

State of Kansas

ANNUAL PERFORMANCE REPORT
KANSAS BEHAVIORAL SAFETY SECTION

State of Kansas

Annual Performance Report FFY 2023

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The FFY 2023 Kansas Annual Performance Report is being submitted to the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). This report describes the activities completed 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.

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List of Acronyms

| | | | |
|--------|--|--------|--|
| AAA | American Automobile Association | KBI | Kansas Bureau of Investigation |
| ABC | Alcoholic Beverage Control | KBSS | Kansas Behavioral Safety Section |
| AFIS | Automated Fingerprint Identification System | KCDS | Kansas Crash Data System |
| AIC | Analysts International Corporation | KCJIS | Kansas Criminal Justice Information System |
| ARIDE | Advanced Roadside Impaired Driving Enforcement | KDHE | Kansas Department of Health and Environment |
| BAU | Breath Alcohol Unit | KDOT | Kansas Department of Transportation |
| BIL | Bipartisan Infrastructure Law | KEMSIS | Kansas Emergency Medical Services Information System |
| BRAKES | Be Responsible And Keep Everyone Safe | KHP | Kansas Highway Patrol |
| CPS | Child Passenger Safety | KLER | Kansas Law Enforcement Reporting |
| DASC | Data Access & Support Center | KTSRO | Kansas Traffic Safety Resource Office |
| DCCCA | Douglas County Citizen's Committee on Alcoholism, Inc. | KUCR | University of Kansas Center for Research |
| DRE | Drug Recognition Expert | LEL | Law Enforcement Liaison |
| DTZ | Drive to Zero Coalition | MARC | Mid-America Regional Council |
| DUI | Driving Under the Influence | MIRE | Model Inventory of Roadway Elements |
| DUID | Driving Under the Influence of Drugs | NHTSA | National Highway Traffic Safety Administration |
| EAT | Emphasis Area Team | NSEP | Nighttime Seatbelt Enforcement Program |
| ELTP | Eisenhower Legacy Transportation Program | OJA | Office of Judicial Administration |
| EMS | Emergency Medical Services | PI&E | Public Information & Education |
| FARS | Fatality Analysis Reporting System | PSA | Public Service Announcement |
| FAST | Fixing America's Surface Transportation Act | RAVE | Roving Aggressive Violation Enforcement |
| FDE | Fundamental Data Elements | SHSP | Strategic Highway Safety Plan |
| FFY | Federal Fiscal Year | STEP | Special Traffic Enforcement Program |
| FHWA | Federal Highway Administration | TASK | Traffic Safety Assistant for Kansas |
| GHSA | Governor's Highway Safety Association | TFRP | Traffic Fatalities Reduction Program |
| IDDP | Impaired Driving Deterrence Program | TRCC | Traffic Records Coordinating Committee |
| IID | Ignition Interlock Device | TRS | Traffic Records Systems |
| JNA | John Nohe & Associates, LLC | TSC | Transportation Safety Conference |
| KAB | Kansas Association of Broadcasters | TSRP | Traffic Safety Resource Prosecutor |

2023 EXECUTIVE SUMMARY

This Annual Performance Report describes the progress and outcomes in the Kansas highway safety program. This report will detail activities that were conducted utilizing federal funding from Fixing America's Surface Transportation Act (FAST); Bipartisan Infrastructure Law (BIL); and Supplemental BIL. This report will detail activities tied to specific program areas under Section 402, Section 405, and state funds.

The Kansas Behavioral Safety Section (KBSS) within the Kansas Department of Transportation (KDOT) deployed numerous projects, programs, resources, and efforts in the following program areas, Planning and Administration, Alcohol, Drivers Education, Motorcycle Safety, Occupant Protection, Paid Media, Pedestrian and Bicycle Safety, Police Traffic Services, Roadway Safety, Safe Communities, and Traffic Records. This was done with the intention of lowering fatalities and serious injuries on Kansas roads. This annual report reflects the work of KBSS, and its traffic safety partners across the state.

KDOT updated the Strategic Highway Safety Plan (SHSP). The mission of the SHSP is to drive strategic investments that reduce traveler casualties, and the emotional and economic burdens of crashes utilizing the four E's (education, enforcement, engineering, and EMS). KDOT has been responsible for the formation of many Emphasis Area Teams (EATs) that focus on specific traffic safety areas. In 2023, there were nine active teams that include: Data, Occupant Protection, Roadway Departure, Intersections, Teen Drivers, Local Roads, Older Driver, Pedestrian and Cyclists, and Impaired Driving. These EATs worked to support the Kansas Drive to Zero Coalition (DTZ).

