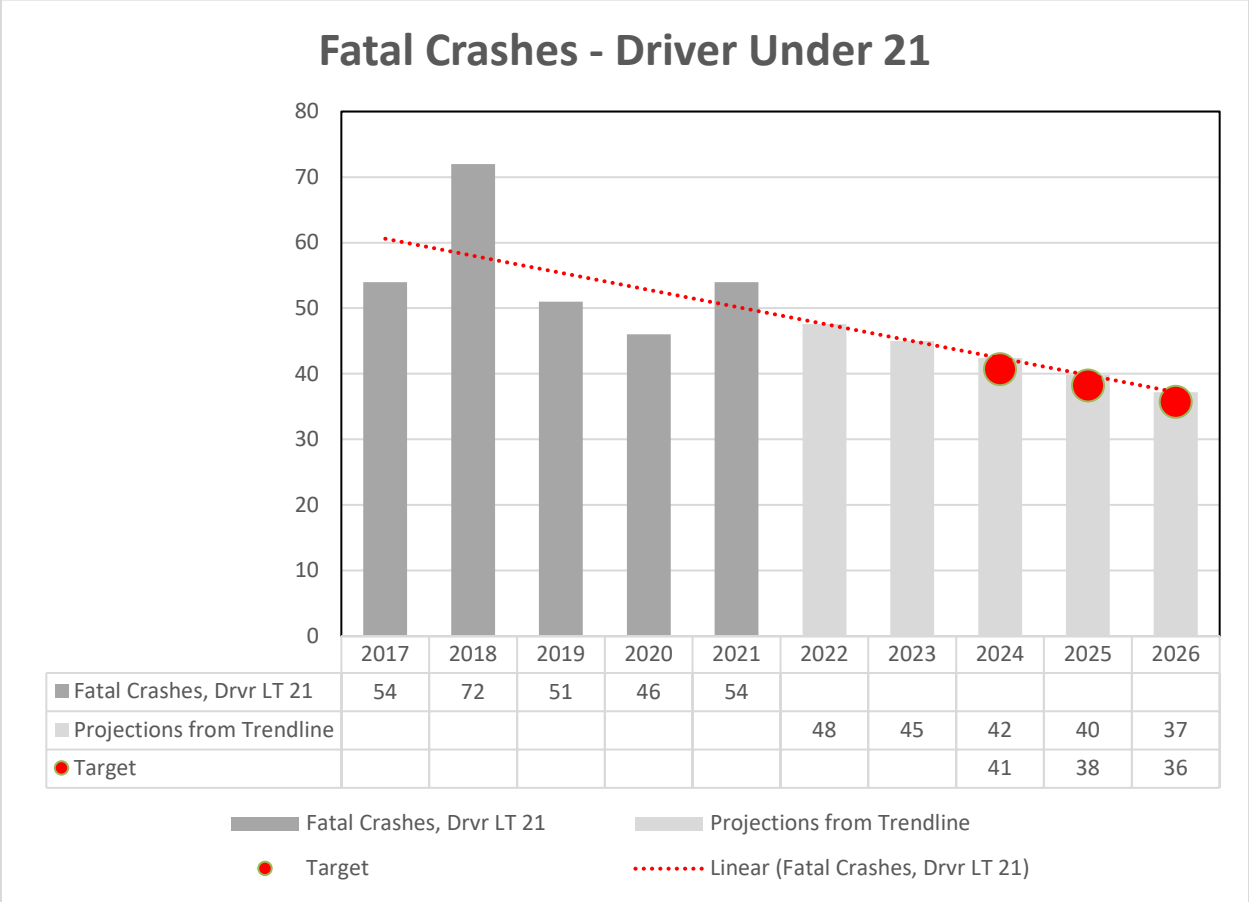
Countermeasure Strategy:

Communication Campaign

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 of the rules of driving. There is also more technology and distractions in modern vehicles than there has been before. As populations increase, regardless of urban or rural areas, and with more people driving to work and errands the opportunity for inexperienced drivers to be involved in a crash increase. Given these realities, teen drivers will continue to be overrepresented in crash statistics. The state of Kansas does have a graduated driver license law, which is rated five stars in the Countermeasures that Work Manual, but experience and road knowledge are still lacking for this vulnerable road user. In an attempt to address the distracted driving issues, particularly affecting younger drivers, two distracted driving questions were added to the driver education course. The first question is, To keep you from getting distracted…" and the second is, "A driver distraction is…"

Performance Target Justification



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fatal Crashes, Drvr LT 21	54	72	51	46	54					
Projections from Trendline						48	45	42	40	37
Target								41	38	36

Goal Statement

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

The 2024 five-year average projection based upon the trendline indicates 42 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 41 fatalities in 2024. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 40 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 38 fatalities in 2025. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 37 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 36 fatalities in 2026. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

Countermeasure Strategy: Drivers Education

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	**Drivers Education** 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, not have previously held a driver's license and must successfully complete the course. KDOT will engage entities that provide an approved course and reimburse them for the number of qualifying students. This project directly addresses those youthful drivers disadvantaged by lack of resources, overrepresented in crashes, and in communities in need of support. Due to lack of funding, many schools have not been able to afford the staffing, or the resources needed to present a viable driver education program to their students. This project is to assist these communities, areas, and schools to provide the much-needed instruction for these young, inexperienced drivers new to our roadways.		
Sub-Recipient:	Drivers Education Entities		
Project Number	SP-1800-24		
Match:	$ 0		
Local Benefit:	100%		
Federal Equipment:	No		
Eligible Use of Funds:	402		
Problem Identification	Kansans between the ages of 14 and 29 were drivers involved in 24,063 traffic crashes of which 166 were fatalities. Also, in 2018 this same age group made up 865 impaired driving crashes. This age group suffers from lack of driving experience, youthful naivety, and the myriad of technological and social distractions which can lead to traffic crashes on our roadways.		
Countermeasure Justification	According to the Countermeasures that Work manual, pre-licensure driver education is an effective strategy and funding is applicable.		
Target (link to strategy)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes. For School Year 2022-2023 over 30 driver education providers have applied for almost 2,000 students.		
Funding source ID	FY24	FY25	Total
	FAST Act 402	State of KS	FY24-25
Estimated 3-year funding	$ 250,000	$ 250,000	$ 250,000

Countermeasure Strategy:

Drivers Education

Driver and Officer Safety Education Grants

Peace Officer Training

In 2013, the Kansas Commission developed standards and training for Peace Officers. Policies defining how officers should interact with civilians are notated in “Policy 101: Racial and Other Biased Policing”. The BSS will expand the scope of this policy to ensure that civilian and police traffic interactions are more positive and meaningful through new curriculum.

Kansas Standards on Police Training include conducting traffic stops. Kansas will adopt a program that demonstrates that it is taking meaningful steps to train officers on positive outcomes during traffic stops. This training will include safe conduct of traffic stops and establish model policy for law enforcement agencies to adopt.

Traffic stops are one of the most common traffic activities for law enforcement officers on patrol. Traffic stops are viewed as proactive and self-initiated policing. They are also sometimes deadly. Officers can be struck by passing vehicles, dragged by a vehicle fleeing a stop, assaulted physically either with hands or feet or by weapons, including firearms. This training will include steps to take to ensure positive interactions with motorists. Included in the training will be steps to take to avoid officer overreaction based on stimuli from the vehicle occupants, including disengaging.

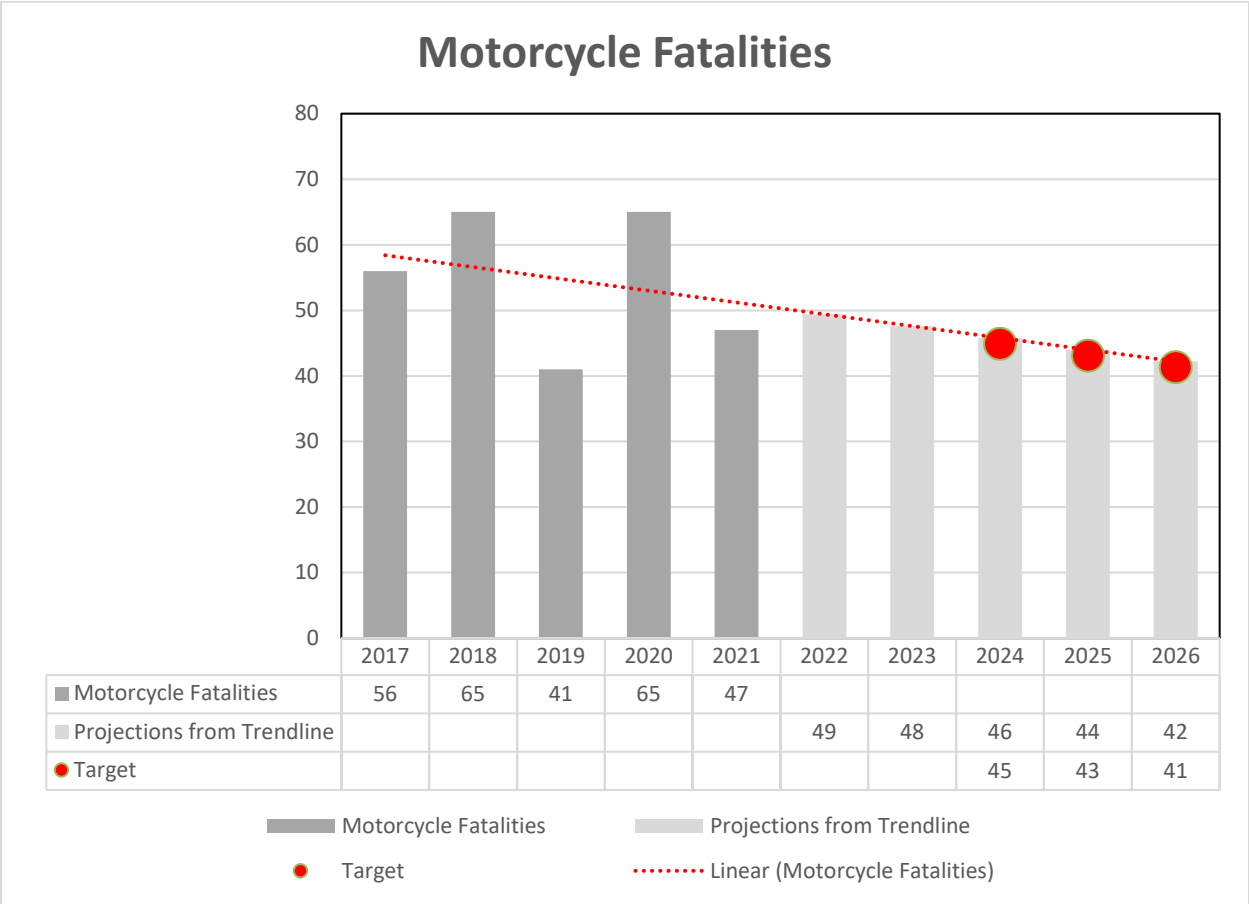
Traffic stops are necessary for traffic safety. Linking officer training with traffic stops will reduce complaints, increase citizen satisfaction on traffic stops and provide positive outcomes for the officer and citizen.

Training provided free to law enforcement using the Kansas Law Enforcement Training Center (KLETC) will impact the desired outcomes. Using the racial profiling training mechanism for this specialized training was chosen because it is mandatory for officers to take every year. This will ensure that every certified officer in Kansas will receive this training on an annual basis.

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.

Performance Target Justification



Goal Statement

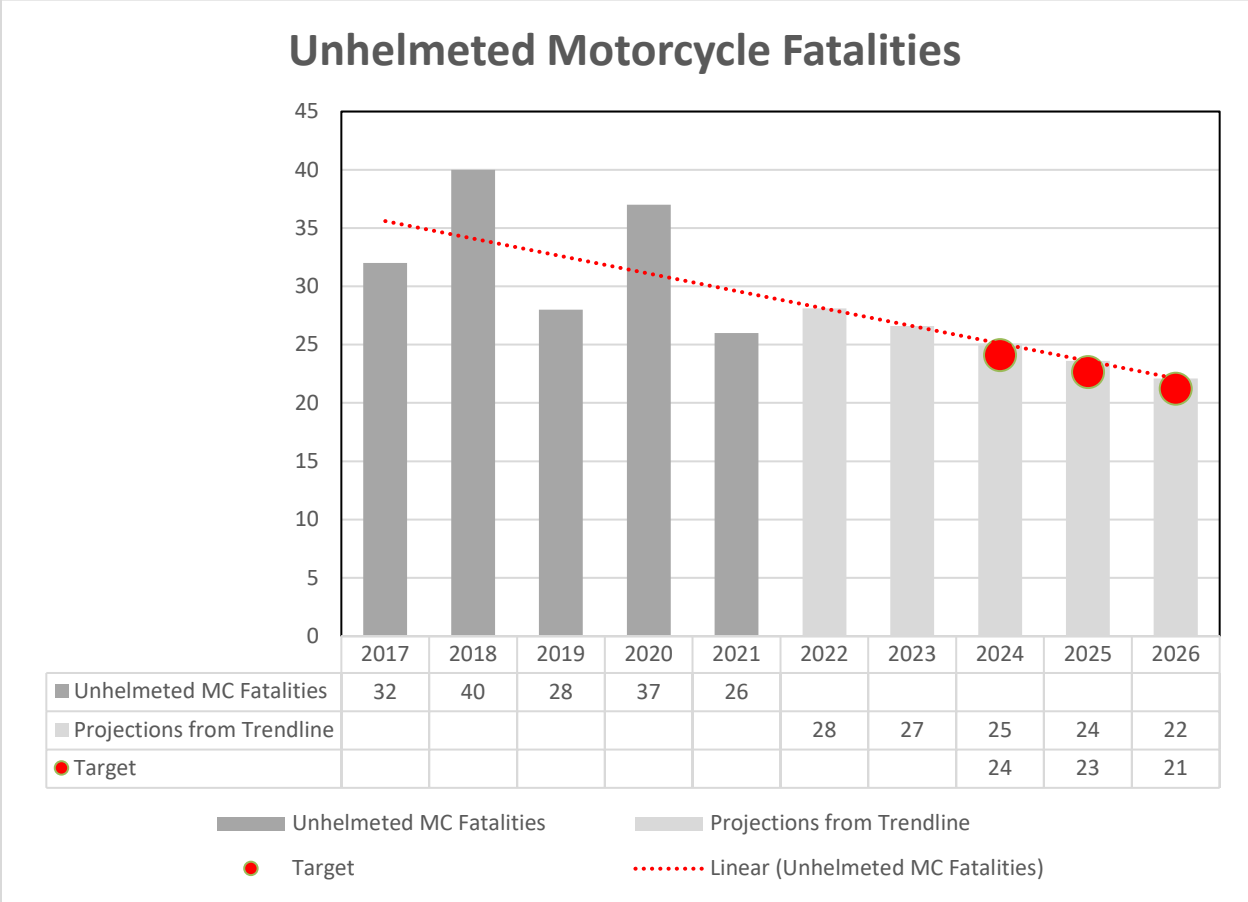
C-7 Number of Motorcycle Fatalities:

The 2024 five-year average projection based upon the trendline indicates 46 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 45 fatalities in 2024. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 44 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 43 fatalities in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 42 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 41 fatalities in 2026. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

Performance Target Justification



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Unhelmeted MC Fatalities	32	40	28	37	26					
Projections from Trendline						28	27	25	24	22
Target								24	23	21

Goal Statement

C-8 Number of Un-helmeted Motorcycle Fatalities:

The 2024 five-year average projection based upon the trendline indicates 25 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 24 fatalities in 2024. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 24 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 23 fatalities in 2025. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 22 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 21 fatalities in 2026. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

Motorcyclists Safety Grants

Motorcyclists Awareness Program

The name and organization of the head of the designated State authority over motorcyclist safety issues is **Maura Fitzgerald, Kansas Department of Transportation**

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

In the annual grant application at **Motorcycle Safety Program Area**, performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

In the annual grant application at **Motorcycle Safety Program Area**, the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Motorcyclist Awareness Program

Motorcycle/Moped Crashes

There were 435 motorcycle/moped operator crashes in 2021 involving another motor vehicle. Two hundred and twenty-five of these crashes occurred in three counties and account for more than fifty percent of the total. This data shows the state will target Share the Road messages in Sedgwick, Johnson, and Shawnee Counties, which will reach more than half of all crashes involving a motorcycle/moped and another motor vehicle.

MOTOR VEHICLE CRASH SUMMARY
Motorcycle/Moped Crashes Involving Another Motor Vehicle by County

County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
ALLEN	2021	0	0	0	0	0	0
ANDERSON	2021	0	0	0	0	0	0
ATCHISON	2021	3	1	2	0	1	2
BARBER	2021	0	0	0	0	0	0
BARTON	2021	4	0	2	2	0	2
BOURBON	2021	1	1	0	0	1	1
BROWN	2021	1	0	1	0	0	1
BUTLER	2021	7	0	6	1	0	7

MOTOR VEHICLE CRASH SUMMARY Motorcycle/Moped Crashes Involving Another Motor Vehicle by County							
County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
CHASE	2021	1	0	1	0	0	2
CHAUTAUQUA	2021	0	0	0	0	0	0
CHEROKEE	2021	4	0	2	2	0	2
CHEYENNE	2021	0	0	0	0	0	0
CLARK	2021	0	0	0	0	0	0
CLAY	2021	0	0	0	0	0	0
CLOUD	2021	0	0	0	0	0	0
COFFEY	2021	0	0	0	0	0	0
COMANCHE	2021	0	0	0	0	0	0
COWLEY	2021	9	1	7	1	1	7
CRAWFORD	2021	5	0	3	2	0	3
DECATUR	2021	0	0	0	0	0	0
DICKINSON	2021	0	0	0	0	0	0
DONIPHAN	2021	2	1	1	0	1	1
DOUGLAS	2021	11	0	8	3	0	10
EDWARDS	2021	0	0	0	0	0	0
ELK	2021	0	0	0	0	0	0
ELLIS	2021	4	0	3	1	0	3
ELLSWORTH	2021	0	0	0	0	0	0
FINNEY	2021	4	0	2	2	0	2
FORD	2021	3	0	3	0	0	3
FRANKLIN	2021	3	0	2	1	0	3
GEARY	2021	4	1	2	1	1	2
GOVE	2021	0	0	0	0	0	0
GRAHAM	2021	1	1	0	0	1	0
GRANT	2021	1	0	0	1	0	0
GRAY	2021	0	0	0	0	0	0
GREELEY	2021	0	0	0	0	0	0
GREENWOOD	2021	4	1	3	0	1	4
HAMILTON	2021	0	0	0	0	0	0
HARPER	2021	0	0	0	0	0	0
HARVEY	2021	3	1	2	0	1	3
HASKELL	2021	0	0	0	0	0	0
HODGEMAN	2021	1	0	1	0	0	1
JACKSON	2021	1	0	1	0	0	3

MOTOR VEHICLE CRASH SUMMARY Motorcycle/Moped Crashes Involving Another Motor Vehicle by County							
County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
JEFFERSON	2021	3	0	2	1	0	2
JEWELL	2021	0	0	0	0	0	0
JOHNSON	2021	80	5	54	21	5	64
KEARNY	2021	0	0	0	0	0	0
KINGMAN	2021	0	0	0	0	0	0
KIOWA	2021	1	0	1	0	0	1
LABETTE	2021	1	1	0	0	1	0
LANE	2021	0	0	0	0	0	0
LEAVENWORTH	2021	12	1	7	4	1	9
LINCOLN	2021	0	0	0	0	0	0
LINN	2021	2	1	1	0	1	3
LOGAN	2021	0	0	0	0	0	0
LYON	2021	4	0	3	1	0	5
MARION	2021	0	0	0	0	0	0
MARSHALL	2021	1	0	1	0	0	1
MCPHERSON	2021	2	0	2	0	0	2
MEADE	2021	0	0	0	0	0	0
MIAMI	2021	2	0	1	1	0	2
MITCHELL	2021	0	0	0	0	0	0
MONTGOMERY	2021	1	0	1	0	0	1
MORRIS	2021	0	0	0	0	0	0
MORTON	2021	0	0	0	0	0	0
NEMAHA	2021	0	0	0	0	0	0
NEOSHO	2021	0	0	0	0	0	0
NESS	2021	0	0	0	0	0	0
NORTON	2021	1	0	1	0	0	2
OSAGE	2021	2	0	2	0	0	2
OSBORNE	2021	1	0	0	1	0	0
OTTAWA	2021	0	0	0	0	0	0
PAWNEE	2021	1	0	1	0	0	1
PHILLIPS	2021	0	0	0	0	0	0
POTTAWATOMIE	2021	3	0	3	0	0	3
PRATT	2021	0	0	0	0	0	0
RAWLINS	2021	0	0	0	0	0	0
RENO	2021	12	0	9	3	0	12

MOTOR VEHICLE CRASH SUMMARY Motorcycle/Moped Crashes Involving Another Motor Vehicle by County							
County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
REPUBLIC	2021	0	0	0	0	0	0
RICE	2021	0	0	0	0	0	0
RILEY	2021	17	1	13	3	1	15
ROOKS	2021	0	0	0	0	0	0
RUSH	2021	0	0	0	0	0	0
RUSSELL	2021	0	0	0	0	0	0
SALINE	2021	19	2	16	1	2	18
SCOTT	2021	1	0	1	0	0	1
SEDGWICK	2021	135	7	101	27	8	120
SEWARD	2021	2	0	1	1	0	1
SHAWNEE	2021	47	4	35	8	5	36
SHERIDAN	2021	0	0	0	0	0	0
SHERMAN	2021	1	0	1	0	0	1
SMITH	2021	0	0	0	0	0	0
STAFFORD	2021	0	0	0	0	0	0
STANTON	2021	0	0	0	0	0	0
STEVENS	2021	0	0	0	0	0	0
SUMNER	2021	1	0	1	0	0	1
THOMAS	2021	0	0	0	0	0	0
TREGO	2021	0	0	0	0	0	0
WABAUNSEE	2021	0	0	0	0	0	0
WALLACE	2021	0	0	0	0	0	0
WASHINGTON	2021	1	0	1	0	0	1
WICHITA	2021	0	0	0	0	0	0
WILSON	2021	1	0	1	0	0	1
WOODSON	2021	0	0	0	0	0	0
WYANDOTTE	2021	27	0	24	3	0	28

FY 2024 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)				
	Calendar Year			
	2019		2020	
	Total Fatalities in crashes involving a motorcycle	Fatalities involving a	Total Fatalities in crashes involving a motorcycle	Fatalities involving a

		motorcycle Rider with a BAC =.08+		motorcycle Rider with a BAC =.08+
Kansas	41	21	65	17

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

Description of the State's methods for collecting and analyzing data

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

State Reportable Crashes

Data Collection Law

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

Once an original or amended crash report which includes a motorcycle is received by KDOT, the data is loaded into the Kansas Crash Analysis Reporting System (KCARS) and is available for analysis. Data that is received and loaded into KCARS has gone through an extensive quality control process and will not upload into KCARS unless the critical elements are present on the report. Each crash report must be validated at the agency level prior to being sent 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.

Kansas Traffic Safety Resource Office offers reimbursement for applicants who complete a Motorcycle Safety Course.

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 2021. 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.

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
ALLEN	3	0	0	0
ANDERSON	4	0	0	0
ATCHISON	4	0	1	0
BARBER	2	0	0	0
BARTON	7	0	0	0
BOURBON	4	1	1	1
BROWN	5	0	0	0
BUTLER	25	1	0	0
CHASE	2	0	0	0
CHAUTAUQUA	0	0	0	0
CHEROKEE	6	0	1	0
CHEYENNE	1	0	0	0
CLARK	1	0	1	0
CLAY	3	0	0	0
CLOUD	2	0	0	0
COFFEY	1	0	0	0
COMANCHE	0	0	0	0
COWLEY	20	0	1	0
CRAWFORD	13	0	0	0
DECATUR	0	0	0	0
DICKINSON	2	0	0	0
DONIPHAN	2	0	1	0
DOUGLAS	33	1	0	0
EDWARDS	0	0	0	0
ELK	0	0	0	0

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
ELLIS	9	0	0	0
ELLSWORTH	0	0	0	0
FINNEY	7	0	0	0
FORD	10	1	1	0
FRANKLIN	4	0	0	0
GEARY	7	0	1	0
GOVE	2	0	0	0
GRAHAM	1	0	1	0
GRANT	1	0	0	0
GRAY	1	0	0	0
GREELEY	1	0	0	0
GREENWOOD	7	0	1	0
HAMILTON	2	0	0	0
HARPER	4	0	0	0
HARVEY	9	0	1	0
HASKELL	0	0	0	0
HODGEMAN	2	0	0	0
JACKSON	2	0	0	0
JEFFERSON	8	1	1	0
JEWELL	0	0	0	0
JOHNSON	137	1	6	1
KEARNY	1	0	0	0
KINGMAN	6	0	0	0
KIOWA	1	0	0	0
LABETTE	4	0	1	0
LANE	0	0	0	0
LEAVENWORTH	30	0	1	0
LINCOLN	1	0	0	0
LINN	7	1	1	1
LOGAN	1	0	0	0
LYON	9	0	0	0
MARION	1	0	0	0
MARSHALL	2	0	0	0
MCPHERSON	5	0	0	0
MEADE	0	0	0	0
MIAMI	8	0	0	0
MITCHELL	0	0	0	0
MONTGOMERY	5	0	0	0
MORRIS	3	0	2	0

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
MORTON	0	0	0	0
NEMAHA	0	0	0	0
NEOSHO	5	0	1	0
NESS	1	0	0	0
NORTON	3	0	0	0
OSAGE	7	0	0	0
OSBORNE	1	0	0	0
OTTAWA	2	0	0	0
PAWNEE	4	0	0	0
PHILLIPS	0	0	0	0
POTTAWATOMIE	8	0	0	0
PRATT	2	1	0	0
RAWLINS	1	0	0	0
RENO	29	0	0	0
REPUBLIC	0	0	0	0
RICE	3	0	0	0
RILEY	29	1	2	0
ROOKS	0	0	0	0
RUSH	0	0	0	0
RUSSELL	1	0	0	0
SALINE	33	0	2	0
SCOTT	2	0	0	0
SEDGWICK	228	2	11	0
SEWARD	2	0	0	0
SHAWNEE	78	0	6	0
SHERIDAN	0	0	0	0
SHERMAN	2	0	0	0
SMITH	0	0	0	0
STAFFORD	1	0	0	0
STANTON	0	0	0	0
STEVENS	0	0	0	0
SUMNER	8	0	0	0
THOMAS	3	0	1	0
TREGO	0	0	0	0
WABAUNSEE	2	0	0	0
WALLACE	0	0	0	0
WASHINGTON	3	0	0	0
WICHITA	1	0	0	0
WILSON	1	0	0	0

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
WOODSON	0	0	0	0
WYANDOTTE	49	0	1	0
Totals	**947**	**11**	**47**	**3**

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.

Project and subrecipient information

Project Name & Description:	**Motorcycle Awareness** 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.			
Sub-Recipient:	KTSRO			
Project Number	SP-4801-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405f Motorcycle Safety FAST			
Problem Identification	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405f	BIL 405f	BIL 405f	FY24-26
Estimated 3-year funding	$40,000	$40,000	$40,000	$120,000

Countermeasure Strategy:

Communication campaign

Motorcycle Operators Endorsement Status						
	Crashes			Fatalities		
	Endorsed	Unendorsed	Unendorsed %	Endorsed	Unendorsed	Unendorsed %
2019	424	391	48%	20	20	50%
2020	478	371	44%	30	35	54%
2021	388	443	53%	23	22	49%
2022*	401	474	54%	15	37	71%
2023*	147	135	48%	12	7	37%

** 2022 and 2023 data are incomplete and unofficial*

Project and subrecipient information

Project Name & Description:	**Motorcycle Awareness** 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.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Project Number	SP–4800-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405f Motorcycle Safety FAST			
Problem Identification	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405f	BIL 405f	BIL 405f	FY24-26
Estimated 3-year funding	$50,000	$50,000	$50,000	$150,000

Countermeasure Strategy:

Communication Campaign

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.

Project and subrecipient information

Project Name & Description:	**Motorcycle Enforcement** 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 2024 aimed at deterring impaired driving behaviors for all motorcycle operators.			
Sub-Recipient:	Local Law Enforcement			
Project Number	SP-1300-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	FAST Act NHTSA 402			
Problem Identification	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.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405f	BIL 405f	BIL 405f	FY24-26
Estimated 3-year funding	$240,000	$240,000	$240,000	$720,000

Countermeasure Strategy:

High Visibility Enforcement

Impaired Motorcycle Operator Enforcement		
SP-1300-24	Gardner Police Department	$8,000
SP-1300-24	Johnson County Sheriff's Office	$12,000
SP-1300-24	Kansas City Police Department	$13,000
SP-1300-24	Lenexa Police Department	$7,000
SP-1300-24	Olathe Police Department	$10,000
SP-1300-24	Overland Park Police Department	$20,000
SP-1300-24	Sedgwick County Sheriff's Office	$25,000
SP-1300-24	Shawnee County Sheriff's Office	$15,000
SP-1300-24	Shawnee Police Department	$15,000

Impaired Motorcycle Operator Enforcement		
SP-1300-24	Topeka Police Department	$25,000
SP-1300-24	Wichita Police Department	$35,000
SP-1300-24	Kansas Highway Patrol	$55,000
	Total	**$240,000**

Local Partnerships

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

Preventing Roadside Deaths Grants

The KBSS will educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns for the purpose of reducing roadside deaths and injuries.

Kansas will develop a plan describing how advertising to motorists will be used. Kansas will develop an educational strategy describing to the public how to keep safe while on the roadside.

Vehicles failing to slow down or move over for stopped or disabled vehicles on the roadside pose significant risks to all road users, especially first responders, fire, medical, and other vehicle assist responders. According to AAA there are an average of 24 emergency responders including tow truck operators that are killed each year while working roadside. The Insurance Institute for Highway Safety reports that 300 people annually die in crashes where a pedestrian is leaving, working on, or returning to a stopped vehicle, a more than 25% since 2014. Kansas stats reflect this national trend.

Occupant Protection

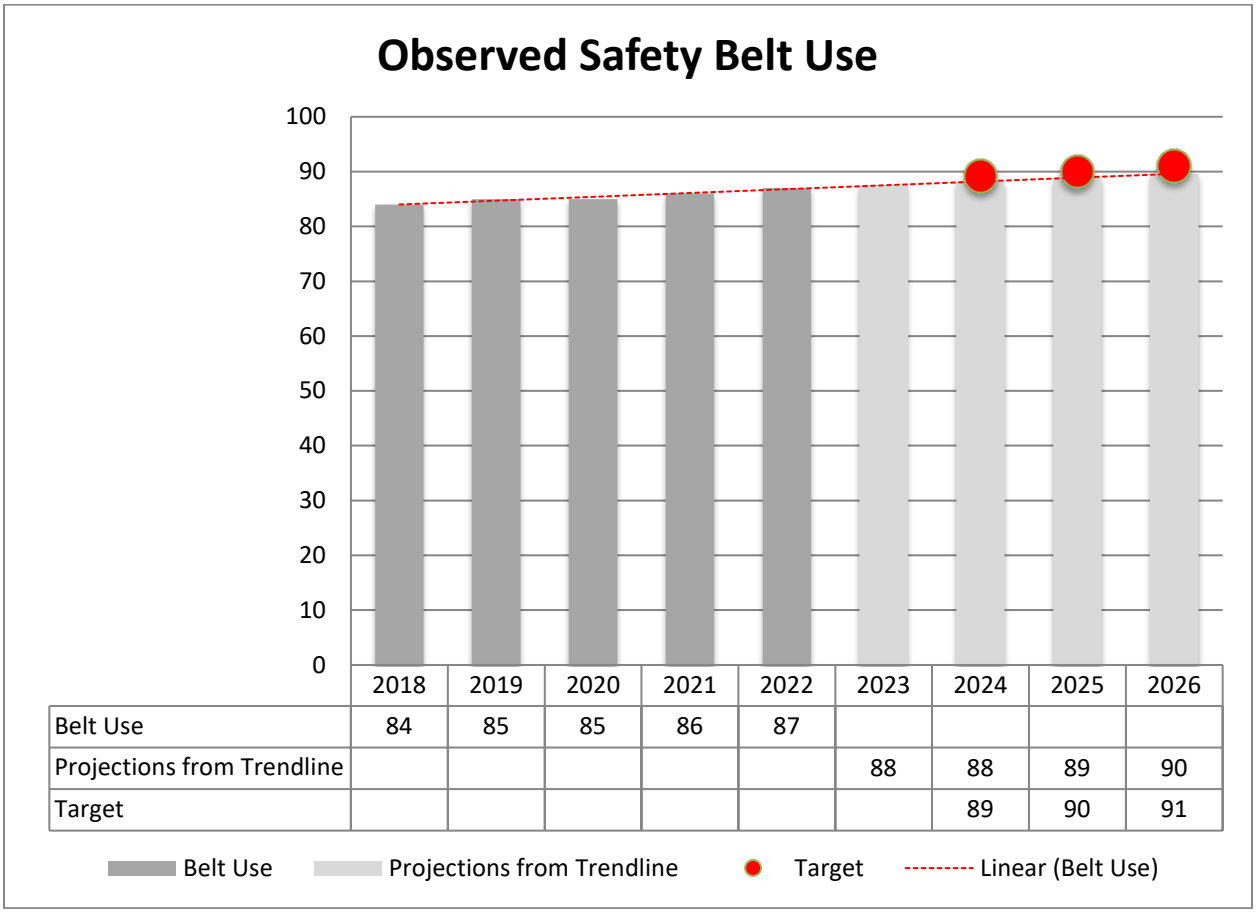
The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 77% of adults in 2009 to 87% in 2023. This increase is due in large part to the adoption and implementation, in much of our programming, of the “Click it or Ticket Model” with its emphasis on high visibility 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 2024.

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, over the years has grown from 16 to 110 contracted and 60 non-contracted police agencies. Over that period, participating agencies have issued some 300,000 occupant restraint citations.
Supplementing STEP has been the 2012 creation and continuation of a close derivative, the Nighttime Seat belt Enforcement Program (NSEP). In FFY 2022 the NSEP participating agency’s ability to carry out enforcements were hampered greatly by manpower shortages, and this continues to be an issue. In addition to the NSEP, 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 over 100 agencies, which collectively issued over 500 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 24.

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.

Performance Target Justification:



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Belt Use	84	85	85	86	87				
Projections from Trendline						88	88	89	90
Target							89	90	91

Goal Statement

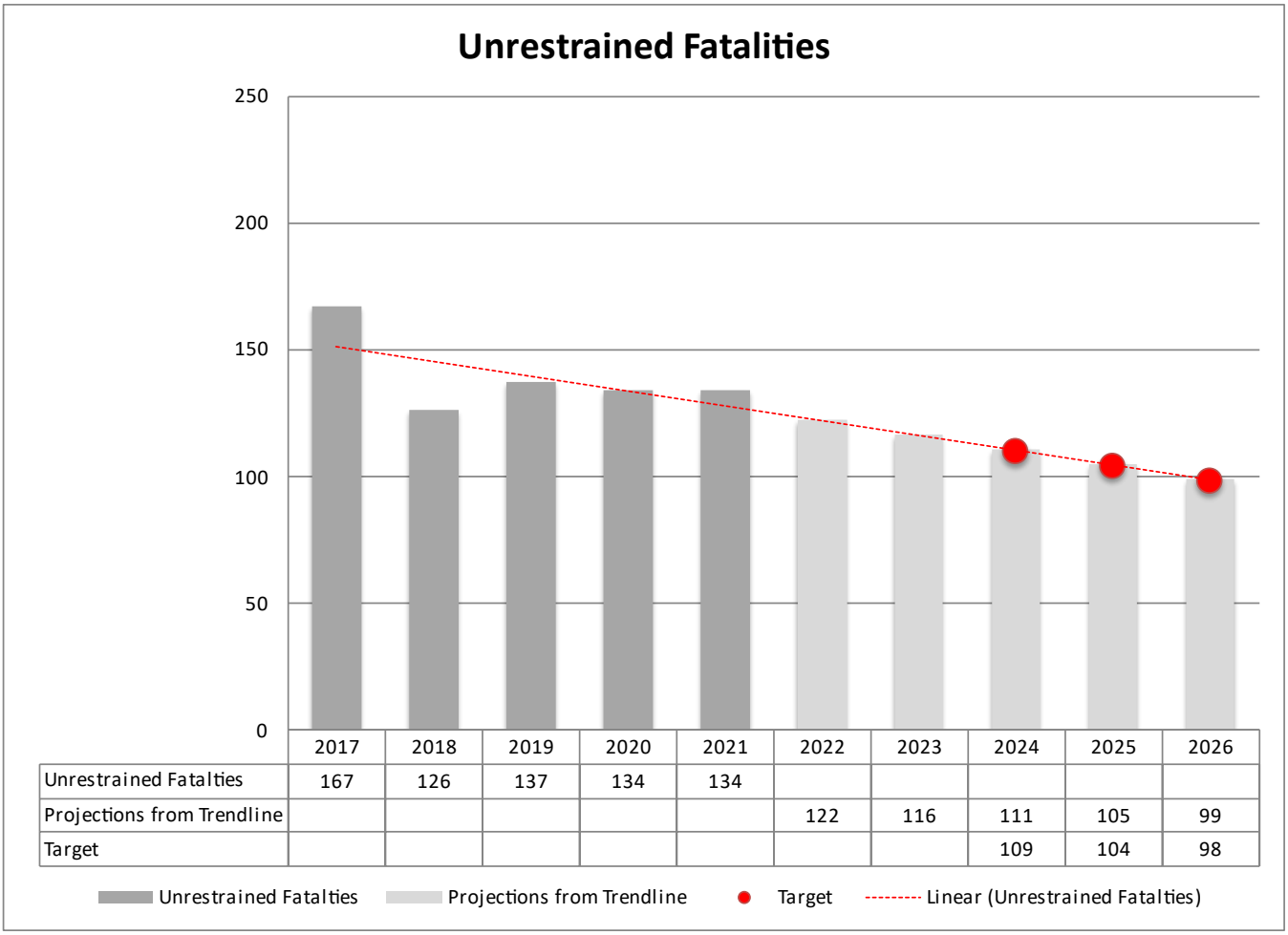
B-1 Observed Seat Belt Use:

The 2024 five-year average projection based upon the trendline indicates an observed seat belt use rate of 88%. A one percent increase in this projection would derive our goal of 89% in 2024. Based upon recent history, the trendline of the target, a one percent increase as a goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates an observed seat belt use rate of 89%. A one percent increase in this projection would derive our goal of 90% in 2025. Based upon recent history, the trendline of the target, a one percent increase as a goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates an observed seat belt use rate of 90%. A one percent increase in this projection would derive our goal of 91% in 2026. Based upon recent history, the trendline of the target, a one percent increase as a goal is realistic and attainable.

Performance Target Justification:



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Unrestrained Fatalties	167	126	137	134	134					
Projections from Trendline						122	116	111	105	99
Target								109	104	98

Goal Statement

C-4 Number of Unrestrained Fatalities:

The 2024 five-year moving average projection based upon the trendline indicates 111 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 109 unrestrained fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 105 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 104 unrestrained fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 99 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be

set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 98 unrestrained fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2026 HSP and 2026 HSIP five-year moving average targets are equal.

Kansas Occupant Protection Multi-Year Strategic Plan

June 2022

I. 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.

II. Vision

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

III. Overall Goal

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

IV. 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.

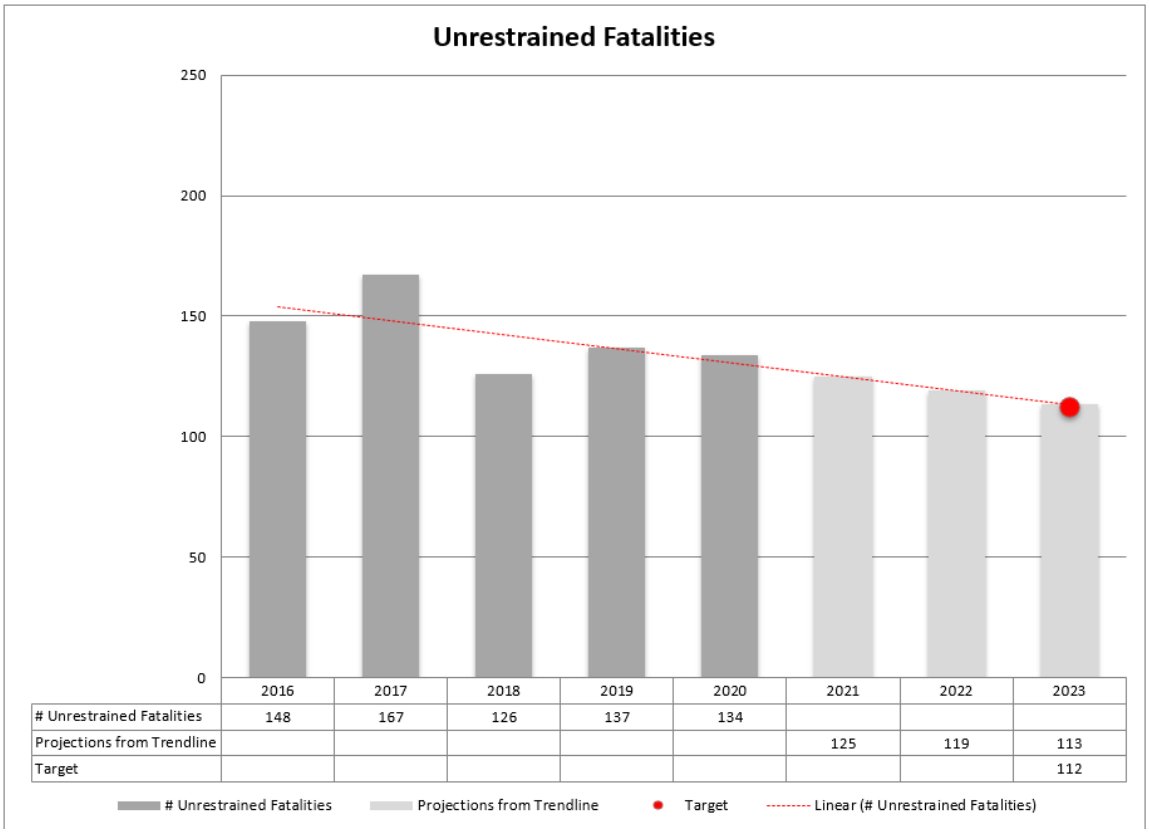
Background

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.

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



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

I. 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 crash die. In 2021, 105,302 occupants in vehicle crashes in Kansas were wearing a safety belt. If more occupants in those crashes had chosen to wear a safety belt, they would have increased their chance of survival. The use of safety belts in pickup 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 in any seating position riding in a vehicle. Violations of the Child Passenger Safety Act will cost you a $60 fine, plus court costs.
To ensure all children are properly secured in his/her safety seat, citizens 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.