KDOT and the DTZ created a Crash Summary Dashboard tool to aid traffic safety partners and advocates in understanding the nature, frequency, and spatial distribution of fatal and suspected serious injury crashes. Individuals, agencies, and coalitions can use the tool to identify possible problem areas. The Crash Summary Dashboard was developed primarily for KDOT systems planning and strategizing by the EATs, not for engineering analysis for projects. It shows both map and data visualization tools, where the tools interact with the map and allow users to filter crash characteristics. This dashboard was rolled out in the Spring of 2023.

In 2023, the DTZ was tasked to select a state-wide strategy for traffic safety partners to participate, collaborate, support, and implement. The Safety-Corridor Program is a proven countermeasure in reducing fatalities and serious injuries. The DTZ identified this program as its "Big Push". The DTZ evaluated corridors across the state and selected four: US-69, US-83, US-24, and I-135. These corridors underwent evaluations to identify problematic driving behaviors within their boundaries. The following behaviors were identified as prevalent in these corridors: impaired driving, distracted driving, occupant protection, and speed. In response, the KBSS deployed many resources. Section 402 Funds, utilized by JNA (SP-1503-23), were used to secure ad placements. JNA coordinated and utilized various forms of marketing mediums to improve the driving behaviors of the traveling public in these areas. These combined efforts generated 17,833,696 impressions.

Another continued coordinated effort to note is the Drive Safe Sedgwick Coalition. Developed in previous years, the KBSS continued to support and expand efforts in FFY 2023. Sedgwick County has been consistently overrepresented in Kansas fatalities and serious injuries. Driving behaviors like excessive speeding, impaired driving, and seat belt compliance have been identified as reasons for this overrepresentation. Section 402 Funds, utilized by JNA (SP-1503-23), were used to secure ad placements in Sedgwick County. JNA deployed multiple media assets and generated 42,284,476 impressions in FFY 2023.

The KBSS orchestrated several initiatives that required partnership and collaboration between media, marketing, and special enforcement periods.

Kansas continued its support and participated in a multi-state enforcement and media mobilization to jointly address the continuing challenge of high numbers of crash fatalities and serious injuries across the nation due to marijuana impaired drivers. In 2023, Kansas joined Arkansas, Missouri, Iowa, and Nebraska on a joint drug impaired driving campaign. It overlapped with a time period well known in cannabis culture as “Weed Day” or “420”. Our media partner, JNA (SP-4708-23), utilized Section 405d Funds to secure media placements in Kansas via television, newspaper, outdoor billboards, social media, and other forms of digital media. These efforts generated 4,754,832 impressions state-wide and reached 388,000 individual people. These media efforts were supported and reinforced by a statewide enforcement period. “420” enforcement is voluntary and 50 agencies participated over the course of the five days in 2023. Reports showed 136 DUI/DUID arrests, 90 non-DUI arrests, 63 felony arrests, 1,128 speeding citations, and 131 seatbelt citations in the nearly 4,240 traffic stops.

In July of 2023, the State of Kansas again partnered with Arkansas, Missouri, Iowa, and Nebraska on a joint speed media and enforcement. The campaign targeted aggressive speeding. Our media partner, JNA (SP 1503-23), utilized Section 402 Funds to secure media placements in Kansas via newspaper, social media, and other forms of digital media. These efforts generated 4,607,292 impressions and reached 582,718 individual people. These media efforts were supported and reinforced by a statewide enforcement period. Enforcement activity resulting from this campaign are included in the STEP (SP-1300-23) and the Kansas Highway Patrol (KHP) Fatality Reduction Program’s (SP-1710-23) activity numbers.

The success of KBSS, and our vision of zero traffic fatalities, relies heavily on contributions and participation from the law enforcement community in Kansas.

The FFY 2023, Special Traffic Enforcement Program (STEP) subsidized the overtime personnel cost of four state-wide overtime enforcement campaigns, the July Speeding Slows You Down enforcement, and five other more targeted local and regional enforcements. 163 state and local Kansas law enforcement agencies participated in FFY 2023. In the course of 39,222 traffic stops, officers recorded more than 27,665 citations and arrests. Included were 13,722 speeding tickets, 380 arrests for DUI, and 966 non-DUI arrests. Occupant restraint citations include 210 child passenger, 194 teen, and 5,707 adult seat belt tickets.

In FFY 2023, many of the STEP agencies involved with the Kansas City Metro, Sedgwick County, and the city of Wichita continued their participation in the Aggressive/Inattentive Driving Enforcement Campaign and the new Tri-State Impact Program. These special enforcements resulted in more than 4,300 citations being issued and 33 DUI/DUID arrests. Of note, there were 2,553 speeding citations issued for speeding 20+ miles an hour over the speed limit and 280 occupant protection citations issued from 5,208 vehicle stops.

The Impaired Driving Deterrence Program (IDDP) supported overtime enforcement for 20 county and municipal police agencies and resulted in 5,371 driver contacts during 57 saturation patrols and 9 check lanes, which combined to net 138 DUI arrests, 79 traveling with an open container, 31 minors in possession, and 38 arrests for drug possession along with 1,500 other citations and arrests.

The Nighttime Seatbelt Enforcement Program (NSEP) had three contracted agencies that provided 15 reports showing nearly 400 contacts and 58 adult belt citations issued. During these patrols, 152 equipment violations and 24 driver license violations were also noted.

The KBSS partnered again with the KHP to mount a comprehensive overtime traffic fatality reduction program. In FFY 2023, the KHP engaged in six statewide enforcement activities utilizing almost 2,800 overtime hours and logged over 65,000 miles. During this project period, troopers arrested over 20 DUIs, issued almost 3,000 speed citations and/or warnings, issued over 300 seat belt citations and/or warnings, and made over 4,900 public contacts.

The KHP was available to assist with check lanes and provide additional roving DUI saturation patrols through the Roving Aggressive Violation Enforcement (RAVE) grant from KDOT. In FFY 2022, the KHP initiated enforcement activities every single month which netted over 150 DUI arrests, issued over 1,200 speeding citations and/or warnings, conducted over 3,700 public contacts and covered over 42,000 miles of Kansas roadway. In FFY 2023, they continued their momentum and made 130 DUI arrests, over 900 speeding citations and warnings, made over 3,100 public contacts and covered almost 47,000 miles. In short, the RAVE events that were conducted and targeted to problem areas in this FFY were very productive and the increased KHP visibility in these areas appeared to be effective.

The KHP has completed the fourth full year of work with the statewide Ignition Interlock Enforcement Coordinator Program. The vision of this grant is to educate Kansas law enforcement on how to effectively enforce ignition interlock device (IID) requirements roadside and to systematically investigate non-compliant offenders. This is accomplished through the two Section 405d Funded trooper positions who use these investigations to train local law enforcement.

In FFY 2023, KHP Troopers Crump and Sperry served as the IID Coordinators. Crump and Sperry (Trooper Sperry became an IID Coordinator in January 2023) completed almost 50 IID investigations with information coming from Kansas vendors, local law enforcement leads, citizen complaints, and self-initiated investigations. Stopping this negative behavior and encouraging compliance is just one of the goals of the unit and the grant. Also, during FFY 2023 these coordinators instructed various courses in alcohol and drug-impaired driving detection (i.e.. ARIDE, etc.) to almost 1,300 law enforcement personnel.

Intoxlyzer 9000 trainings, the 2023 Annual Impaired Driving Conference, the 2023 Prosecutor Conference, and many other venues allowed Troopers Crump and Sperry to educate law enforcement and other stakeholders on the importance of the IID program and its requirements. This collaboration has been on the forefront of getting an Ignition Interlock court requirement changed from a time-based to a compliance-based 90-day requirement with a review prior to reinstatement of driving privileges. IID oversight was also moved from the Kansas Department of Revenue to the KHP.

The KHP Breath Alcohol Unit coordinates the statewide Drug Recognition Expert Program (DRE) and the Advanced Roadside Impaired Driving Enforcement (ARIDE) program. LT. Matt Payne and LT. Rob Istas have taken leadership of this unit and have made it a personal mission to be a leader in the United States for DRE programs. Thirteen law enforcement personnel became new DREs by attending DRE Certification Training in 2023. This brings the total of DREs in Kansas to just shy of 100, representing 37 law enforcement agencies. In 2023, Kansas DREs completed just short of 500 total evaluations which is just short of the 562 total evaluations in 2022. With the increase in active DREs and the new oral fluid devices, we should see an increase in evaluations for 2024.