II. 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 Occupant Protection 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 2022 Kansas Occupant Protection Observational Survey is comprised of observations at 222 sites across 16 counties. The 16 counties were chosen from a sampling frame made up of the 54 counties accounting for 85 percent of Kansas motor vehicle crash-related fatalities from 2015-2019.

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 and 2021. The site sample used in 2022 is the first of the cycle approved by NHTSA in 2021.

Observations were conducted by 9 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 2, 2022, and August 7, 2022. Observer training exceeded the standards required by NHTSA under federal guidelines.

III. 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

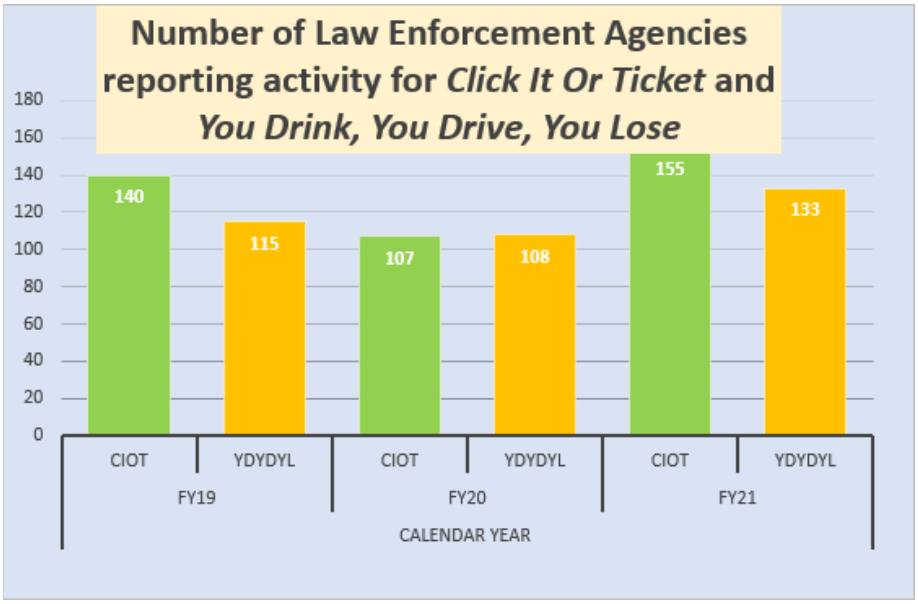
LESS RESTRICTED PRIVILEGES - AGE 16

- 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
- Collected during the pandemic



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 always enforce their safety belt policy.

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.

IV. Enforcement Program

The Office of Highway Safety encourages law enforcement efforts in occupant protection with 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.

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.

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 enforcement. 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.

V. 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, 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 is 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 Law Enforcement Liaisons (LEL), 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, DMV, and input from partners to develop problem identification, strategies and allocate resources.

The continuation of the 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.
The Drive Safe Sedgwick campaign was selected because in 2021 Sedgwick County ranked first in: fatal crashes (63), alcohol-related crashes (428), unbelted fatalities (8), and unbelted fatalities and suspected serious injuries (46).
The data and local concern led to the Drive Safe Sedgwick Coalition which launched in FY 2022 with a media campaign *Drive Safe Sedgwick – Who do you make it home for?* (kansasdrivetozero.com, **Appendix 1**) of key concern for the Drive Sedgwick Coalition are these quick stats:

- Between 2016-2020 Sedgwick County recorded 305 traffic related deaths
- 23% of all fatality crashes in Sedgwick County involved alcohol
- Sedgwick County’s 64 traffic fatalities in 2020

Lastly, the Drive Safe Sedgwick Coalition has evolved over FY23 with a broad grass roots level of involvement from law enforcement, first responders/medical community, the local MPO, and other transportation safety supporters. Key to the FY2023 focus is the Fans With A Plan initiative. This marketing plan engages the many sports venues in Wichita as through one of Drive Safe Sedgwick’s leading safe driving supporters: The Wichita Sports Commission. Wichita, Sedgwick County’s leading city, is home to numerous sporting venues. Engagement of and by the sports commission helps to reach a large target audience. As with any coalition’s success local ownership and direction is important to the continued commitment. As the focus for FY2023 was discussed, the coalition wanted to continue a focus on decreasing impaired driving. The Fans With A Plan encourages people to develop a plan in advance of drinking and driving. This may be through using a

designated driver, staying at home, abstaining from drinking, or enlisting a ride share service when leaving a sporting or other social event. Reference **Appendix 1**.

JNA FY23 KDOT
PROJECT ROLL-UP

DATE: 6/5/2023

JNA

Projects	Job Title	Description / Status Notes	Status	Target Completion Date
Creative Production	Thanksgiving - Occupant Protection	Using a mix of new and existing creative (FY22) along with NHTSA.		
	Television			
	Print			
	Radio			
	Digital/Social			
Media	Thanksgiving - Occupant Protection	Wed, Nov 23 - Sun, Nov 27 - $75,000 budget		10/26
	Television	$21,500 budget		
	Print	$950 budget		
	Radio	$20,550 budget		
	Digital/Social	$32,000 budget		
Public Relations	Thanksgiving - Occupant Protection	Drafting and sending media release 11/14		
Creative Production	Kansas Teen Traffic Safety Conference Front Seat Interview Production	JNA interviewed multiple SAFE drivers on a range of topics including impaired driving, distracted driving, drugged driving, and occupant protection.		11/8
Creative Production	Holiday - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.		
	Television			
	Print			
	Outdoor			
	Radio			
	Digital/Social			
Media	Holiday - Impaired Driving	Wed, Dec 14 - Sun, Jan 1 - $170,000 budget		11/16
	Television	$49,000 budget		
	Print	$2,850 budget		
	Outdoor	$18,000 budget		
	Radio	$44,000 budget		
	Digital/Social	$56,150 budget		
Public Relations	Holiday - Impaired Driving	Media release and event planned and conducted 12/14		
	Press Conference	Media event took place at Johnson County Courthouse, Johnson County KS		
Creative Production	Superbowl - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.		
	Print			
	Digital/Social			
Media	Superbowl - Impaired Driving	Thu, Feb 9 - Sun, Feb 12 - $15,000 budget		1/12
	Print	$950 budget		
	Digital/Social	$14,050 budget		
Public Relations	Superbowl - Impaired Driving	Drafting and sending media release 2/2		
Reporting	Q1 Quarterly Report	Will complete Q1 (Oct-Dec) quarterly report in January		1/31
Creative Production	St. Patrick's Day - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.		
	Print			
	Digital/Social			
Media	St. Patrick's Day - Impaired Driving	Sat, Mar 11 - Fri, Mar 17 - $10,000 budget		2/11
	Print	$950 budget		
	Digital/Social	$9,050 budget		
Public Relations	St. Patrick's Day - Impaired Driving	Drafting and sending media release 3/3		
Creative Production	Distracted Driving	Using a mix of new and existing creative (FY22) along with NHTSA.		
	Television			
	Print			
	Outdoor			
	Radio			
	Digital/Social			
Media	Distracted Driving	Wed, Dec 14 - Sun, Jan 1 - $170,000 budget		3/6
	Television	$49,000 budget		
	Print	$2,850 budget		
	Outdoor	$18,000 budget		
	Radio	$44,000 budget		
	Digital/Social	$56,150 budget		
Public Relations	Distracted Driving	Drafting and sending media release 3/27		
Creative Production	Drugged Driving	Using a mix of new and existing creative (FY22) along with NHTSA.		
	Television			
	Print			
	Outdoor			
	Digital/Social			
Media	Drugged Driving	Mon, Apr 17 - Sun, Apr 23 - $50,000 budget		3/20
	Television	$21,500 budget		
	Print	$950 budget		
	Outdoor	$8,200 budget		
	Digital/Social	$19,250 budget		

JNA FY23 KDOT
PROJECT ROLL-UP

DATE: 6/5/2023

JNA

Public Relations	Drugged Driving	Drafting and sending media release 4/10	
Creative Production	Share the Road	Using a mix of new and existing creative (FY22) along with NHTSA.	4/3
	Print		
	Outdoor		
	Digital/Social		
Media	Share the Road	Mon, May 1 - Mon, May 29 - $50,000 budget	
	Print	$2,850 budget	
	Outdoor	$32,000 budget	
	Digital/Social	$15,150 budget	
Public Relations	Share the Road	Drafting and sending media release 4/24	
Creative Production	Memorial Day CIOT - Occupant Protection	Using a mix of new and existing creative (FY22) along with NHTSA.	4/19
	Television		
	Print		
	Radio		
	Digital/Social		
Media	Memorial Day CIOT - Occupant Protection	Wed, May 17 - Mon, May 29 - $160,000 budget	
	Television	$59,350 budget	
	Print	$1,900 budget	
	Radio	$44,000 budget	
	Digital/Social	$54,750 budget	
Public Relations	Memorial Day CIOT - Occupant Protection	Drafting and sending media release 5/10	
	Press Conference	Media event took place at St Francis Hospital, Wichita KS, 5/17	
Creative Production	Transportation Safety Conference Front Seat Interviews	JNA interviewed multiple law enforcement officials and impaired driving victims on a range of topics including impaired driving, distracted driving, drugged driving, and occupant protection.	4/26
Creative Production	Haskell University Transportation Safety Event Front Seat Interviews	JNA interviewed event attendees on range of topics including impaired driving, distracted driving, drugged driving, and occupant protection.	4/27
Reporting	Q2 Quarterly Report	Will complete Q2 (Jan-Mar) quarterly report in April	4/28
Creative Production	July 4th - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.	5/31
	Television		
	Print		
	Digital/Social		
Media	July 4th - Impaired Driving	Wed, Jun 28 - Tue, July 4 - $50,000 budget	
	Television	$24,800 budget	
	Print	$650 budget	
	Digital/Social	$24,250 budget	
Public Relations	July 4th - Impaired Driving	Drafting and sending media release 6/21	
Creative Production	Speed Enforcement	Using a mix of new and existing creative (FY22) along with NHTSA.	6/12
	Radio		
	Print		
	Digital/Social		
Media	Speed Enforcement	Mon, July 10 - Sun, July 16 - $50,000 budget	
	Radio	$29,000 budget	
	Print	$20,050 budget	
	Digital/Social	$950 budget	
Public Relations	Speed Enforcement	Drafting and sending media release 7/3	
Creative Production	Safety Corridor Program	Using a mix of existing creative (FY22, FY21, FY20) along with NHTSA.	7/4
	Television		
	Print		
	Radio		
	Digital/Social		
Media	Safety Corridor Program	Tues, Aug 1 - Sat, Sep 30 - $150,000 budget	
	Television	Current budgets being recalculated for 8/1 start	
	Print	Current budgets being recalculated for 8/1 start	
	Radio	Current budgets being recalculated for 8/1 start	
	Digital/Social	Current budgets being recalculated for 8/1 start	
Creative Production	Local Roads	Using a mix of existing creative (FY22, FY21, FY20) along with NHTSA.	7/4
Media	Local Roads	Campaign Flight TBD, Budget TBD	
Creative Production	Labor Day - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.	
	Television		
	Print		
	Outdoor		

JNA FY23 KDOT
PROJECT ROLL-UP

DATE: 6/5/2023

	Radio		
	Digital/Social		
Media	Labor Day - Impaired Driving	Wed, Aug 16 - Mon, Sep 4 - $180,000 budget	7/19
	Television	$48,000 budget	
	Print	$2,850 budget	
	Outdoor	$39,000 budget	
	Radio	$36,000 budget	
	Digital/Social	$54,150 budget	
Public Relations	Labor Day - Impaired Driving	Drafting and sending media release 8/9	
	Press Conference	Media event to take place in Topeka on 8/16	
Reporting	Q3 Quarterly Report	Will complete Q3 (April-June) quarterly report in July	7/31
Creative Production	Child Passenger Safety Week	Using a mix of existing creative (FY22 + FY21) along with NHTSA.	8/21
	Digital/Social		
	Print		
	Outdoor		
	Radio		
Media	Child Passenger Safety Week	Mon, Sep 18 - Sun, Sep 24 - $50,000 Budget	
	Print	$950 budget	
	Outdoor	$10,000 budget	
	Radio	$24,000 budget	
	Digital/Social	$15,050 budget	
Public Relations	Child Passenger Safety Week	Drafting and sending media release 9/11	
Creative Production	Drive Safe Sedgwick	Using a mix of new and existing creative (FY22 + FY21) along with NHTSA.	10/1
	Television		
	Outdoor		
	Digital/Social		
Media	Drive Safe Sedgwick	10/1/2022 - 9/30/2023 - $246,000 budget	
	Television	$55,950 budget	
	Outdoor	$59,000 budget	
	Digital/Social	$121,050 budget	
Creative Production	Sustained - Occupant Protection / Impaired	Using a mix of existing creative (FY22 + FY21) along with NHTSA.	10/1
	Print		
	Digital/Social		
Media	Sustained - Occupant Protection / Impaired	10/1/2022 - 9/30/2023 - $115,000 budget	
	Print	$31,350 budget	
	Digital/Social	$83,650 budget	
Reporting	Q4 Quarterly Report/Annual Report	Will complete Q4 (Jul-Sep) quarterly report in October - Will also provide final annual report for distribution	10/31

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

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

VI. Occupant Protection for Children Program

Kansas law requires the driver of any vehicle to be legally 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 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.

VII. 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.

The 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.

VIII. 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.

IX. 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.

X. Data and Program Evaluation

The 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.

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 February 15, 2023.

2024 ROSTER OCCUPANT PROTECTION EMPHASIS AREA TEAM (EAT)

First	Last	Position	Agency	E-mail
Cherie	Sage	Dir. - Safe Kids KS	KDHE/ Safe Kids KS	cherie.sage@ks.gov
Robyn	Meinholdt	Behavior Safety Coordinator	Bureau of Transportation Safety, KDOT	robyn.meinholdt@ks.gov
Norraine	Wingfield	Consultant	Self	Nwingfield705@outlook.com
Shannon	Bernal	Car Seat Prog. Coord.; Safe Kids Greater KC Coalition Coord.	Children's Mercy	smbernal@cmh.edu
Chris	Bortz	Assist. Bureau Chief Transportation Safety	Bureau of Transportation Safety, KDOT	chris.bortz@ks.gov
Candice	Breshears	Public Information Officer	KHP	candice.breshears@ks.gov
Cyndii	Callaway		DCCCA	ccallaway@dccca.org
David	Church	Project Mgr	WSP	david.church@wsp.com
Haley	Dougherty	Planning and Engineering Section Manager	Bureau of Transportation Safety, KDOT	haley.dougherty@ks.gov
Robert	Eichkorn	Regional Program Mgr	NHTSA	robert.eichkorn@dot.gov
Courtney	Garrett	Traffic Safety Specialist	KTSRO/DCCCA	cgarrett@dccca.org

First	Last	Position	Agency	E-mail
Donna	Gerstner	CDRR Grant Coord.; Safe Kids Finney County Coord.	LiveWell Finney	donnagerstner@centura.org
Michelle	Grayson	Regional Trauma Coord.	KS Trauma Program (KDHE)	michelle.c.grayson@ks.gov
Alix	Guerrero	Health Equity Manager	KDHE	alix.guerrero@ks.gov
Jim	Hanni	Retired VP, Public & Government Affairs, AAA		james.hanni@gmail.com
Dennis	Hays			dhays@wycokck.org
Sara	Hortenstine	Executive Dir. - State Child Death Review Board	Office of the Attorney General	sara.hortenstine@ag.ks.gov
Tenille	Kimberlin	Director	KTSRO/DCCCA	tkimberlin@dccca.org
Phyllis	*Larimore*	*Program Coord. /Injury Free Coalition for Kids KC Center for Childhood Safety*	*Children's Mercy Hospitals and Clinics (retiring May 2023)*	*phyllislarimore44@gmail.com*
Wendy	O'Hare	Trauma Program Director	KS Trauma Program (KDHE)	wendy.ohare@ks.gov
Alvin	Sowers	Associate Director	Kansas Law Enforcement Training Center	kletc@kletc.org
Vanessa	Spartan	Chief of Transportation Safety	Bureau of Transportation Safety, KDOT	Vanessa.spartan@ks.gov
Ingrid	Vandervort	Safety Engagement Strategist	Bureau of Transportation Safety, KDOT	Ingrid.Vandervort@ks.gov
Maggie	Wilcox	Transportation Safety Planner	KDOT	maggie.wilcox@ks.gov

OCCUPANT PROTECTION SHSP STRATEGY
DRAFT PRIORITIZATION RESULTS

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

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

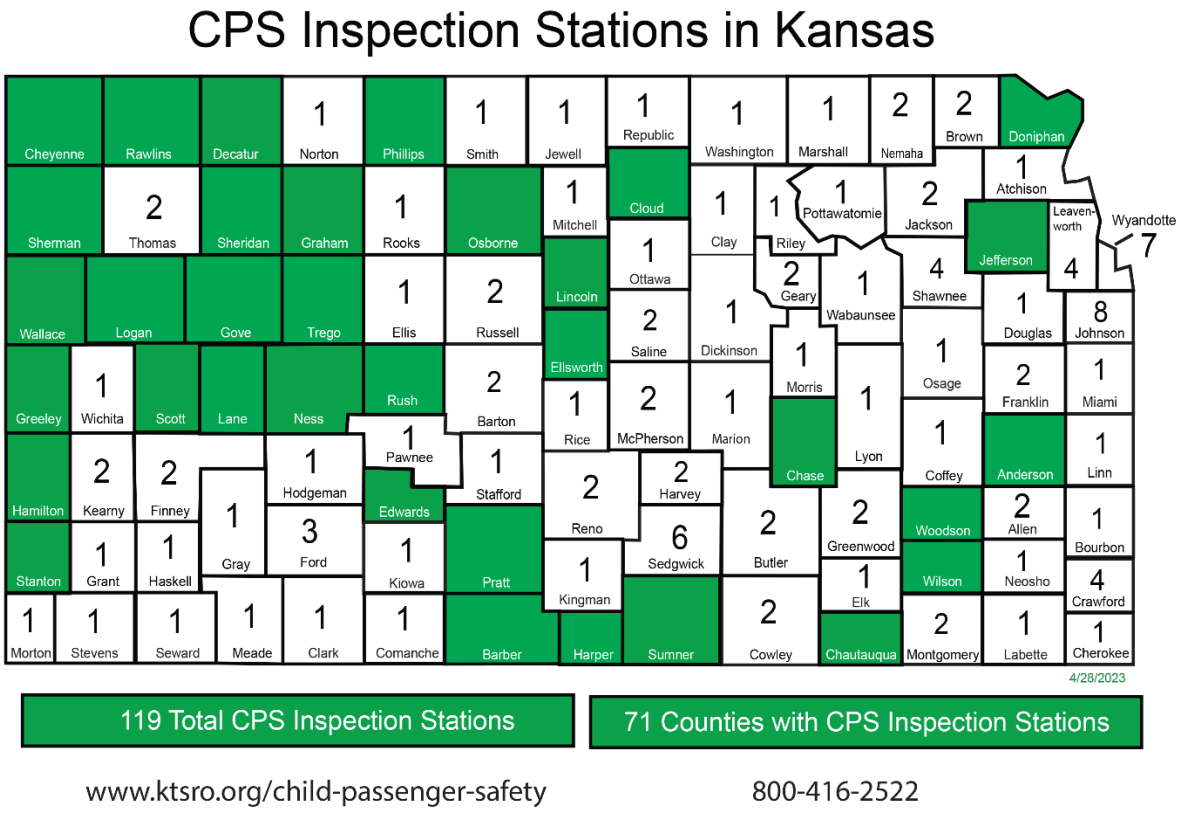
End of Multi-Year Occupant Protection Strategic Plan

Child Restraint Inspection Stations and Child Passenger Safety Technicians

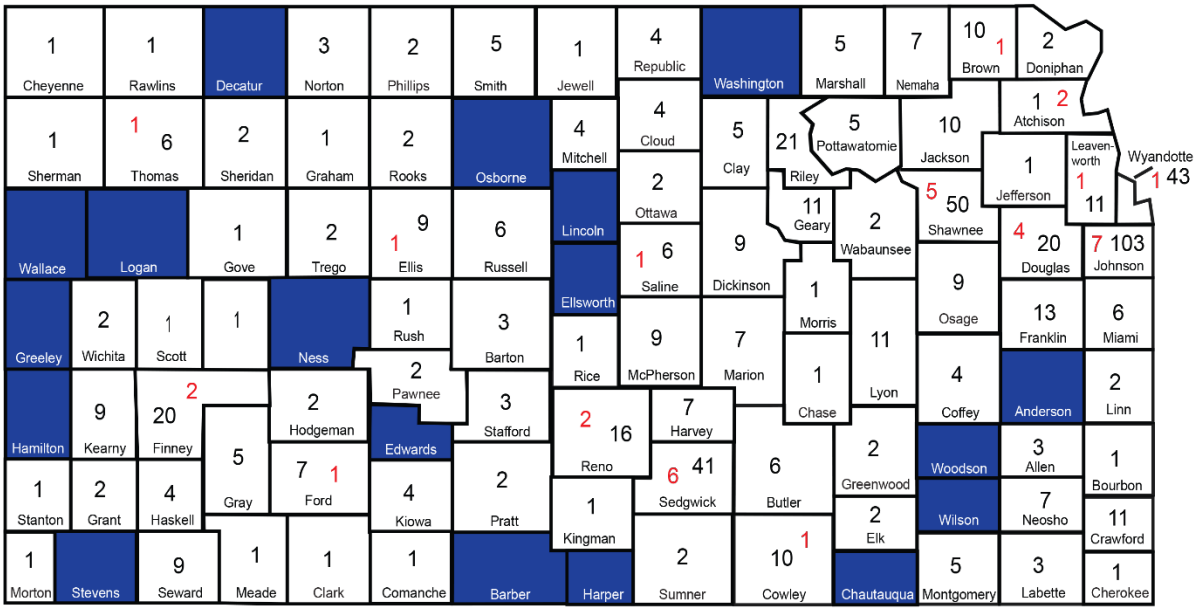
Each inspection station is staffed by at least one current, nationally certified technician. Inspection stations are located throughout the state and reach over 95 percent of the population. While the goal is to meet the needs of every driver/caregiver in the state, special emphasis is placed in reaching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

The state of Kansas currently has 36 CPS Instructors and 643 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 FY2024 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 especially in underserved communities in rural Kansas.



CPS Instructor and Technician Count



18 counties with no technicians

643 Technicians

36 Instructors

CPST SCHEDULE FOR 2024-2026				
MONTH	***COUNTY***	***CITY***	***CONTACT***	***PHONE***
		FY2024		
NOVEMBER	Leavenworth	Fort Leavenworth		
MARCH	Shawnee	Topeka		
APRIL	Barton	Great Bend		
MAY	Linn	Pleasanton	Amanda Snyder	913-352-6640
JUNE	Norton	Norton		
JULY	Atchison	Atchison	Katie Brown	
AUGUST	Seward	Liberal		
SEPTEMBER	Cowley	Winfield	Jodi Pew	
MONTH	***COUNTY***	***CITY***	***CONTACT***	***PHONE***
		FY2025		
OCTOBER	Ellis	Hays		
MARCH	Saline	Salina		
APRIL	Ford	Dodge City		
MAY	McPherson	McPherson		
JUNE	Thomas	Colby		
JULY	Riley	Manhattan		
AUGUST	Finney	Garden City		
SEPTEMBER	Crawford	Pittsburg		
MONTH	***COUNTY***	***CITY***	***CONTACT***	***PHONE***
		FY2026		
OCTOBER	Sherman	Goodland		

CPST SCHEDULE FOR 2024-2026				
MONTH	*COUNTY*	*CITY*	*CONTACT*	*PHONE*
MARCH	Lyon	Emporia		
APRIL	Pratt	Pratt		
MAY	Reno	Hutchinson		
JUNE	Russell	Russell		
JULY	Douglas	Lawrence		
AUGUST	Grant	Ulysses		
SEPTEMBER	Bourbon	Fort Scott		

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
Iola Police Department	Allen	12,714	Allen			
LaHarpe Police Department	Allen		Allen			
Atchison Police Department	Atchison	16,380	Atchison			
Barton County Health Department	Barton	26,775	Barton			
Great Bend Fire/EMS	Barton		Barton			
Fort Scott Police Department	Bourbon	14,617	Bourbon			
Amberwell Hiawatha Hospital	Brown	9,684	Brown			
Brown County Sheriff's Office	Brown		Brown			
Affinity Automotive Services Inc	Butler	67,025	Butler, Sedgwick, Cowley, Reno			
Andover Police Department	Butler		Butler, Sedgwick			
Cherokee County Sheriff's Office	Cherokee	20,246	Cherokee			
Clark County Sheriff's Department	Clark	2,072	Clark, Comanche, Meade			
Clay County EMS	Clay	8,143	Clay			
Coffey County Health Department	Coffey	8,433	Coffey			
Coldwater Police Department	Comanche	1,862	Comanche			

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	**Physical Location**	**Population** 7/1/16	**County/ies Served**	**Multi-lingual**	**Hearing Impaired Assist.**	**Special Needs Description**
Arkansas City Police Department	Cowley	35,753	Cowley	Spanish		
KTSRO	Cowley		Cowley, Sedgwick, Reno, Harvey, Sumner, Butler, Kingman	Spanish		Trained in Safe Travel for All Children
Ascension Via Christi Hospital	Crawford	39,164	Crawford, Cherokee			
Community Health Center of Southeast Kansas	Crawford		Crawford, Cherokee, Labette, Bourbon	Spanish Interpreters Available		
Pittsburg Police Department	Crawford		Crawford, Cherokee, Labette			
Crawford County Health Department	Crawford		Crawford			
Dickinson County EMS/Safe Kids Dickinson County	Dickinson	19,064	Dickinson			
Lawrence Kansas Police Department	Douglas	119,440	Douglas, Franklin, Jefferson, Leavenworth	Spanish by appt.		
Elk County Sheriff's Office	Elk	2,547	Elk			
Kansas Highway Patrol Troop D	Ellis	28,893	Ellis, Cheyenne, Decatur, Gove, Graham, Logan, Norton, Osborne, Phillips, Rawlins, Rooks, Russell, Sheridan, Sherman, Smith, Thomas, Trego, Wallace			
Garden City Police Department	Finney	36,722	Finney	Spanish		

Child Restraint Inspection Stations by Population						
Agency **HD - Health Dept** **PD - Police Dept** **SO - Sheriff's Office** **FD - Fire Dept**	**Physical Location**	**Population** 7/1/16	**County/ies Served**	**Multi-lingual**	**Hearing Impaired Assist.**	**Special Needs Description**
Kansas Highway Patrol Troop E	Finney		Finney, Clark, Comanche, Edwards, Ford, Grant, Gray, Greeley, Hamilton, Haskell, Hodgeman, Kearny, Kiowa, Lane, Meade, Morton, Ness, Pawnee, Rush, Scott, Seward, Stanton, Stevens, Wichita			
Dodge City Fire Department	Ford	33,971	Ford	Spanish		
Ford County Fire & EMS	Ford		Ford			
Ford County Sheriff's Office	Ford		Ford	Help can be found if needed		
City of Ottawa Fire Department	Franklin	25,560	Franklin			STAC trained
Franklin County Health Department	Franklin		Franklin, Osage, Miami, Anderson			
Fort Riley Safety Office	Geary	35,586	Geary, Riley	Tagalog		
Geary County Health Department	Geary		Geary	Spanish		
Kansas Children's Service League-Head Start	Grant	7,646	Grant	Spanish		
Gray County Health Department	Gray	6,034	Gray	Spanish		
Greenwood County Health Department	Greenwood	6,151	Greenwood			
Greenwood County Sheriff's Office	Greenwood		Greenwood			
Harvey County Health Department	Harvey	34,913	Harvey	Spanish, Gujarati		

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
NMC Health	Harvey		Harvey, Marion, Reno, McPherson			
Haskell County Health Department	Haskell	4,006	Haskell, Gray, Stevens, Grant, Finney, Seward	Spanish, German		
Hodgeman County Health Department	Hodgeman	1,870	Hodgeman			
Prairie Band Potawatomi Tribal Police	Jackson	13,291	Jackson			
Safe Kids Prairie Band Potawatomi Nation	Jackson		Jackson			
Jewell County Health Department	Jewell	2,901	Jewell			
City of Shawnee Fire Department	Johnson	584,451	Johnson			
Gardner Police Department	Johnson		Johnson			
Kansas Highway Patrol Troop A	Johnson		Johnson, Wyandotte, Miami, Leavenworth			
Kansas Traffic Safety Resource Office	Johnson		Johnson, Wyandotte, Leavenworth, Miami, Douglas			
Lenexa Police Department	Johnson		Johnson			
Mission Police Department	Johnson		Johnson			
Overland Park Police Department	Johnson		Johnson			
Merriam Police Department	Johnson		Johnson/Wyandotte			
Kearny County Hospital	Kearny	3,917	Kearny, Hamilton, Finney, Grant, Wichita, Greeley	Spanish		
Kearny County Sheriff's Office	Kearny		Kearny			
Kingman County Health Department	Kingman	7,467	Kingman, Sedgwick, Reno, Pratt, Harper			

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
Kiowa County EMS, Safe Kids Kiowa County	Kiowa	2,483	Kiowa	Assistance can be arranged with appt		
Labette County Health Department	Labette	20,444	Labette			
Fort Leavenworth Fire Department	Leavenworth	80,204	Leavenworth			
Henry Leavenworth Elementary/USD 453	Leavenworth		Leavenworth	Spanish interpreter available		
Lansing Police Department	Leavenworth		Leavenworth			
Leavenworth County Health Department	Leavenworth		Leavenworth			
Linn County Health Department	Linn	9,558	Linn		Yes	
Lyon County Sheriff's Office	Lyon	33,510	Lyon			
Marion County Health Department	Marion	12,112	Marion			limited
Marshall County Health Department	Marshall	9,836	Marshall, Washington, Nemaha	Some Spanish		
McPherson Fire Department	McPherson	28,804	McPherson			
Safe Kids McPherson County/McPherson EMS	McPherson		McPherson			
Meade County Health Department	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 Fire Department	Montgomery	32,746	Montgomery			
Coffeyville Police Department	Montgomery		Montgomery			

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
Morris County Health Department	Morris	5,573	Morris			
Morton County Health Department	Morton	2,848	Morton			
Nemaha County Sheriff's Office	Nemaha	10,241	Nemaha			Special Needs car seating
Nemaha Valley Community Hospital	Nemaha		Nemaha			
Kansas Highway Patrol Troop H	Neosho	16,146	Neosho, Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Wilson, Woodson		Yes	
Norton County Hospital	Norton	5,493	Norton, Graham, Phillips, Decauter, Rooks			
Lyndon Police Department	Osage	15,843	Osage, Lyon, Coffey, Franklin, Wabaunsee, Shawnee			
Minneapolis Ambulance Service	Ottawa	5,920	Ottawa	No		
Pawnee County Health Department	Pawnee	6,743	Pawnee			
Pottawatomie County Health Department/Safe Kids Pottawatomie County	Pottawatomie	23,661	Pottawatomie			
Hutchinson Police Department	Reno	63,220	Reno, Rice (if needed)			

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
Reno County Health Department	Reno		Reno	Spanish interpreter available	Yes	
Republic County Health Department	Republic	4,699	Republic			
Hospital District #1 of Rice County	Rice	9,831	Rice			
Riley County Police Department	Riley	73,343	Riley			
Rooks County Health Department	Rooks	5,076	Rooks	can make arrangements	Yes	
Russell County Health Department	Russell	6,988	Russell			
Russell County Sheriff's Office	Russell		Russell			
Kansas Highway Patrol Troop C	Saline	55,142	Saline, Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, Marshall, McPherson, Mitchell, Morris, Ottawa, Republic, Riley, Washington			
Saline County Sheriff's Office	Saline		Saline			
Ascension Via Christi Hospital/Safe Kids Wichita Area	Sedgwick	511,995	Sedgwick, Sumner, Harvey, Butler	Spanish Interpreter available upon request		staff has been through special needs training
DCCCA/KTSRO	Sedgwick		Sedgwick, Butler, Sumner, Cowley, Kingman, Reno, Harvey	Spanish (Rosa)		Safe Travel for All Children trained (Jodi)
Goddard Police Department	Sedgwick		Sedgwick			
Haysville Police Department	Sedgwick		Sedgwick			

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
Kansas Highway Patrol Troop F	Sedgwick		Sedgwick, Barber, Barton, Butler, Cowley, Harper, Harvey, Kingman, Pratt, Reno, Rice, Stafford, Sumner			
Military & Family Readiness Center	Sedgwick		Sedgwick, Butler			
Seward County Health Department	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		Shawnee, Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Nemaha, Osage, Pottawatomie, Wabaunsee			
Kansas Traffic Safety Resource Office	Shawnee		Shawnee			
Mission Township Fire Department	Shawnee		Shawnee			
Smith County EMS	Smith	3,632	Smith			
Stafford County Health Department	Stafford	4,208	Stafford			
Stevens County Health Department	Stevens	5,584	Stevens			
Colby Police Department	Thomas	7,892	Thomas			
Thomas County Health Department	Thomas		Thomas	Spanish - by appointment		

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
Wabaunsee County Health Department	Wabaunsee	6,891	Wabaunsee			
City of Washington	Washington	5,546	Washington			
Wichita County Sheriff's Office	Wichita	2,112	Wichita	Spanish interpreter by appointment only		
Community Health Council of Wyandotte	Wyandotte	163,831	Wyandotte, Johnson, Leavenworth, Miami	Spanish, Burmese, Portuguese, Swahili, Nepalese, interpreter service for others		
Community Policing Unit of Kansas City, Kansas Police Department	Wyandotte		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 County Infant-Toddler Services	Wyandotte		Wyandotte	Spanish		
		2,733,731				
POPULATION OF COUNTIES WITH INSPECTION STATIONS		**2,733,731**	Total Number of Inspection Stations is 130.	**NUMBER OF COUNTIES WITH INSPECTION STATIONS**		**71**
POPULATION OF KANSAS		**2,907,289**	Total number of Inspection Stations that service rural , urban and at-	**NUMBER OF COUNTIES IN KANSAS**		**105**

Child Restraint Inspection Stations by Population						
Agency HD - Health Dept PD - Police Dept SO - Sheriff's Office FD - Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi-lingual	Hearing Impaired Assist.	Special Needs Description
			risk population is 130.			
PERCENT OF POPULATION WITH INSPECTION STATIONS	**94%**	Counties under 50,000 population are considered rural. By policy, only At-Risk Population are eligible for KDOT child safety seat distribution.		**PERCENT OF COUNTIES WITH INSPECTION STATIONS**		**68%**

COUNTIES WITH NO INSPECTION STATION, BY POPULATION			
Anderson	7,827		
Barber	4,688		
Chase	2,669		
Chautauqua	3,374		
Cheyenne	2,661		
Cloud	9,150		
Decatur	2,832		
Doniphan	7,664		
Edwards	2,938		
Ellsworth	6,328		
Gove	2,589		
Graham	2,564		
Greeley	1,296		
Hamilton	2,536		
Harper	5,685		
Jefferson	18,897		
Lane	1,636		
Lincoln	3,073		
Logan	2,831		
Ness	2,962		
Osborne	3,642		
Phillips	5,428		
Pratt	9,584		
Rawlins	2,549		
Rush	3,058		
Scott	5,032		
Sheridan	2,509		
Sherman	5,965		
Sumner	23,272		
Stanton	2,062		

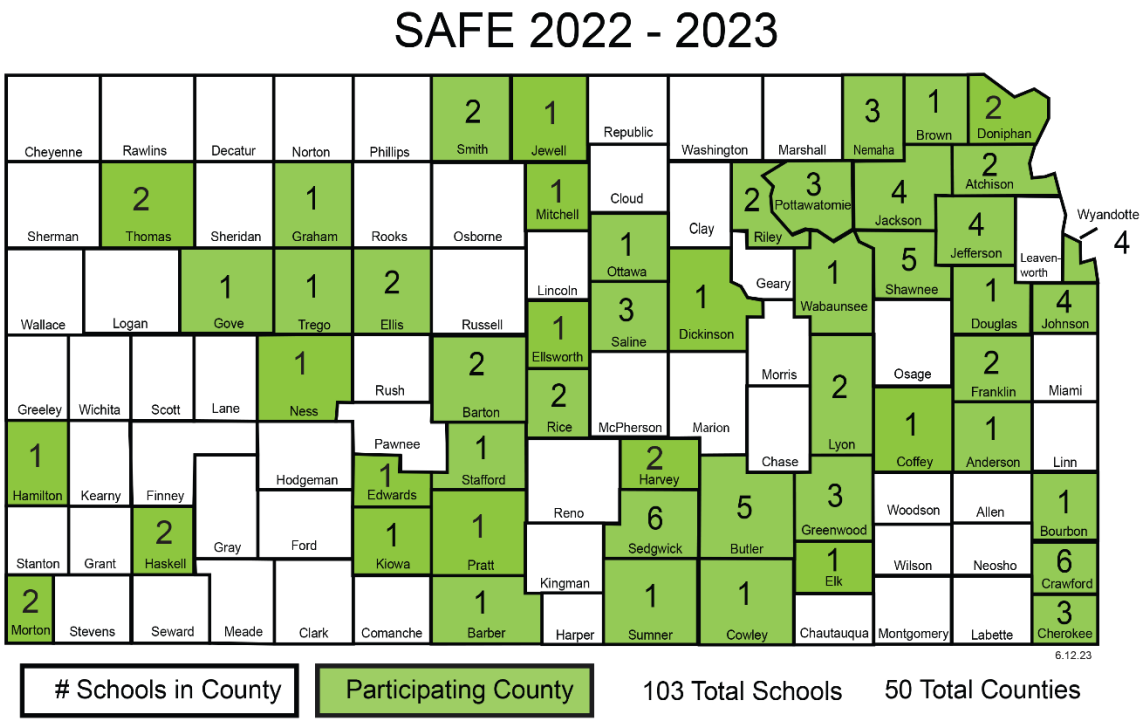
COUNTIES WITH NO INSPECTION STATION, BY POPULATION			
Trego	2,872		
Wallace	1,497		
Wilson	8,723		
Woodson	3,165		
POPULATION OF COUNTIES WITH NO INSPECTION STATIONS	**173,558**	**NUMBER OF COUNTIES WITH NO INSPECTION STATION**	**34**
PERCENT OF POPULATION WITH NO INSPECTION STATION	**6.0%**	**PERCENT OF COUNTIES WITH NO INSPECTION STATION**	**32%**

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 2022-23 school year, the state had expanded SAFE into 103 schools in 60 counties. KDOT will continue to promote and expand the program in FFY 2024 and beyond. In 2009, the observed 15-17-year-old seat belt use rate was 61 percent. By 2022, that rate had improved to 82.71 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 FY2024), 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.



2022 - 2023 SAFE Counties and Schools					
County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage	% change
Anderson	7,827	Anderson County Jr/Sr High School	86	84	-2
Atchison	16,380	Atchison County Community Jr/Sr High School	78	86	8
Atchison		Atchison High School	71	69	-2
Barber	4,688	Medicine Lodge Jr/Sr High School	54	53	-1
Barton	25,779	Great Bend High School	82	79	-3
Barton		Great Bend Middle School	96	95	-1
Bourbon	14,617	Uniontown High School	88	92	4
Brown	9,684	Hiawatha High School	85	84	-1
Butler	67,025	Andover Central High School	89	95	6
Butler		Andover High School	89	95	6
Butler		Douglass High School	60	73	13
Butler		Flinthills High School	92	89	-3
Butler		Remington High School	95	97	2
Cherokee	20,246	Baxter Springs High School	82	81	-1
Cherokee		Columbus High School	87	79	-8
Cherokee		Riverton High School	83	74	-9
Coffey	8,433	Lebo High School	79	77	-2
Cowley	35,753	Arkansas City High School	94	96	2
Crawford	39,164	Arma Northeast High School	88	94	6
Crawford		Cherokee Southeast High School	96	78	-18
Crawford		Frontenac High School	94	93	-1
Crawford		Girard High School	79	86	7
Crawford		Pittsburg High School	82	86	4
Crawford		St. Mary's Colgan High School	94	93	-1
Dickinson	19,064	Chapman High School	84	86	2
Doniphan	7,664	Doniphan West Jr/Sr High School	77	75	-2
Doniphan		Riverside High School	71	75	4
Douglas		Lawrence High School	80	90	10
Edwards	2,938	Kinsley-Offerle Jr/Sr High School	44	45	1
Elk	2,547	West Elk USD 282	78	83	5
Ellis	28,893	Hays High School	89	89	0
Ellis		Victoria Jr/Sr High School	71	74	3
Ellsworth	6,328	Ellsworth Jr/Sr High School	87	88	1
Franklin	25,560	Ottawa High School	81	87	6
Franklin		Wellsville High School	93	92	-1
Gove	2,589	Wheatland High School	92	94	2
Graham	2,564	Hill City Jr/Sr High School	59	75	16
Greenwood	6,151	Eureka Jr/Sr High School	82	79	-3
Greenwood		Hamilton High School	72	61	-11
Greenwood		Madison High School	88	89	1
Hamilton	2,536	Syracuse Jr/Sr High School	70	68	-2
Harvey	34,913	Hesston High School	84	86	2
Harvey		Sedgwick High School	90	98	8
Haskell	4,006	Satanta High School	88	92	4

2022 - 2023 SAFE Counties and Schools					
County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage	% change
Haskell		Sublette High School	48	68	20
Jackson	13,291	Holton High School	93	94	1
Jackson		Holton Middle School	96	95	-1
Jackson		Jackson Heights High School	99	98	-1
Jackson		Royal Valley High School	93	98	5
Jefferson	18,897	Jefferson West High School	86	89	3
Jefferson		McLouth High School	62	93	31
Jefferson		Perry Lecompton High School	79	90	11
Jefferson		Valley Falls High School	83	60	-23
Jewell	2,901	Rock Hills High School	50	59	9
Johnson	584,451	Blue Valley High School	96	96	0
Johnson		Blue Valley Northwest High School	95	96	1
Johnson		DeSoto High School	93	94	1
Johnson		Spring Hill High School	99	98	-1
Kiowa	2,483	Kiowa County High School	94	95	1
Lyon	33,510	Hartford Jr-Sr High School	98	93	-5
Lyon		Olpe High School	80	76	-4
Mitchell	6,243	Beloit Jr/Sr High School	78	76	-2
Morton	2,667	Elkhart High School	65	80	15
Morton		Elkhart Middle School	79	82	3
Nemaha	10,241	Centralia High School	80	88	8
Nemaha		Nemaha Central High School	85	80	-5
Nemaha		Wetmore Academic Center	89	85	-4
Ness	2,962	Ness City High School	61	69	8
Ottawa	5,920	Bennington High School	82	87	5
Pottawatomie	23,661	Rock Creek Jr/Sr High School	99	97	-2
Pottawatomie		St Marys Jr/Sr High School	94	91	-3
Pottawatomie		Wamego High School	89	93	4
Pratt	9,584	Pratt High School	86	83	-3
Rice	9,831	Lyons High School	77	71	-6
Rice		Sterling Jr/Sr High School	90	95	5
Riley	73,343	Manhattan High School	92	91	-1
Riley		Riley County High School	94	95	1
Saline	55,142	Ell Saline Jr/Sr High School	91	97	6
Saline		Sacred Heart Jr/Sr High School	94	96	2
Saline		Southeast of Saline High School	96	97	1
Sedgwick	511,995	Cheney High School	82	91	9
Sedgwick		Clearwater High School	96	98	2
Sedgwick		Goddard High School	97	98	1
Sedgwick		Maize High School	95	94	-1
Sedgwick		Maize South High School	88	88	0
Sedgwick		Valley Center High School	85	94	9
Shawnee	178,146	Rossville High School	94	95	1
Shawnee		Seaman High School	91	97	6
Shawnee		Shawnee Heights High School	95	97	2
Shawnee		Silver Lake Jr/Sr High School	92	96	4
Shawnee		Washburn Rural High School	96	97	1
Smith	3,632	Smith Center Jr/Sr High School	72	79	7

2022 - 2023 SAFE Counties and Schools					
County	Population	School Name	Pre-Survey Percentage	Post-Survey Percentage	% change
Smith		Thunder Ridge High School	76	92	16
Stafford	4,208	Stafford High School	59	64	5
Sumner	23,272	Caldwell Jr/Sr High School	48	65	17
Thomas	7,892	Brewster High School	57	52	-5
Thomas		Golden Plains High School	95	88	-7
Trego	2,872	Trego County Community High School	73	72	-1
Wabaunsee	6,891	Wabaunsee High School	88	85	-3
Wyandotte	163,831	F.L. Schlagle High School	70	75	5
Wyandotte		Sumner Academy	79	92	13
Wyandotte		Washington High School	72	79	7
Wyandotte		Wyandotte High School	82	80	-2
TOTAL: 50 Counties		**103 Schools**	**83.0%**	**85.1%**	**2.1%**

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 2021.