The State of Kansas is continuing its efforts focused on roadside drug testing. In FFY 2021, the Impaired Driving EAT spent some time gathering procedures and protocols from other states and has finished working on procedures for Kansas. Two statute changes had to occur which were finalized, the first was wording changes to allow oral fluid preliminary testing. The second was to assign instrument certification to the Kansas Bureau of Investigation (KBI). Currently there are discussions between the Kansas Attorney General, Director of the KBI, and the Superintendent of the Highway Patrol on how to best manage a non-evidential instrument and statute requirement. In FFY 2023 the KHP, with support from KDOT and AAA Kansas, distributed SoToxa oral fluid devices to experienced DREs throughout regions of Kansas. These select DREs would represent all areas of Kansas; rural and urban, and large and small agencies as well as the KHP. This pilot field study of these oral fluid devices shall pave the way for oral fluid device testing in the future to be another tool of law enforcement to detect and arrest drug-impaired drivers. During this field testing, results from laboratories, the oral fluid devices, and the observations of the DREs are compared and validated against each other. These devices will provide drug impaired driving data and confirm officer observations. The field testing is not complete, however. From June through September the oral fluid devices were used almost forty times and showed positive for cannabis sixty-eight percent of the time.

The Kansas Traffic Safety Resource Prosecutor (TSRP) program is well respected and continues to make an impact on DUI arrests and prosecutions in Kansas. The TSRP also continued to present at the DUI Prosecutor Boot Camp training, Drug Recognition Expert (DRE) trainings, Kansas Teen Traffic Safety Conference, and the Impaired Driving Conference for law enforcement and prosecutors. The TSRP has worked on providing training to underserved communities in western and southern counties or counties which might not have a traffic safety experienced prosecutor or who do not receive DUI updates.

The TSRP has taken steps to provide virtual training sessions and statewide discussion panels (almost 30 meetings) to help achieve training goals. Additionally, by using weekly reporting to KDOT, the TSRP has tracked the number of unique instances of technical assistance during this time frame. To this end, the TSRP has documented almost 300 unique technical assistance requests that he has either lent his expertise or provided research for prosecutors and law enforcement officers. The TSRP has also continued to lead the Impaired Driving EAT towards its strategic goals of reducing impaired driving across the State of Kansas.

Education remains a critical component to reach our vision of zero traffic fatalities. Kansas consists of 82,277 square miles, making it difficult for KDOT personnel to be in all the places needed to effectively reach the public with our traffic safety education programs. The Kansas Traffic Safety Resource Office (KTSRO) has lightened this load by providing expertise to each program area. With a staff of eleven and a half employees, they represent KDOT in the outreach to minorities, large employers, novice drivers, older drivers, child passenger safety advocates, motorcyclists, and law enforcement.

On KDOT's behalf, KTSRO performs the program administration of the SAFE (Seatbelts Are For Everyone) Program. Each year, KTSRO sponsors two statewide occupant restraint enforcement activities. These enforcement periods are non-contractual and purely voluntary on the part of participating agencies. The first is a one-week enforcement in the fall. It focuses on elementary and middle school neighborhoods. Police agencies are asked to contribute at least one hour during the enforcement period, broken out as 30 minutes before school and 30 minutes after. In October of 2022, 52 agencies responded, and in 926.5 hours, their 258 participating officers wrote 48 child/teen, 178 adult restraint citations, and 176 speeding and other citations. The second enforcement opportunity focuses on high school neighborhoods during the last week of February through the first week of March. The

expectation is the same: a minimum of one hour broken out between morning and afternoon. This year, the campaign engaged the efforts of 367 officers from 62 agencies and produced 32 child, 89 teen, and 313 adult restraint citations and 609 citations for speeding and other citations. Importantly, these campaigns have drawn participation from agencies which have in the past shied away from participating in a more formal manner with the KBSS. In that respect, they have served as a gateway, of sorts, to more substantively informal and even formal relationships.

The KTSRO maintains a user-friendly website, keeping information current and relevant to the public. With one employee totally dedicated to communications, KTSRO maintains a presence on social media pages, as well. They also act as a distribution center, sending 379,490 pieces of education material to safety advocates throughout the state.

In FFY 2023, DCCCA completed the Occupant Protection Observed Seat Belt Survey. Utilizing NHTSA protocol, Kansas recorded an adult seat belt rate of 85% in 2023. This number is down two percent when compared to the 2022 observed number of 87%. Observed belt use in pickup trucks remained the same at 74%. Belt use in other passenger vehicles was observed to be 89% in SUV's and vans, reflecting a 1% decrease from the 2021 survey.

The Traffic Records Coordinating Committee (TRCC) continues to move forward. Through the TRCC process, numerous state agencies are working together to improve traffic records in Kansas. The Kansas Law Enforcement Reporting (KLER) System continues to be the main resource for electronic submission of crash reports to KDOT. Currently, the Traffic Records System (TRS) shows 185 agencies authorized to submit crash reports electronically with approximately 49% of 62,743 crash reports received during FFY23 being submitted to KDOT electronically.

During FFY23, several existing TRCC contracts continued from FFY22. The crash mapping contract continues to provide tools to engineers and other safety staff in our mission of identifying areas where low-cost safety improvements or other efforts can reduce crashes or crash severity. Also, the selected vendor for the Kansas Crash Data System (KCDS) and Kansas continued to meet weekly to discuss progress towards the new KCDS system. The new KCDS system is expected to greatly expand the number of crash reports received electronically, increasing the timeliness of the report availability, and decreasing the number of reports that are sent to KDOT for data input.

In addition to those contracts that continued from FFY22, the Kansas TRCC undertook a total of four (4) new contracts during FFY23. Two of these new contracts had zero cost associated with them: 1) DATA Team – MIRE Compliance Technical Assistance and 2) Bio-Spatial Interstate Trauma Database. The other two new contracts were both funded with Section 405c Funds. The first of these was a contract with KHP for the purchase of 400 driver's license readers. These driver's license readers are expected to greatly enhance the accuracy of inputting the driver's license information within the crash data by removing, or significantly reducing, manual entry. The second new federally funded contract was with the Governors Highway Safety Association (GHSA) to update the Fatality Analysis Reporting System (FARS) operational manual. This update was necessary to satisfy the National Highway Traffic Safety Administration (NHTSA) contractual requirements and will serve as a reference for FARS analysts and management.

2022 Actual vs. 2023 HSP Performance Targets

| Core Performance Measures | | Target Period | 2016-20 Baseline* | 2020 Actual | 2020-23 Projection* | 2023 HSP Target | 2022 Actual | Progress |
|-----------------------------------|---|---------------|-------------------|-------------|---------------------|-----------------|-------------|-----------------|
| C-1 | Number of Traffic Fatalities (FARS) | 5 Year | 412 | 426 | 445 | 400 | 410 | Not Progressing |
| C-2 | Number of Serious Injuries (KCARS) | 5 Year | 1,568 | 1,591 | 1,348 | 1,100 | 1,826 | Not Progressing |
| | Serious Injury Rate per 100 million VMT (KCARS) | 5 Year | 4.898 | 5.712 | 4.374 | 3.540 | 5.801 | Not Progressing |
| C-3 | Fatalities/VMT (FARS/FHWA) | 5 Year | 1.28 | 1.529 | 1.44 | 1.29 | 1.310 | Not Progressing |
| C-4 | Number of unrestrained fatalities all positions (FARS) | Annual | 137 | 141 | 113 | 112 | 156 | Not Progressing |
| C-5 | Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS) | Annual | 91 | 46 | 82 | 81 | 66 | Progressing |
| C-6 | Number of speeding fatalities (FARS) | Annual | 111 | 88 | 102 | 101 | 93 | Progressing |
| C-7 | Number of motorcyclist fatalities (FARS) | Annual | 41 | 65 | 61 | 60 | 52 | Progressing |
| C-8 | Number of un-helmeted motorcyclist fatalities (FARS) | Annual | 28 | 21 | 38 | 37 | 21 | Progressing |
| C-9 | Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS) | Annual | 51 | 52 | 45 | 44 | 54 | Not Progressing |
| C-10 | Number of pedestrian fatalities (FARS) | Annual | 33 | 47 | 29 | 28 | 34 | Not Progressing |
| C-11 | Number of bicycle fatalities (FARS) | Annual | 6 | 4 | 6 | 5 | 7 | Not Progressing |
| Core Behavior Measure | | | | | | | | |
| B-1 | Observed seat belt use (FFY 22 State Survey Actual) | Annual | 85 | 86 | 88 | 89 | 85 | Not Progressing |
| FFY 2023 Activity Measures | | | | | | | | |
| A-1 | Number of seat belt citations issued during grant-funded activities | | | | | | 6,800 | N/A |
| A-2 | Number of impaired driving arrests made during grant-funded enforcement activities | | | | | | 523 | N/A |
| A-3 | Number of speeding citations issued during grant-funded enforcement activities | | | | | | 14,500 | N/A |
| Kansas Specific Measure | | | | | | | | |
| | Distracted Driving Crashes (KCARS) | Annual | 16,949 | 12,942 | 11,028 | 10,918 | 13,660 | Not Progressing |