The countermeasure strategies will target increased seat belt use.

County	Year	Unbelted- SSI & Fatalities	Percentage of State	Running Total
Sedgwick	2021	8		
Crawford	2021	6		
Johnson	2021	6		
Shawnee	2021	6		
Brown	2021	5		
Finney	2021	4		
Harvey	2021	4		
Lyon	2021	4		
Riley	2021	4		
Wyandotte	2021	4		
Cowley	2021	3		
Dickinson	2021	3		
Ford	2021	3		
Greeley	2021	3		
Labette	2021	3		
Leavenworth	2021	3		
Linn	2021	3		
Montgomery	2021	3		
Saline	2021	3		
Atchison	2021	2		
Chase	2021	2		
Cherokee	2021	2		
Cheyenne	2021	2		
Douglas	2021	2		
Ellsworth	2021	2		
Gray	2021	2		
Haskell	2021	2		
Jackson	2021	2		
Logan	2021	2		
Marion	2021	2		
Norton	2021	2		
Rush	2021	2		

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.

Project and subrecipient information

Project Name & Description:	**Education and Awareness** These project funds will enable the Behavioral Safety Section to purchase and distribute printed materials and signs which support occupant protection initiatives that have an occupant protection message to both the public as well as various target populations. Counties in Kansas identified as having the biggest problem in 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.			
Sub-Recipient:	KDOT			
Project Number	SP-1301-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	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.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$200,000	$200,000	$200,000	$600,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	**Occupant Protection Initiatives** 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 supported Occupant Protection Assessment in 2023.			
Sub-Recipient:	KDOT			
Project Number	SP-4501-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	FAST Act 405b OP Low			
Problem Identification	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.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$300,000	$300,000	$300,000	$900,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	**Child Passenger Safety Outreach** This project will strive to educate the traveling public about 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.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Project Number	SP-4502-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	FAST Act 405b OP Low			
Problem Identification	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.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$50,000	$50,000	$50,000	$150,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	**KHP Rollovers/Convincers** This project assigns troopers to engage community groups, schools, and special events to press upon them the importance of buckling up in a vehicle. Rollover simulators are used to simulate the forces within a vehicle as it rolls over and tumbles. The convincers simulate the force applied to a human occupant during a low-speed crash scenario. The Convincers are a popular educational item at community gatherings because it is dynamic, involves active participation, and provides a visual, as well as auditory, example of the importance of wearing a seat belt on every trip, every time.			
Sub-Recipient:	Kansas Highway Patrol			
Project Number	SP-4502-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Public Education (FAST)			
Problem Identification	While the unrestrained fatalities in Kansas have decreased from 167 (2017) to 134 (2021) this project promotes the importance of wearing seat belts for all occupants. The seat belt use rate for Kansas has hovered around the mid to high 80 percent but can improve.			
Countermeasure Justification	According to the Countermeasures that Work manual, seat belt strategies and demonstrations as well as school-based program education are effective strategies and funding is applicable.			
Target (link to strategy)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-4 Unrestrained passenger vehicle occupant fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$ 40,000	$ 40,000	$ 40,00	$ 120,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	**Safe Kids Buckle Up** 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.			
Sub-Recipient:	Safe Kids Kansas			
Project Number	SP-4503-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Community CPS Services (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$50,000	$50,000	$50,000	$150,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	**Child Passenger Safety** 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.			
Sub-Recipient:	KTSRO			
Project Number	SP-4504-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Public CPS Education (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$ 40,000	$ 40,000	$ 40,00	$ 120,000

Countermeasure Strategy:

Communication Campaign

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.

Project and subrecipient information

Project Name & Description:	**Data Consultant** This contractor will utilize crash data, observational data and other data sources to provide a targeted and comprehensive plan to address belt use and other restraints in areas of the state with low belt use. This data will assist KDOT and other vendors in providing educational and enforcement strategies in target areas of reduced belt use. Additionally, the contractor will assist in analysis and evaluation of data that support problem identification and required HSP datal elements.			
Sub-Recipient:	TBD			
Project Number	SP-1303-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b			
Problem Identification	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.			
Countermeasure Justification	Child safety seat distribution is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$ 42,600	$ 42,600	$ 42,600	$ 127,800

Countermeasure Strategy:

Data Evaluation

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.

Project and subrecipient information

Project Name & Description:	**Child Seat Distribution and Inspection Stations** 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.			
Sub-Recipient:	TBD			
Project Number	SP-1304-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	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.			
Countermeasure Justification	Child safety seat distribution is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$100,000	$100,000	$100,000	$300,000

Countermeasure Strategy:

Child Safety Seat Distribution
Data Evaluation

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.

Project and subrecipient information

Project Name & Description:	**Observational Survey** 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 was underway with 222 sites. 117 are completed to date, with 105 remaining sites to be monitored. The 2021 completed adult study contained 552 sites.			
Sub-Recipient:	TBD			
Project Number	SP-4506-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b (FAST)			
Problem Identification	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.			
Countermeasure Justification	Observational survey is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$248,241	$248,241	$248,241	$744,723

Countermeasure Strategy:

Observational Survey

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.

Project and subrecipient information

Project Name & Description:	**Nighttime Seat Belt Enforcement Program (NSEP)** The Nighttime Seat Belt Enforcement Program is projected to fund overtime enforcement efforts of eight local law enforcement agencies consisting 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.			
Sub-Recipient:	Local law enforcement agencies			
Project Number	SP-4505-24			
Match:	$200,000			
Local Benefit:	$200,000			
Federal Equipment:	No			
Eligible Use of Funds:	405b			
Problem Identification	Every year in Kansas, about 50% of traffic fatalities are unbelted. As unrestrained drivers and passengers are more prevalent after sundown, NSEP enforcements will take place during the evening and nighttime hours when most unrestrained deaths occur			
Countermeasure Justification	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.			
Target (link to strategy)	Over the course of the Federal Fiscal Year, through law enforcement agencies participation in the NSEP program, along with other education and media efforts, we will contribute to the state's target of increasing the States seat belt usage.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$200,000	$200,000	$250,000	$650,000

Countermeasure Strategy:

Data empirically proves that at night, seat belt use declines. Data also shows that the fatalities from unbelted crashes rise sharply at night.

Tables 4, 5 and 6 contain a column noting the KS counties where a NSEP agency has a presence. 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.

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

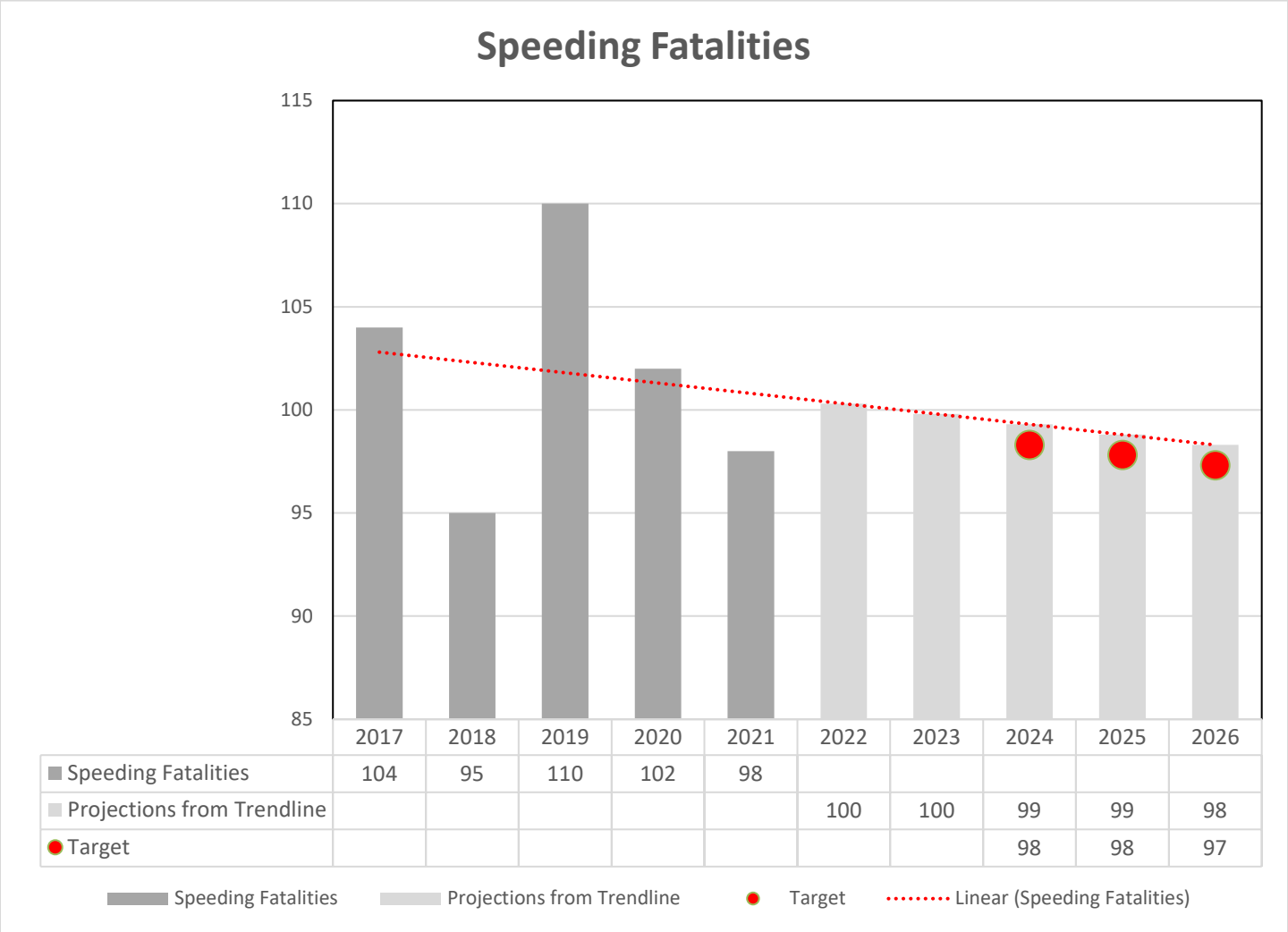
Local Partnerships:

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

Communications (Media)

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

Performance Target Justification



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Speeding Fatalities	104	95	110	102	98					
Projections from Trendline						100	100	99	99	98
Target								98	98	97

Goal Statement

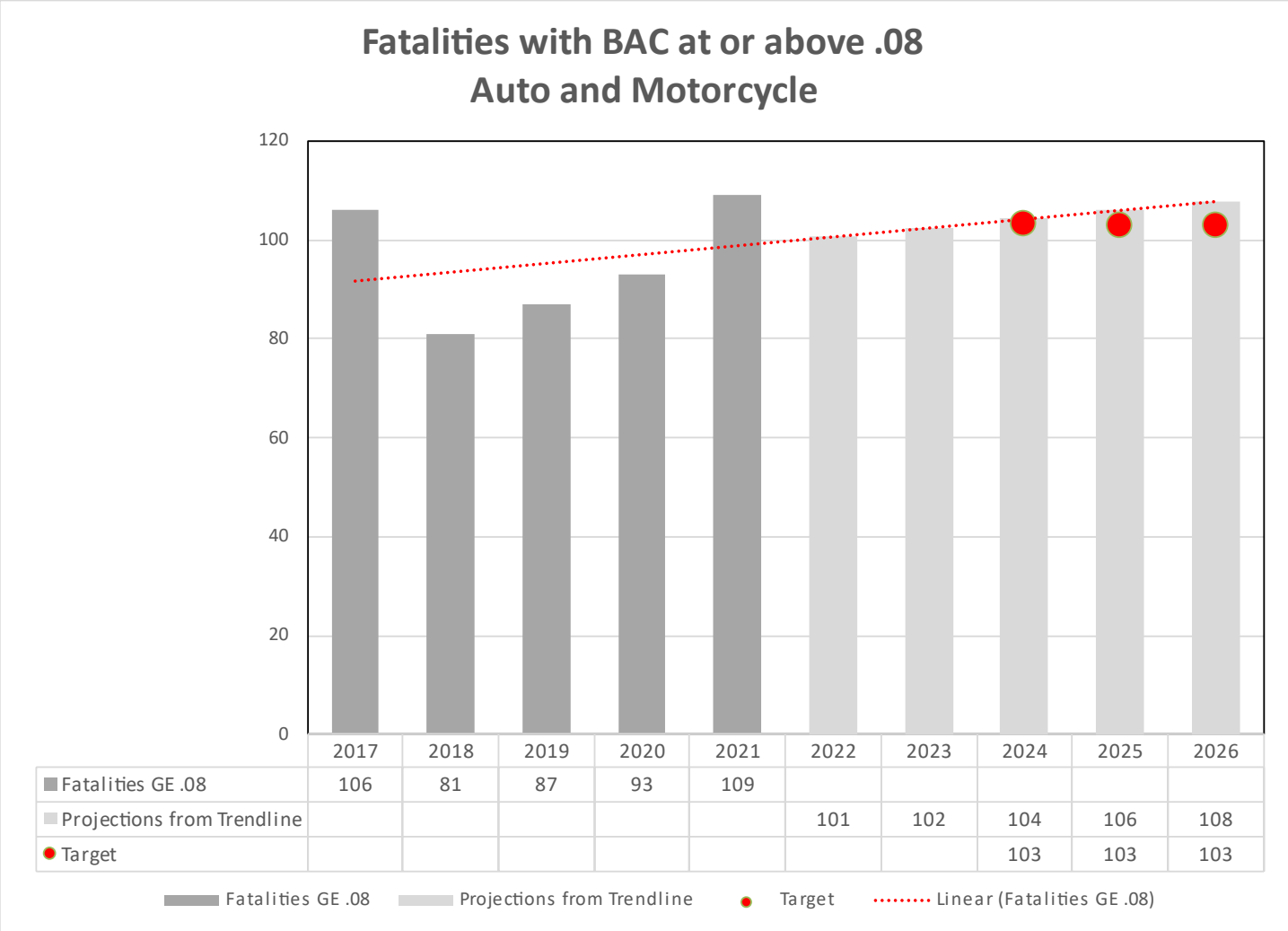
C-6 Number of Speeding Fatalities:

The 2024 five-year average projection based upon the trendline indicates 99 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 98 fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 99 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 98 fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 98 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 97 fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

Performance Target Justification



Goal Statement

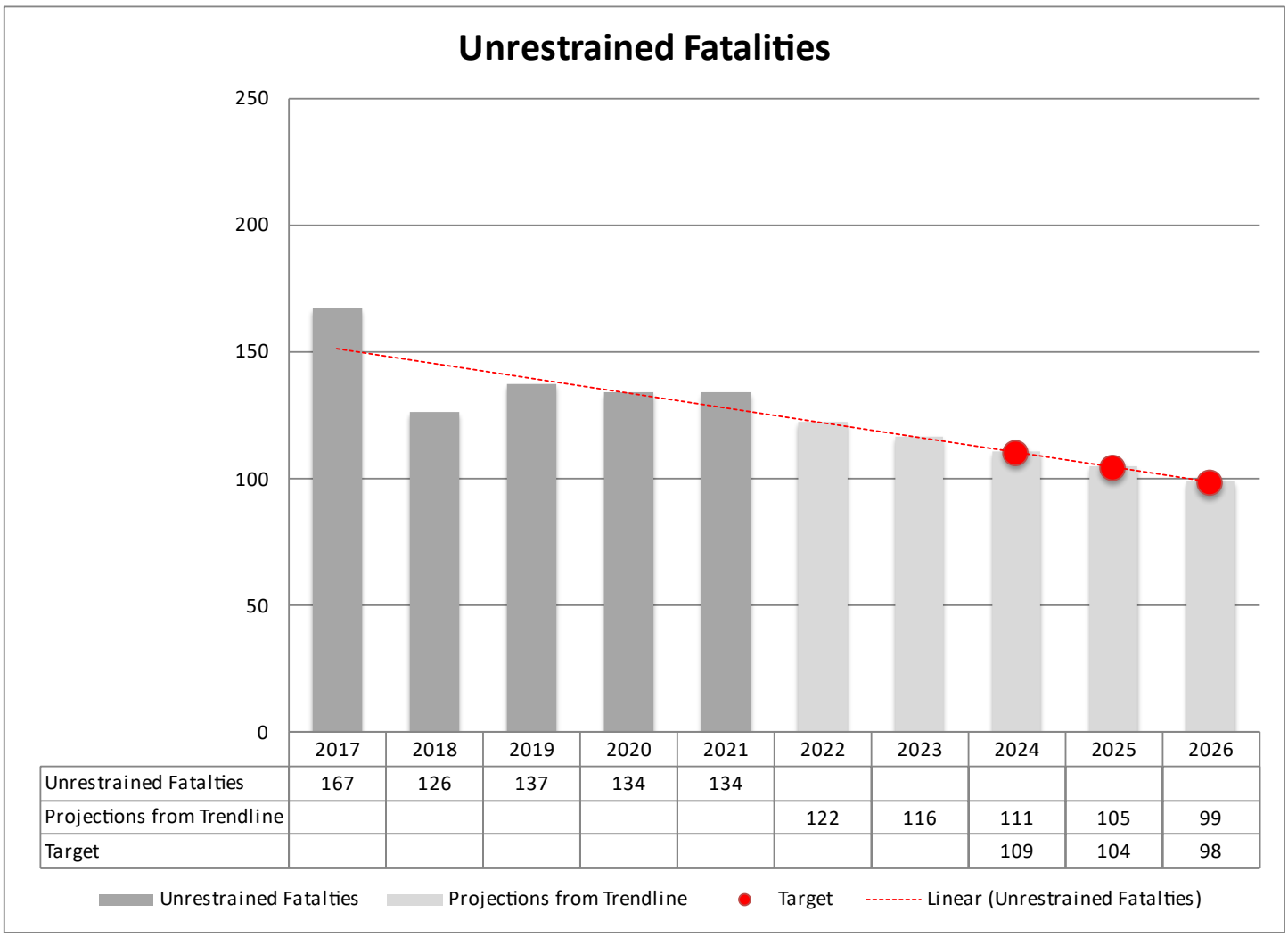
C-5 Number of Fatalities, Auto and Motorcycle, with a BAC of .08 or above:

The 2024 five-year average projection based upon the trendline indicates 104 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 103 fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.83% percent reduction would derive our goal of 103 fatalities in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 108 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4.45% percent reduction would derive our goal of 103 fatalities in 2026. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

Performance Target Justification



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Unrestrained Fatalties	167	126	137	134	134					
Projections from Trendline						122	116	111	105	99
Target								109	104	98

Goal Statement

C-4 Number of Unrestrained Fatalities:

The 2024 five-year moving average projection based upon the trendline indicates 111 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 109 unrestrained fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 105 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 104 unrestrained fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 99 unrestrained fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 98 unrestrained fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable. The 2026 HSP and 2026 HSIP five-year moving average targets are equal.

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.

Project and subrecipient information

Project Name & Description:	**General Advertising** 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.			
Sub-Recipient:	Kansas Department of Transportation			
Project Number	SP-1500-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	402 Paid Advertising (FAST)			
Problem Identification	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.			
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$720,000	$720,000	$720,000	$2,160,000

Countermeasure Strategy:

Mass Media Campaign

Project and subrecipient information

Project Name & Description:	**MARC Advertising** 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.			
Sub-Recipient:	KDOT			
Project Number	SP-1505-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	402 Paid Advertising (FAST)			
Problem Identification	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.			
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$20,000	$20,000	$20,000	$60,000

Countermeasure Strategy:

Mass Media Campaign

Project and subrecipient information

Project Name & Description:	**Occupant Protection Advertising** 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. A new effort, created as a result of public engagement at Haskell University will be to create and develop media surrounding unrestrained passengers in the back of pick-up trucks.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Project Number	SP-4500-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Public Education (FAST)			
Problem Identification	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.			
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	$350,000	$350,000	$350,000	$1,050,000

Countermeasure Strategy:

Mass Media Campaign

Project and subrecipient information

Project Name & Description:	**Regional Safety Coalition Ad Campaign** 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. Sedgwick County, Kansas is garnering attention for something no one wants to celebrate – some of the highest traffic fatalities in the state, including speeding. In May 2022, Sedgwick County and law enforcement started with the public awareness campaign, "Drive Safe Sedgwick." Between 2016 and 2020, Sedgwick County recorded 326 traffic-related deaths and more than 900 suspected serious injuries – many of which were considered "potentially avoidable crashes, some from speeding, in fact Sedgwick County ranked Number 1, recording 65 traffic fatalities in 2020. KDOT continues to encourage Sedgwick County residents to visit DriveSafeSedgwick.com to learn about vehicle safety. The is one of the Regional Safety Coalition initiatives to educate drivers in high crash locations throughout Kansas.			
Sub-Recipient:	Regional Safety Coalitions			
Project Number	SP-1500-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Paid Advertising (FAST)			
Problem Identification	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.			
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$500,000	$500,000	$500,000	$1,500,000

Countermeasure Strategy:

Mass Media Campaign

Project and subrecipient information

Project Name & Description:	**Impaired Driving/Riding Ad Campaign** 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 Nohe & Associates.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Project Number	SP-4708-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405d Low Driver Education			
Problem Identification	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.			
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
Estimated 3-year funding	$725,000	$725,000	$725,000	$2,175,000

Countermeasure Strategy:

Mass Media Campaign

Project and subrecipient information

Project Name & Description:	**Impaired Driving Sports Media** 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.			
Sub-Recipient:	Blue Window			
Project Number	SP-4708-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	405d Low Driver Education			
Problem Identification	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.			
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
Estimated 3-year funding	$720,000	$720,000	$720,000	$2,160,000

Countermeasure Strategy:

Mass Media Campaign

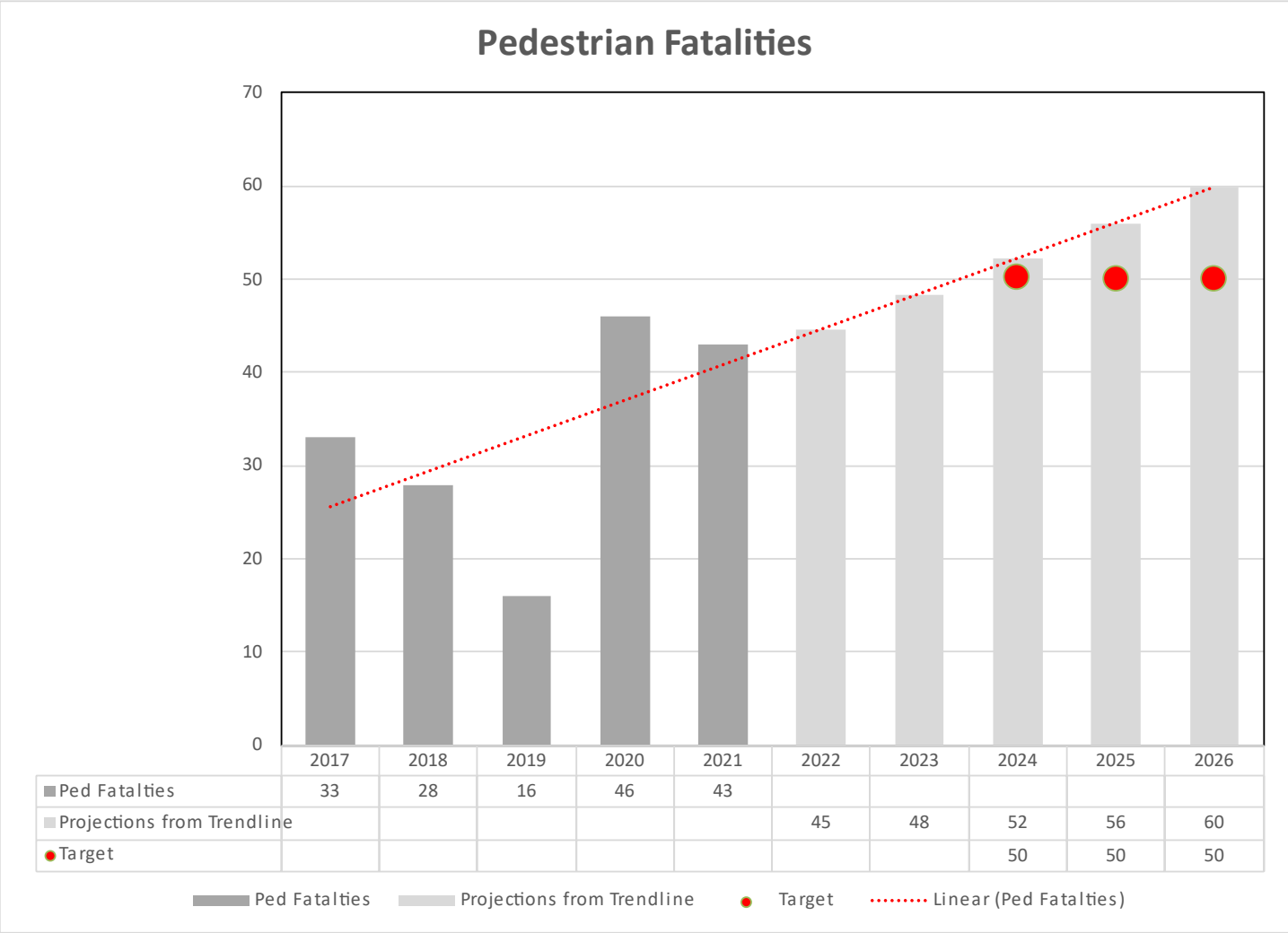
Evaluation

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.

Performance Target Justification



Goal Statement

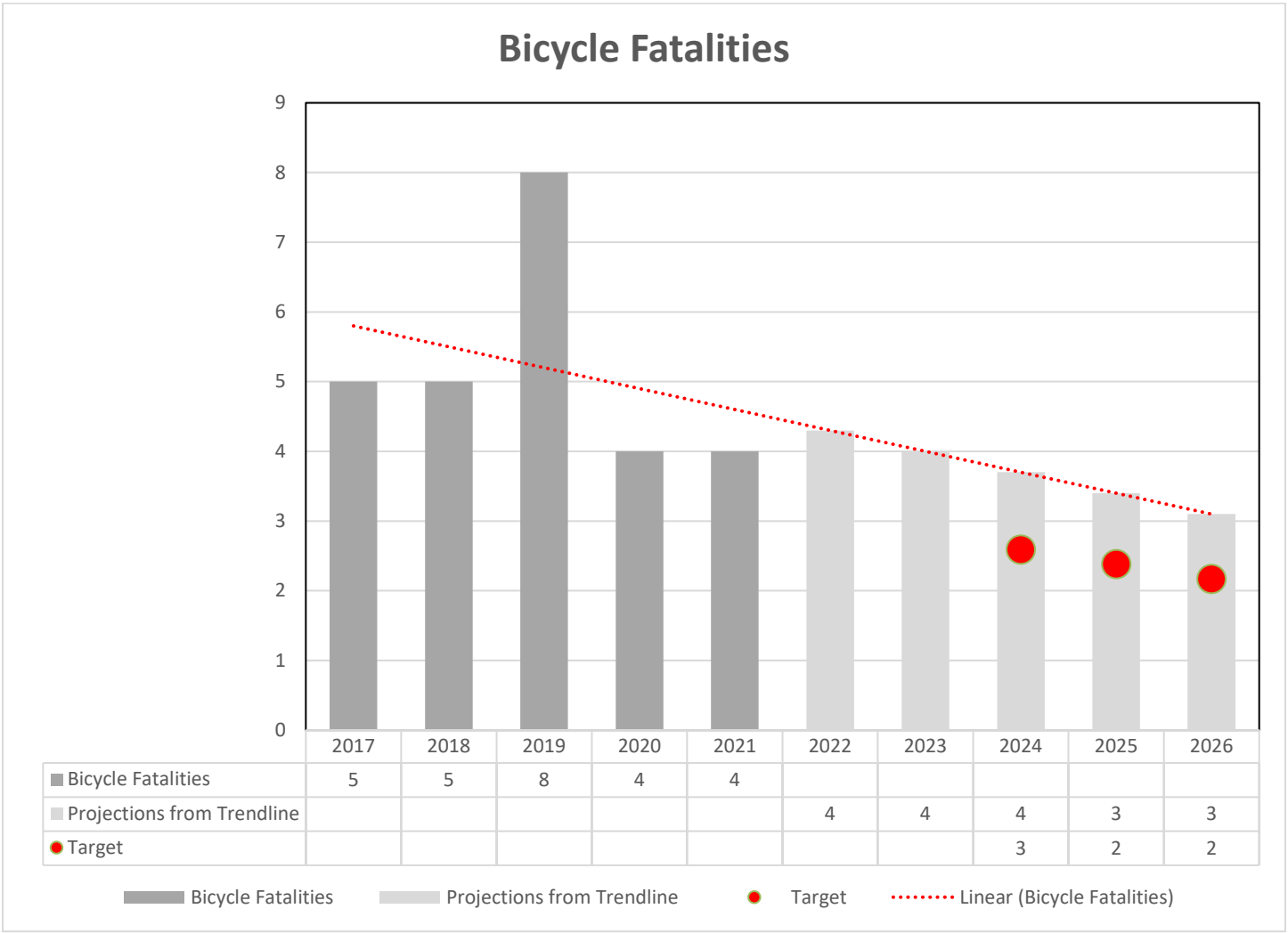
C-10 Pedestrian Fatalities:

The 2024 five-year average projection based upon the trendline indicates 52 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 4% percent reduction would derive our goal of 50 fatalities in 2024. Based upon recent history, the trendline of the target, the four percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 56 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 10% percent reduction would derive our goal of 50 fatalities in 2025. Based upon recent history, the trendline of the target, the ten percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 60 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 16% percent reduction would derive our goal of 50 fatalities in 2026. Based upon recent history, the trendline of the target, the sixteen percent reduction goal is realistic and attainable.

Performance Target Justification



Goal Statement

C-11 Bicycle Fatalities:

The 2024 five-year average projection based upon the trendline indicates 4 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 30% percent reduction would derive our goal of 3 fatalities in 2024. Based upon recent history, the trendline of the target, the thirty percent reduction goal is realistic and attainable.

The 2025 five-year average projection based upon the trendline indicates 3 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 30% percent reduction would derive our goal of 2 fatalities in 2025. Based upon recent history, the trendline of the target, the thirty percent reduction goal is realistic and attainable.

The 2026 five-year average projection based upon the trendline indicates 3 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 30% percent reduction would derive our goal of 2 fatalities in 2026. Based upon recent history, the trendline of the target, the thirty percent reduction goal is realistic and attainable.

Countermeasure Strategy: Conspicuity Campaign

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	**Ped and Bike Education** 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.			
Sub-Recipient:	Kansas Department of Transportation			
Project Number	SP-1600-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Pedestrian/Bicycle Safety (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act NHSA 402			
Estimated 3-year funding	$15,000	$15,000	$15,000	$45,000

Countermeasure Strategy:

Conspicuity Campaign

Project and subrecipient information

Project Name & Description:	**Ped and Bike Education** This pilot educational program will provide classroom education for drivers, particularly 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 24.			
Sub-Recipient:	Americans for Older Driver Safety			
Project Number	**SP-1601-24**			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Pedestrian/Bicycle Safety (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act NHSA 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$2,000	$2,000	$2,000	$6,000

Countermeasure Strategy:

Conspicuity Campaign

Project and subrecipient information

Project Name & Description:	**Bike Helmets** This grant is from 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.			
Sub-Recipient:	Kansas Department of Health & Environment			
Project Number	SP-1601-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Bicyclists are represented in Kansas' traffic fatalities. Children are especially vulnerable. This project will utilize community engagement to identify areas in need of its resources. Based upon recent history, and the relatively small number of bicycle fatalities, a reduction in fatal bike crashes as a goal is realistic and attainable.			
Countermeasure Justification	Communication Campaign is a proven strategy identified in the *Countermeasures That Work* document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of C-11, bicycle fatalities, through a communication campaign coupled with selected planned activities that 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.			
Funding source ID **402**	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$15,000	$15,000	$15,000	$45,000

Countermeasure Strategy:

Conspicuity Campaign

Project and subrecipient information

Project Name & Description:	**Light Topeka's Bikes** This program will purchase 375 light kits and distribute them to individuals in need. TCCP provides education to the individuals receiving these kits, most of these participants are economically disadvantaged.			
Sub-Recipient:	Topeka Community Cycle Project			
Project Number	SP-1602-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Bicyclists are represented in Kansas' traffic fatalities. Topeka is one of the largest cities in the state. This project will utilize community engagement with local law enforcement and other community resources to identify travelers in need of its resources. Based upon recent history, and the relatively small number of bicycle fatalities, a reduction in fatal bike crashes as a goal is realistic and attainable.			
Countermeasure Justification	Conspicuity Campaign is a proven strategy identified in the *Countermeasures That Work* document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of C-11, bicycle fatalities, through a communication campaign coupled with selected planned activities that 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.			
Funding source ID 402	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$5,500	$5,500	$5,500	$16,500

Countermeasure Strategy:

Conspicuity Campaign

Project and subrecipient information

Project Name & Description:	Bike Equip KC This grant is with the Destination Safe coalition. This program will purchase and distribute safety lights, educational materials, and helmets. It will also fund a data scientist to identify and improve ped/bike safety in the Kansas City metro area.			
Sub-Recipient:	Bike Walk Kansas City			
Project Number	SP-1602.-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Bicyclists are represented in Kansas' traffic fatalities. Kansas City is one of the largest cities in the state. This project will utilize community engagement and data to identify travelers in need of its resources. Based upon recent history, and the relatively small number of bicycle fatalities, a reduction in fatal bike crashes as a goal is realistic and attainable.			
Countermeasure Justification	Conspicuity Campaign is a proven strategy identified in the *Countermeasures That Work* document and funds allocated are appropriate. Utilizing community engagement through the data scientist and contractor, this program will work towards a more equitable transportation system to every Kansas City citizen. Providing safety items and educational material to economically disadvantaged travelers will bring awareness and the resources to the travelers who need it most.			
Target (link to strategy)	Reduce the number of C-11, bicycle fatalities, and C-10, pedestrian fatalities, through a communication campaign coupled with selected planned activities that 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.			
Funding source ID 402	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$7,679	$7,679	$7,679	$23,037

Countermeasure Strategy:

Conspicuity Campaign

Project and subrecipient information

Project Name & Description:	Wichita Lights, Reflectors, & Ed This program will purchase bike lights, reflectors, and distribute them to individuals in need. This project will develop educational material for distribution and media.			
Sub-Recipient:	Bike Walk Wichita			
Project Number	SP-1602-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Bicyclists are represented in Kansas' traffic fatalities. Wichita is one of the largest cities in the state. This project will utilize community engagement with local law enforcement and other community resources to identify travelers and corridors deemed most in need of its resources. Based upon recent history, and the relatively small number of bicycle fatalities, a reduction in fatal bike crashes as a goal is realistic and attainable.			
Countermeasure Justification	Conspicuity Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate. This project will utilize community engagement like local police, churches, and local charity groups to identify high need corridors and distribute resources accordingly. This program will work towards a more equitable transportation system for every Wichita citizen.			
Target (link to strategy)	Reduce the number of C-11, bicycle fatalities, through a communication campaign coupled with selected planned activities that 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.			
Funding source ID 402	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$3,785	$3,785	$3,785	$11,355

Countermeasure Strategy:

Conspicuity Campaign

Project and subrecipient information

Project Name & Description:	**Education and Awareness – Native American VRU** This project was created as a result from public participation and engagement at Haskell University. These project funds will enable the contractor to develop, purchase, and distribute printed materials and signs which support pedestrian safety initiatives and relevant traffic safety messaging to Native American Kansans.			
Sub-Recipient:	TBD			
Project Number	SP-1602-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Pedestrians account for three-fourths of vulnerable road user collisions. In 2020, 1.41% of fatal crashes were Native American, but only 1.1% of the population identified as Native American. This means the representation ratio is 1.41:1.1, and it was 1.28 times more likely for a fatal crash to be a Native American than average in 2020. This data indicates that Native Americans in Kansas are overrepresented in Pedestrian Deaths.			
Countermeasure Justification	Conspicuity Campaign is a proven strategy identified in the *Countermeasures That Work* document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of C-10, pedestrian fatalities, through a communication campaign coupled with selected planned activities that will positively impact demonstrated problem identification and core performance measures, Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID 402	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$4,000	$4,000	$4,000	$12,000

Countermeasure Strategy:

Conspicuity Campaign

Project and subrecipient information

Project Name & Description:	**Safe Across** This program will purchase educational material and spread awareness and safety messaging on Pedestrian and Motor vehicles interactions.			
Sub-Recipient:	TBD			
Project Number	SP-1602-24			
Match:	$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Pedestrians are represented in Kansas' traffic fatalities. This project was identified as a countermeasure in the Kansas Vulnerable Road User Assessment. The assessment and its data as well as community engagement will identify corridors deemed most in need of its resources. Based upon recent history, and the relatively small number of pedestrian fatalities, a reduction in fatal pedestrian crashes as a goal is realistic and attainable.			
Countermeasure Justification	Conspicuity Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate. This project will utilize community engagement like local police, churches, and local charity groups to identify high need corridors and distribute resources accordingly. This program will work towards a more equitable transportation system for every Wichita citizen.			
Target (link to strategy)	Reduce the number of C-10, pedestrian fatalities, through a communication campaign coupled with selected planned activities that will positively impact demonstrated problem identification and core performance measures, Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID 402	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$20,000	$20,000	$20,000	$60,000

Countermeasure Strategy:

Conspicuity Campaign

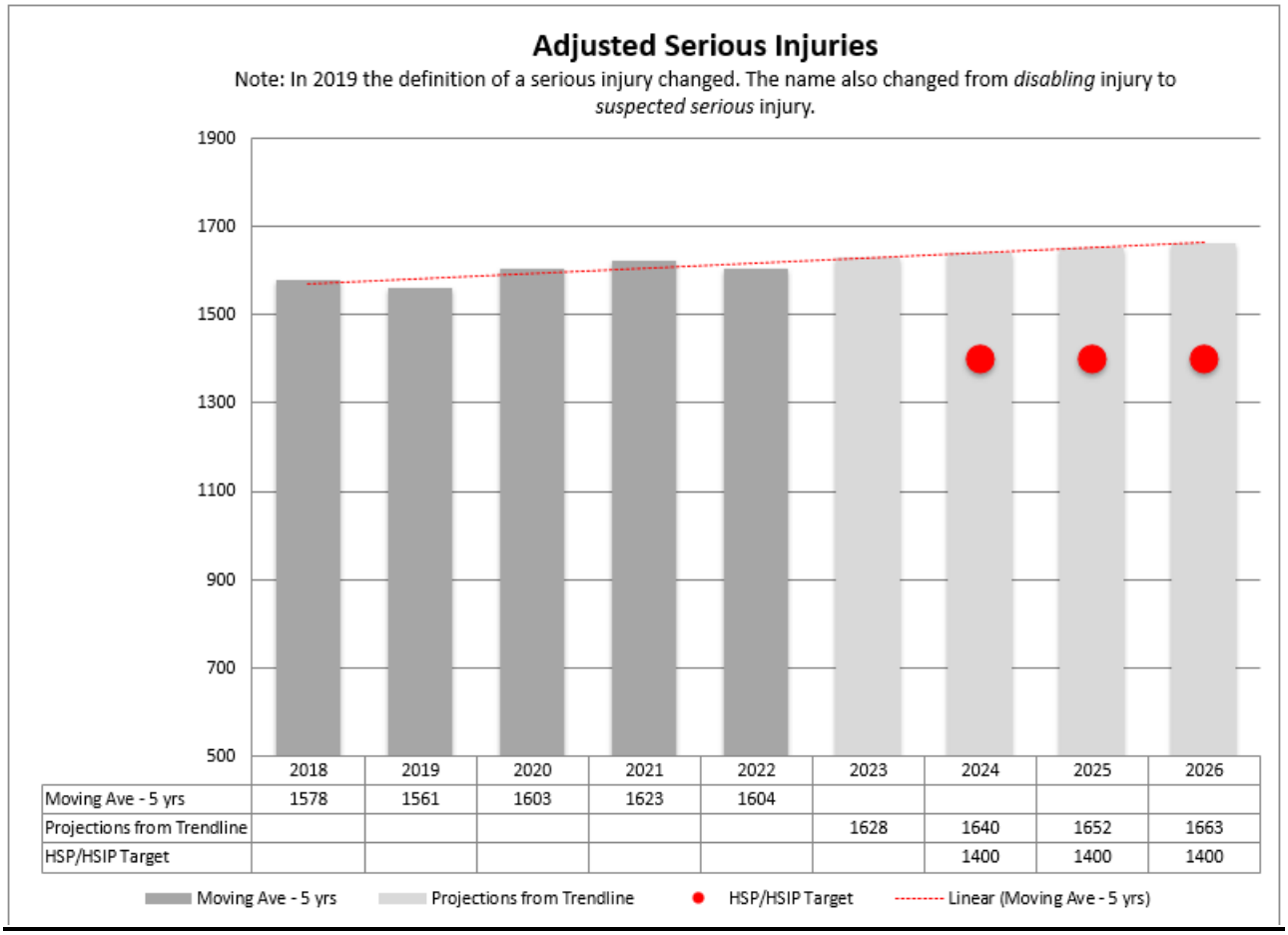
Local Partnerships:

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

Police Traffic Services

Partnerships and engagement with law enforcement play 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. Data from citations and remarks by community members show that speeding is an ongoing threat to all road users. Making a significant impact in all traffic safety areas requires additional enforcement resources beyond those available to communities by their local law enforcement agencies who are already stretched to cover 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 Law Enforcement Liaison (LEL) 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 retain and recruit additional law enforcement partners, assist in identifying and addressing traffic enforcement problem areas in their jurisdictions, provide much needed access to educational and training resources, and work to garner collaboration between agencies and their communities. Other enforcement efforts include a grant with the Kansas Highway Patrol designed to target aggressive driving behaviors.