Progressing Towards Targets (Actual 2022 is even or improvement when compared to 2023 HSP Target)

Based upon 2022 numbers, the state of Kansas is progressing in meeting the 2023 targets in a number of Performance Measures;

- (C-5) number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 or higher,
- (C-6) number of speeding fatalities,
- (C-7) number of motorcycle fatalities, and
- (C-8) number of unhelmeted motorcycle fatalities.

Not Progressing Towards Targets (Actual 2022 is not positively progressing when compared to the 2023 HSP Target)

Based upon 2022 numbers, the state of Kansas is not progressing in meeting the 2023 targets in a number of Performance Measures;

- (C-1) number of traffic fatalities,
 - (C-2) number of serious injuries,
 - (C-3) fatalities VMT,
 - (C-4) number of unrestrained fatalities all positions,
 - (C-9) number of drivers, 20 and under involved in fatal crashes,
 - (C-10) number of pedestrian fatalities,
 - (C-11) number of bicycle fatalities,
 - (B-1) observed seat belt use, and
- the Kansas specific measure, distracted driving crashes.

To remedy this, the state will work to increase paid media, education, and enforcement to lower the above measures in FFY 2024. In addition, the State will look to data in the above measures to identify overrepresented and underserved communities. A data deep dive will take place in FFY 2024. Based upon those findings, the state will evaluate, rank and select a performance measure to work towards in the coming years. The KBBS will look for Public Participation and Engagement opportunities, if applicable, and utilize findings from PP&E to evaluate and strengthen our strategies on the selected performance measure.

Public Participation and Engagement

The below narratives describe the Public Participation and Engagement efforts of KBSS in FFY 2023. This can be found in the State of Kansas' 2024 Triennial Highway Safety Plan (HSP).

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 engagement 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.