Performance Target Justification



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Moving Ave - 5 yrs	1578	1561	1603	1623	1604				
Projections from Trendline						1628	1640	1652	1663
HSP/HSIP Target							1400	1400	1400

Goal Statement

C-2 Number of Suspected Serious Injuries:

The 2024 five-year moving average projection based upon the trendline indicates 1640 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 15% percent reduction would derive our goal of 1400 serious injuries in 2024. Based upon recent history, the trendline of the target, the fifteen percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 1652 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 15% percent reduction would derive our goal of 1400 serious injuries in 2025. Based upon recent history, the trendline of the target, the fifteen percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 1663 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 16% percent reduction would derive our goal of 1400 serious injuries in 2024. Based upon recent history, the trendline of the target, the sixteen percent reduction goal is realistic and attainable. The 2026 HSP and 2026 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.

Project and subrecipient information

Project Name & Description:	**Law Enforcement Liaison (LEL)** KDOT has a complement of four LELs, one for each geographic quadrant of Kansas. These retired traffic enforcement veterans represent KDOT Behavioral Safety and its programming to a diverse group of over 300 law enforcement agencies, rural and urban, and scattered over 82,000 square miles. The LELs 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. Our LELs are members of and/or chair Operation Impact meetings and host several annual law enforcement appreciation luncheons which offer different training topics (ie. Traffic Incident Management). A fifth LEL is being created to handle statewide initiatives, the Kansas City metropolitan area specifically, and assist as an emergency medical services liaison. This LEL will reach out to the emergency medical services community to assist them to identify and address gaps in their ability to respond to crashes. The time from notification of emergency services to transportation to a hospital is crucial to the probability of survival for the patient. The more time that elapses between crash occurrence and arrival to a hospital, the higher probability the patient will suffer serious injury or succumb to their injuries.			
Sub-Recipient:	Law Enforcement			
Project Number	SP-1700-24			
Match:	$ 0			
Local Benefit:	100%			
Federal Equipment:	NO			
Eligible Use of Funds:	402			
Problem Identification	Law enforcement agencies, as well as communities, are diverse entities which need to be engaged with mindful thoughtfulness as to their unique problems, resources, and expectations. Coalition building cannot be accomplished by just one person but by a group of mission focused individuals willing to sit and discuss their individual problems, solutions, options, and goals.			
Countermeasure Justification	According to the Countermeasures that Work manual, our LELs address all safety issues (ie. vulnerable road user issues, impaired driving, drowsy driving, distracted driving, etc.) with our partnered agencies and communities. Addressing these issues through partnerships, education, enforcement, and community engagement are effective strategies and funding is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total

	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$ 450,000	$ 450,000	$ 450,000	$ 1,350,000

Countermeasure Strategy:

Communication and Outreach

Law Enforcement Liaisons		
SP-1700-24	Ackerman, Al	$90,000
SP-1700-24	Kiser, Daniel	$90,000
SP-1700-24	Wells, Troy	$90,000
SP-1700-24	Hughes, Don	$90,000
SP-1700-24	Part-Time	$90,000
Total		**$450,000**

Project and subrecipient information

Project Name & Description:	**PT Communication and Community Engagement** This contract supports Operation Impact programs in Kansas City and Sedgwick County. These funds may also be used in other regions of the state where community engagement and data determine a need. This contract also supports the annual law enforcement recruitment luncheons and reimburses local jurisdictions for special traffic-related training opportunities to benefit their communities.			
Sub-Recipient:	Local Law Enforcement			
Project Number	SP-1701-24			
Match:	$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Resources for communities and local law enforcement agencies are spread thin and to encourage coalition building, partnerships, and traffic safety KDOT continues to offer support towards these common goals. The Drive Safe Sedgwick campaign was selected because in 2021 Sedgwick County ranked first in: fatal crashes (63), alcohol-related crashes (428), unbelted fatalities (8), and unbelted fatalities and suspected serious injuries (46).			
Countermeasure Justification	According to the Countermeasures that Work manual, these community and law enforcement partnerships address all safety issues (ie. vulnerable road user issues, impaired driving, drowsy driving, distracted driving, etc.) and this engagement is effective, and funding is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$ 80,000	$ 80,000	$ 80,000	$ 240,000

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

Project Name & Description:	**Crash Reconstruction Training** This contract supports the Kansas Highway Patrol crash reconstruction training of its troopers and any law enforcement agency with a need. This training assists KHP and local law enforcement in keeping current on best practices and most up-to-date training and equipment utilized to investigate and conduct crash reconstruction. This training is vital to keep law enforcement on the cutting edge of investigating and collecting vital evidence at the crash scene. Crash scenes can be extremely challenging and technical and keeping our crash investigators armed with the best practices and current standards leads to better evidentiary outcomes as well as allowing technicians to properly determine causation. This crash reconstruction allows technicians to follow the causation to either human error or negligence all the way to design flaws or lack of proper safety design.			
Sub-Recipient:	Kansas Highway Patrol			
Project Number	SP-1702-24			
Match:	$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	In 2021 Kansas experienced almost 60,000 crashes of which 381 were fatal. Crash investigation, especially fatal and serious injury crashes, are a technical and resource challenge for all law enforcement agencies and the technology and best practices are always evolving.			
Countermeasure Justification	By providing crash reconstruction training to local agencies throughout the state, especially to those without the necessary resources, is vital to properly investigate crashes. This funding is appropriate and necessary.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$ 42,000	$ 42,000	$ 42,000	$ 126,000

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

Project Name & Description:	**Traffic Fatality Reduction Program** The primary goal of this initiative is to increase the percentage of drivers and passengers that are properly restrained. This positive increase should lead to a decrease in the number of serious injuries and fatalities in Kansas. The Highway Patrol is encouraged to plan activities around dates not already included in the Specialized Traffic Enforcement Program (STEP) holidays or mobilizations. Target holidays for mobilizations for this grant may include, but are not limited to: St. Patrick's Day, 4/20 in April, 4th of July and Back to School. This program targets non-belted drivers and passengers on high crash corridors using roving saturation patrol techniques, as supported by crash statistics, KHP troop data, and input from local law enforcement agencies.			
Sub-Recipient:	Kansas Highway Patrol			
Project Number	SP-1703-24			
Match:	$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	By using data collected and supported by crash statistics, local law enforcement agencies, KHP troop data, and affected communities problem high crash corridors are identified. After identification these areas are addressed with high visibility saturation patrols enforcing traffic laws while educating the motoring public through messaging and media coverage.			
Countermeasure Justification	High visibility enforcement and pre-deployment media messaging has been shown to be an effective countermeasure to poor driver behavior and resource allocation is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, and C-9 Drivers aged 20 or younger involved in fatal crashes.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$ 200,000	$ 200,000	$ 200,000	$ 600,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	**Crash Investigation Equipment** This contract supports the Johnson County Sheriff's Office Accident Investigation Unit (JCSO AIU) with mapping software to reconstruct vehicle crashes for their agency as well as surrounding agencies. Crashes are complex investigations and can be taxing on agency resources but innovations in technology can capture more evidence, clear roadways sooner, and provide increased safety to both law enforcement and the motoring public on the roadway.			
Sub-Recipient:	Johnson County Sheriff's Office			
Project Number	SP-1705-24			
Match:	$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	In 2021 Kansas experienced almost 60,000 crashes of which 381 were fatal. Crash investigation, especially fatal and serious injury crashes, are a technical and resource challenge for all law enforcement agencies and the technology and best practices are always evolving.			
Countermeasure Justification	By providing crash reconstruction equipment and technology to local agencies throughout the state is vital to properly investigate crashes. This funding is appropriate and necessary.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$ 600	$ 600		$ 1,200

Countermeasure Strategy:

Communication and Outreach

Countermeasure Strategy: High Visibility Enforcement

Project Safety Impacts

High Visibility Enforcement coupled with selected planned activities, education and media will positively impact the 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

Rationale

High Visibility Enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate. The Special Traffic Enforcement Program (STEP) will utilize overtime hours for the direct enforcement of specific focus areas of either Impaired Driving or Occupant Protect while enforcing the adherence to all Kansas traffic laws. This program works hand in hand with Media and other educational programs, Kansas does not require a quota- instead, we take into account all contacts made during the grant funded campaigns with the knowledge that with all vehicle stops comes the opportunity of an important educational intervention

Project and subrecipient information

Project Name & Description:	**Special Traffic Enforcement Program (STEP)** This program will provide funds for approximately 140 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, some 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.			
Sub-Recipient:	Local law enforcement agencies			
Project Number	SP-1300-24			
Match:	$1,300,000			
Local Benefit:	$1,300,000			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	The cause of crashes on our roads is mainly in the hands of the driver. Speeding, impaired, distractions are all major causes of serious crashes. These causes are due to failure to comply with Kansas traffic laws.			
Countermeasure Justification	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.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$1,300,000	$1,500,000	$1,650,000	$1,750,000

Countermeasure Strategy:

High Visibility Enforcement

Tables 4, 5 and 6 contain a column noting the KS counties where a STEP agency has a presence. In conjunction with our STEP contractors this project also supports law enforcement agency activities by funding needed traffic safety equipment. Equipment is provided at the start of the FFY to aid each agency in fulfilling the terms of their 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 contract expectations. All equipment purchases will meet State and Federal procurement requirements.

Tables 4, 5 and 6 contain a column noting the KS counties where a STEP agency has a presence.

In conjunction with our STEP contractors this project also supports law enforcement agency activities by funding needed traffic safety equipment. Equipment is provided at the start of the FFY to aid each agency in fulfilling the terms of their 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 contract expectations. All equipment purchases will meet State and Federal procurement requirements.

Special Traffic Enforcement Program (STEP) Grantees, by County				
Funding Source		**County**	**County Population**	**Grantee**
402 PT	SP-1300-24	AL	13,371	Allen Co SO
402 PT	SP-1300-24	AL		Iola PD
402 PT	SP-1300-24	AL		Moran PD
402 PT	SP-1300-24	AN	8,102	Anderson Co. SO
402 PT	SP-1300-24	AN		Garnett PD
402 PT	SP-1300-24	AT	16,924	Atchison PD
402 PT	SP-1300-24	BB	15,173	Bourbon Co SO
402 PT	SP-1300-24	BB		Fort Scott Dept. of Public Safety
402 PT	SP-1300-24	BR	9,984	Brown Co. SO
402 PT	SP-1300-24	BR		Hiawatha PD
402 PT	SP-1300-24	BR		Horton PD
402 PT	SP-1300-24	BT	27,674	Barton Co SO
402 PT	SP-1300-24	BU	65,880	Andover PD
402 PT	SP-1300-24	BU		Butler Co SO
402 PT	SP-1300-24	BU		El Dorado PD
402 PT	SP-1300-24	CD	9,533	Cloud Co. SO
402 PT	SP-1300-24	CD		Concordia PD
402PT	SP-1300-24	CF	8,601	Coffey County SO
402 PT	SP-1300-24	CK	21,603	Cherokee Co SO
402 PT	SP-1300-24	CK		Galena PD
402 PT	SP-1300-24	CK		Baxter Spring PD
402 PT	SP-1300-24	CL	36,311	Arkansas City PD
402 PT	SP-1300-24	CL		Udall PD
402 PT	SP-1300-24	CR	39,134	Crawford Co SO
402 PT	SP-1300-24	CR		Frontenac PD
402 PT	SP-1300-24	CR		Pittsburg PD
402 PT	SP-1300-24	CY	8,535	Clay Center PD
402 PT	SP-1300-24	DG	119,826	Baldwin City PD
402 PT	SP-1300-24	DG		Douglas Co. SO
402 PT	SP-1300-24	DG		Kansas University Ofc. Public Safety
402 PT	SP-1300-24	DG		Lawrence PD
402 PT	SP-1300-24	DP	7,874	Elwood PD
402 PT	SP-1300-24	DP		Highland PD
402 PT	SP-1300-24	EK	2,882	Elk County SO
402 PT	SP-1300-24	EL	28,553	Ellis Co. SO
402 PT	SP-1300-24	EL		Hays PD
402 PT	SP-1300-24	EW	6,196	Ellsworth PD
402 PT	SP-1300-24	FI	36,467	Garden City PD
402 PT	SP-1300-24	FO	34,795	Dodge City PD
402 PT	SP-1300-24	FR	25,611	Franklin Co. SO

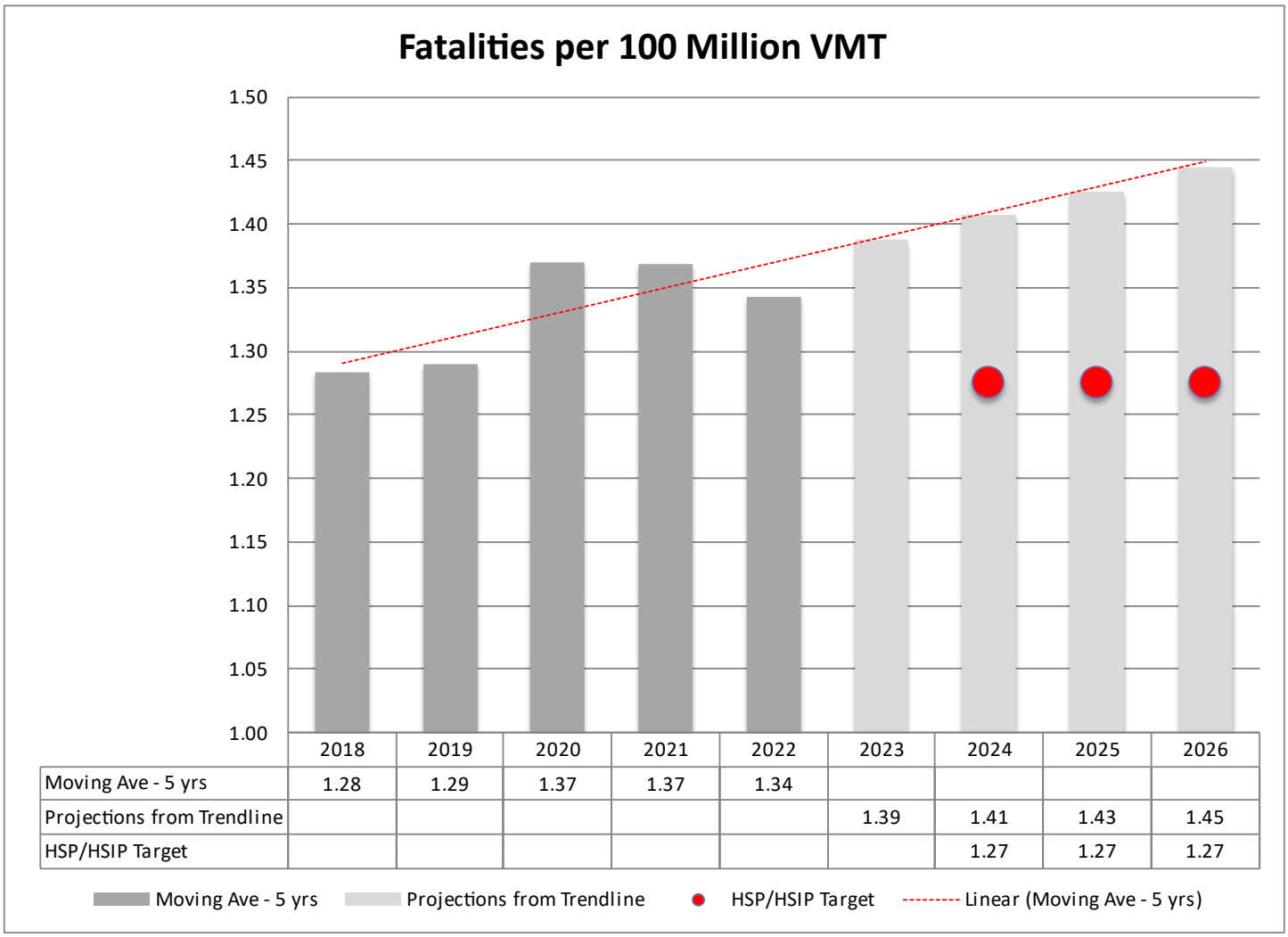
402 PT	SP-1300-24	FR		Ottawa PD
402 PT	SP-1300-24	GE	31,670	Geary Co. SO
402 PT	SP-1300-24	GE		Junction City PD
402 PT	SP-1300-24	GW	6,328	Greenwood Co. SO
402 PT	SP-1300-24	GY	6,006	Gray County Sheriff
402 PT	SP-1300-24	HV	34,429	Halstead PD
402 PT	SP-1300-24	HV		Harvey Co. SO
402 PT	SP-1300-24	HV		Hesston PD
402 PT	SP-1300-24	HV		Newton PD
4002 PT	SP-1300-24	JA	13,232	Jackson County PD
402 PT	SP-1300-24	JO	602,401	Gardner Dept. of Public Safety
402 PT	SP-1300-24	JO		Johnson Co. SO
402 PT	SP-1300-24	JO		Leawood PD
402 PT	SP-1300-24	JO		Lenexa PD
402 PT	SP-1300-24	JO		Merriam PD
402 PT	SP-1300-24	JO		Mission PD
402 PT	SP-1300-24	JO		Olathe PD
402 PT	SP-1300-24	JO		Overland Park PD
402 PT	SP-1300-24	JO		Prairie Village PD
402 PT	SP-1300-24	JO		Roeland Park PD
402 PT	SP-1300-24	JO		Shawnee PD
402 PT	SP-1300-24	JO		Spring Hill PD
402 PT	SP-1300-24	JO		Westwood PD
402PT	SP-1300-24	KE	3,977	Kearny County SO
402 PT	SP-1300-24	KW	2,516	Greensburg PD
402 PT	SP-1300-24	LB	19,618	Parsons PD
402 PT	SP-1300-24	LN	9,502	Linn Co. SO
402 PT	SP-1300-24	LN		Linn Valley PD
402 PT	SP-1300-24	LN		Pleasanton PD
402 PT	SP-1300-24	LV	78,797	Basehor PD
402 PT	SP-1300-24	LV		Lansing PD
402 PT	SP-1300-24	LV		Leavenworth PD
402 PT	SP-1300-24	LV		Leavenworth SO
402 PT	SP-1300-24	LV		Tonganoxie PD
402 PT	SP-1300-24	LY	33,195	Emporia PD
402 PT	SP-1300-24	LY		Lyon Co. SO
402 PT	SP-1300-24	ME	4,146	Meade Police Dept
402 PT	SP-1300-24	MG	35,471	Montgomery Co SO
402 PT	SP-1300-24	MG		Caney PD
402 PT	SP-1300-24	MG		Coffeyville PD
402 PT	SP-1300-24	MG		Independence PD
402 PT	SP-1300-24	MI	32,822	Louisburg PD
402 PT	SP-1300-24	MI		Miami Co. SO
402 PT	SP-1300-24	MI		Osawatomie PD

402 PT	SP-1300-24	MN	1,927	Marion PD
402 PT	SP-1300-24	MP	29,241	McPherson PD
402 PT	SP-1300-24	MP		McPherson Co. SO
402 PT	SP-1300-24	NT	5,560	Norton PD
402 PT	SP-1300-24	OS	16,300	Osage County Sheriff
402 PT	SP-1300-24	PR	9,850	Pratt PD
402 PT	SP-1300-24	PT	24,383	Wamego PD
402 PT	SP-1300-24	RC	10,015	Lyons PD
402 PT	SP-1300-24	RL	75,194	Riley Co. Police Dept.
402 PT	SP-1300-24	RL		Kansas State Univ. Police
402 PT	SP-1300-24	RN	61,998	Hutchinson PD
402 PT	SP-1300-24	RN		Reno Co. SO
402 PT	SP-1300-24	RN		South Hutchinson PD
402 PT	SP-1300-24	RO	5,013	Plainville PD
402 PT	SP-1300-24	RO		Rooks Co. SO
402 PT	SP-1300-24	SA	55,755	Saline Co. SO
402 PT	SP-1300-24	SA		Salina PD
402 PT	SP-1300-24	SG	516,042	Bel Aire PD
402 PT	SP-1300-24	SG		Derby PD
402 PT	SP-1300-24	SG		Eastborough PD
402 PT	SP-1300-24	SG		Goddard PD
402 PT	SP-1300-24	SG		Haysville PD
402 PT	SP-1300-24	SG		Kechi PD
402 PT	SP-1300-24	SG		Park City PD
402 PT	SP-1300-24	SG		Sedgwick Co. SO
402 PT	SP-1300-24	SG		Wichita PD
402 PT	SP-1300-24	SN	176,875	Rossville PD
402 PT	SP-1300-24	SN		Shawnee Co. SO
402 PT	SP-1300-24	SN		Topeka PD
402 PT	SP-1300-24	SU	22,836	Wellington PD
402 PT	SP-1300-24	SW	22,428	Liberal PD
402 PT	SP-1300-24	WD	3,310	Woodson County Sheriff
402 PT	SP-1300-24	WL	8,665	Neodesha PD
402 PT	SP-1300-24	WL		Wilson Co SO
402 PT	SP-1300-24	WY	165,429	Bonner Springs PD
402 PT	SP-1300-24	WY		Edwardsville PD
402 PT	SP-1300-24	WY		Kansas City PD
402 PT	SP-1300-24	WY		Wyandotte Co. SO
402 PT	SP-1300-24	Statewide		Kansas Highway Patrol
122 Local Law Enforcement Agencies + KHP		Population of Kansas: 2,913,000 Population of Counties with STEP: 2,667,960		**92%** of Kansas residents live in a county with at least one STEP law enforcement agency.

Roadway Safety/Traffic Engineering

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

Performance Target Justification



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Moving Ave - 5 yrs	1.28	1.29	1.37	1.37	1.34				
Projections from Trendline						1.39	1.41	1.43	1.45
HSP/HSIP Target							1.27	1.27	1.27

Goal Statement

C-3 Fatality Rate:

The 2024 five-year moving average projection based upon the trendline indicates a fatality rate of 1.41. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 9% percent reduction would derive our goal of 1.27 in 2024. Based upon recent history, the trendline of the target, the ten percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates a fatality rate of 1.43. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 10% percent reduction would derive our goal of 1.27 in 2025. Based upon recent history, the trendline of the target, the ten percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates a fatality rate of 1.45. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be an 11% percent reduction would derive our goal of 1.27 in 2024. Based upon recent history, the trendline of the target, the eleven percent reduction goal is realistic and attainable. The 2024 HSP and 2024 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.

Project and subrecipient information

Project Name & Description:	**Training for Public Works** 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 training and on-the-job activities. This training provides additional opportunities to incorporate data into their traffic safety problem identification.			
Sub-Recipient:	Kansas State University			
Project Number	SP-1402-24			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	The cause of crashes on our roads is mainly in the hands of the driver. Speeding, impaired, distractions are all major causes of serious crashes. These causes are due to failure to comply with Kansas traffic laws.			
Countermeasure Justification	Education and training are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$100,000	$100,000	$100,000	$300,000

Countermeasure Strategy:

Education and Training

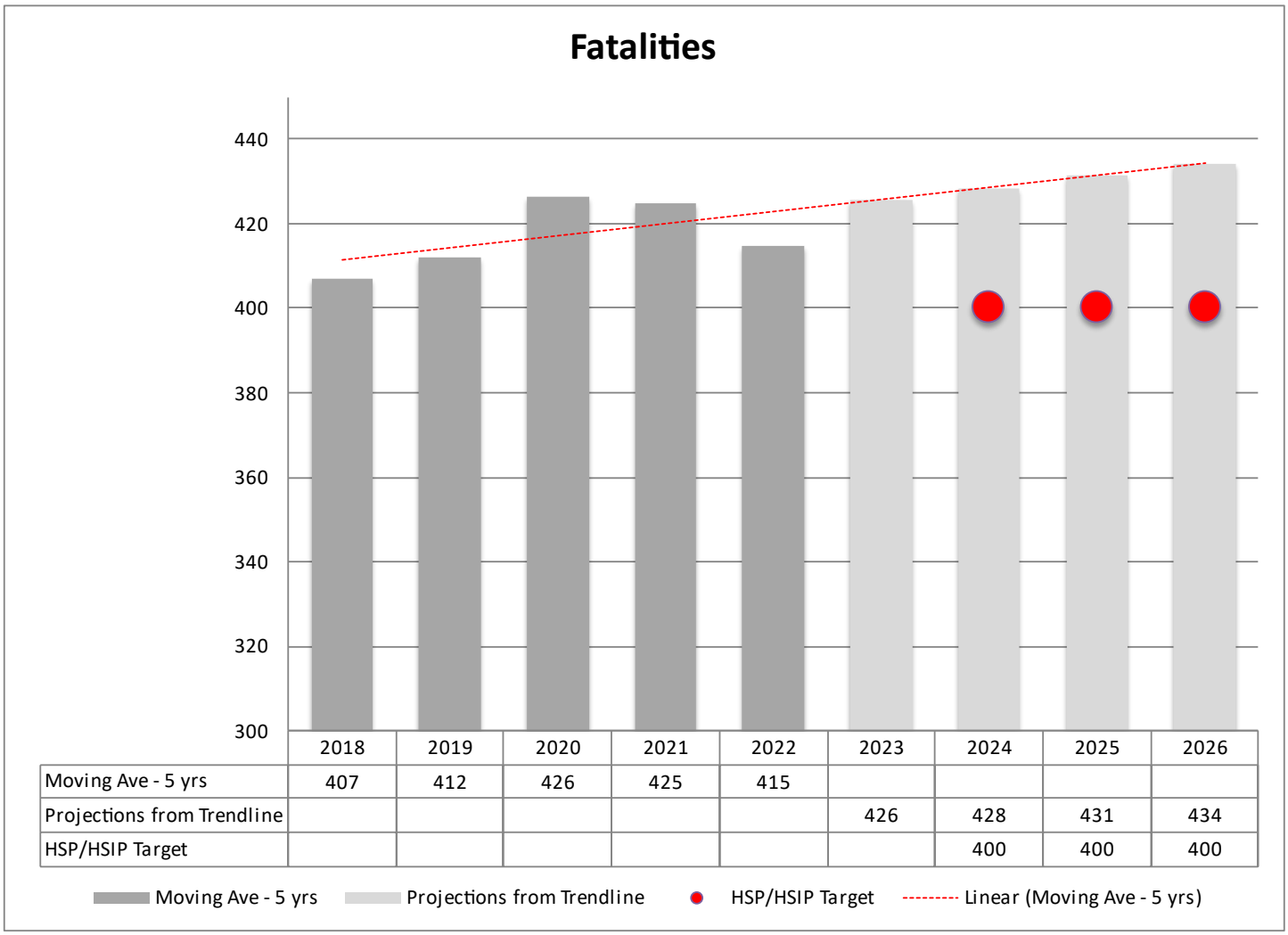
Local Partnerships

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.

Performance Target Justification



	2018	2019	2020	2021	2022	2023	2024	2025	2026
Moving Ave - 5 yrs	407	412	426	425	415				
Projections from Trendline						426	428	431	434
HSP/HSIP Target							400	400	400

Goal Statement

Number of Fatalities:

The 2024 five-year moving average projection based upon the trendline indicates 428 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 6.6% percent reduction would derive our goal of 400 fatalities in 2024. Based upon recent history, the trendline of the target, the six percent reduction goal is realistic and attainable. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 431 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 7% percent reduction would derive our goal of 400 fatalities in 2024. Based upon recent history, the trendline of the target, the seven percent reduction goal is realistic and attainable. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 434 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be an 8% percent reduction would derive our goal of 400 fatalities in 2026. Based upon recent history, the trendline of the target, the eight percent reduction goal is realistic and attainable. The 2026 HSP and 2026 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.

Project and subrecipient information

Project Name & Description:	**Safe Driving Public Information/Education** 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.			
Sub-Recipient:	KDOT			
Project Number	SP-1900-24			
Funding Source ID:	402			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Community Traffic Safety Project (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$50,000	$50,000	$50,000	$150,000

Countermeasure Strategy:

Communications and Outreach

Project and subrecipient information

Project Name & Description:	**Kansas Operation Lifesaver, Inc.** 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!"			
Sub-Recipient:	Kansas Operation Lifesaver, Inc.			
Project Number	SP-1902-24			
Funding Source ID:	402			
Match:	$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	Community Traffic Safety Project (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID 402	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$15,000	$15,000	$15,000	$45,000

Countermeasure Strategy:

Communications and Outreach

Project and subrecipient information

Project Name & Description:	**Comprehensive Media Campaign** 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.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Project Number	SP-1903-24			
Funding Source ID:	402			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Community Traffic Safety Project (FAST)			
Problem Identification	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.			
Countermeasure Justification	Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$720,000	$720,000	$720,000	$2,160,000

Countermeasure Strategy:

Communications and Outreach

JNA

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Suite #120
Overland Park, KS 66220

KDOT: Reaching the Hispanic Community in Kansas

At JNA Advertising, we take pride in our collaborative work with the Kansas Department of Transportation (KDOT) to effectively engage the Hispanic community in Kansas through behavior safety campaigns. By utilizing various media channels, including radio, television, digital platforms, and print, we have successfully delivered targeted messages and promoted safer practices among the Hispanic population. Here's a summary of our efforts:

RADIO:

Our ongoing partnership with KSMM-FM/KZRD-FM has proven to be highly effective in reaching the Hispanic community in Liberal, Garden City, and Dodge City. We have strategically placed regular spots on these stations to engage listeners and convey important safety messages. For enhanced reach, we recommend expanding our radio campaign to include KYQQ-FM Radio Lobo 106.5 FM in Wichita/Arkansas City, as well as KSSA-FM Ke Buena 105.9 FM in the Garden City/Dodge City area.

TELEVISION:

Telemundo Kansas serves as a prime opportunity to connect with the Hispanic community across the state. With its extensive coverage, similar to KSNW in Wichita, Telemundo Kansas allows us to reach both western Kansas and the Topeka market effectively. Additionally, we suggest considering Univision Kansas City, which covers the Kansas City area, primarily on the Missouri side. By leveraging these television stations, we can maximize the impact of our behavior safety campaigns.

DIGITAL:

To ensure comprehensive coverage, we have meticulously analyzed Spanish-speaking audiences for both digital display and digital video campaigns. By leveraging this valuable data, we can tailor our messaging and precisely target the Hispanic community through online channels. Our upcoming campaigns will incorporate catered display and video campaigns, ensuring maximum engagement and effective communication.

PRINT:

While print publications offer potential opportunities to reach the Hispanic market in Kansas, we have prioritized other mediums, such as radio, television, and digital platforms, based on their reach and effectiveness. However, we are actively exploring the best publications and creative avenues to engage the Hispanic community effectively, and we will consider incorporating print media as our campaigns progress.

By strategically leveraging media channels like radio, television, digital platforms, and exploring print opportunities, we aim to deliver impactful campaigns that resonate with the target audience. Our collective efforts will make a significant difference in promoting safe practices and fostering a safer environment for all residents of Kansas.

Project and subrecipient information

Project Name & Description:	**Think First Injury Prevention Program** 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.
Sub-Recipient:	The Research Foundation
Project Number	SP-1904-24
Funding Source ID:	402
Match:	$0
Local Benefit:	$0
Federal Equipment:	No
Eligible Use of Funds:	Community Traffic Safety Project
Problem Identification	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.
Countermeasure Justification	Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.
Target (link to strategy)	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.

Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$10,000	$10,000	$10,000	$30,000

Countermeasure Strategy:

Communications and Outreach

Project and subrecipient information

Project Name & Description:	**Kansas Transportation Safety Conference** 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.
Sub-Recipient:	University of Kansas
Project Number	SP-1905-24
Funding Source ID:	402
Match:	$0
Local Benefit:	$0
Federal Equipment:	No
Eligible Use of Funds:	Community Traffic Safety Project
Problem Identification	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.
Countermeasure Justification	Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.
Target (link to strategy)	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.

Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$155,155	$155,155	$155,155	$465,465

Countermeasure Strategy:

Communications and Outreach

Project and subrecipient information

Project Name & Description:	**Kansas Traffic Safety Resource Office** The Kansas Traffic Safety Resource Office (or new vendor in FY2024 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 for traffic safety professionals through on-site or web-based training. Another facet will be to identify and contact large employees 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 2023 and continued in 2024, 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 supports 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.			
Sub-Recipient:	TBD			
Project Number	SP-1906-24			
Funding Source ID:	402			
Match:	$0			
Local Benefit:	$0			
Federal Equipment:	No			
Eligible Use of Funds:	Community Traffic Safety Project			
Problem Identification	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.			
Countermeasure Justification	Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$800,000	$800,000	$800,000	$2,400,000

Countermeasure Strategy:

Communications and Outreach

Project and subrecipient information

Project Name & Description:	**B.R.A.K.E.S.** 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.'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 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."			
Sub-Recipient:	Put On The Brakes Driving School			
Project Number	SP-1911-24			
Funding Source ID:	FAST Act NHTSA 402			
Match:	$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	Community Traffic Safety Project			
Problem Identification	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.			
Countermeasure Justification	Communication and outreach are proven strategies identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	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.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	$70,000	$70,000	$70,000	$210,000

Countermeasure Strategy:

Communications and Outreach

Project and subrecipient information

Project Name & Description:	**Electronic Grant Management System** This project will fund an electronic grant administration and tracking system. The new system will provide potential grantees with 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.
Sub-Recipient:	TBD
Project Number	TBD
Funding Source ID:	BIL 402
Match:	$0
Local Benefit:	$0
Federal Equipment:	Yes
Eligible Use of Funds:	Community Traffic Safety Project
Problem Identification	KDOT Bureau of Transportation Safety (BTS) currently administers over 250 grants with a paper-based system. This system is used for grant preparation, submission, reporting, and tracking. Limited resources and the performance/reliability of this current paper-based system have caused KDOT BTS to look towards efficiencies of a web-based highly configurable Commercial Off-The-Shelf (COTS) software solution to replace the current paper-based system.
Countermeasure Justification	The electronic grant management system is expected to allow KDOT BTS staff to track grant funds, create grant awards, and generate grant award packages and allow sub-grantees to submit sub-grant applications and paperwork electronically and track expenses and activities tied to their specific grant.
Target (link to strategy)	The expectation is that a more modern and stable grant management system would result in less time spent on grant administration and reporting.

Funding source ID	**FY24**	**FY25**	**FY26**	**FY24 – FY26**
	BIL 402	-	-	FY24-26
Estimated 3-year funding	$400,000.00	$75,000.00	$75,000.00	$550,000.00

Countermeasure Strategy:

Communications and Outreach

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 break down existing silos of information. The TRCC Strategic Plan and Kansas Traffic Records System Performance Measurement Report can be found in the state of Kansas Section 405(c) application and are both attached at the end of this document.

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

Countermeasure Strategy:

Project Safety Impacts

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

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

Performance measures within the six performance attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility—across the six core State traffic record data systems—crash, vehicle, driver, roadway, citation/adjudication, and emergency medical services (EMS)/injury surveillance—are expected to help quantify systemic improvements to the traffic records system and funds allocated are appropriate.

TRCC Membership

TRCC Member Name	Agency *Title*	Core Data Set Represented
Aaron Bartlett	National Highway Traffic Safety Administration (NHTSA) - Regional Program Manager	FARS
Laura Bohnenkemper	Kansas Bureau of Investigation - Assistant CIO of Delivery Services	Citation
Chris Bortz	Kansas Department of Transportation (KDOT) - Assistant Bureau Chief	TRCC, Strategic Planning
Shawn Brown	Kansas Department of Transportation (KDOT) - Interim Chief Information Officer	Crash/Roadway
Tom Catania	Kansas Highway Patrol - Safety and Health Specialist	Crash
Haley Dougherty	Kansas Department of Transportation (KDOT) - Traffic Safety Engineer	Roadway
Robert Eichkorn	National Highway Traffic Safety Administration (NHTSA) - Regional Program Manager	FARS
Scott Ekberg	Kansas 911 Coordinating Council - NG 911 Administrator	Crash/Injury
Brooklynn Graves	Kansas Bureau of Investigation - Incident Based Reporting Manager	Citation

TRCC Member Name	Agency *Title*	Core Data Set Represented
Lacey Hane	Kansas Department of Revenue (KDOR) - Court Liaison	Driver/Vehicle
Gary Herman	Kansas Department of Transportation (KDOT) - Behavioral Safety Manager	Crash
Jim Hollingsworth	Kansas Department of Transportation (KDOT) - Safety Data Manager	TRCC, Strategic Planning
Joe House	Kansas Board of Emergency Medical Services (EMS) - Executive Director	Injury/Surveillance
Chase Hull	Kansas Department of Transportation (KDOT) - Traffic Safety Analyst	Roadway
Anne Madden Johnson	Office of Judicial Administration - OJA Administrator	Citation
Corey Kenney	Kansas Attorney General's Office - Kansas Traffic Safety Resource Prosecutor	Citation
Ed Klumpp	Kansas Association of Chiefs of Police - Legislative Committee	Crash/Citation
John Koelsch	Lyon County Sheriff's Office - Undersheriff	Crash/Citation
Tim Kurowski	Kansas Highway Patrol - Applications Development Supervisor	Crash
David LaRoche	Federal Highway Administration - Safety Specialist	Roadway
Stephen LaRow	Kansas Highway Patrol - Lieutenant	Crash
Donald Lee	Kansas Department of Revenue (KDOR) - Compliance Reviewer	Driver/Vehicle
Wes Ludolph	Kansas Highway Patrol - Captain	Crash
Omar Macias	Kansas Highway Patrol - Information Systems Manager	Crash
Tom Mai	Kansas Highway Patrol - Interim Chief Information Officer	Crash/Vehicle
Joe Mandala	Kansas Bureau of Investigation - Chief Information Officer	Citation/Crash
David Marshall	Kansas Criminal Justice Information Systems - Executive Director	Crash/Citation/Injury
Leslie Moore	Kansas Bureau of Investigation - Director, Information Serv.	Citation
Ken Nelson	University of Kansas Center for Research (KUCR) - Section Manager/DASC Manager	Roadway/Crash
Kelly O'Brien	Office of Judicial Administration - Director	Citation/Adjudication
Wendy O'Hare	Kansas Department of Health and Environment (KDHE) - KS Trauma Systems Director	Injury/Surveillance
LeeAnn Phelps	Kansas Department of Revenue (KDOR) - Vehicle Services Manager	Driver/Vehicle

TRCC Member Name	Agency *Title*	Core Data Set Represented
Michael Ronin	Kansas Department of Transportation (KDOT) - Crash Data Section Manager	Crash
Danielle Sass	Kansas Department of Health and Environment (KDHE) - Epidemiologist	Crash/Injury
Shawn Saving	University of Kansas Center for Research (KUCR) - GIS Specialist	Roadway/Crash
Scott Schiller	Kansas Department of Transportation (KDOT) - Application Developer Supervisor	Crash/Roadway
Terri Slater	Kansas Department of Transportation (KDOT) - Applications Developer	Crash
Amy Smith	Kansas Department of Transportation (KDOT) - Traffic Records Coordinator	TRCC
Vanessa Spartan	Kansas Department of Transportation (KDOT) - Bureau Chief	All
James Stewart	Kansas Department of Transportation (KDOT) - Information System Manager	Crash
[vacant position]	*Kansas Bureau of Investigation -* *Program Support*	*Citation*

TRCC Meeting Dates

- May 11, 2023
- February 9, 2023
- November 10, 2022
- August 11, 2022

Traffic Records Assessment

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

Achievement of the Quantitative Improvement (Interim Progress Report)

Completeness of Citation/Adjudication Data

Citation/Adjudication data was measured for completeness by comparing (A) the number of agencies registered to submit to the eCitation Repository, and (B) the number of records that were received into the eCitation Repository for the baseline and current years.

There was an increase of seven (7) agencies that were registered to submit to the eCitation Repository, and the number of records that were received into the eCitation Repository during the year increased by 1,210. The measurements and measured improvement during the current reporting period (April 2022 – March 2023) for both the number of agencies and the number of records submitted are shown in the table below.

	2021-2022	2022-2023
Actual (RMS Interface)	22,738	23,847
Actual (Web Form)	394	495
Actual (ALL)	23,132	24,342
Measured Improvement		5.2%
Total Potential Agencies	372	372
Actual Registered Agencies	34	41
Actual Agencies w/ submissions	12	22
Actual	9.1%	11.0%
Measured Improvement		20.6%

Traffic Records Projects

The 2024 traffic records projects are listed below with their core databases as identified by NHTSA. Each project may have multiple agreements associated with it to accomplish its goals and objectives, and each agreement may have multiple annual contracts.

Project 1: Master Data Management — Core Database: CRASH

Agreement 1.3

Project and subrecipient information

Project Name & Description:	**Motor Vehicle Crash Report Conversion** The agreement 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.
Sub-Recipient:	Business Technology Career Opportunities (BTCO)
Project Number:	SP-4605-24
Match:	$0.00
Local Benefit:	$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification:	The Crash Data Unit within KDOT receives approximately 30,000 paper motor vehicle crash reports annually. These crash reports arrive in the mail to KDOT in paper format and the Crash Data Unit manually opens, sorts, prepares, scans, converts to PDF digital format, and then distributes these digital PDF crash reports for manual input and further processing. The scanning and data entry process is a manual task that, if compromised, can disrupt the flow of crash data processing and availability of crash data.
Countermeasure Justification:	KDOT has contracted with BTCO to perform the scanning and data entry process for approximately 30,000 paper motor vehicle crash reports annually to improve the timeliness and accessibility of paper crash reports. The volume per month varies and is dependent on the number of report submissions provided by participating LEAs. The services of this agreement include receiving paper crash reports through the mail, preparing and scanning the paper crash reports to digital PDF format, and sending the digital PDF to KDOT for further processing. KDOT creates a blank KLER file for each scanned report and sends both back to BTCO who then manually performs data entry using a KLER client provided by KDOT, transmits the KLER file to KDOT, and securely disposes of the paper crash report.
Target (link to strategy):	The expectations for this agreement are a 100% scan rate with zero loss of incoming mail and a 95% or above accuracy level of data entry of the paper crash report. This would positively impact the crash database by targeting accuracy and completeness.

Funding Source ID:	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding:	$96,893.30	$90,620.20	$100,000.00	$287,513.50

Countermeasure Strategy:

Crash database – accuracy and completeness

Agreement: 1.4

Project and subrecipient information

Project Name & Description:	**Kansas Crash Data System (KCDS)** This is the first phase of a three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year's hosting. 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.			
Sub-Recipient:	Affinity Global Solutions (AGS)			
Project Number	SP-4200-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	N/A – State TREF Funds			
Problem Identification	The current crash data processing system was developed and implemented in 2009 using VB.Net Version 6 and runs on an instance of SQL Server Version 2008. Approximately 60,000 crash reports are received annually by KDOT. Crash reports received are in paper, .PDF, and electronically via KLER file format. Current paper reports require manual entry of crash data into a KLER client before submission to the Traffic Records System. KDOT is responsible for the complete, accurate, and timely collection, processing, and compilation of statewide traffic crash data.			
Countermeasure Justification	The purchase of a crash data processing system from a Commercial Off the Shelf (COTS) software vendor will provide Law Enforcement Agencies (LEAs) with a crash data National Information Exchange Model (NIEM) Information Exchange Packet Document (IEPD). The system will be designed to support both the automated (electronic submission) and manual (webform submission) workflow of the crash data from LEAs through a crash validation process.			
Target (link to strategy)	This crash data processing system is expected to increase the number of crash reports that are submitted electronically by LEAs which would positively impact the crash database by targeting accuracy, completeness, and timeliness.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	State TREF	-	-	FY24 – FY26
Estimated 3-year Funding	$179,810.00	-	-	$179,810.00

Countermeasure Strategy:

Crash database – accuracy, completeness, and timeliness

Agreement: 1.5

Project and subrecipient information

Project Name & Description:	**KCDS Hosting and Maintenance** This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through 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 agreement will focus on increasing timeliness, integration, and accessibility of crash reports. The third phase covers the annual KCDS maintenance charges; including at minimum, platform upgrades and training on new features.			
Sub-Recipient:	Affinity Global Solutions (AGS)			
Project Number	SP-4607-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	The current crash data processing system was developed and implemented in 2009 using VB.Net Version 6 and runs on an instance of SQL Server Version 2008. Approximately 60,000 crash reports are received annually by KDOT. Crash reports received are in paper, .PDF, and electronically via KLER file format. Current paper reports require manual entry of crash data into a KLER client before submission to the Traffic Records System. KDOT is responsible for the complete, accurate, and timely collection, processing, and compilation of statewide traffic crash data.			
Countermeasure Justification	The crash data processing system will have the capacity to be connected to a State of Kansas private cloud service or to a State-approved public infrastructure cloud service. All hosting options must meet all state IT Security requirements.			
Target (link to strategy)	This crash data processing system is expected to increase the number of crash reports that are submitted electronically by LEAs which would positively impact the crash database by targeting accuracy, completeness, and timeliness.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 402	BIL 402	BIL 402	FY24 – FY26
Estimated 3-year Funding	$299,400.00	$304,962.00	$310,691.00	$915,053.00

Countermeasure Strategy:

Crash database – accuracy, completeness, and timeliness

Agreement: 1.9

Project and subrecipient information

Project Name & Description:	**Overtime – Data Entry of Backlog Crash Reports** This agreement will provide for reimbursement of overtime costs related to data entry and submission of crash reports to KDOT as part of Wichita Police Department's effort to reduce their backlog of crash reports.			
Sub-Recipient:	Wichita Police Department (WPD)			
Project Number	SP-4616-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	There has been a decline in the number of crash reports submitted by the Wichita Police Department (WPD) to KDOT over the last couple years. This reduction of submittals has created a backlog of crash reports.			
Countermeasure Justification	KDOT will provide reimbursement to the WPD for overtime costs related to data entry of crash reports as part of the WPD's effort to reduce the backlog of crash reports.			
Target (link to strategy)	This agreement will help the WPD to work through the existing backlog of crash reports. It is expected that the backlog will be completed by September 30, 2025, and at that point the WPD will only be submitting current crash reports that are not eligible under this agreement. This agreement is expected to positively impact the crash database by targeting timeliness.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	BIL 405(c)	-	FY24 – FY25
Estimated 3-year Funding	$75,000.00	$75,000.00	-	$150,000.00

Countermeasure Strategy:

Crash database - timeliness

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

Agreement: 2.1

Project and subrecipient information

Project Name & Description:	**Geographic Information System (GIS) Mapping Integration** This agreement 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.
Sub-Recipient:	University of Kansas – Data Access & Support Center (KUCR-DASC)
Project Number	SP-4608-24
Match:	$0.00
Local Benefit:	$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	There are approximately 60,000 crashes per year that qualify for reporting to KDOT. KDOT needs an efficient method to accurately identify and display crash locations to internal and external audiences. During the past few years, the University of Kansas' Center for Research Data Access and Support Center (KUCR-DASC) has worked with KDOT to implement a variety of automated and semi-automated routines to locate (geocode) crash records to their corresponding intersection. In addition to the automated and semi-automated routines, manual review of automated determined crash locations is necessary.
Countermeasure Justification	KUCR-DASC monitors and maintains the daily crash record geocoding routines and locating methods; including intersection/offset, decimal milepost/offset, whole number milepost/offset, officer provided coordinates, and manual. Additionally, this agreement provides for manual review of up to 10,000 records per year. This includes all fatality crashes, with the balance being comprised of other categories (e.g., crashes that geocode to the intersection but fail to offset, crashes occurring at the junction of concurrent highways, etc.).
Target (link to strategy)	KUCR-DASC will provide a summary report to KDOT detailing any maintenance/enhancement of crash location procedures implemented during the year along with providing a real-time statistical summary report dashboard with the number of records edited (scrubbed), number of records which contain logical inconsistencies in the offset information, number of records where the matched address reflects a different zone than the original crash record, number of unmatchable/mappable records, current match rates by crash type, location methodology per record. The contractual expectation is that on an annual basis, by June 30th each year, KUCR-DASC will meet certain location rates. 100% - fatality; 95% - highway; 95% - injury; 90% - all other crash types. Both the reporting and expectations should both lead to a positive impact on the crash database by targeting accuracy and timeliness.

Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding	$261,872.00	$267,531.00	$275,000.00	$804,403.00

Countermeasure Strategy:

Crash database – accuracy and timeliness

Agreement: 2.2.2

Project and subrecipient information

Project Name & Description:	**Kansas NG911 Statewide Aerial Imagery Program** This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.			
Sub-Recipient:	Kansas 911 Coordinating Council			
Project Number	TBD			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	The statewide imagery collection was last refreshed in 2022, while these previous imagery collections are valuable data resources, it is now time to acquire a statewide imagery update. Without current, accurate, and authoritative road centerline data, it would be difficult to achieve the geocoding match criteria established by KDOT.			
Countermeasure Justification	This agreement includes acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the NG911 road centerline database, the primary geographic reference dataset for crash location mapping. Orthoimagery specifications and timelines are: new statewide leaf-off acquisition in late winter/early spring over a two year period with approximately 50% of the state will be acquired in each year, 1-foot pixel resolution, natural color & Color Infrared (CIR), deliverable file formats - GeoTIFF and MrSID.			
Target (link to strategy)	The vendor will provide a web-based project management portal to allow for real-time acquisition and imagery processing status monitoring. SurCheck, a web-based quality assistance application, will be shared among state and local jurisdictions to provide the maximum number of GIS professionals the opportunity to review the data prior to acceptance and delivery. DASC will support the publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. This agreement supports the ongoing maintenance of the crash mapping geodatabase driven by the statewide NG911 road centerline database and will positively impact the crash and roadway databases by targeting accuracy, integration, and uniformity.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	-	BIL 405(c)	-	FY25
Estimated 3-year Funding	-	$100,000.00	-	$100,000.00

Countermeasure Strategy:

Crash database – accuracy, integration, and uniformity
Roadway database – accuracy, integration, and uniformity

Agreement: 3.2.2

Project and subrecipient information

Project Name & Description:	**Architecture & Application Support & Enhancement** This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.
Sub-Recipient:	Kansas Bureau of Investigation (KBI)
Project Number	SP-4200-24
Match:	$0.00
Local Benefit:	$0.00
Federal Equipment:	No
Eligible Use of Funds:	N/A – State TREF Funds
Problem Identification	Development of the Traffic Records System (TRS) 2.0 / Kansas Crash Data System (KCDS) is proceeding per the architectural plan, and components of the planned technical architecture (Enterprise Service Bus (ESB) and SharePoint/Portal) have been deployed in production and populated with developed code and configurations. Per this architectural plan, staff will continue to be needed at the KBI to support TRS initiatives completed or performed on behalf of the State TRS plan for the long term. These initiatives include, but are not limited to, KCDS, the Kansas Criminal Justice Information System (KCJIS) web portal, eCitation, KBI repositories, ESB, and SharePoint. There is a desire to reimburse the Project Agency for work completed and expenses incurred in the support of these TRS initiatives.
Countermeasure Justification	The KBI will contract for a consultant/contractor as augmentation of staff to support the TRS initiatives and platforms put in place by previous and ongoing TRCC-funded grants (i.e., eCitation, The KCJIS web portal, Master Entity Index) and TRS-related system integration (i.e., Crash, Driver/Vehicle, and Citation/Adjudication). The KBI is tasked with monitoring employee time, approving invoices, and submitting invoices to KDOT for staff augmenting the TRS initiatives. The KCJIS web portal enables electronic submissions of dispositions from the criminal justice community and Offender Notifications. It also provides the Master Search for searching disposition information including those for DUI offenses and other traffic-related incidents, crash reports and DMV data including driver history and access to incident bases reporting data. The SharePoint version the KCJIS web portal is currently running on is 'End of Life' and a plan needs to be created to determine how to modernize it. Outside of the maintenance described here, a portion of this funding will be aimed at the discovery portion of updating the KCJIS web portal to supported architecture.
Target (link to strategy)	Support of these TRS initiatives will lead to improvement of response times required to address identified necessary changes to TRS-related systems, architecture, and platforms which are supported by the Project Agency. The support provided by this agreement will positively impact the crash database by targeting integration and accessibility.

Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	State TREF	State TREF	State TREF	FY24 – FY26
Estimated 3-year Funding	$90,000.00	$90,000.00	$90,000.00	$270,000.00

Countermeasure Strategy:

Crash database – Integration and Accessibility

Agreement: 3.3

Project and subrecipient information

Project Name & Description:	**KCJIS Identity Access Management** This agreement 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 agreement is for implementation costs only.
Sub-Recipient:	Kansas Bureau of Investigation (KBI)
Project Number	SP-4612-24
Match:	$0.00
Local Benefit:	$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	There are 10,000 plus KCJIS users managed through the Identity and Access Management (IAM) system. The IAM manages authorization and authentication for those users to applications and repositories on KCJIS. This allows management of access for those users to Crash records, Incident and Offense records, Citation records, and Disposition records, just to name a few. The version that was deployed to production was version 11. Since the initial implementation, there have been two more versions (12 and 14) of the product released, and a third version (15) is due to be released in the third quarter of 2022. The vendor will no longer support version 11 after version 15 is released. In order to make the current product easier to configure, user friendly, and upgrade technical elements, the vendor made significant changes to the user interface, workflows, and processes in version 12 of their software. Those revisions will require significant changes to our current configuration in order to upgrade to version 12. The vendor will need to be engaged in order to facilitate upgrading the product to version 15.
Countermeasure Justification	KCJIS Identity and Access Management (IAM) will need to be upgraded with custom configuration changes by the product's vendor.
Target (link to strategy)	Ultimately, the objectives are to bring the platform into compliance with current standards, to increase flexibility in adding new agencies and users to the KCJIS enterprise, and to lower administrative overhead in management of the expanding KCJIS agency and user base. This expansion has been, in part, a direct result of the success of previous TRCC-funded projects as non-criminal justice agencies have been directly added to the IAM systems of the enterprise – a core goal of the original project. This agreement will positively impact the citation/adjudication database by targeting accessibility.

Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	-	-	FY24 – FY26
Estimated 3-year Funding	$132,250.00	-	-	$132,250.00

Countermeasure Strategy:

Citation/Adjudication database - Accessibility

Agreement: 4.1

Project and subrecipient information

Project Name & Description:	**MMUCC 6th Edition Mapping** This agreement is related to the mapping of Kansas crash data elements (State Crash Report and Crash Database) that will be performed as part of NHTSA's update of MMUCC to the 6th Edition.			
Sub-Recipient:	National Highway Traffic Safety Administration (NHTSA)			
Project Number	N/A			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	N/A – no cost associated with this agreement			
Problem Identification	Sharing and comparing data between localities, States, and the federal government can be difficult when data elements used in State crash data is often lacking in uniformity. To encourage greater uniformity, the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) cooperatively developed a voluntary data collection guideline, Model Minimum Uniform Crash Criteria (MMUCC). The most recent version is MMUCC, 5th Edition, which is dated 2017.			
Countermeasure Justification	The MMUCC, 6th Edition is currently in the revision process and publication is anticipated in 2024. As part of the update process, NHTSA expects to provide MMUCC Mapping to the states/territories. This agreement is set up as a zero-cost service through NHTSA.			
Target (link to strategy)	This intent of this agreement is to help States identify weaknesses in their data collection systems, allowing them to prioritize those data elements and attributes that need to be changed when the State or locality updates their crash report. This will positively impact the crash database by targeting uniformity.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	N/A – no cost associated with this agreement			
Estimated 3-year Funding	$0.00	$0.00	$0.00	$0.00

Countermeasure Strategy:

Crash database – Uniformity

Agreement: 4.2

Project and subrecipient information

Project Name & Description:	**MMUCC Alignment** This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This agreement will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.			
Sub-Recipient:	TBD			
Project Number	SP-4617-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	Sharing and comparing data between localities, States, and the federal government can be difficult when data elements used in State crash data is often lacking in uniformity. To encourage greater uniformity, the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) cooperatively developed a voluntary data collection guideline, Model Minimum Uniform Crash Criteria (MMUCC). The most recent version is MMUCC, 5th Edition, which is dated 2017.			
Countermeasure Justification	After completion of the MMUCC 6th Edition Mapping through NHTSA, this agreement will provide for a contractor to create a gap analysis and gap closure plan to attain high to full compatibility ratings.			
Target (link to strategy)	This agreement is designed to allow Kansas to prioritize those data elements and attributes that need to be changed when the State or locality updates their crash report and will positively impact the crash database by targeting accuracy, completeness, and uniformity.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	-	-	FY24
Estimated 3-year Funding	$150,000.00	-	-	$150,000.00

Countermeasure Strategy:

Crash database – Accuracy, Completeness, and Uniformity

Agreement: 5.2

Project and subrecipient information

Project Name & Description:	**KBI Systems Architect Position** This agreement 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.			
Sub-Recipient:	Kansas Bureau of Investigation (KBI)			
Project Number	SP-4200-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	N/A – State TREF Funds			
Problem Identification	The various systems and platforms utilized by Traffic Records System (TRS) to integrate interfaces and data exchanges to and from public safety and law enforcement participants in the TRS environment requires skilled and knowledgeable staff to manage and support them.			
Countermeasure Justification	This agreement provides funding for the Kansas Bureau of Investigation (KBI) to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the Kansas Criminal Justice Information System (KCJIS) platform, and to support ongoing modernization of KCJIS and TRS integration.			
Target (link to strategy)	This agreement is designed to positively impact the citation/adjudication database and targets integration and accessibility through providing management and maintenance of existing architecture and infrastructure, and ongoing support and modernization.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	State TREF	State TREF	State TREF	FY24 – FY26
Estimated 3-year Funding	$150,000.00	$150,000.00	$150,000.00	$450,000.00

Countermeasure Strategy:

Citation/Adjudication database – Integration and Accessibility

Agreement: 5.3

Project and subrecipient information

Project Name & Description:	**KBI Integration Developer for ESB and KBI Applications** This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.			
Sub-Recipient:	Kansas Bureau of Investigation (KBI)			
Project Number	SP-4618-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	In a past grant to the KBI from TRCC, the current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented. The ESB within the KCJIS infrastructure is uniquely positioned to act as an intermediary between state, local, and federal stakeholders for the purposes of secure information sharing. The development of the integrations between systems has been very slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. This in turn is significantly slowing the ability to receive and share information critical to the Traffic Record Safety Plan.			
Countermeasure Justification	With increased funding the KBI would contract to bring in a qualified integration developer for a fixed duration, of three years, to push forward the current timeline for developing interfaces and assisting in maintenance and support of our current TRS related integrations.			
Target (link to strategy)	The results expected from this agreement are creation of points of submission to state systems, normalizing the submission stream from local agencies, and easing the burden on those local agencies that are required to submit the same or similar information to multiple state agencies or to federal agencies with a single point of submission. These results will positively impact the citation/adjudication database by targeting integration.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding	$130,000.00	$120,000.00	$120,000.00	$370,000.00

Countermeasure Strategy:

Citation/Adjudication database - Integration

Agreement: 6.1

Project and subrecipient information

Project Name & Description:	**KBI eCite Vendor** The existing platform of KCJIS's technical and information sharing infrastructure is managed by the Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. This agreement will provide software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.			
Sub-Recipient:	Kansas Bureau of Investigation (KBI)			
Project Number	SP-4200-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	N/A – State TREF Funds			
Problem Identification	Integration of local agency electronic citation systems is difficult, costly, and time-consuming for local agencies. This presents a significant barrier to entry for participation by local law enforcement agencies in submitting citations to the state citation repository.			
Countermeasure Justification	This agreement allows the KBI to contract directly with Records Management System (RMS) vendors to develop the necessary interface to the state citation repository using a standard National Information Exchange Model (NIEM) interface at no cost to the local agency; lowering barriers to entry and increasing participation.			
Target (link to strategy)	Improved participation in electronic citation submission to the state citation repository will positively impact the citation/adjudication database by targeting completeness and integration.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	State TREF	-	-	FY24 – FY26
Estimated 3-year Funding	$100,000.00	-	-	$100,000.00

Countermeasure Strategy:

Citation/Adjudication database – Completeness and Integration

Agreement: 6.2

Project and subrecipient information

Project Name & Description:	**KBI eCitation Position** The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the TRS 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This agreement 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.			
Sub-Recipient:	Kansas Bureau of Investigation (KBI)			
Project Number	SP-4200-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	Citations across the state will be submitted to the eCitation Repository. These citations will be available for investigative and statistical purposes. The requested Program Consultant II (PCII) will continue to inform Law Enforcement Agencies (LEAs) about the system, assist with connectivity to the interface, and provide training on the web form.			
Countermeasure Justification	The PCII will continue to work with LEAs and their vendors to connect to the eCitation Repository either with the interface from their Records Management Systems or through use of the web form created for smaller agencies.			
Target (link to strategy)	The expected outcome is to have LEAs report to the eCitation Repository for investigative purposes and statistical purposes. The more LEAs that submit to the system the more information is available for investigations and more accurate statistics. This agreement will positively impact the citation/adjudication database by targeting timeliness and accessibility.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	State TREF	State TREF	State TREF	FY24 – FY26
Estimated 3-year Funding	$80,000.00	$80,000.00	$80,000.00	$240,000.00

Countermeasure Strategy:

Citation/Adjudication database – Timeliness and Accessibility

Project 7: Model Inventory of Roadway Elements (MIRE) Alignment — Core Database: Roadway

Agreement: 7.4

Project and subrecipient information

Project Name & Description:	**MIRE Collaboration** This agreement will provide for a collaboration between the KS911 Coordinating Council and/or the University of Kansas - Data Access Support Center (KUCR-DASC), who is responsible for running the portal to gather and update data for Next Generation 911 call location systems. The goal is to confirm whether roads are public or private. This is one of the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) that KDOT will be required by FHWA to maintain for all roads in the state by 2026.			
Sub-Recipient:	TBD			
Project Number	SP-4619-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	Per 23 CFR § 924.11 states shall have access to a complete collection of the Model Inventory Roadway Elements (MIRE) Fundamental Data Elements (FDE) on all public roads by September 30, 2026. KDOT does not have any current means of confirming whether roads are public or private. This poses a particular challenge since it is not possible to confirm ownership of most roads from field surveys and aerial photograph provides no help at all.			
Countermeasure Justification	This agreement will provide for confirmation of whether roads that are already being submitted by local data sources are public or private. NG911 GIS data standards already include a field that can be used to flag private roads, but values in this field are not currently required.			
Target (link to strategy)	This agreement is designed to obtain public/private road data which is necessary for compliance with MIRE FDE by September 30, 2026, and will positively impact the roadway database by targeting accuracy and completeness.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	-	-	FY24
Estimated 3-year Funding	$150,000.00	-	-	$150,000.00

Countermeasure Strategy:

Roadway database – Accuracy and Completeness

Agreement: 8.1

Project and subrecipient information

Project Name & Description:	**Bio-Spatial Interstate Trauma Database** This agreement is designed to export crash and medical information into a network of EMS electronic patient care reports from thousands of Emergency Medical Services (EMS) providers and other electronic healthcare data sources using proprietary artificial intelligence (AI) to support the missions of public sector and commercial healthcare entities. The analytics provided through this network will better enable EMS and Trauma personnel to develop integration strategies to improve the completeness of a patient's record in the region. Additionally, these analytics will help urban planners and transportation officials prioritize investments in highway infrastructure, road safety, and educational campaigns.				
Sub-Recipient:	biospatial				
Project Number	N/A				
Match:	$0.00				
Local Benefit:	$0.00				
Federal Equipment:	No				
Eligible Use of Funds:	N/A – no cost associated with this agreement				
Problem Identification	Connecting EMS, Trauma, and Crash data through a data analysis software is necessary since the databases are not integrated.				
Countermeasure Justification	Biospatial's analytics software will allow biospatial to perform analysis of data collected over time from several sources to create aggregate data for use in the surveillance and analysis of public health and safety events and health care operations.				
Target (link to strategy)	The aggregate data created by biospatial through this agreement will be made available to third-party end users and will positively impact the EMS/Injury Surveillance and Crash databases by targeting completeness, integration, and accessibility.				
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**	
	N/A – no cost associated with this agreement				
Estimated 3-year Funding	$0.00	$0.00	$0.00	$0.00	

Countermeasure Strategy:

EMS/Injury Surveillance database – Completeness, Integration, and Accessibility
Crash database – Integration

Agreement: 8.2

Project and subrecipient information

Project Name & Description:	**Kansas Trauma Registry Gen 6 Operations** This agreement will secure Kansas trauma registry updates and maintenance, allowing for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).			
Sub-Recipient:	TBD			
Project Number	SP-4620-24			
Match:	$0.00			
Local Benefit:	$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	According to the National Road Safety Strategy (NRSS), an estimated 38,680 individuals died in motor vehicle crashes in the US in 2020. Making roadways safer is a priority on the federal level. Crash data injury severity is based on non-medical assessment at the scene. Having a robust and complete trauma registry allows for more accurate data on injuries due to motor vehicle crashes in Kansas. Currently, the Kansas trauma registry does not have the means to collect data for patients injured in roadway crashes but are transported to hospitals in border states. Outcomes from all incidents are vital to learning optimal improvements to Kansas roadways.			
Countermeasure Justification	Having the funding to secure the Kansas trauma registry updates and maintenance will allow for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).			
Target (link to strategy)	The data obtained through this agreement will allow for sharing of data with multiple partners (e.g., TRCC, Kansas Board of EMS) and will positively impact the EMS/Injury Surveillance database by targeting completeness and integration.			
Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding	$150,000.00	$150,000.00	$150,000.00	$450,000.00

Countermeasure Strategy:

EMS/Injury Surveillance database – Completeness and Integration

Agreement: 9.1

Project and subrecipient information

Project Name & Description:	**Laboratory Equipment (QTOF)** This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center's capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory's screening procedures, allowing "untargeted" screenings, and allowing screening of oral fluid with testing of evidentiary oral fluid samples in the future.
Sub-Recipient:	Sedgwick County Regional Forensics Science Center
Project Number	SP-4200-24
Match:	$0.00
Local Benefit:	$0.00
Federal Equipment:	No
Eligible Use of Funds:	N/A – State TREF Funds
Problem Identification	Funding is desired to go toward analytical instrumentation supporting Driving Under the Influence of Drugs (DUID) investigations. In the past, these conversations have centered around Liquid Chromatography with tandem mass spectrometry (LC-MS/MS) instrumentation necessary for drug confirmation and quantitation that couldn't be obtained through federal grants due to the Buy American Act.
Countermeasure Justification	Obtaining a Quadrupole Time-of-flight Mass Spectrometry (QTOF) will increase the Sedgwick County Regional Forensic Science Center's capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment current capabilities. The QTOF features ion mobility, QuanTof, Fast DDA and MSE technologies, providing the highest UPLC-MS/MS performance to meet the needs of challenging qualitative and quantitative applications.
Target (link to strategy)	The expected outcome of having a QTOF available is enhanced sensitivity of the laboratory's screening procedures. This would allow consumption of smaller volumes of evidentiary samples and detection of more potent drugs. It would also allow what is called an "untargeted" screen, which means the laboratory can detect drugs that aren't typically being looked for. With the rise of novel drugs, especially benzodiazepines and fentanyl analogs, an untargeted screening method is important to detect impairing substances that aren't a part of the laboratory's existing panels. And finally, having a QTOF available would allow for screening of oral fluid in the future as the lab moves toward testing of evidentiary oral fluid samples submitted to the laboratory. This agreement will positively impact the crash database by targeting accuracy and completeness.

Funding Source ID (Year)	**FY24**	**FY25**	**FY26**	**Total**
	State TREF	-	-	FY24
Estimated 3-year Funding	$550,000.00	-	-	$550,000.00

Countermeasure Strategy:

Crash database – Accuracy and Completeness

Local Partnerships		
Agency/Entity	**Funding Source**	**Funded Activities**
Kansas 911 Coordinating Council	Federal	Geo-location capture/recording, MIRE alignment
Kansas Association of Chiefs of Police	State	Law Enforcement
Kansas Board of Emergency Medical Services	State	Emergency Medical Services statewide
Kansas Bureau of Investigation	State and Federal	Traffic and Criminal Data repository
Kansas Criminal Justice Information System	State and Federal	Governance of courts, criminal history, and portal for criminal justice users
Kansas Department of Health and Environment	State	Trauma Registry statewide
Kansas Department of Revenue	State	Dept of Motor Vehicles and Driver's Licensing
Kansas Highway Patrol	State and Federal	State Patrol, Traffic Data, Enforcement and develop and maintain Kansas Law Enforcement Reporting software
Kansas Sheriff's Association	State	Law Enforcement
Office of Judicial Administration	State	Courts and Adjudication
University of Kansas – Data Access Support Center	Federal	Geo-location capture/recording, MIRE alignment

Appendices

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Drive Safe Sedgwick Minutes……

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Virtual Public Involvement Open House……
Examples of public involvement and then Community engagement……

Appendix 1

A. Drive Safe Sedgwick [Drive Safe Sedgwick – Who do you make it home for? (kansasdrivetozero.com)](kansasdrivetozero.com)

DRIVE SAFE SEDGWICK .COM

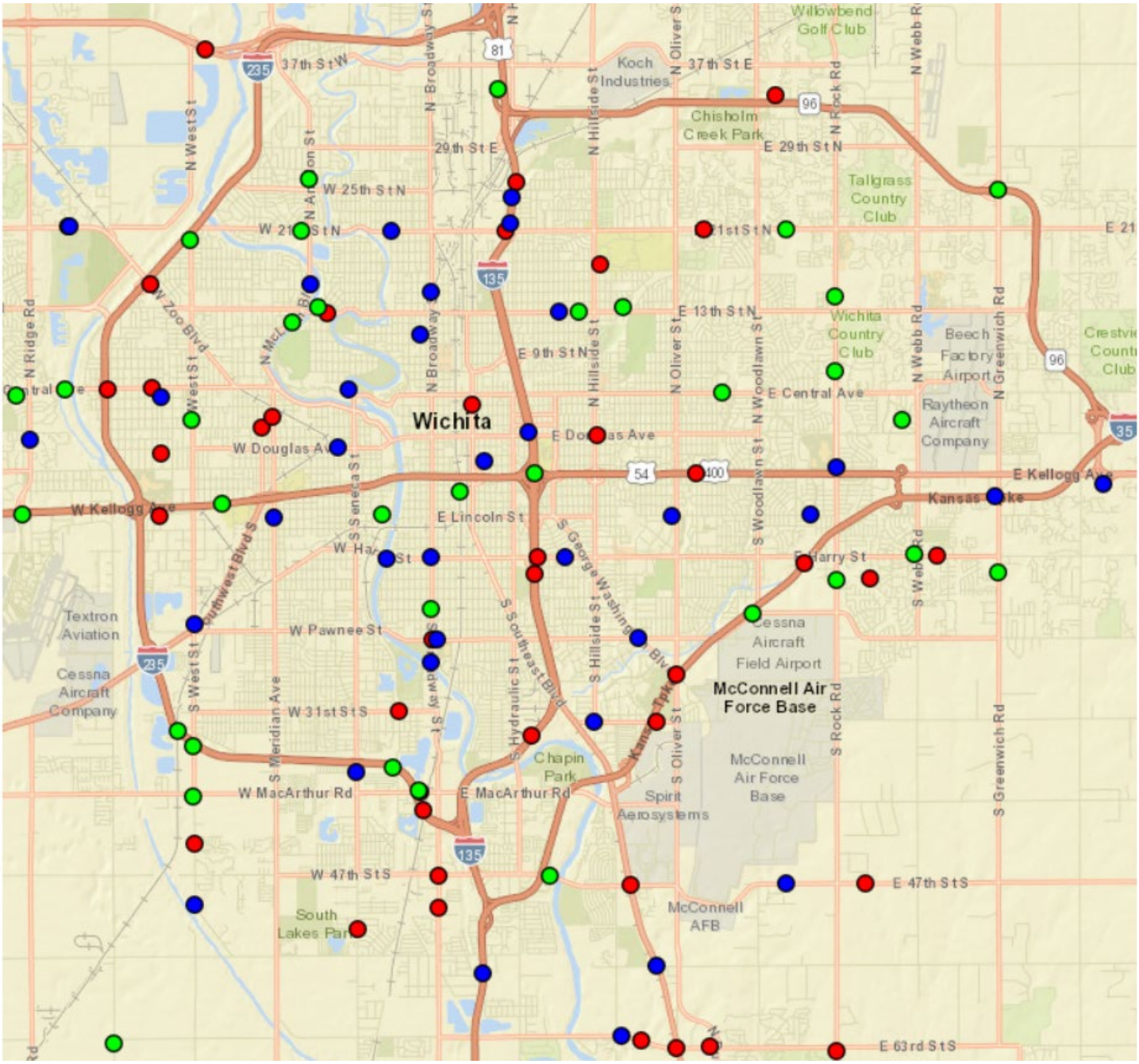
DRIVE SAFE SEDGWICK .COM
FANS WITH A PLAN

Data from 2019

Fatality Rates by Fatality Type
Fatalities per 100,000 Population Comparison

County	Population	Overall Fatality Rate	Alcohol Impaired	Single Vehicle	Large Trucks	Speed Related	Road Departure	Intersection	Passenger Car	Light Trucks and Vans	Motorcycles	Pedestrians	Bicycles	Unrestrained Fatalities
Sedgwick County KS (Wichita)	516,042	12.56	2.92	6.33	1.17	2.83	5.26	3.90	3.61	3.90	2.93	1.75	0.29	2.73
Greene County MO (Springfield)	293,086	10.83	2.24	4.47	1.90	3.27	3.44	4.47	2.92	3.10	2.24	2.07	0.17	2.41
Polk County IA (Des Moines)	490,161	5.47	1.96	2.89	0.52	1.24	2.48	2.48	2.68	1.45	0.42	0.52	0.21	1.35
Dane County WI (Madison)	546,695	6.76	2.87	3.15	0.93	1.86	4.26	1.30	3.43	1.39	0.84	0.93	0.00	1.02
Douglas County NE (Omaha)	571,327	7.72	3.46	3.46	1.07	1.16	3.19	3.11	3.02	1.78	1.42	1.33	0.00	2.58
Tulsa County OK (Tulsa)	651,552	10.58	3.17	6.26	0.70	2.86	4.56	3.01	3.01	2.63	2.01	2.16	0.46	2.66
Oklahoma County OK (Oklahoma City)	797,434	11.08	3.36	5.64	1.27	3.04	3.74	3.10	3.48	2.09	2.41	2.54	0.25	2.55

Wichita Data 2016-2019

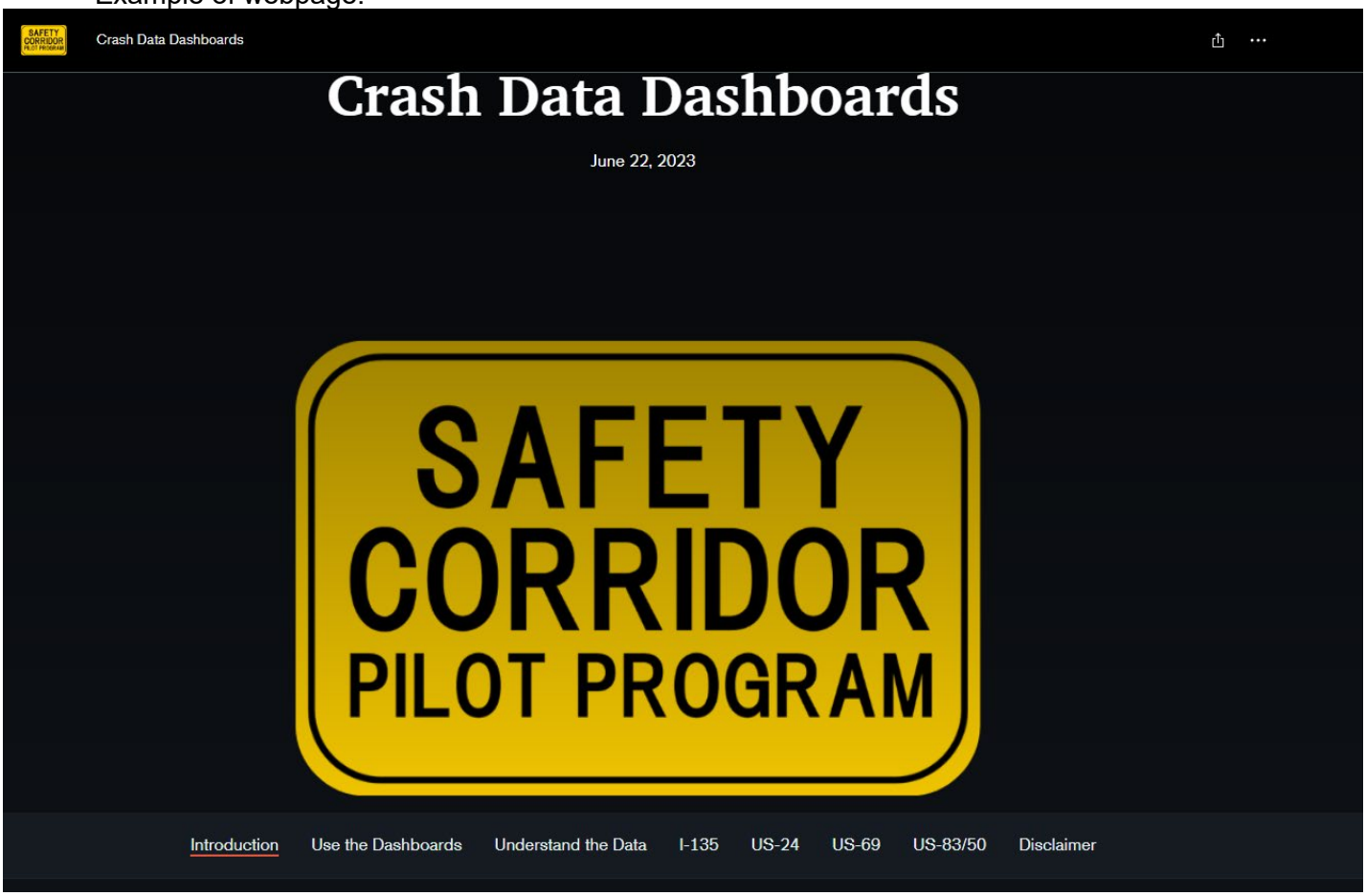


Appendix 2

A. KANSAS SAFETY CORRIDOR PILOT PROGRAM

- Crash Data Dashboard - Kansas Safety Corridor Pilot Program Story Map & Dashboards (arcgis.com)

Example of webpage:



Appendix 3

A. Virtual Public Involvement Open House

Examples of public involvement and then Community engagement

K-96 Improvements

Engagement offers opportunity

- Every interaction is an ***opportunity***:
  - To build relationships
  - To build trust
  - To build support for funding

For the project, for the region and for the agency.

★★★★★

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

Kansas
Traffic Records Coordinating Committee
Strategic Plan

2021 – 2025

Last update: 06/22/2023

Table of Contents

The Plan: A Quick Reference

MISSION

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

VISION

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

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

Strategies:

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

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

Strategies:

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

GOAL 3: Expand Crash Data Analysis Capabilities (Analytics)

Strategies:

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

GOAL 4: Promote Collaboration and Innovation (Collaboration)

Strategies:

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

OBJECTIVES

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

Purpose

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

Why are Traffic Safety Data Records Important?

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

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

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

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

Organizational Principles

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

- The state will support local agencies in their effective use of resources;
- The state will maintain agency and systems autonomy while building on an integrated information-capture and information-sharing approach;
- The state will seek out short-term benefits and improvements to the existing systems while building a long-term integrated system;
- Incremental build and improve traffic safety systems as funding permits;
- Information available to community in near real-time; and
- The state will focus equally on high-volume and low-volume agencies to meet the objectives.

TRCC Governance Structure

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

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

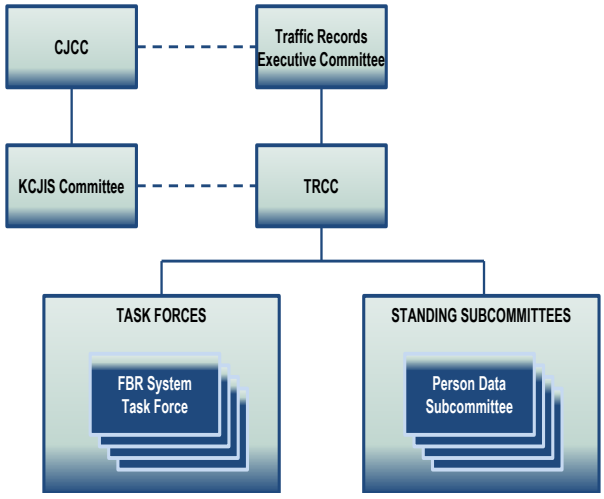


Figure 1: TRCC Organizational Structure

TRCC Membership

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

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

TRCC Member Name	Agency *Title*	Core Data Set Represented
Aaron Bartlett	National Highway Traffic Safety Administration (NHTSA) - Regional Program Manager	FARS
Laura Bohnenkemper	Kansas Bureau of Investigation - Assistant CIO of Delivery Services	Citation
Chris Bortz	Kansas Department of Transportation (KDOT) - Assistant Bureau Chief	TRCC, Strategic Planning
Shawn Brown	Kansas Department of Transportation (KDOT) - Interim Chief Information Officer	Crash/Roadway
Tom Catania	Kansas Highway Patrol - Safety and Health Specialist	Crash
Haley Dougherty	Kansas Department of Transportation (KDOT) - Traffic Safety Engineer	Roadway
Robert Eichkorn	National Highway Traffic Safety Administration (NHTSA) - Regional Program Manager	FARS
Scott Ekberg	Kansas 911 Coordinating Council - NG 911 Administrator	Crash/Injury
Brooklynn Graves	Kansas Bureau of Investigation - Incident Based Reporting Manager	Citation

TRCC Member Name	Agency *Title*	Core Data Set Represented
Lacey Hane	Kansas Department of Revenue (KDOR) - Court Liaison	Driver/Vehicle
Gary Herman	Kansas Department of Transportation (KDOT) - Behavioral Safety Manager	Crash
Jim Hollingsworth	Kansas Department of Transportation (KDOT) - Safety Data Manager	TRCC, Strategic Planning
Joe House	Kansas Board of Emergency Medical Services (EMS) - Executive Director	Injury/Surveillance
Chase Hull	Kansas Department of Transportation (KDOT) - Traffic Safety Analyst	Roadway
Anne Madden Johnson	Office of Judicial Administration - OJA Administrator	Citation
Corey Kenney	Kansas Attorney General's Office - Kansas Traffic Safety Resource Prosecutor	Citation
Ed Klumpp	Kansas Association of Chiefs of Police - Legislative Committee	Crash/Citation
John Koelsch	Lyon County Sheriff's Office - Undersheriff	Crash/Citation
Tim Kurowski	Kansas Highway Patrol - Applications Development Supervisor	Crash
David LaRoche	Federal Highway Administration - Safety Specialist	Roadway
Stephen LaRow	Kansas Highway Patrol - Lieutenant	Crash
Donald Lee	Kansas Department of Revenue (KDOR) - Compliance Reviewer	Driver/Vehicle
Wes Ludolph	Kansas Highway Patrol - Captain	Crash
Omar Macias	Kansas Highway Patrol - Information Systems Manager	Crash
Tom Mai	Kansas Highway Patrol - Interim Chief Information Officer	Crash/Vehicle
Joe Mandala	Kansas Bureau of Investigation - Chief Information Officer	Citation/Crash
David Marshall	Kansas Criminal Justice Information Systems - Executive Director	Crash/Citation/Injury
Leslie Moore	Kansas Bureau of Investigation - Director, Information Serv.	Citation
Ken Nelson	University of Kansas Center for Research (KUCR) - Section Manager/DASC Manager	Roadway/Crash
Kelly O'Brien	Office of Judicial Administration - Director	Citation/Adjudication
Wendy O'Hare	Kansas Department of Health and Environment (KDHE) - KS Trauma Systems Director	Injury/Surveillance
LeeAnn Phelps	Kansas Department of Revenue (KDOR) - Vehicle Services Manager	Driver/Vehicle

TRCC Member Name	Agency *Title*	Core Data Set Represented
Michael Ronin	Kansas Department of Transportation (KDOT) - Crash Data Section Manager	Crash
Danielle Sass	Kansas Department of Health and Environment (KDHE) - Epidemiologist	Crash/Injury
Shawn Saving	University of Kansas Center for Research (KUCR) - GIS Specialist	Roadway/Crash
Scott Schiller	Kansas Department of Transportation (KDOT) - Application Developer Supervisor	Crash/Roadway
Terri Slater	Kansas Department of Transportation (KDOT) - Applications Developer	Crash
Amy Smith	Kansas Department of Transportation (KDOT) - Traffic Records Coordinator	TRCC
Vanessa Spartan	Kansas Department of Transportation (KDOT) - Bureau Chief	All
James Stewart	Kansas Department of Transportation (KDOT) - Information System Manager	Crash
[vacant position]	*Kansas Bureau of Investigation - Program Support*	*Citation*

TRCC Charter

During the 2021 – 2025 Strategic Plan Period, the TRCC Chairperson executed a TRCC Charter, and it is attached at the end of this Strategic Plan as Appendix C.

TRCC Meetings

The committee meets quarterly and serves as the TRS program's steering committee. In the preceding 12 months, the TRCC met May 11, 2023, February 9, 2023, November 10, 2022, and August 11, 2022.

Kansas Criminal Justice Information System

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

Standing Subcommittees

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

Task Forces

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

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

Mission, Vision, Goals and Strategies

Mission

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

Vision

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

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

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

Strategic Goals and Objectives

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

Strategies:

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

Objectives:

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

GOAL 2: Improve and Expand Information Sharing

Strategies:

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

Objectives:

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

GOAL 3: Expand Crash Data Analysis Capabilities

Strategies:

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

Objectives:

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

GOAL 4: Promote collaboration and innovation.

Strategies:

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

Objectives:

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

TRCC Alignment to National, State and Local Goals

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

Updating and Reporting Progress on the TRCC Strategic Plan

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

Kansas Highway Safety Plan

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

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

National Agenda for Transportation Safety

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

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

NHTSA Model Performance Measures

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

Core Traffic Records Data Systems

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

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

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

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

4. Roadway: The State repository that stores information about the roadways within the State. It should include information on all roadways within the State and is typically composed of discrete sub-files that include roadway centerline and geometric data, location reference data, geographical information system data, travel, and exposure data, etc.

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

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

Performance Attributes

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

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

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

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

determine external crash completeness as it is impossible to determine the number of unreported crashes. The measures in this report only address internal completeness by measuring what is *not* missing.

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

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

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

Current State

Traffic Records Grant Process

Traffic Records is one of the priority areas to which the TRCC awards funding, in accordance with NHTSA regulations for funding Traffic Records. The TRCC considers grants that support initiatives that enhance the core highway safety databases: Crash, Driver, Vehicle, Citation and Adjudication, Roadway, and Injury Surveillance. Per 23 C.F.R. § 1300.22, NHTSA grant funds awarded under 23 U.S.C. 405(c) shall be used to make quantifiable, measurable progress improvements in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of data in a core highway safety database.

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

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

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

Milestone	Month
Grant Proposal & Applications due	January
Grant Proposal Evaluations conducted by TRCC Coordinator	February - April
Grant Proposal Evaluations are presented to TRCC and individual Grant Proposals are considered for approval	May
Project agreements signed	September
Grant funding available	October 1

Strategic Goals

The TRCC has made tremendous strides towards achieving its goals. The chart below depicts both the projects for the 2021-2025 Strategic Plan implementation cycle (including past, current, and planned) and how their performance metrics align with the NHTSA performance measures along with identifying NHTSA performance measures that the TRCC plans to focus on in future Strategic Plan implementation cycles.

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

Current Focus	**Future Focus**	Not Yet Applicable

Gaps and Barriers

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

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

    - The TRCC is not able to leverage resources to the highest degree possible because the approach to seeking funding and investments to support the TRCC's efforts is not coordinated. The main driver is the stresses agencies face within their own internal environments and the challenge of keeping attention focused on traffic records goals and projects amid competing policy, reduction in human capital, and budgetary priorities. Resource constraints and the priority some TRCC partners have had to place on the maintenance or replacement of legacy systems is a barrier to aligning the TRCC's resources to address significant issues of data collection, sharing, and integration.

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

    - With improved systems and tools, technical barriers are becoming fewer and the biggest data sharing hurdles are Health Insurance Portability and Accountability Act of 1996 (HIPAA) laws and public disclosure concerns. KDOR has a multi-year initiative to modernize its IT systems, which is affecting its ability to fully participate in this area in the short term, but the changes may contribute to higher data integrity and standardization. The Office of Office of Judicial Administration (OJA) is resource constrained and the replacement of its legacy systems is its highest priority, making it difficult for the agency to participate in activities that would further data sharing. Data integration projects across and within agencies are slowed by lack of a common personal identifier. Data is collected and retention policies are driven more by compliance and not future utility.

    - The relationships and level of collaboration among the partner agencies within the TRCC are strong. Strong relationships of trust and collaboration have been built among the TRCC partner agencies over time. This

has helped the TRCC sustain their inter-dependencies even under the strain of disagreements, particularly in data sharing. Even so, there is not a common understanding of "where we are going and how."

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

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

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

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

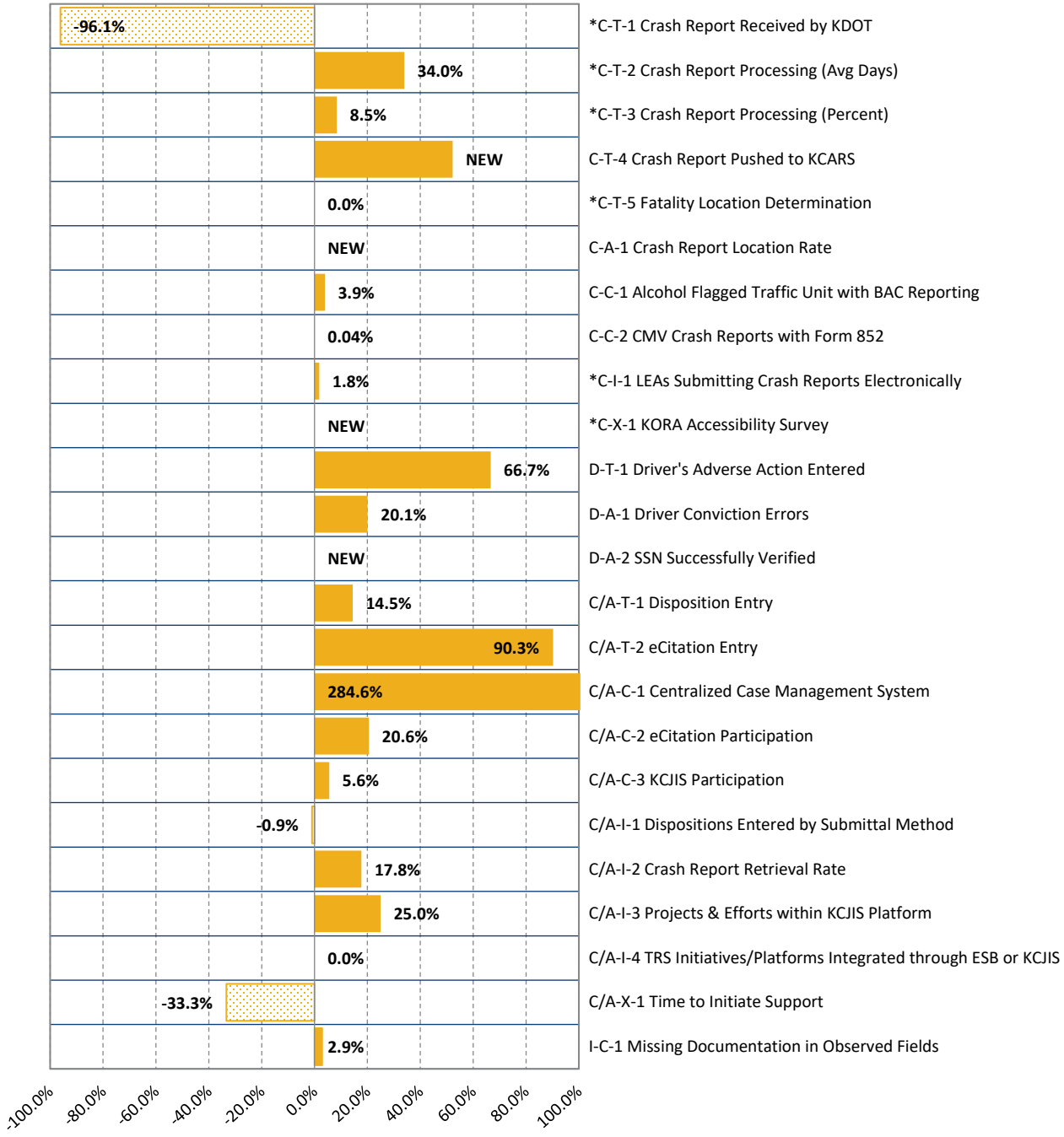
- The TRCC has not been able to leverage resources to the highest degree; possibly because the approach to seeking investments beyond NHTSA grant funding to support TRCC's efforts is not well coordinated across agency boundaries. It is also expected the effects of the ongoing COVID-19 pandemic, state-wide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

TRCC Performance Measurements

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

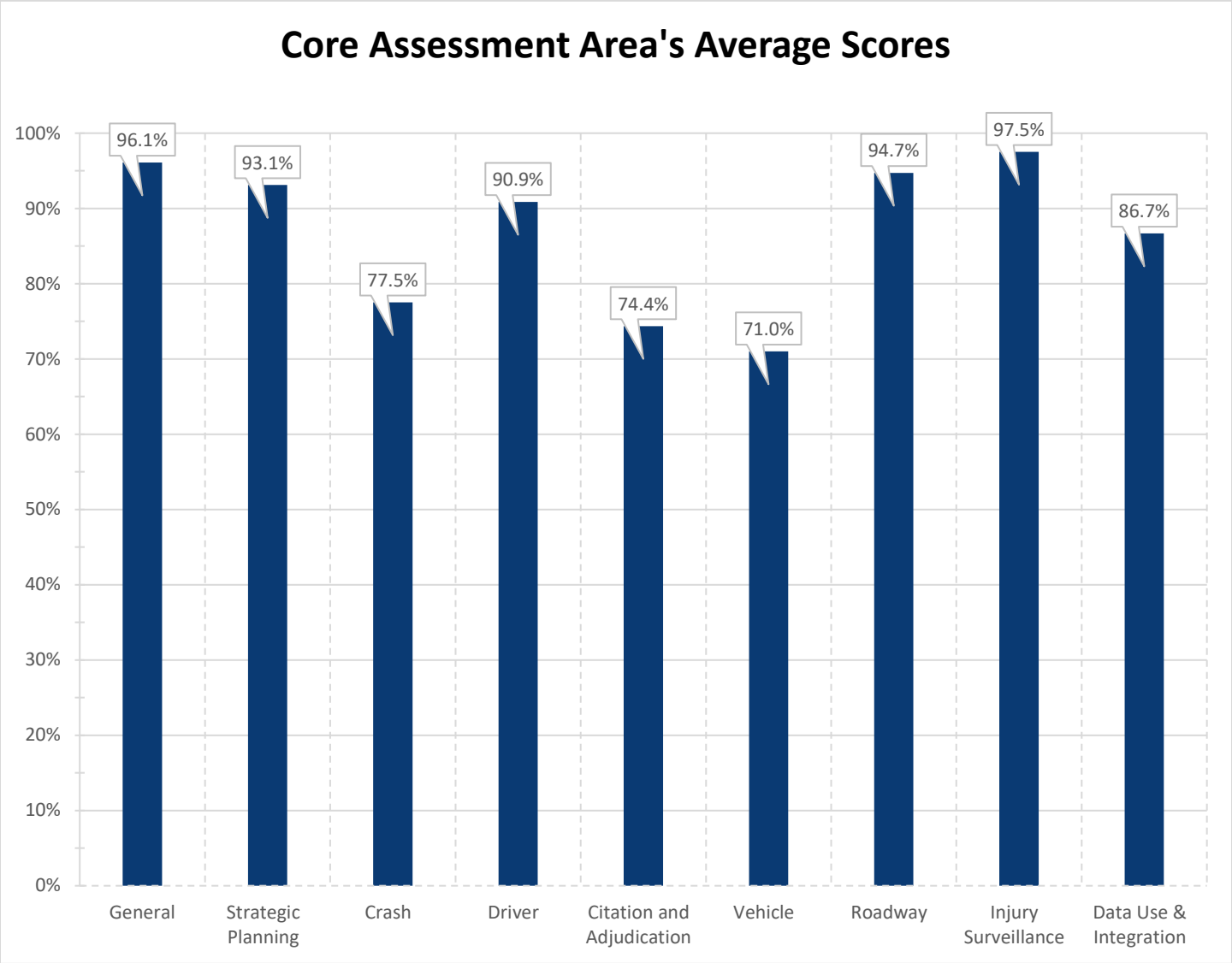
The following graph summarizes the overall year-over-year percentage change of each measurement as reported in the Fiscal Year 2024 Kansas Traffic Records System Performance Measurement Report.

Measured Improvement Since Previous Year



2020 NHTSA Traffic Records Self-Assessment Findings

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



2021-2025 Projects

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

Each project may have multiple agreements associated with it to accomplish its goals and objectives, and each agreement may have multiple annual contracts. Agreement details are listed immediately following the associated project and include the title, description, performance metrics, anticipated schedule, funding source, and anticipated (or actual, when known) cost.

Items marked with an (*) are anticipated new agreements in FY2024 or FY2025 that have not yet been executed and details are subject to change.

Project: Master Data Management

Project Description: This project will improve the methods of receiving electronic crash information in the field more quickly and efficiently. This includes reviewing and documenting the current Information Exchange Packet Document (IEPD) for import to the Traffic Records System (TRS) and continuing support for the TRS system. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs.	**Goal # 2: Information Sharing** **Core Data System: Crash** **NHTSA Assessment Recommendations** **Crash: Interfaces** **2020 Assessment Score: 53.3%** Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Crash: Procedures / Process Flow** **2020 Assessment Score: 74.2%** Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Crash: Data Quality Control Programs** **2020 Assessment Score: 91.8%** Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Total Project Cost: $2,528,538.46**

Agreements:

1.1	**Information Exchange Packet Document:** This agreement provides for development of an updated IEPD to be supplied to crash data system vendors to enable digital input of the crash reports into the Crash Portal system.	
	Performance Metrics: Completeness: The IEPD will include the data required in the current state of the Crash Portal. Uniformity: The data dictionary will include the data required in the current state of the Crash Portal. Integration: The IEPD will adhere to the NIEM 4.2 data schema and in a format ready for distribution to crash data vendors. Agreement Expired: 09/30/2021.	
	Anticipated Schedule: 10/1/2020 – 9/30/2021	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $17,347.50
1.2	**Paper Crash Reporting (Data Dash)**: This agreement 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.	
	Performance Metrics: Accuracy: The contractor shall retain 98% or higher Accuracy level with the data entry [illegible] placement of information. Timeliness: The contractor shall ensure that each report submitted properly back to KDOT within 2 days from the date of receipt. Agreement Expiring: 09/30/2023.	
	Anticipated Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $91,839.25
1.3	**Motor Vehicle Crash Report Conversion (BTCO):** This agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports received from state and local law enforcement agencies.	
	Performance Metrics: Accuracy: Maintain a 95% or higher accuracy level of the data entry of paper crash reports. Completeness: Maintain a 100% scan rate with zero loss of incoming mail.	
	Anticipated Schedule: 1/1/2021 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $421,151.50

1.4	**Kansas Crash Data Systems (KCDS):** This is the first phase of three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year's hosting. 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.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: State TREF	Anticipated Agreement Cost (during Strategic Plan Period): $714,010.00
1.5	**KCDS Hosting and Maintenance:** This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through the end of this Strategic Plan period (9/30/2025). 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. The 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. [Note: Previously this agreement was listed as 1.5 and 1.6. Here they are combined as they are the same agreement.]	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost (during Strategic Plan Period): $898,362.00
1.7	**Driver's License Readers (KHP)**: This agreement will reimburse the Kansas Highway Patrol (KHP) for the purchase of driver's license readers that will be deployed to KHP troopers. The driver's license readers are designed for reading and decoding 2D Bar Codes on ID Cards and Driver's Licenses and will automate data entry into SmartCop. This automated data entry will provide KHP with enhanced accuracy in driver's license information within crash data by removing, or significantly reducing manual entry.	
	Performance Metrics: Accuracy: KDOT will collaborate with KDOR to obtain [illegible]	
	Anticipated Schedule: 10/1/2022 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $207,648.00
1.8	**FARS Manual Update (GHSA)**: This agreement will provide for a consultant to review the current Fatality Analysis Reporting System (FARS) Manual and compare and recreate the Manual to contain the requirements as outlined in the five-year Cooperative Agreement between KDOT and NHTSA related to providing fatality crash information.	
	Performance Metrics: Accuracy: Completeness: Timeliness:	
	Anticipated Schedule: 01/02/2023 – 09/30/2023	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $28,180.21
1.9	***Overtime – Data Entry of Backlog Crash Reports (Wichita Police Department)**: This agreement will provide for reimbursement of overtime costs related to data entry and submission of crash reports to KDOT as part of Wichita Police Department's effort to reduce their backlog of crash reports.	
	Performance Metrics: Timeliness: As part of their reimbursement request each month, the Wichita Police Department will provide the total number of crash reports submitted to KDOT.	
	Anticipated Schedule: TBD – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $150,000.00

Agreement Expiring: 09/30/2023.

Project: Geo-Location Capture/Recording

Description: The Geometric & Crash Data Unit of KDOT will record the geolocation of crashes that occur on the state's 130,000 miles of local roads. This project will generate the data to identify crash locations and provide data for crash analysis and reporting. **TRCC Objectives:** • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs.	**Goal # 3: Analytics** **Core Data System: Crash** **NHTSA Assessment Recommendations** **Crash: Interfaces** **2020 Assessment Score: 53.3%** Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Crash: Data Quality Control Programs** **2020 Assessment Score: 91.8%** Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Data Use and Integration** **2020 Assessment Score: 86.7%** Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Total Project Cost: $1,229,338.26**

Agreements:

2.1	**Geographic Information System (GIS) Mapping Integration:** This agreement 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.	
	Performance Metrics: Accuracy: Compare automated results to a manual review of randomly sampled set of records that is representative of major crash types and locations; Calculate a spatial error for each crash subtype. Timeliness: All fatality crashes should be reviewed, and a *preliminary* location determined within two (2) weeks of receiving the records.	
	Anticipated Term: 10/1/2021 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $1,029,338.26
2.2.1	**Aerial Imagery:** This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.	
	Performance Metrics: Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.	
	Anticipated Term: 1/1/2021 – 9/30/2022	
	Funding Source: State TREF	Actual Agreement Cost: $100,000.00
2.2.2	***Aerial Imagery:** This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.	
	Performance Metrics: Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.	
	Anticipated Term: 10/01/2024 – 09/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $100,000.00

Agreement Expired: 09/30/2022.

Project: Provide Ongoing Maintenance

Description: This project will support the maintenance for KBI / TRS systems. The work includes ensuring the operation of hardware, installation of software updates, and maintaining/ developing new interfaces as other systems evolve and are introduced. This ongoing effort is not designed to improve TRS specifically, the project is necessary to ensure that prior improvements are kept operational.

TRCC Objectives:

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

Goal #1: Traffic Safety Data

Core Data System: Crash & Citation/Adjudication

NHTSA Assessment Recommendations

Crash: Procedures / Process Flow
2020 Assessment Score: 74.2%

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

Crash: Data Quality Control Programs
2020 Assessment Score: 91.8%

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

Citation/Adjudication: Interfaces
2020 Assessment Score: 40.5%

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

Total Project Cost: $506,951.29

Agreements:

3.1	**TIRES Maintenance & Support**: This agreement 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.	
	<u>Performance Metrics</u>: Accuracy: Validation rules increase data accuracy and enable reliable reporting. Uniformity: Data validation rules ensure that incoming data conforms to the Crash Data Portal data structure requirements and identifies business rule violations. Integration: Validation rules promote integration with other KDOT and outside entities. Agreement Expiring: 09/30/2023.	
	Anticipated Term: 10/1/2021 – 9/30/2023	
	Funding Source: State TREF	Anticipated Agreement Cost: $64,123.25
3.2.1	**TRS 2.0 Support Staff (nka Architecture & Application Support & Enhancements):** This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.	
	<u>Performance Metrics</u>: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction. Agreement Expired: 09/30/2022.	
	Anticipated Schedule: 10/01/2020 – 09/30/2022	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $40,578.04
3.2.2	**Architecture & Application Support & Enhancements (fka TRS 2.0 Support Staff):** This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.	
	<u>Performance Metrics</u>: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/01/2022 – 09/30/2025	
	Funding Source: State TREF	Anticipated Agreement Cost: $270,000.00
3.3	**KCJIS Identity Access Management:** This agreement 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 agreement is for implementation costs only.	
	<u>Performance Metrics:</u> Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2022 – 9/30/2024	
	Funding Source: NHTSA Grant Funding, State TREF, State General Fund	Anticipated Agreement Cost: $132,250.00

Project: MMUCC Alignment

Project Description: The MMUCC Alignment project will hire a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC most recent edition. The project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards.	**Goal # 1: Traffic Safety Data** **Core Data System: Crash** **NHTSA Assessment Recommendations** **Crash: Applicable Guidelines** **2020 Assessment Score: 80.0%** Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Total Project Cost: $150,000.00**

Agreements:		
4.1	***MMUCC 6th Edition Mapping:** This agreement is related to the mapping of Kansas crash data elements (State Crash Report and Crash Database) that will be performed as part of NHTSA's update of MMUCC to the 6th Edition.	
	Performance Metrics: Uniformity:	
	Anticipated Schedule: 10/1/2023 – 9/30/2024	
	Funding Source:	Anticipated Agreement Cost: $0.00
4.2	***MMUCC Alignment:** This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Uniformity:	
	Anticipated Schedule: 10/1/2023 – 9/30/2024	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $150,000.00

Project: Security Modernization Phase 2

Project Description: This project will integrate the core security applications into the Identity and Access Management solution, develop marketing and training material with the intent of promoting the security solution to a broader base of users that includes court clerks, emergency management organizations and other user groups seeking summarized KCJIS data. TRCC Objectives: • Provide secure access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs.	**Goal # 2: Information Sharing** **Core Data System: Citation/Adjudication** **NHTSA Assessment Recommendations** **Citation/Adjudication – Applicable Guidelines** **2020 Assessment Score: 88.9%** Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Citation/Adjudication – Interfaces** **2020 Assessment Score: 40.5%** Improve the interfaces of the citation and adjudication data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Citation/Adjudication – Data Quality Control Programs** **Assessment Score 68.4%** Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Total Project Cost: $994,750.04**

Agreements:

5.1	**KCJIS Security Architecture:** This agreement will continue to provide support for the execution of KBI's strategic plan as adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture in a phased manner. It will provide flexibility to our stakeholders, establish itself as a trusted security domain, and maintain strong security protocols.	
	Performance Metrics: Integration: Percentage of records linked to another system or file. Agreement Expired: 09/30/2022.	
	Anticipated Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $60,200.00
5.2	**KBI Systems Architect Position:** This agreement 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.	
	Performance Metrics: Integration: Increase ease of integration between partner agencies Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $684,550.04
5.3	***KBI Integration Developer for ESB and KBI Applications:** This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.	
	Performance Metrics: Integration: Number of new integrations initiated. Integration: Number of total integrations supported.	
	Anticipated Schedule: 10/1/2023 – 9/30/2026 [Agreement will extend past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost (during Strategic Plan Period): $250,000.00

Project: Citation Automation Deployment

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

TRCC Objectives:

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

Goal # 1: Traffic Safety Data

Core Data System: Citation/Adjudication

NHTSA Assessment Recommendations

Citation/Adjudication – Interfaces
2020 Assessment Score: 40.5%

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

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

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

Total Project Cost: $612,040.04

Agreements:

6.1	**KBI eCite Vendor:** The existing platform of KCJIS's technical and information sharing infrastructure is managed by the Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. This agreement will provide software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.	
	Performance Metrics: Integration: Problem identification in aligning enforcement's data with crash data and to help determine the effect of enforcement as one element of road safety. Integration: Quarterly report detailing the number and percentage of total entities integrated into the KCJIS information sharing infrastructure. Completeness: Quarterly report detailing the percentage of total Kansas entities integrated into the KCJIS information sharing infrastructure.	
	Anticipated Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $115,000.00
6.2	**KBI eCitation Position:** The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the TRS 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This agreement 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.	
	Performance Metrics: Timeliness: Query principal users for timeliness satisfaction. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $373,612.54
6.3	**eCitation & eStatute:** The eCitation portion of this agreement has a couple distinct objectives. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a KCJIS production environment. Current work for this agreement is related to Change Order 2, which will include Officer Last Name and First Name as required fields for Citation Record Entry (CRE) and eCitation Submission Service.	
	Performance Metrics: Timeliness: Reporting for date of citation issuance compared to date of citation data [illegible] Accuracy: Reporting providing number of data elements or of missing information.	
	Anticipated Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $123,427.50

Agreement Expiring: 09/30/2023.

Project: Model Inventory of Roadway Elements (MIRE) Alignment

Project Description: The MIRE Alignment project coincides with an Agency-wide effort to align KDOT's roadway elements and reporting systems with the Federal Highway Administration's Model Inventory Roadway Elements (MIRE) initiative. By adopting MIRE, State and local transportation agencies will be able to link safety data to non-safety data, making it easier to collect, store, link, and use all types of data. Having these additional data can help better identify where the safety problems are, what those problems are, and how best to treat them. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards.	**Goal # 1: Traffic Safety Data** **Core Data System: Roadway** **NHTSA Assessment Recommendations** **Roadway – Description & Contents** **2020 Assessment Score: 93.3%** Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Roadway – Applicable Guidelines** **2020 Assessment Score: 83.3%** Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Roadway – Interfaces** **2020 Assessment Score: 91.7%** Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Roadway – Procedures and Process Flows** **2020 Assessment Score: 100%** Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Total Project Cost: $2,359,216.81**

Agreements:

7.1	**Lidar Data Capture**: This agreement will provide for utilizing a vendor to physically drive the 130,000 miles of Kansas highways and capture several roadway elements utilizing LIDAR to accurately measure road and shoulder widths, intersection elements, and bridge heights among others. The element capture will also provide an accurate inventory of all roadway elements such as guardrail heights and lengths. This data will be used for providing highly accurate data to KDOT analysts to formulate safety measures to prevent crashes and fatalities.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data elements. Completeness: The percentage of records with no missing critical data elements. Agreement Expired: 09/30/2021.	
	Anticipated Schedule: 10/1/2020 – 9/30/21	
	Funding Source: NHTSA Grant Funding, State TREF, State General Funds	Actual Agreement Cost: $1,500,378.61
7.2	**LIDAR Data Collection (Statewide)**: This agreement will provide for utilizing a vendor to configure the data capture to enable the integration into KDOT databases.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data elements. Agreement Expired: 09/30/2022.	
	Anticipated Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding, State TREF	Actual Agreement Cost: $708,838.20
7.3	**MIRE Compliance Tech Assistance**: This agreement will obtain technical assistance through Federal Highway Administration's (FHWA) DATA Teams. This data will be used to ultimately progress KDOT towards access of a complete collection of MIRE FDE on all public roads by the 2026 deadline.	
	Performance Metrics: Accuracy: Completeness: Agreement Expiring: 08/01/2023.	
	Anticipated Schedule: 03/28/2023 – 08/01/2023	
	Funding Source: N/A	Anticipated Agreement Cost: $0.00
7.4	***MIRE Collaboration**: This agreement will provide for a collaboration between the KS911 Coordinating Council and/or the University of Kansas - Data Access Support Center (KUCR-DASC), who is responsible for running the portal to gather and update data for Next Generation 911 call location systems. The goal is to confirm whether roads are public or private. This is one of the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) that KDOT will be required by FHWA to maintain for all roads in the state by 2026.	
	Performance Metrics: ???	
	Anticipated Schedule: 10/1/2023 – 9/30/2024	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $150,000.00

Project: EMS/Injury Integration

Project Description: This project will develop interfaces related to EMS and/or trauma and will include data from both Kansas and border states. This sharing of data will allow EMS and the Kansas Trauma Program to run reports and provide the ability to link data sources with disparate fields, compare data between jurisdictions, and highlight missing values. **TRCC Objectives:** • Increase the uniformity and linking of data across all participating systems. • Increase the completeness of traffic data by capturing missing information. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future expansion needs.	**Goal # 1: Traffic Safety Data** **Core Data System: Injury/Surveillance** **NHTSA Assessment Recommendations** **Injury/Surveillance – Applicable Guidelines** **2020 Assessment Score: 93.9%** Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Injury/Surveillance – Procedures / Process Flow** **2020 Assessment Score: 94.1%** Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Total Project Cost: $300,000.00**

Agreements:

8.1	**Bio-Spatial Interstate Trauma Database**: This agreement is designed to export crash and medical information into a network of EMS electronic patient care reports from thousands of Emergency Medical Services (EMS) providers and other electronic healthcare data sources using proprietary artificial intelligence (AI) to support the missions of public sector and commercial healthcare entities. The analytics provided through this network will better enable EMS and Trauma personnel to develop integration strategies to improve the completeness of a patient's record in the region. Additionally, these analytics will help urban planners and transportation officials prioritize investments in highway infrastructure, road safety, and educational campaigns.	
	Performance Metrics: Integration: The percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction. Completeness: The percentage of records with no missing critical data elements.	
	Anticipated Schedule: 12/14/2022 – (until terminated)	
	Funding Source: N/A	Anticipated Agreement Cost: $0.00
8.2	***Kansas Trauma Registry Gen 6 Operations**: This agreement will secure Kansas trauma registry updates and maintenance, allowing for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).	
	Performance Metrics: Completeness: Integration:	
	Anticipated Schedule: 10/01/2023 – 09/30/2028 [Agreement will extend past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funds	Anticipated Agreement Cost (during Strategic Plan Period): $300,000.00

Project: Toxicology

Project Description: This project will provide for the purchase of equipment for Kansas laboratories. This equipment is not intended to improve TRS directly; however, increased capacity and other benefits provided by this project will lead to better data sharing related to toxicology (e.g., BAC results). **TRCC Objectives:** • Increase timeliness between capture and availability of data. • Increase uniformity and linking of data across all participating systems. • Increase completeness of traffic data by capturing any missing information. • Provide better access to traffic record statistical information to state and local personnel. • Improve accessibility to comprehensive traffic record information about an individual to state and local agency personnel.	**Goal # 2: Information Sharing** **Core Data System: Crash** **NHTSA Assessment Recommendations** **Crash: Procedures / Process Flow** **2020 Assessment Score: 74.2%** Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory. **Total Project Cost: $550,000.00**

Agreements:

9.1	***Laboratory Equipment (QTOF)**: This agreement is designed to obtain a **Quadrupole Time-of-Flight Mass Spectrometry (QTOF)** to increase the Sedgwick County Regional Forensic Science Center's capacity to thoroughly screen biological samples from suspected Driving Under Influence of Drugs (DUID) cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory's screening procedures and allowing "untargeted" screenings and screenings of oral fluid using testing of evidentiary oral fluid samples in the future.	
	Performance Metrics: Accuracy: Completeness:	
	Anticipated Schedule: 10/01/2023 – 09/30/2024	
	Funding Source: State TREF	Anticipated Agreement Cost: $550,000.00

IMPLEMENTATION SCHEDULE & ANTICIPATED COSTS (FFY21 – FFY25)

Agreement #	Project Title	Agency	2021	2022	2023	2024	2025	Anticipated* Costs
1.1	Information Exchange Packet Document	KDOT	■					$17,347.50
1.2	Paper Crash Reporting (Data Dash)	KDOT	■	■	■			$91,839.25
1.3	Motor Vehicle Crash Report Conversion	KDOT	■	■	■	■	■	$421,151.50
1.4	Kansas Crash Data System (KCDS)	KDOT		■	■	■	■	$714,010.00
1.5	KCDS Hosting & Maintenance	KDOT		■	■	■	■	$898,362.00
1.7	Driver's License Readers	KHP			■			$207,648.00
1.8	FARS Manual Update	KDOT			■			$28,180.21
1.9	Overtime – Data Entry for Backlog…	KDOT				■	■	$150,000.00
							Master Data Management Sub-Total	$2,528,538.46
2.1	GIS Mapping Integration	KUCR	■	■	■	■	■	$1,029,338.26
2.2.1	Aerial Imagery	KUCR	■					$100,000.00
2.2.2	Aerial Imagery	KUCR					■	$100,000.00
							Geo-Location Capture/Recording Sub-Total	$1,229,338.26
3.1	TIRES Maintenance & Support	KDOT	■	■	■			$64,123.25
3.2.1	TRS 2.0 Support Staff	KDOT	■	■				$40,578.04
3.2.2	Architecture & Application Support…	KBI			■	■	■	$270,000.00
3.3	KCJIS Identity Access Management	KBI			■	■		$132,250.00
							Provide Ongoing Maintenance Sub-Total	$506,951.29
4.1	MMUCC 6th Edition Mapping	KDOT				■		$0.00
4.2	MMUCC Alignment	KDOT				■		$150,000.00
							MMUC Alignment Sub-Total	$150,000.00
5.1	KCJIS Security Architecture	KBI	■	■				$60,200.00
5.2	KBI Systems Architect Position	KBI	■	■	■	■	■	$684,550.04
5.3	KBI Integration Developer for ESB…	KBI				■	■	$250,000.00
							Security Modernization – Phase 2 Sub-Total	$994,750.04
6.1	KBI eCite Vendor	KBI	■	■	■	■	■	$115,000.00
6.2	KBI eCite Position	KBI	■	■	■	■	■	$373,612.54
6.3	eCitation & eStatute (AIC)	KBI	■	■	■			$123,427.50
							Citation Automation Deployment Sub-Total	$612,040.04
7.1	LIDAR Data Capture	KDOT	■					$1,500,378.61
7.2	LIDAR Data Collection (Statewide)	KDOT	■	■				$708,838.20
7.3	DATA Team – MIRE Compliance Tech…	KDOT			■			$0.00
7.4	MIRE Collaboration	KDOT				■		$150,000.00
							MIRE Alignment Sub-Total	$2,359,216.81
8.1	Bio-spatial Interstate Trauma Database	EMS			■	■	■	$0.00
8.2	Kansas Trauma Registry Gen 6 Operations	KDHE				■	■	$300,000.00
							EMS / Injury Integration Sub-Total	$300,000.00
9.1	Lab Equipment (QTOF)	KDOT				■		$550,000.00
							Toxicology Sub-Total	$550,000.00
*Anticipated Costs are based on actual expenditures for previous years and anticipated costs for future years.								**$9,230,834.90**

APPENDIX A: Table of Acronyms

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

APPENDIX B: 2020 Assessment Recommendations

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

Assessment Area		
2020 NHTSA Traffic Records Assessment Recommendation		
Project (if applicable) • Agreement(s)	Performance Measures *(or reason for not implementing recommendations)*	Score
General		**96.1%**
General		
Strengthen the capacity of the Traffic Records Coordinating Committee that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**96.1%**
No current project/agreement.	*The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the capacity of the TRCC.*	
Strategic Planning		**93.1%**
Strategic Planning		
Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**93.1%**
No current project/agreement.	*The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the TRCC's ability for strategic planning.*	
Crash		**77.5%**
Description & Contents		
Improve the description and contents of the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**95.7%**
No current project/agreement.	*The timeline for the Crash system description improvement has been extended due to interdependencies with other TRCC projects as well as resource availability.*	
Applicable Guidelines		
Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**80.0%**
MMUCC Alignment • 4.1: MMUCC 6th Edition Mapping • 4.2: MMUCC Alignment	Performance Measure(s): Accuracy Completeness Uniformity	
Data Dictionary		
Improve the data dictionary for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**70.0%**
No current project/agreement.	*The TRCC will take this recommendation under advisement and consider potential strategies for improving the data dictionary.*	
Procedures / Process Flow		
Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		**74.2%**
Master Data Management • 1.2: Paper Crash Reporting (Data Dash) • 1.3: Motor Vehicle Crash Report Conversion (BTCO) • 1.7: Driver's License Readers (KHP) • 1.9: Overtime – Data Entry of Backlog Crash Reports (WPD) Provide Ongoing Maintenance • 3.2.1: TRS 2.0 Support Staff • 3.2.2: Architecture & Application Support & Enhancements • 3.3: KCJIS Identity Access Management Toxicology • 9.1: Lab Equipment (QTOF)	Performance Measure(s): Timeliness Accuracy Completeness Integration Accessibility	

Interfaces		
Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		53.3%
Master Data Management • 1.4: Kansas Crash Data System (KCDS) • 1.5: KCDS Hosting and Maintenance • 1.7: Driver's License Readers (KHP) Geo-location Capture/Recording • 2.1: Geographic Information System (GIS) Mapping Integration	Performance Measures: Timeliness Accuracy Completeness	
Data Quality Control Programs		
Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.8%
Master Data Management • 1.1: Information Exchange Packet Document • 1.8: FARS Manual Update (GHSA) Geo-location Capture/Recording • 2.1: Geographic Information System (GIS) Mapping Integration	Performance Measure(s): Completeness Uniformity Integration	
Driver		90.9%
Description & Contents		
Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Applicable Guidelines		
Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Dictionary		
Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		98.2%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Interfaces		
Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Quality Control Programs		
Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		76.9%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Citation/Adjudication		74.4%
Description & Contents		
Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		52.6%
No current project/agreement.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	

Applicable Guidelines		
Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		88.9%
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture	Performance Measure(s): Integration	
Data Dictionary		
Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		95.8%
No current project/agreement.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	
Interfaces		
Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		40.5%
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture • 5.3: Integration Developer for ESB and KBI Applications Citation Automation Deployment • 6.2: KBI eCitation Position • 6.3: eCitation & eStatute Provide Ongoing Maintenance • 3.3: KCJIS Identity Access Management	Performance Measure(s): Timeliness Accuracy Integration Accessibility	
Data Quality Control Programs		
Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		68.4%
Security Modernization Phase 2 • 5.2: KBI Systems Architect Position Citation Automation Deployment • 6.1: KBI eCite Vendor	Performance Measure(s): Completeness Integration Accessibility	
Vehicle		71.0%
Description & Contents		
Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Applicable Guidelines		
Improve the applicable guidelines for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		51.5%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Dictionary		
Improve the data dictionary for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		70.0%

No current project/agreement.	*Stolen vehicles are not flagged or reported through their system. The TRCC will take this recommendation for potential strategies to improve procedures and process flows of traffic safety data.*	
Interfaces		
Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		33.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Quality Control Programs		
Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		87.8%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Roadway		94.7%
Description & Contents		
Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.3%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.1: LIDAR Data Capture • 7.4: MIRE Collaboration	Performance Measure(s): Accuracy Completeness	
Applicable Guidelines		
Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide)	Performance Measure(s) Accuracy	
Data Dictionary		
Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.3: MIRE Compliance Tech Assistance	Performance Measure(s): Accuracy Completeness	
Interfaces		
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.7%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide) • 7.4: MIRE Collaboration	Performance Measure(s): Accuracy	
Data Quality Control Programs		
Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
EMS/Injury Surveillance		97.5%
Description & Contents		
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Description and Contents of the EMS/Injury Surveillance data systems for traffic safety improvements.*	

Applicable Guidelines		
Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	93.9%
Data Dictionary		
Improve the data dictionary for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Dictionary of the EMS/Injury Surveillance data systems for traffic safety improvements.*	100%
Procedures & Process Flows		
Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	94.1%
Interfaces		
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Interfaces of the EMS/Injury Surveillance data systems for traffic safety improvements.*	100%
Data Quality Control Programs		
Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Quality Control Programs of the EMS/Injury Surveillance data systems for traffic safety improvements.*	97.0%
Data Use & Integration		86.7%
Data Use & Integration		
Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Geo-Location Capture/Recording • 2.1: GIS Mapping Integration • 2.2.1: Aerial Imagery • 2.2.2: Aerial Imagery Provide Ongoing Maintenance • 3.1: TIRES Maintenance & Support	Performance Measure(s): Timeliness Accuracy Uniformity Integration	86.7%

APPENDIX C: TRCC Charter

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMITTEE

TRCC CHARTER
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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

I. INTRODUCTION

The State of Kansas has established a Traffic Records Coordinating Committee (TRCC), which provides a forum to promote sharing of relevant traffic records data.

This Charter shall serve as the TRCC's foundational document and be referred to as a guide to the TRCC in carrying out its work.

II. OVERVIEW AND PURPOSE

The TRCC shall play a key role in developing a system that will integrate and enhance statewide traffic records data for comparison and statistical analysis. Information will include, but not be limited to, the information found in the crash, driver, vehicle, roadway, citation/adjudication, and emergency medical services/injury/surveillance databases. The Mission and Vision of the TRCC is as follows:

A. **Mission.** Reduce fatalities and serious injuries on Kansas roadways by providing timely, accurate, integrated, and accessible traffic records data.

B. **Vision.** Develop the primary integrated data destination for creating life-saving strategies which improve the quality of life for the traveling public on Kansas roadways.

III. ORGANIZATIONAL STRUCTURE

The TRCC is a single level committee consisting of a Chairperson, a Traffic Records Coordinator ("TRCC Coordinator"), and Representatives from Partner Agencies. The TRCC shall be supported by the Kansas Department of Transportation's (KDOT) Bureau of Transportation Safety.

A. **Leadership.**

1. Chairperson. The TRCC Chairperson shall:

   (a) Be the Assistant Bureau Chief of KDOT's Bureau of Transportation Safety, or the Assistant Bureau Chief's designee.

   (b) Preside over TRCC votes.

   (c) Approve new Partner Agencies.

   (d) Have signatory authority for the TRCC, including the annual approval functions listed in subsection (e) below.

   (e) Prioritize traffic records projects funded through federal and state funding sources.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

(f) Approve annually, as part of the state's annual application for 23 U.S.C. § 405(c) federal highway safety grant funds, sections of the Highway Safety Plan related to state traffic safety information system improvements and the Traffic Records Strategic Plan. The sections of the Highway Safety Plan and the Traffic Records Strategic Plan include details pertaining to:

(i) The TRCC Membership.

(ii) The TRCC Coordinator.

(iii) Performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

2. Coordinator. The TRCC Coordinator shall:

(a) Be appointed by the TRCC Chairperson.

(b) Draft and maintain meeting notes for each TRCC meeting, which shall include membership attendance.

(c) Maintain and keep current the TRCC Roster of Membership.

(d) Manage traffic records projects, including management and tracking of performance measures.

(e) Develop and submit any National Highway Traffic Safety Administration (NHTSA) reporting required for 23 U.S.C. § 405 (c) grant funds. This reporting includes, but is not limited to, the traffic records sections of the state's Highway Safety Plan and Annual Performance Report, the Kansas Traffic Records System Performance Measurement Report, and the TRCC Strategic Plan.

B. **Membership.**

1. Overview.

(a) The TRCC seeks to have a multidisciplinary membership of stakeholders that are representative of owners, operators, collectors, and users of traffic records and public health and injury control data systems; highway safety, highway infrastructure, law enforcement, and adjudication officials; and public health, emergency medical services, injury control, driver licensing, and motor carrier agencies and organizations. Such members are referred to as "Partner Agencies."

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2. Representatives.

(a) Each Partner Agency shall designate at least one (1) Representative that will attend and participate in the TRCC's quarterly meetings.

(b) Partner Agencies are encouraged to include as their Representatives on the TRCC:

(i) An executive or an executive's designee who is empowered to establish policy, direct resources, and set the Mission and Vision for the TRCC; and

(ii) A technical staff member possessing the necessary technical skills to provide guidance.

(c) Representatives shall:

(i) Assist with establishing goals for improving the TRCC.

(ii) Review laws dealing with traffic records for consistency and for conformity with current technology.

(iii) Review and approve the state's multi-year Traffic Records Coordinating Committee Strategic Plan.

(iv) Assess the need for legislation to facilitate the development and operation of the TRCC.

(v) Request funding for projects to gather, maintain, and integrate traffic records data.

(vi) Be expected to deliver quarterly or annual updates on current TRCC or other traffic safety data projects.

3. Roster of Membership.

(a) The TRCC shall have a Roster of Membership listing each TRCC member by name, title, organization, and core safety database represented.

(b) TRCC's current Roster of Membership shall be posted on the TRCC website.

(c) The TRCC's Roster of Membership shall be updated to add any new member or remove any withdrawn member of the TRCC before the state's annual update to the Traffic Records Strategic Plan.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
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4. New Members.

   (a) Any Partner Agency currently a member of the TRCC may recommend any entity or organization to become a new member of the TRCC. New membership is subject to agreement by any such recommended entity or organization and approval by the TRCC Chairperson.

5. Withdrawal of Membership.

   (a) Any Partner Agency may withdraw their membership from the TRCC by providing written notice to the TRCC Coordinator.

IV. FUNCTIONS

A. **Responsibilities.** The TRCC shall:

1. Consider and coordinate the views of organizations in the state that engage in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.

2. Conduct itself in accordance with applicable laws and regulations and shall not direct any Partner Agency to act in a manner contrary to law.

3. Review and evaluate new technologies for keeping highway safety data and traffic records systems current and secure.

4. Review and support the state's multi-year Traffic Records Coordinating Committee Strategic Plan. The TRCC Strategic Plan, as required under 23 C.F.R. § 1300.22 (c), shall:

   (a) Describe specific, quantifiable, and measurable improvements that are anticipated in the state's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

   (b) For any identified performance measure, use the formats set forth in the Model Performance Measures for State Traffic Records Systems.

   (c) Identify which highway safety data and traffic records system assessment recommendations the state intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress.

   (d) For recommendations that the state does not intend to implement, provide an explanation.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

V. MEETINGS

A. **Frequency.** The TRCC shall meet no less than three (3) times per year. However, the TRCC will typically meet once per quarter.

B. **Time & Place.** The time, date, and place of each TRCC meeting shall be set by the TRCC Chairperson.

C. **Notice.** The TRCC Coordinator shall provide e-mail notification to each TRCC Member of the time, date, and place of upcoming meetings no less than thirty (30) days before each meeting is to take place.

D. **Attendance.** Meeting attendance may be by means of teleconference, telephone call, or any other communications equipment that allows all persons participating in the meeting to speak and hear all participants. Participation by such means shall constitute presence in person at a meeting.

E. **Notes.** The TRCC Coordinator shall take notes of all meetings. Approximately one (1) week after each meeting is held, the TRCC Coordinator shall distribute a preliminary draft of such notes to each Partner Agency to allow Partner Agencies the opportunity to review such notes for accuracy, provide feedback, and suggest revisions. Meeting notes will typically be distributed to each Partner Agency as a final draft approximately one (1) week before the next meeting is to be held.

VI. AMENDMENTS

A. This Charter may be amended from time to time and such amendments shall take effect upon the TRCC Chairperson's dated signature.

VII. TRANSPARENCY

A. **Open Public Meetings.**

1. All TRCC meetings shall be open to the public in accordance with the Kansas Open Meetings Act (KOMA), K.S.A. 75-4317 *et seq.*, and amendments thereto.

B. **Open Records.**

1. TRCC records shall be subject to the Kansas Open Records Act and maintained in accordance with records retention laws and policies.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

DECLARATION OF ADOPTION

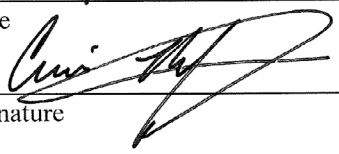
The undersigned hereby certifies that the foregoing Charter is adopted by the Kansas Traffic Records Coordinating Committee.

TRCC CHAIRPERSON:

Chris Bortz
Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety
Title

6/29/23
Date


Signature

(Rev. 06.28.2023)

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX A – LEADERSHIP

TRCC CHAIRPERSON:

Chris Bortz
Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety
Title

6/29/23
Date


Signature

TRCC COORDINATOR:

Amy Smith
Printed Name

Traffic Records Coordinator
Title

6-29-23
Date


Signature

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX B – ROSTER OF MEMBERSHIP
FEDERAL FISCAL YEAR 2023

Partner Agency	Core Safety Database Represented	Name and Title of Executive Representative	Name(s) and Title(s) of Technical Representative(s)
Kansas 911 Coordinating Council (KS911)	Crash EMS/Injury Surveillance	Scott Ekberg, NG 911 Administrator	
Kansas Association of Chiefs of Police (KACP)	Crash Citation/Adjudication		Ed Klumpp, Legislative Committee
Kansas Attorney General's Office	Citation/Adjudication		Corey Kenney, Kansas Traffic Safety Resource Prosecutor
Kansas Board of Emergency Medical Services (EMS)	EMS/Injury Surveillance	Joe House, Executive Director	
Kansas Bureau of Investigation (KBI)	Citation/Adjudication	Laura Bohnenkemper, Asst. CIO of Delivery Services Brooklynn Graves, IBR Manager Joe Mandala, Chief Information Officer Leslie Moore, Director of Information Services	<vacant position>, Program Support
Kansas Criminal Justice Information System (KCJIS)	Crash Citation/Adjudication EMS/Injury Surveillance	David Marshall, Executive Director	
Kansas Department of Health and Environment (KDHE)	Crash EMS/Injury Surveillance	Wendy O'Hare, Trauma Program Director	Danielle Sass, Epidemiologist

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX B – ROSTER OF MEMBERSHIP
FEDERAL FISCAL YEAR 2023

Partner Agency	Core Safety Database Represented	Name and Title of Executive Representative	Name(s) and Title(s) of Technical Representative(s)
Kansas Department of Revenue (KDOR)	Driver Vehicle	LeeAnn Phelps, Vehicle Services Manager	Lacey Hane, Court Liaison Donald Lee, Compliance Reviewer
Kansas Department of Transportation (KDOT)	Crash Roadway	Chris Bortz, Assistant Bureau Chief Shawn Brown, Interim Chief Information Officer Haley Dougherty, Traffic Safety Engineer Gary Herman, Behavioral Safety Manager Jim Hollingsworth, Safety Data Manager Vanessa Spartan, Bureau Chief	Carla Anderson, State Highway Safety Engineer Chase Hull, Traffic Safety Analyst Michael Ronin, Crash Data Section Manager Scott Schiller, Applications Developer Supervisor Terri Slater, Applications Developer Amy Smith, Traffic Records Coordinator James Stewart, Information System Manager
Kansas Highway Patrol (KHP)	Crash Vehicle	Tom Mai, Interim Chief Information Officer	Tom Catania, Safety and Health Specialist Tim Kurowski, Applications Developer Stephen LeRow, Lieutenant Wes Ludolph, Captain Omar Macias, Information Systems Manager
KUCR-Kansas Geological Survey (KGS)	Crash Roadway	Ken Nelson, Section Manager/DASC Manager	Shawn Saving, GIS Specialist
Lyon County Sheriff's Office	Crash Citation/Adjudication		John Koelsch, Undersheriff
Office of Judicial Administration (OJA)	Citation/Adjudication	Kelly O'Brien, Director Anne Madden Johnson, OJA Administrator	

State of Kansas
Traffic Records Coordinating Committee
Traffic Records Strategic Plan Implementation

Kansas Traffic Records System Performance Measurement Report

June 22, 2023

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V. Introduction

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

TRCC Report Purpose – The Kansas TRS performance measurements enable the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements also provide a holistic view of the strategic plan's progress towards achieving the TRCC's goals and objectives. Kansas TRCC leaders utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance. Each measurement contains a narrative, trend and data analysis observations and graphs, and a summary with trend indicator as described in the table to the right.

Indicator	Description
	Signifies a materially positive trend in the performance measurement.
	Signifies no change, or a neutral trend, in the performance measurement.
	Signifies a materially negative trend in the performance measurement.
NEW	Signifies a new performance measurement without enough data to establish a trend.

VI. Summary of Performance Measures

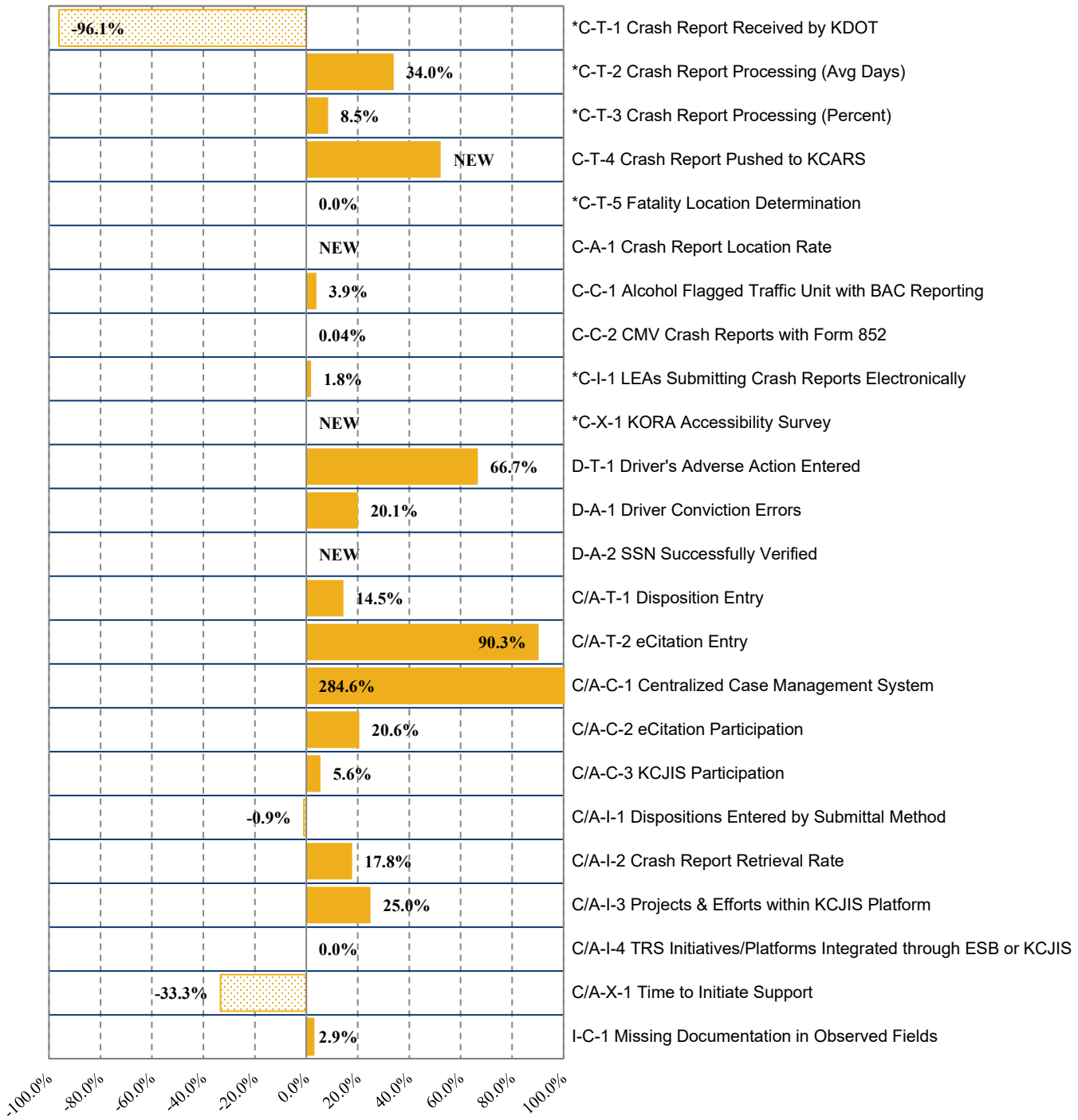
In the Model Performance Measures for State Traffic Records Systems, NHTSA identified 61 model performance measures for the six core State traffic records data systems. These measures are utilized by NHTSA and the TRCC to quantify systemic improvements to the traffic records systems.

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

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

The following Measured Improvement Since Previous Year summary indicates the year-over-year percentage change of each metric. The measures for each year are calculated for the period of performance from April 1, 2022, to March 31, 2023, unless noted with an (*).

Measured Improvement Since Previous Year



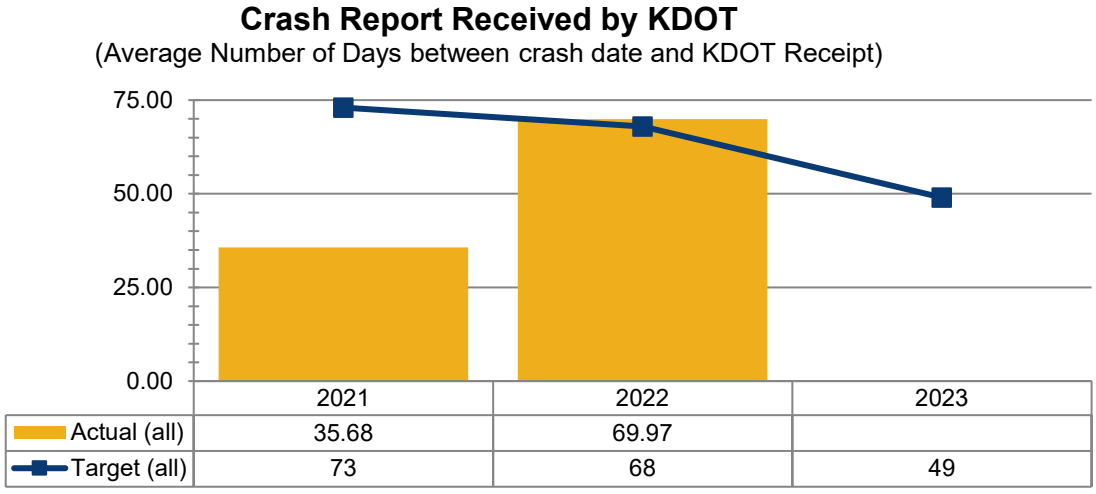
VII. CRASH DATABASE MEASURES

C-T-1: Timeliness – Crash Report Received by KDOT

Reporting Period: January 1st – December 31st

A key factor in collecting accurate crash data is ensuring crash reports are submitted to KDOT quickly after crashes. By law, any crash occurring on or involving a public roadway which results in death or injury to a person or total property damage of $1,000 or more must be reported to the Kansas Department of Transportation (KDOT) within ten (10) days after investigation. Crash reports can be submitted to KDOT in either paper or electronic format. The sooner KDOT receives crash reports, the sooner the information can be submitted to the TRS and pushed to Kansas Crash Analysis & Reporting System (KCARS) for reporting and analysis. For measurements in this report, "KDOT Receipt" is the first date associated with a crash report and is generally the date that an electronic/PDF copy of the crash report is created.

This "Crash Report Received by KDOT" measurement shows the average number of days between a crash date (where available) and the KDOT Receipt date for crash reports that were processed during the calendar year. During the 2022 calendar year, the overall average number of days between the date of a crash to when it was received increased by 34.29 days. When looking at electronic and paper submissions separately, those that are submitted electronically are usually submitted more quickly than those that are submitted by paper. For example, during the 2022 calendar year, the average number of days for receipt of electronic crash reports was 46.92 while the average number of days for receipt of paper crash reports was 88.34 days. Once the Kansas Crash Data System (KSCDS) is designed and implemented, this measurement of overall timeliness should improve as the rate of electronic submittals increases.



	2021	2022	2023
Actual (all)	35.68	69.97	
Target (all)	73	68	49

[**REVISED MEASUREMENT**]: This measurement was renamed from "Report Submittal" to more clearly identify that it is related to KDOT receipt of crash reports. Additionally, it now shows the average number of days from crash to first receipt for all crash reports, instead of measuring the average number of days for receipt of paper and electronic crash reports separately. These separate averages for paper and electronic reports are called out in the narrative.

Negative

SUMMARY

The average number of days from a crash to first receipt of crash reports increased from 35.68 days to 69.97 days in calendar year 2022; this is a 96.1% diminishment from last year.

III. CRASH DATABASE MEASURES (CONTINUED)

C-T-2: Timeliness – Crash Report Processing (Avg Days)

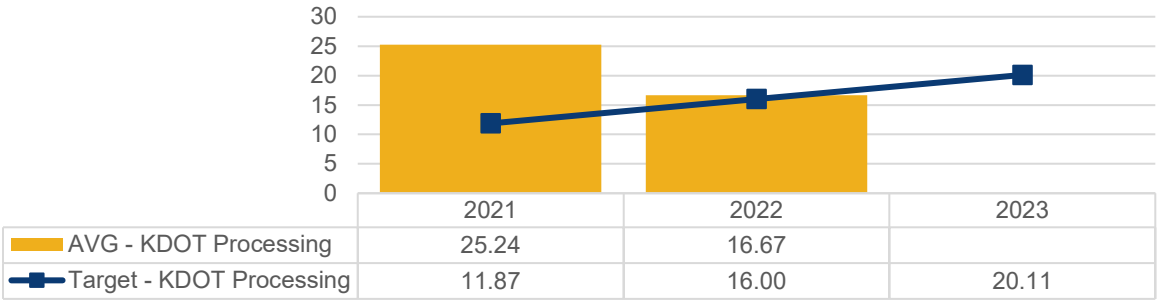
Reporting Period: January 1st – December 31st

Crash reports that are received in paper format go through a data entry process and are then submitted to the TRS. Reducing the average number of days between KDOT receipt of a crash report and when the crash report is submitted to the TRS allows faster analysis of the results of TRCC programs and other roadway safety goals. For measurements in this report, the "submitted to TRS" date is the date that a crash report was accepted into the TRS, or in the case of an amended report, the date that it was last amended.

This "Crash Report Processing (Avg Days)" measurement shows the average number of days between KDOT's receipt of a crash report and the most recent submitted to TRS date for crash reports that were submitted to the TRS during the calendar year. During calendar year 2022, the average number of days observed for this measurement decreased by 8.57 days, from 25.24 to 16.67 days.

Crash Report Processing

(Avg Number of Days between KDOT Receipt and "submitted to TRS" date)



	2021	2022	2023
AVG - KDOT Processing	25.24	16.67	
Target - KDOT Processing	11.87	16.00	20.11

*The Target line is increasing due to being calculated from a 3-year average. In 2019, the AVG - KDOT Processing was 3.69. A downward trend for the Target should resume once that outlier is no longer included.

[**REVISED MEASUREMENT**]: This revision split the "Crash Report Processing" measurement into two separate measurements. C-T-2 measures the average number of days between KDOT receipt and the most recent "submitted to TRS" date; and C-T-3 measures the percentage of crash reports, grouped by length of time, between the crash date and the most recent "submitted to TRS" date. The groupings used for C-T-3 are <30 Days, 30-90 Days, and >90 Days.

Positive

SUMMARY

The average number of days between KDOT receipt of a crash report and its submittal to the TRS decreased from 25.24 days to 16.67 days in calendar year 2022. This is a 34.0% improvement.

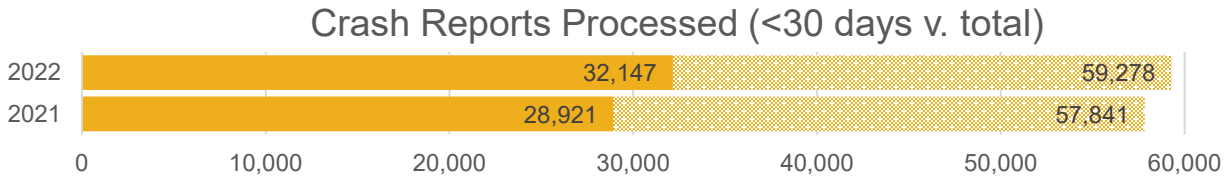
III. CRASH DATABASE MEASURES (CONTINUED)

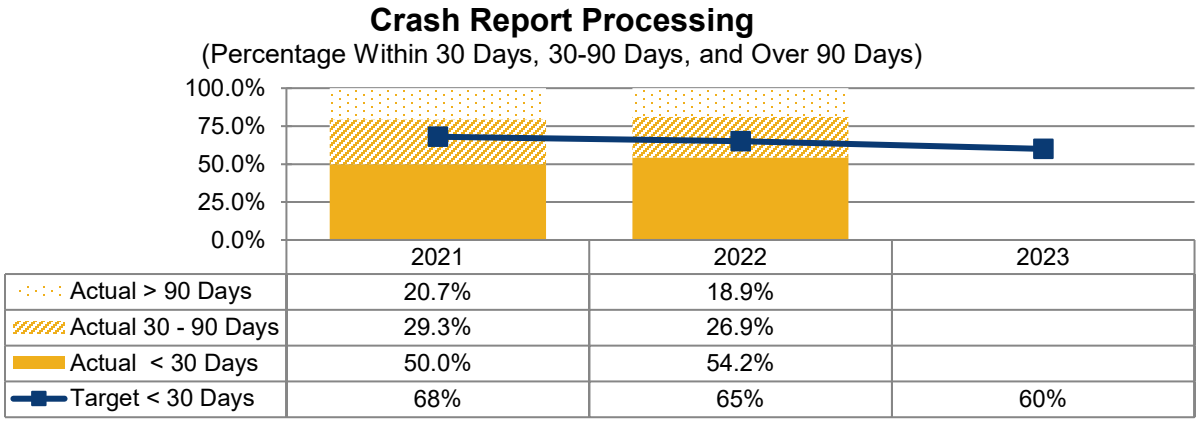
C-T-3: Timeliness – Crash Report Processing (Percent)

Reporting Period: January 1st – December 31st

Kansas currently tracks the number of days between a crash date and the date a crash report is submitted to the TRS. This tracking encompasses both the number of days between the crash date and the date of KDOT Receipt, see **C-T-1 Crash Report Received by KDOT**, and the number of days between KDOT Receipt and when the crash report is submitted to the TRS, **C-T-2 Crash Report Processing (Avg Days)**.

This "Crash Report Processing (Percent)" measurement shows the percentage of crash reports that were submitted to the TRS in less than 30 days, 30-90 days, and more than 90 days after the crash date for crash reports that were submitted to the TRS during the calendar year. During the calendar year 2022, the number of crash reports submitted to the TRS increased by 1,437 from the prior year. Additionally, the number of crash reports that were submitted to the TRS in less than 30 days after the crash date increased by 3,226. The combined effect of these changes results in an increase in the percentage of crash reports that were submitted to the TRS less than 30 days after the crash date.





	2021	2022	2023
Actual > 90 Days	20.7%	18.9%	
Actual 30 - 90 Days	29.3%	26.9%	
Actual < 30 Days	50.0%	54.2%	
Target < 30 Days	68%	65%	60%

*The Target line is decreasing due to being calculated from a 3-year average. In 2019, the Actual <30 Days was 65.7%. An upward trend for the Target should resume in the near future.

[**REVISED MEASUREMENT**]: This revision split the "Crash Report Processing" measurement into two separate measurements. C-T-2 measures the average number of days between KDOT receipt and the most recent submitted to TRS date; and C-T-3 measures the percentage of crash reports, grouped by length of time between the crash date and the most recent submitted to TRS date. The groupings used for C-T-3 are <30 Days, 30-90 Days, and >90 Days.

Positive

SUMMARY

The percentage of crash reports accepted by the system within 30 days of the crash date increased from 50.0% to 54.2% in calendar year 2022. This is an 8.5% improvement.

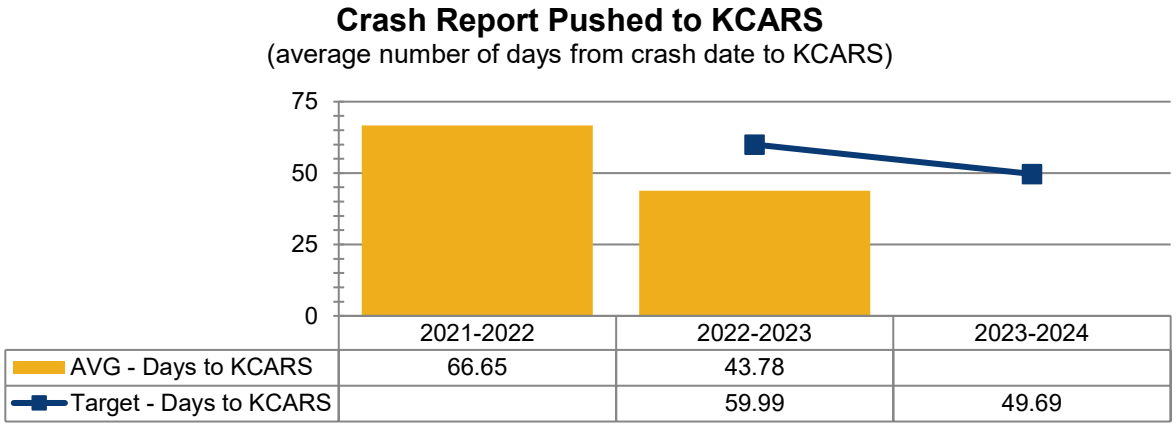
III. CRASH DATABASE MEASURES (CONTINUED)

C-T-4: Timeliness – Crash Report Pushed to KCARS [NEW]

Reporting Period: April 1st – March 31st

Once a crash report has been validated, it is pushed to KCARS where the data is available for reporting and analysis. Reducing the average number of days between the crash date and the date it is pushed to KCARS enables faster analysis of the results of TRCC programs and other roadway safety goals. Kansas expects to improve the timeliness of both reporting and processing of the State reportable motor vehicle crash data, which will be influential in improving the timeliness related to crash reports being pushed to KCARS.

This "Crash Report Pushed to KCARS" measurement shows the average number of days from the crash date to the pushed to KCARS date of crash reports with a crash date during the reporting period. For the 2023 reporting period, there was a decrease of 22.87 days in the observed average number of days from crash date to the date that a crash report was "pushed to KCARS."



	2021-2022	2022-2023	2023-2024
AVG - Days to KCARS	66.65	43.78	
Target - Days to KCARS		59.99	49.69

Positive

SUMMARY

The average number of days between the crash date and the date a report was "pushed to KCARS" decreased from 66.65 days to 43.78 days in the 2023 reporting period. This is a 52.2% improvement.

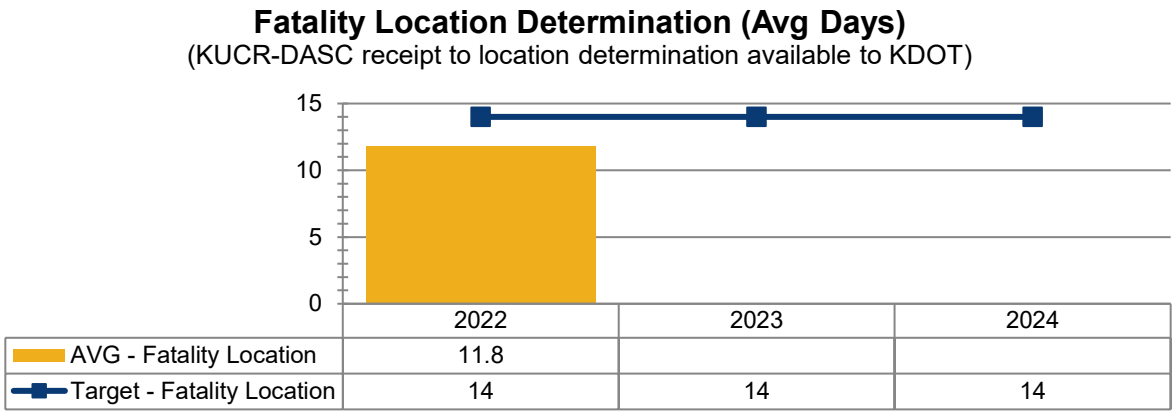
III. Crash Database Measures (continued)

C-T-5: Timeliness – Fatality Location Determination [New]

Reporting Period: January 1st – December 31st

The TRCC funded a contract with the University of Kansas Center for Research-Data Access and Support Center (KUCR-DASC) for a variety of automated and semi-automated routines to locate (geocode) and offset crash records to their corresponding intersection. "Offset" is when the final location determination has been offset from the intersection according to either the officer data, manual location, or via milepost marker. KUCR-DASC began tracking the number of days between receipt of a crash report and when the fatality location determination was made available to KDOT with crash reports in 2022. This is part of a new contractual expectation for fatality crash reports to have a location determination available to KDOT within two weeks of receipt. Reducing the amount of time before a fatality location determination is available to KDOT enables earlier analysis by our partners; allowing them to make decisions related to Kansas infrastructure and roadway safety measures.

This "Fatality Location Determination" measurement shows the average number of days between KUCR-DASC's receipt of a fatality crash report, and the location determination being made available to KDOT. In the 2022 calendar year, the average number of days between receipt and location determination was 11.8 days.



NEW	SUMMARY
	2022 is the first year tracking the average number of days for location determination of fatality crashes. A trend cannot be determined until more data is obtained.

III. CRASH DATABASE MEASURES (CONTINUED)

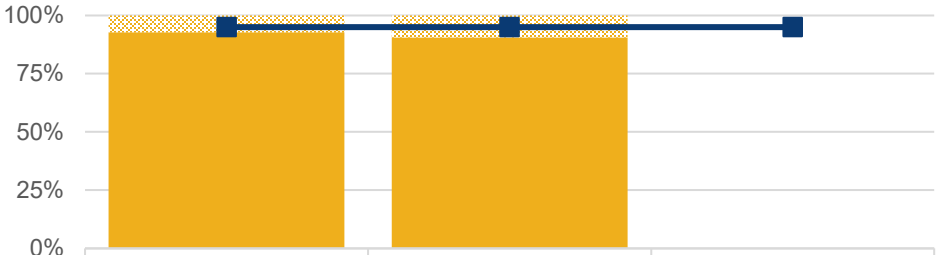
C-A-1: Accuracy – Crash Report Location Rate [NEW]

Reporting Period: January 1st – December 31st

KUCR-DASC tracks the number and percentage of crash reports that have been geocoded and offset to their corresponding intersection for both fatality and non-fatality crash reports. Obtaining accurate location information allows crash locations to be displayed to internal and external audiences and supports decision making related to Kansas infrastructure and roadway safety measures.

This "Crash Report Location Rate" measurement shows the percentage of crash reports that occurred during the 2022 calendar year that have a location determination available to KDOT. As of April 24th, the overall location rate for the 2022 calendar year is 90.54%, which is 2.2% lower than what was observed by the end of processing for the 2021 calendar year. However, this rate is expected to continue to improve before the June 30th benchmark date shown in the contract.

KUCR-DASC Location Determination
(percentage of crash reports with a location available to KDOT)



	2021	2022	2023
Crashes (Not Located)	4,182	5,163	
Crashes (Located)	53,441	49,409	
Crashes - Total	57,623	54,572	
Crashes - Offset %	92.74%	90.54%	
Target - Offset %	95.00%	95.00%	95.00%

CONTRACTUAL EXPECTATIONS:		
	Expected (by 6/30/23)	Actual (4/24/23)
Fatality	100%	100%
Highway	95%	88.00%
Injury	90%	92.26%

NEW

SUMMARY

These location determination rates are snapshots from a certain date. In the future, the snapshot will be obtained on the same date each year to allow for a trend to be determined.

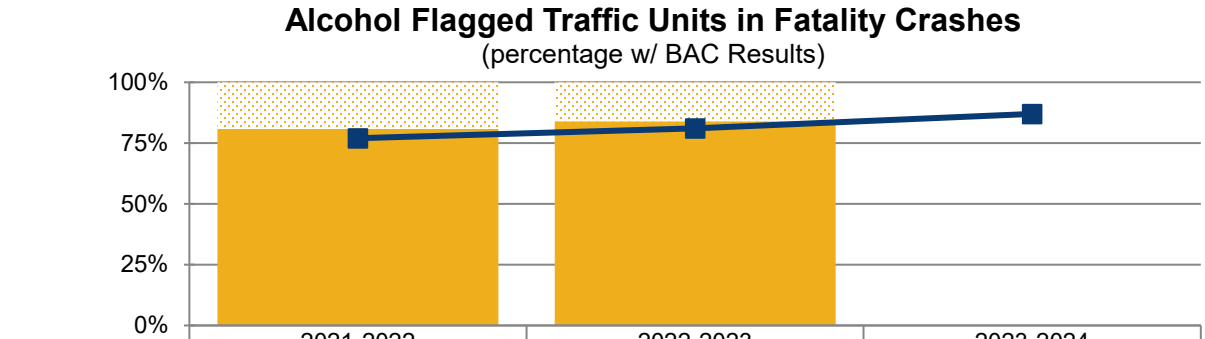
III. CRASH DATABASE MEASURES (CONTINUED)

C-C-1: Completeness – Alcohol Flagged Traffic Units with BAC Reporting (Fatality Only)

Reporting Period: April 1st – March 31st

Reporting of Blood Alcohol Content (BAC) test results is a required field on the statewide crash reporting form for any crash where impairment by a substance is suspected. Ensuring that crash reports are submitted with complete BAC data (when required) will provide more accurate and complete alcohol-related fatality statistical data for the State of Kansas and other interested parties.

This "Alcohol Flagged Traffic Units with BAC Reporting (Fatality Only)" measurement shows the percentage of alcohol flagged traffic units listed on fatality crash reports where the BAC information has been completed. This measurement supports the TRCC goal of decreasing the number of blank or unknown BAC fields on State fatality crash reports, which are in turn submitted to the FARS database. For the 2023 reporting period, there were 75 alcohol flags denoting a suspected impairment on fatality crash reports, and 63 of those contained the completed BAC data. This puts the percentage of alcohol flags with complete BAC data in 2023 at 84.0%, which is an increase from 80.8% in the 2022 reporting period.



	2021-2022	2022-2023	2023-2024
w/out BAC	14	12	
with BAC	59	63	
Total	73	75	
Actual %	80.8%	84.0%	
Target %	77%	81%	87%

[**REVISED MEASUREMENT**]: This measurement was renamed from "Blood Alcohol Content Reporting" and the narrative and data more clearly identifies that it is related to the percentage of traffic units involved instead of a percentage of crash reports.

Positive

SUMMARY

The percentage of alcohol flagged traffic units on fatality crash reports with completed BAC reporting increased from 80.8% to 84.0% in the 2023 reporting period. This is a 3.9% improvement.

III. CRASH DATABASE MEASURES (CONTINUED)

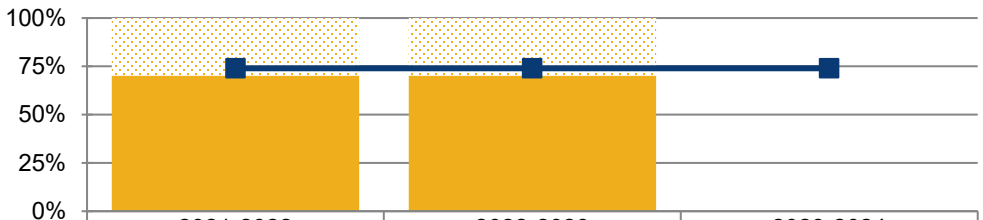
C-C-2: Completeness – CMV Crash Reports with Form 852

Reporting Period: April 1st – March 31st

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

This "CMV Crash Reports with Form 852" measurement shows the percentage of crash reports involving a CMV that had a completed Truck/Bus Supplement. During the 2023 reporting period, the total number of crash reports involving a CMV decreased from 4,292 to 4,017. This decrease, along with a similar reduction in the number of CMV crash reports with an attached Truck/Bus Supplement, calculated to an increase from 70.2% to 70.3%. TRCC keeps this as a priority portion of Kansas's completeness measurement metric.

Commercial Motor Vehicle Crash Reports
(percentage with Truck/Bus Supplement completed)



	2021-2022	2022-2023	2023-2024
w/o Form 852	1,277	1,194	
w/ Form 852	3,015	2,823	
Total Truck Crashes	4,292	4,017	
Percentage	70.2%	70.3%	
Target	74.0%	74.0%	74.0%

Neutral

SUMMARY

The percentage of CMV crash reports with the Truck/Bus Supplemental (Form 852) increased from 70.2% to 70.3% in the 2023 reporting period.

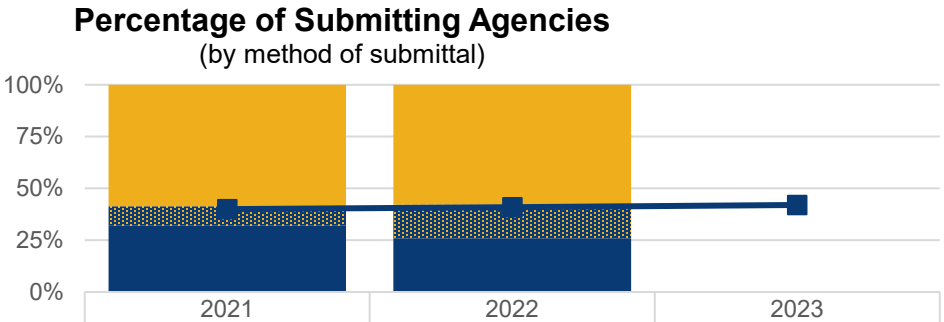
III. CRASH DATABASE MEASURES (CONTINUED)

C-I-1: Integration – LEAs Submitting Crash Reports Electronically [NEW]

Reporting Period: January 1st – December 31st

Each year, KDOT processes crash reports that are submitted by law enforcement agencies (LEAs) either in electronic format or on the historical paper-based forms. When crash reports are submitted in electronic format there is often improved data timeliness and quality through an improved workflow, more readily accessible data from the KCARS database, and a reduction of duplicate data entry.

This "LEAs Submitting Crash Reports Electronically" measurement shows the percentage of LEAs that submitted at least one crash report in an electronic format as part of the total crash reports processed by KDOT during the calendar year. In 2022, KDOT processed crash reports that were submitted by 304 LEAs, which is a decrease of 8 LEAs from the prior year. Additionally, there was a decrease from 129 to 128 LEAs that submitted at least one crash report in electronic format. These combined decreases calculate to an increase of 0.8% in this "LEAs Submitting Crash Reports Electronically" measurement percentage. As part of the KSCDS design and implementation, KDOT plans to work with some of the larger Records Management System (RMS) vendors to support XML submission of crash reports. This measurement of integration should improve as more options are made available for LEAs to submit crash reports electronically.



	2021	2022	2023
Agencies (paper only)	183	176	
Agencies (both)	29	49	
Agencies (electronic only)	100	79	
Actual - % (>=1 electronic)	41.3%	42.1%	
Target % (>=1 electronic)	40.0%	41.0%	42.0%

Positive

SUMMARY

The percentage of LEAs that submitted at least one (1) crash report electronically increased from 41.3% to 42.1% in calendar year 2022. This is an 1.8% improvement.

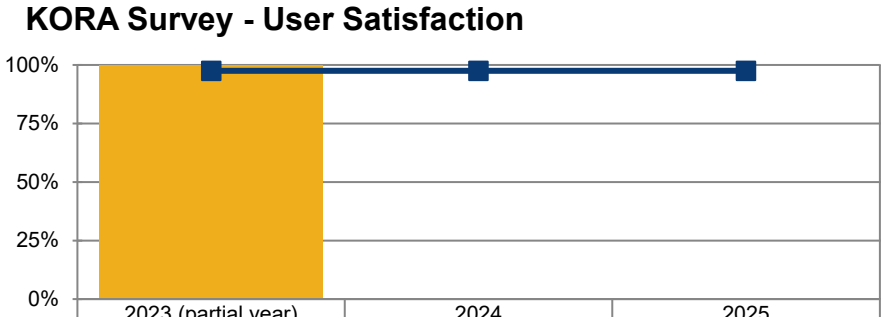
III. CRASH DATABASE MEASURES (CONTINUED)

C-X-1: Accessibility – KORA Accessibility Survey [NEW]

Reporting Period: January 1st – December 31st **(partial year only)**

Requests for information regarding crash reports go through the KDOT Open Records Request process related to the Kansas Open Records Act (KORA). Each month, users that received crash data through the KORA request process are included in a "KORA Accessibility Survey." The Survey asks the users to rank their experience as it relates to 1) quality, 2) quantity, 3) timeliness, 4) problems/issues, and 5) overall within a 1-3 or 0-3 scale, where 2 lines up with a "Meets Expectations" ranking and 3 lines up with an "Exceeds Expectations" ranking. Additionally, there is an open format question for comments, suggestions, or concerns.

This "KORA Accessibility Survey" measurement shows the percentage of responses that were designated as at least "Meets Expectations" (i.e., a 2 or higher) from users that completed the KORA Accessibility Survey. This survey kicked off in 2023, and our first responses were received in February from users that received crash data in January. As such, the information provided here is for a partial year and only includes surveys completed between February 1, 2023, and May 5, 2023.



	2023 (partial year)	2024	2025
Does Not Meet Expectations	0		
"Meets Expectations" minimum	27		
Percentage "Meets Expectations"	100%		
Target	97.5%	97.5%	97.5%

NEW	SUMMARY
	Responses to the first KORA Accessibility Surveys were received in February 2023. A trend cannot be determined until more data is obtained.

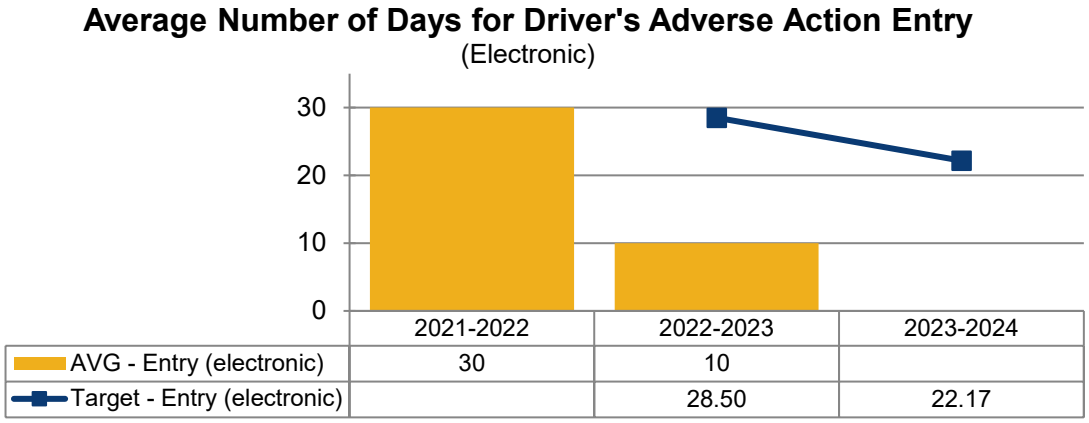
VIII. Driver Database Measures

D-T-1: Timeliness – Driver's Adverse Action Entered [New]

Reporting Period: April 1st – March 31st

Notification of final adjudication of a citation is provided by Kansas courts to the Kansas Department of Revenue (KDOR) to be entered into the KanLicense system. These notifications are received both electronically and by paper. Any minor conviction received electronically goes through an automated (or "electronic") process and is entered into KanLicense. All major convictions, and any minor conviction received on paper, go through a "manual entry" process.

This "Driver's Adverse Action Entered" measurement shows the mean number of days from the date of a driver's adverse action to the date the adverse action is entered into KanLicense for convictions that are entered electronically. For the 2023 reporting period, the number of convictions that were entered into KanLicense electronically decreased from 89,556 to 75,714. Additionally, the mean number of days for adverse actions entered through "electronic" entry decreased from 30 days to 10 days.



	SUMMARY
Positive	*The mean number of days between an adverse action and when it was entered into KanLicense for electronic entry decreased from 30 to 10 days. This is a 66.7% improvement.*

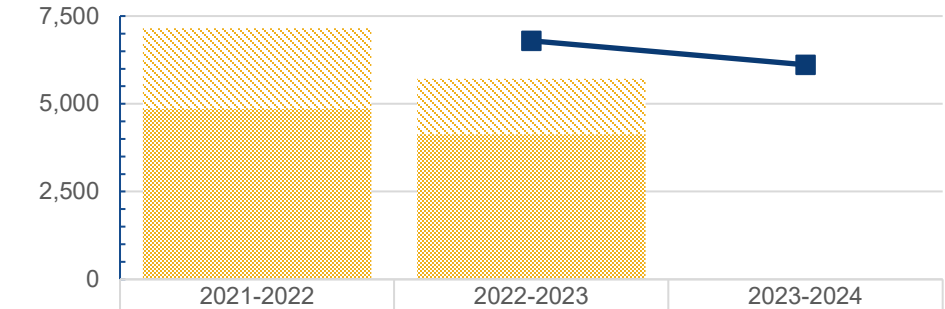
IV. Driver Database Measures (continued)

D-A-1: Accuracy – Driver Conviction Errors [New]

Reporting Period: April 1st – March 31st

The TRCC funded a contract with the Kansas Highway Patrol (KHP) for reimbursement for 400 driver's license readers, which were implemented during Quarter 1 of Federal Fiscal Year 2023. Driver's license readers are used to read and decode 2D Bar Codes on ID Cards and driver's licenses and allow for automated data entry of driver's license information. This automated data entry will provide KHP (and their downstream partners) with enhanced accuracy in driver's license information by removing, or significantly reducing, manual entry. As one of the downstream partners, KDOR provides reporting on the total errors observed within the KanLicense system.

This "Driver Conviction Errors" measurement shows the total number of errors observed by KDOR in both major and minor convictions that were submitted by the district courts. During the 2023 reporting period, there were a total of 5,714 errors observed, which is a decrease of 1,439 errors from the previous year. Daily error reports may be utilized by KDOR in the future to enhance reporting capabilities which would allow reporting to identify Driver's license information errors in addition to Driver Conviction Errors.



	2021-2022	2022-2023	2023-2024
Errors (Major Convictions)	2,295	1,574	
Errors (Minor Convictions)	4,858	4,140	
Total Errors	7,153	5,714	
Target		6,795	6,112

Positive

SUMMARY

The total number of errors in major and minor conviction errors decreased from 7,153 to 5,714. This is a 20.1% improvement.

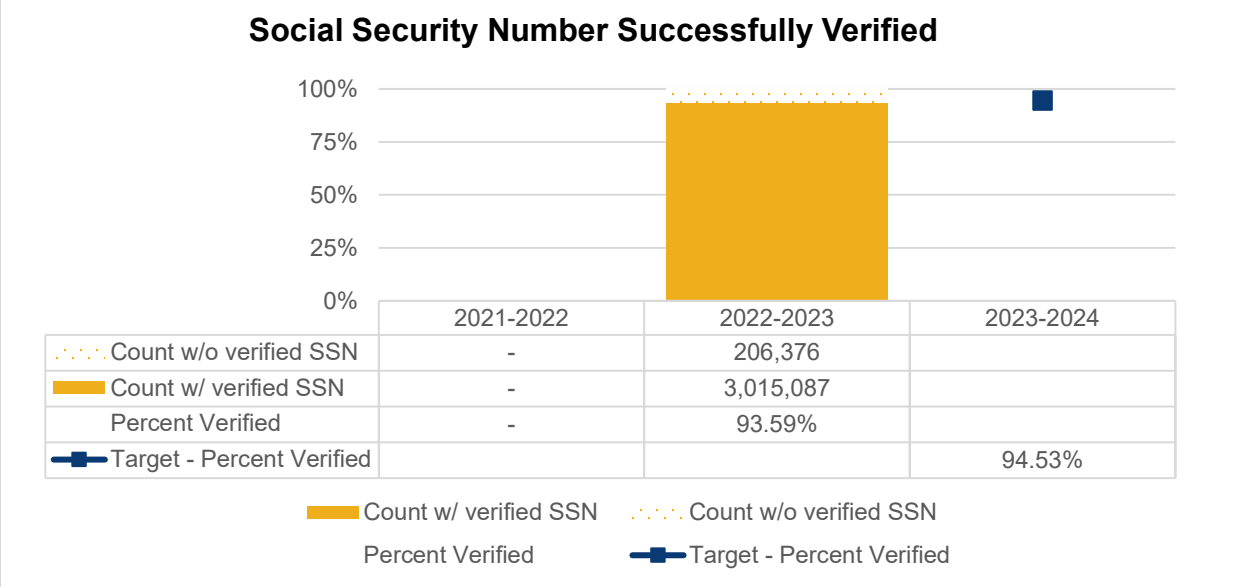
IV. Driver Database Measures (continued)

D-A-2: Accuracy – SSN Successfully Verified [New]

Reporting Period: April 1st – March 31st

When records are received by KDOR with a Social Security Number (SSN) provided, KDOR's process is to verify the SSN through Social Security Online Verification (SSOLV) as a way of providing accurate records in KanLicense.

This "SSN Successfully Verified" measurement shows the percentage of records on KanLicense where the SSN was provided and successfully verified using Social Security Online Verification (SSOLV) or other means. The data provided for this measurement shows a snapshot of the system, and there currently isn't a way to capture this measurement for previous time periods. The intention is to obtain this measurement at the same time each year to show an increase/decrease in the percentage of records that have a successfully verified SSN. During the 2023 reporting period, 93.59% of the records on KanLicense had the SSN verified.



	2021-2022	2022-2023	2023-2024
Count w/o verified SSN	-	206,376	
Count w/ verified SSN	-	3,015,087	
Percent Verified	-	93.59%	
Target - Percent Verified			94.53%

NEW	SUMMARY
	The data for this measurement is a snapshot from a certain date. In the future, the snapshot will be obtained on the same date each year to allow for a trend to be determined.

IX. Citation/Adjudication Database Measures

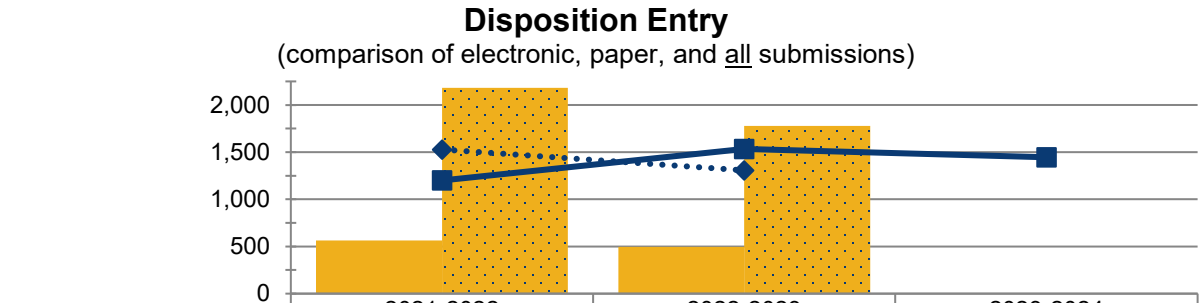
C/A-T-1: Timeliness – Disposition Entry

Reporting Period: April 1st – March 31st

Historical records of arrests and dispositions for criminal activity in Kansas are maintained in the Criminal History Repository at the Kansas Bureau of Investigation (KBI). Timeliness of disposition entry into the repository improves their availability as part of an individual's criminal history record within a single file. Kansas tracks the length of time it takes for dispositions to be entered by KBI into the Criminal History Repository after the dispositions are submitted by municipal and district courts and prosecutors. These dispositions are submitted both by paper and electronically with electronic submissions being automatically entered after some data quality processes and paper submissions being manually entered by KBI staff as time permits.

This "Disposition Entry" measurement shows a comparison of the average number of days from the date of an offense to the date that the disposition is entered into the Criminal History Repository for electronic submissions and paper submissions. For the 2023 reporting period, the overall average number of days for disposition entry decreased by 221 days from the prior year and the average number of days for both methods of submission also decreased. Additionally, the average number of days to enter electronic submissions continues to be much lower than the average number of days to enter paper submissions.

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



	2021-2022	2022-2023	2023-2024
Actual (Electronic)	563	496	
Actual (Paper)	2,183	1,779	
Actual (All)	1,528	1,307	
Target (All)	1,200	1,534	1,445

The process for determining Target changed in 2022; it is now based on an average of the previous 3 years.

	SUMMARY
Positive	*The average number of days for entry of convictions into the Criminal History Repository decreased from 1,528 to 1,307. This is a 14.5% improvement.*

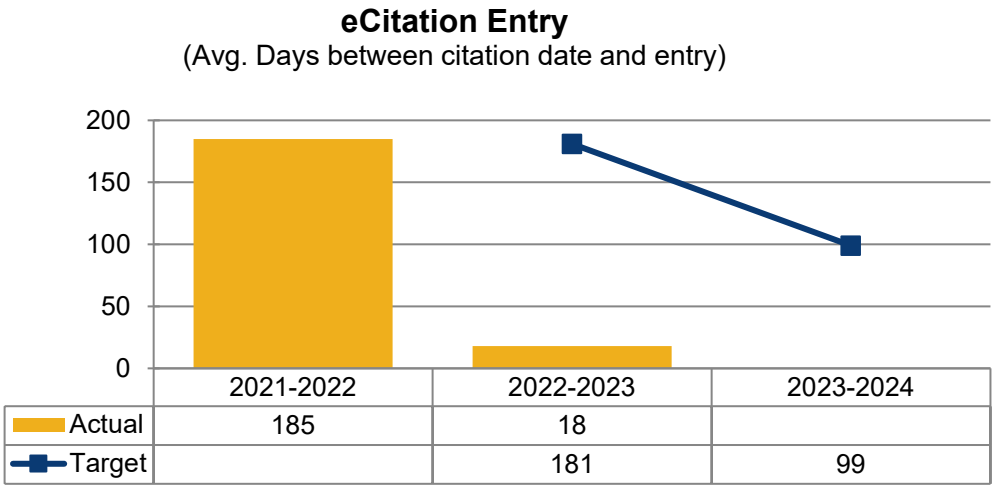
V. Citation/Adjudication Database Measures (Cont'd)

C/A-T-2: Timeliness – eCitation Entry [New]

Reporting Period: April 1st – March 31st

The statewide eCitation Repository allows participating agencies to share and query citation data. Kansas tracks the length of time it takes for citations to be entered by KBI into the repository. Citations are submitted by both paper and electronic methods, and through large data dumps of historical data when an agency is first interfaced.

This "eCitation Entry" measurement shows the average number of days between the date of a citation and the date that the citation is entered into the eCitation Repository. For the 2023 reporting period, there was a decrease of 167 days to enter citations into the eCitation Repository. During the 2022 reporting period, software was implemented, and it took some time to get records into the repository; but, in the current reporting period the agencies that are submitting are well established and the citations are getting entered much faster.



	SUMMARY
Positive	*The average number of days for entry of citations into the eCitation Repository decreased from 185 to 18 days. This is a 90.3% improvement.*

V. Citation/Adjudication Database Measures (Cont'd)

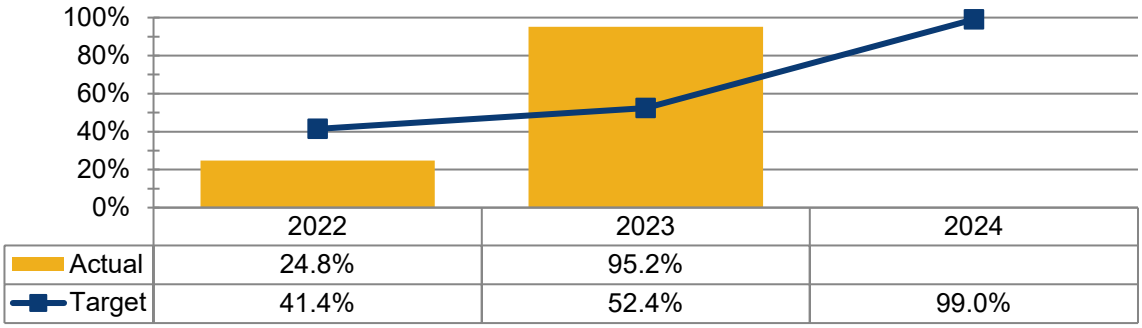
C/A-C-1: Completeness – Centralized Case Management System [New]

Reporting Period: April 1st – March 31st

The Centralized Case Management System is a key component to the Kansas Supreme Court's eCourt plan and will complete the conversion from local, paper-driving processes to a statewide electronic one. This will allow improved access to case information, details, and records from across the state to authorized users (attorneys, judges, and court personnel) by increasing the number of counties and judicial districts that are participating.

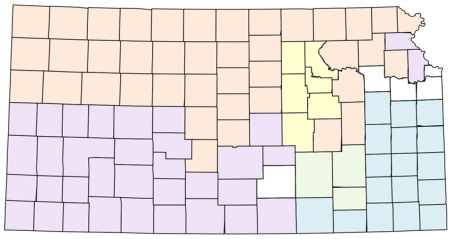
This "Centralized Court Management System" measurement shows the percentage of Kansas counties that have been brought online to the Centralized Case Management System. During the 2023 reporting period, an additional 75 counties (17 judicial districts) were brought online. Cumulatively, this amounts to 100 of Kansas' 105 counties being online. The Appellate courts and four (4) of the remaining five (5) counties are scheduled to be brought online in 2023. And the final county has not yet been scheduled for their "go live" date.

Kansas Counties on the Centralized Case Management System
(cumulative)



	2022	2023	2024
Actual	24.8%	95.2%	
Target	41.4%	52.4%	99.0%

Counties brought online to the Centralized Case Management System
(by Month - Year)



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	SUMMARY
Positive	*The cumulative percentage of counties that are online increased from 24.8% to 95.2% in the 2023 reporting period. This is an 284.62% improvement.*

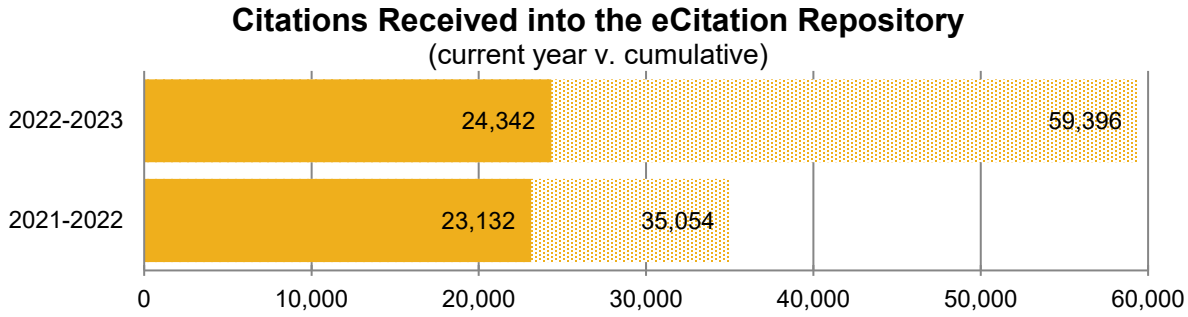
V. Citation/Adjudication Database Measures (cont'd)

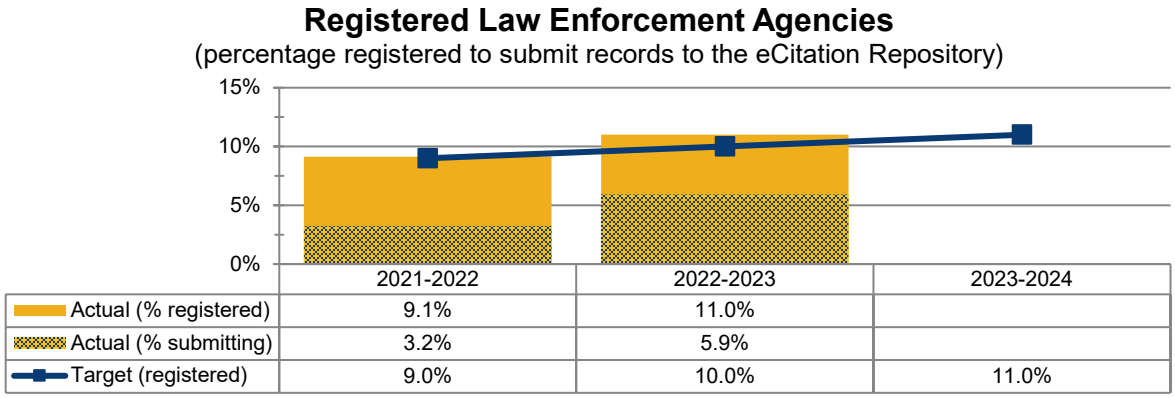
C/A-C-2: Completeness – eCitation Participation

Reporting Period: April 1st – March 31st

Participating agencies can share and query citation data through Kansas' statewide e-Citation application. Currently, Huber is the only RMS interface that allows users to electronically upload citation data directly to the e-Citation database with the remaining citations being entered manually through a web-based form.

This "eCitation Participation" measurement shows the percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository, along with the number of citations received during each year. When comparing the 2022 and 2023 reporting periods, there was an increase of seven (7) agencies registered to submit citations and an increase of 1,210 citations received. As additional RMS vendor interface options are enabled, Kansas expects an increase in both the number of agencies registered and the number of citations received.





	2021-2022	2022-2023	2023-2024
Actual (% registered)	9.1%	11.0%	
Actual (% submitting)	3.2%	5.9%	
Target (registered)	9.0%	10.0%	11.0%

[**REVISED MEASUREMENT**]: Previously this measurement was reported as "Accessibility," but the measurement is more closely linked to "Completeness." It provides information related to how complete the Citation/Adjudication data set is based on how many agencies participate.

Positive

SUMMARY

The percentage of registered agencies increased from 9.1% to 11.0% in the 2023 reporting period. This is an 20.6% improvement.

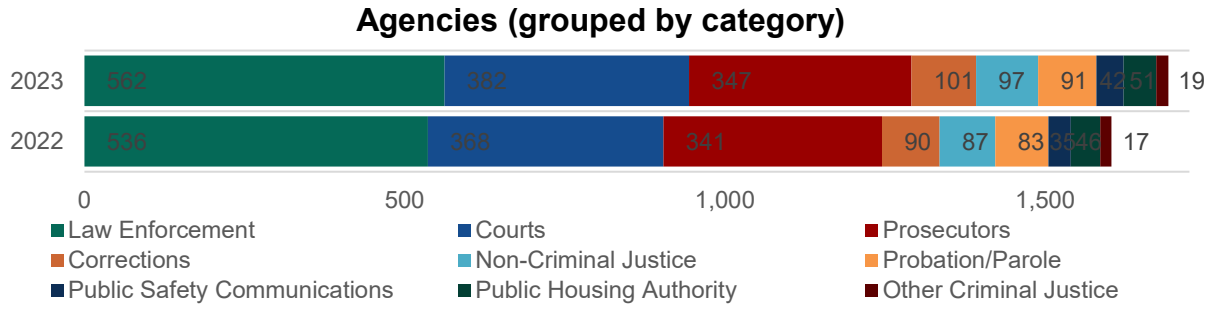
V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

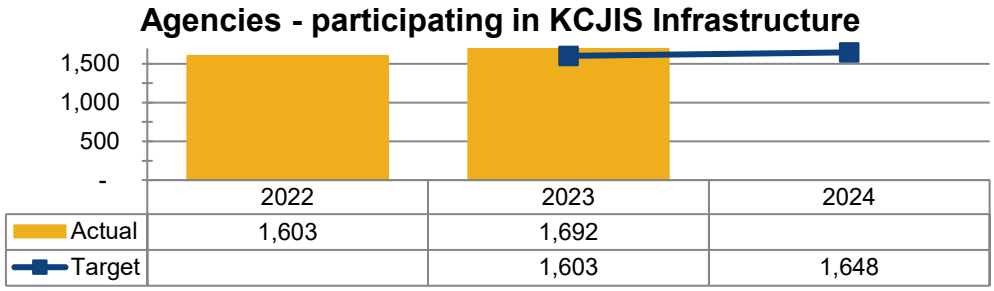
C/A-C-3: Completeness – KCJIS Participation [NEW]

Reporting Period: April 1st – March 31st

The Kansas Criminal Justice Information System (KCJIS) shares sensitive criminal justice information with local, tribal, state, and federal agencies in all 105 counties of Kansas. The integrated system provides daily operating information used by criminal justice, public officials, and policymakers in Kansas and elsewhere. It consists of many separate information repositories, affiliated systems, and a variety of agencies. There are currently over 10,000 KCJIS users managed through the Identity and Access Management (IAM) System. This system manages authorization and authentication for those users to applications and repositories on KCJIS, which allows access to crash records, incident and offense records, citation records, and disposition records. The IAM contract is expected to improve accessibility for KCJIS users by bringing the platform into compliance with current standards.

This "KCJIS Participation" measurement shows the number of agencies participating in KCJIS Infrastructure, along with a summary listing of the number of agencies that fall into each category (e.g., corrections, courts, law enforcement, prosecutors, etc.). In the 2023 reporting period there was an overall increase of 89 agencies participating in KCJIS. Additionally, every existing category identified in 2022 experienced an increase in participating agencies.





	SUMMARY
Positive	*The number of agencies participating in KCJIS increased from 1,603 to 1,648 in the 2023 reporting period. This is an 5.6% improvement.*

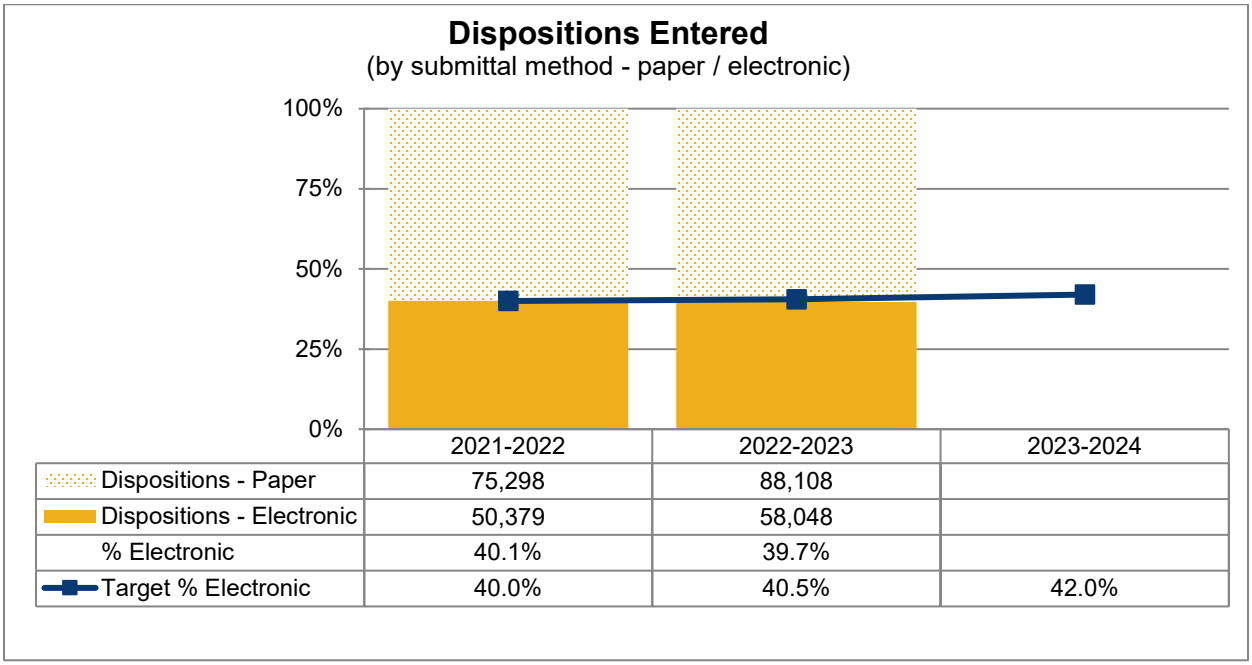
V. Citation/Adjudication Database Measures (Cont'd)

C/A-I-1: Integration – Dispositions Entered by Submittal Method

Reporting Period: April 1st – March 31st

TRCC's e-disposition effort was deployed to allow municipal and district courts and prosecutors to submit dispositions electronically. Electronic submission reduces the potential for manual data entry errors and reduces the level of effort associated with manual entry. In addition, electronic disposition submittal significantly reduces the length of time from offense to entry in the Criminal History Repository.

This "Dispositions Entered by Submittal Method" measurement shows the percentage of dispositions entered into the Criminal History Repository that were submitted electronically. For the 2023 reporting period, the combined total number of dispositions entered increased by 20,479 and the number of dispositions entered that were submitted on paper and electronically increased by 12,810 and 20,479, respectively. When considering all of these increases, the percentage of electronic dispositions entered decreased slightly during this reporting period.



	2021-2022	2022-2023	2023-2024
Dispositions - Paper	75,298	88,108	
Dispositions - Electronic	50,379	58,048	
% Electronic	40.1%	39.7%	
Target % Electronic	40.0%	40.5%	42.0%

Negative

SUMMARY

The percentage of dispositions entered into the Criminal History Repository that were submitted electronically decreased from 40.1% to 39.7.0% in the 2023 reporting period. This is an 0.9% diminishment.

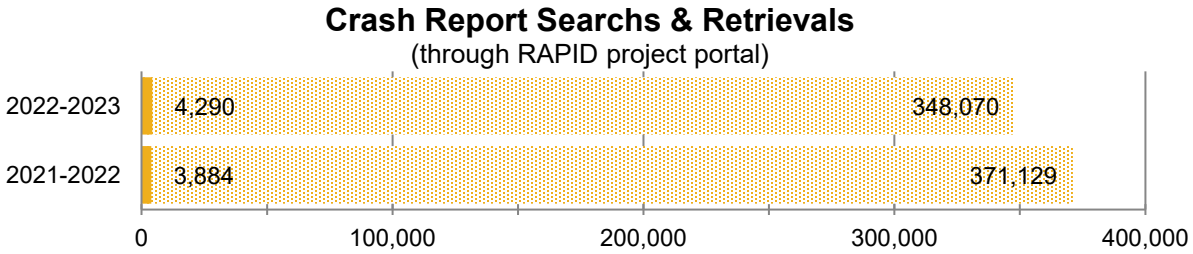
V. Citation/Adjudication Database Measures (cont'd)

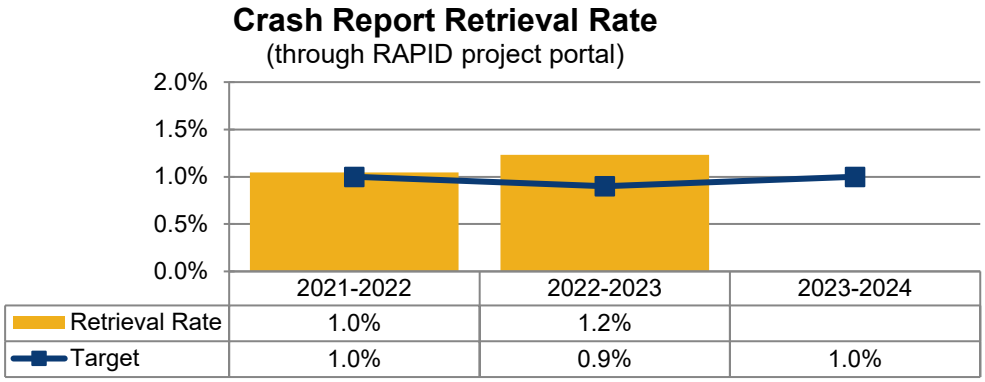
C/A-I-2: Integration – Crash Report Retrieval Rate

Reporting Period: April 1st – March 31st

For several years, the State's crash reports have been preserved as both raw data and document images inside privately accessed systems within KDOT. A previous TRS project made this rich historical record set available to the traffic safety community through a search function in the Kansas Criminal Justice Information System (KCJIS) portal hosted by KBI. In 2015, the KBI added enhanced crash report query capabilities through its Record and Police Impaired Drivers (RAPID) project portal providing more robust and efficient query functionality.

This "Crash Report Retrieval Rate" shows the percentage of crash report searches through the RAPID project portal that resulted in a crash report retrieval. During the 2023 reporting period, the number of searches (including both simple and advanced searches) within the RAPID portal decreased by 23,059 searches from the prior year. However, there was an increase of 406 crash reports retrieved as a result of those searches. The calculated retrieval rate for the 2023 reporting period is 1.2% and is an increase from the rate observed in the 2022 reporting period.





	2021-2022	2022-2023	2023-2024
Retrieval Rate	1.0%	1.2%	
Target	1.0%	0.9%	1.0%

[**REVISED MEASUREMENT**]: Previously Crash Record Searches and Crash Record Retrievals were reported separately. The new measurement combines them and measures the percentage of searches that ended in a retrieval. Additionally, the previous versions of this measurement were reported as "Accessibility," but there was no link between the measurement and user satisfaction. The measurement seems to fit better as "Integration" as it provides information related to the integration between the Crash and Citation/Adjudication data sets.

Positive

SUMMARY

The percentage of crash record searches performed through the RAPID Project Portal that resulted in a retrieval increased from 1.0% to 1.2% in the 2023 reporting period. This is an 17.8% improvement.

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

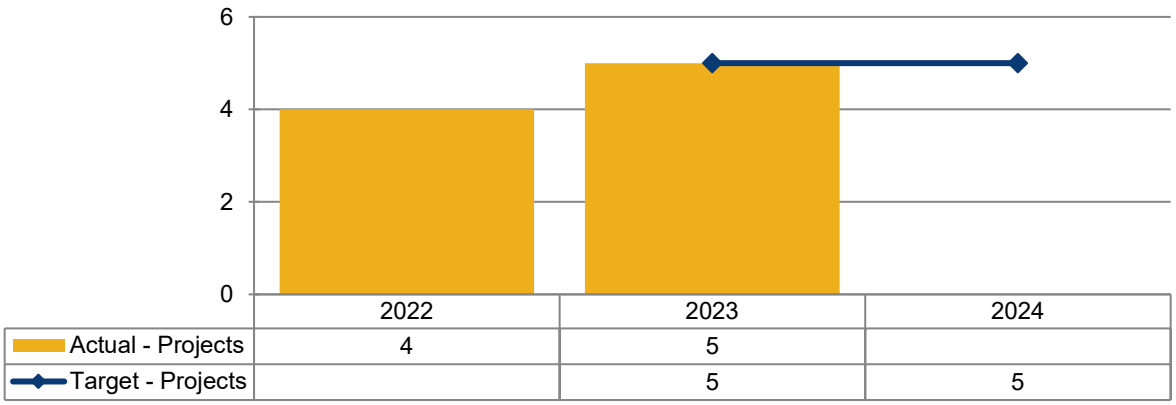
C/A-I-3: Integration – Projects & Efforts within KCJIS Platform [NEW]

Reporting Period: April 1st – March 31st

The TRCC funded a contract with the Kansas Bureau of Investigation for a project titled "Systems Architect Position" to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the Kansas Criminal Justice Information System (KCJIS) Platform, along with supporting ongoing modernization of KCJIS and TRS integration.

This "Projects & Efforts within KCJIS Platform" measurement shows the number of tasks within the KCJIS Platform that involved the Systems Architect Position and were related to maintaining and improving integration with the Traffic Records System. In the 2023 reporting period, there were five (5) tasks, projects, and/or efforts that involved the Systems Architect and were also related to maintaining or improving integration of KCJIS and TRS. These tasks are listed next to the Summary at the bottom of this page.

Projects & Efforts within KCJIS Platform
(related to maintaining/improving integration & involving the System Architect Position)



	2022	2023	2024
Actual - Projects	4	5	
Target - Projects		5	5

Project & Efforts within KCJIS Platform
• Integrating the eStatute interface in the DNA System replacement.
• KDOR driver restriction code issue for the KCJIS Portal and central message switch.
• Integration planning and development consultation for the new KIBRS system.
• Decommissioning BizTalk.
• AFIS Replacement integration design through the ESB for Arrest data.

Positive

SUMMARY

The number of tasks that were related to maintaining or improving integration with TRS and involving the System Architect Position increased from 4 to 5 in the 2023 reporting period. This is a 25% improvement.

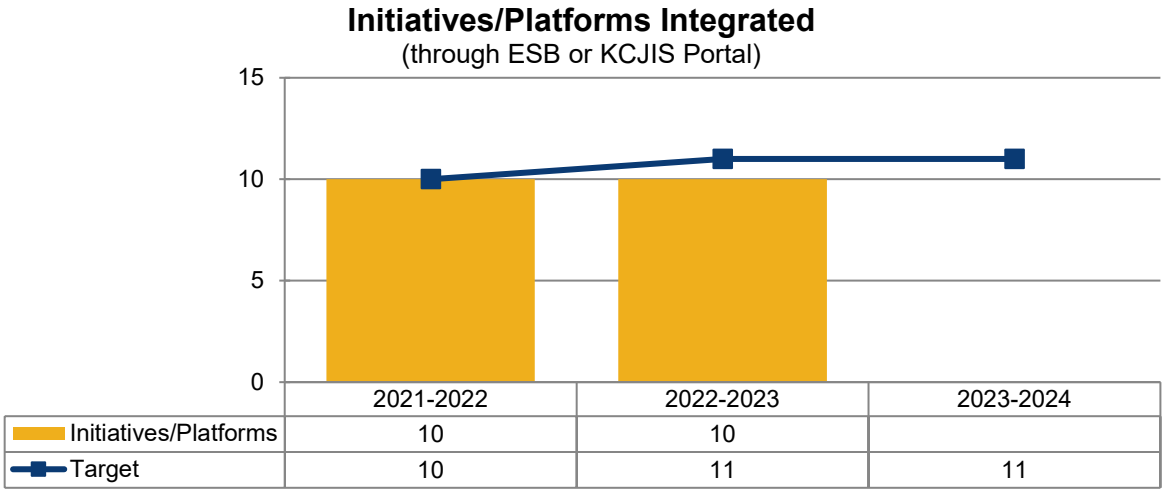
V. Citation/Adjudication Database Measures (cont'd)

C/A-I-4: Integration – TRS Initiatives Integrated through ESB or KCJIS Portal [New]

Reporting Period: April 1st – March 31st

The TRCC provided funding for an "Architecture & Application Support & Enhancements" contract with the KBI. This contract allowed for KBI to contract with a consultant/contractor to support the TRS initiatives and platforms put in place by previous and ongoing TRCC-funded grants (e.g., eCitation, KCJIS Portal, Master Entity Index) and TRS-related system integration.

This "TRS Initiatives Integrated through ESB or KCJIS Portal" measurement shows the number of the TRS initiatives and platforms that are integrated through either the ESB or KCJIS Portal. In the 2023 reporting period, there were ten (10) TRS initiatives and platforms integrated through ESB or KCJIS Portal. This is the same number of initiatives and platforms that were reported as integrated in the previous year. These TRS initiatives and platforms integrated through ESB and KCJIS Portal are listed next to the Summary below.



ESB	KDOR Driver queries
	KDOR Vehicle queries
	KIBRS Use of Force module
	eStatute
KCJIS Portal	Master Search for different data sources including Crash, KIBRS, KDOR Vehicle and Driver
	Offender Summary – includes rap sheet (CCH info) and KDOR Driver info
	KDOR Driver License Search
	KDOR Vehicle Search
	Electronic Disposition Processing
	Record Alert System

Neutral

SUMMARY

The number of initiatives or platforms that are integrated with ESB or KCJIS Portal remained at 10 in the 2023 reporting period. There is no change in this measurement.

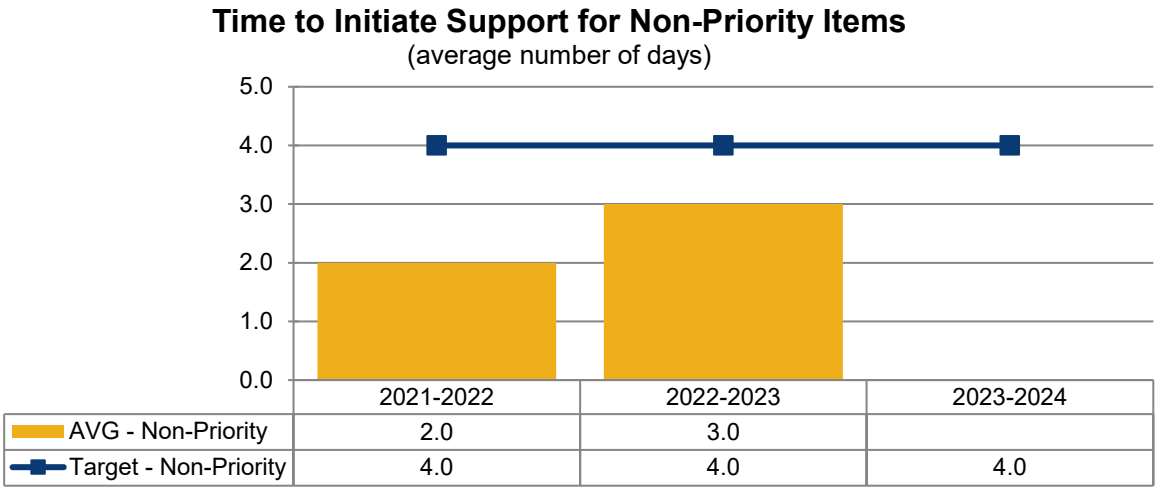
V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-X-1: Accessibility – Time to Initiate Support [NEW]

Reporting Period: April 1st – March 31st

In addition to **C/A-I-4 TRS Initiatives Integrated through ESB or KCJIS Portal**, the support provided by the "Architecture & Application Support & Enhancements" consultant/contractor is also expected to lead to faster response times to address identified necessary changes to TRS-related systems, architecture, and platforms.

This "Time to Initiate Support" measurement shows the average number of days needed to initiate support items for any identified necessary changes to a TRS-related system, architecture, or platform. In the 2023 reporting period, there were three (3) identified necessary changes, and the average response time to initiate support items was three (3) days. These identified necessary changes are listed below. When comparing the 2023 reporting period with the previous year, there was one (1) additional day needed to initiate support items.



Identified necessary changes to TRS-related systems
• Build code table API for use between applications.
• Add the ability to use the newer AMVA codes in the KCJIS search.
• eDisposition search timeout error.

Negative

SUMMARY

The average number of days needed to initiate support items increased from 2 days to 3 days during the 2023 reporting period. This is a 33.3% diminishment from last year.

X. EMS/Injury Surveillance Database Measures

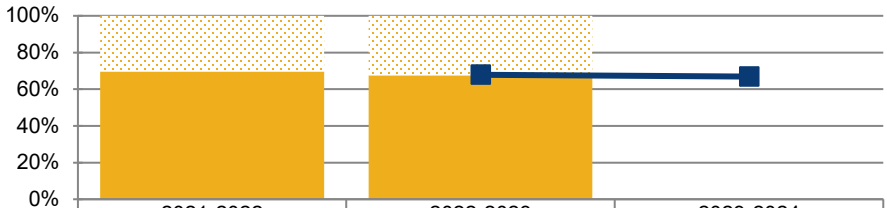
I-C-1: Completeness – Missing Documentation in Observed Fields [New]

Reporting Period: April 1st – March 31st

Emergency Medical Services (EMS) play an integral role in post-crash care as they respond to the scene and provide life-saving care to those injured. Documentation of the care provided by EMS providers is necessary to allow continuous quality improvement ensuring those injured in crashes have the best possible chance at a positive outcome. Patient care documentation must be as complete as possible to help identify how the elements of a motor vehicle crash impact the patient's injury severity. Having a complete understanding of the elements of the crash along with the vitals sign status of the patient can lead to improved outcomes. While some of the necessary information is documented, it is imperative EMS agencies work to include all necessary elements in their patient care reports.

This "Missing Documentation" measurement shows the percentage of EMS Motor Vehicle Crash (MVC) responses with missing documentation in one of the fields listed below. During the 2023 reporting period, there were 16,464 EMS MVC responses, with 442 of those responses having the crew cancelled or the patient DOA. Since we would not expect the observed fields to be completed for those responses they were excluded from this measurement. Of the remaining 16,022 EMS MVC responses, there were 10,829 responses with at least one unknown or blank value in the observed fields. This results in a decrease of 2.0% in this "Missing Documentation in Observed Fields" measurement when compared to the previous year.

EMS Patient Care Reports with one or more unknown or blank value
(in observed field list)



	2021-2022	2022-2023	2023-2024
Actual (complete)	4,896	5,193	
Actual (w/ unknown or blank)	11,203	10,829	
% Missing documentation	69.6%	67.6%	
Target % Missing Documentaiton		67.8%	66.9%

Observed Fields for this Measurement
• Location of Patient in Vehicle
• Occupant Safety Equipment Documented
• Primary Location of Impact
• Heart Rate
• Respiratory Rate
• Systolic Blood Pressure
• Glascow Coma Score
• Scene GPS Documented

Positive

SUMMARY

The percentage of EMS MVC responses with missing documentation in the observed fields decreased from 69.6% to 67.6% in the 2023 reporting period. This is a 2.9% improvement.