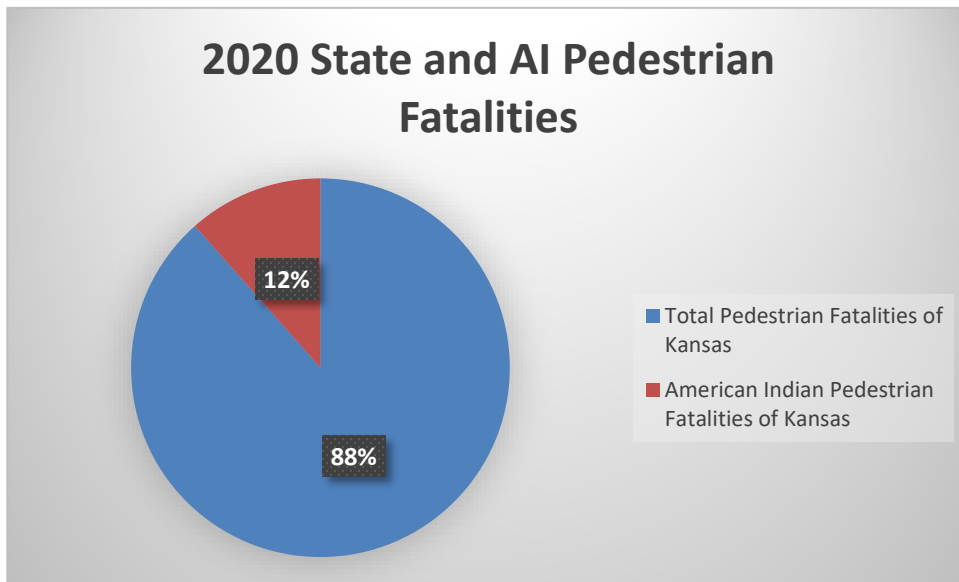
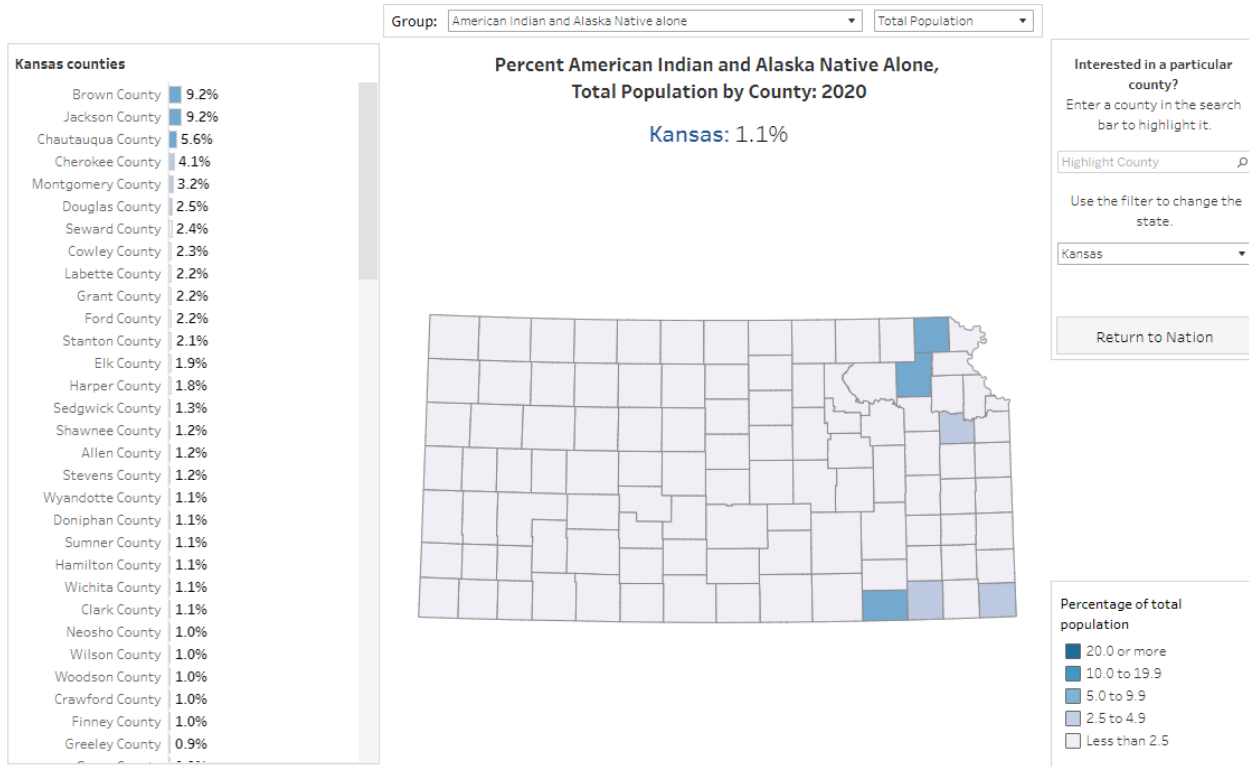
- In Kansas, Native Americans represent 12% of Kansas Pedestrian Fatalities while only representing 1.1% of the population.

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.

| 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/>



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 booths were designed to be fun and interactive for the youth. It was a great way to open up dialog with the affected community regarding traffic safety. Booths, vendors, and 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.

The press event included speakers that were leaders and peers 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 students and how traffic safety issues affected their community. This press event contributed to crucial conversations and dialogue between KBSS and the targeted population.

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.**

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 all 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.

Due to another event conflict, there was not as much engagement with Haskell students and staff as expected. However, what did come through the event was engagement with Fatal Vision Goggles and the Simulated Impaired Driving Experience (SIDNE). Student attendees were encouraged to participate in the interactive booths, hear from representatives from the participating organizations and help share this important message.

Unfortunately, the date was also on the same day as the NFL draft, which was in Kansas City for 2023. Nevertheless, the event was published in the Lawrence Journal World.

A summary of the issues covered:

The traffic safety event is so important in Indian country. The highway safety, distracted driving, impaired driving, cell phone usage while driving, not buckling up, not buckling up children, and riding the back of a truck can be seen in Indian country. 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 in the nation. Kansas has 4 federally recognized tribes, according to U.S. Department of the Interior

Indian Affairs. Reaching out to the students on the importance of highway safety, buckling up, taking distracted driving out of it, and trying to make a difference in this world.

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.

A direct initiative taken on by KBSS as a result of the Haskell event was collaborating with Haskell student, Nakooma Pelt, on developing an internship focused on bettering Native American Traffic Safety Programing in Kansas.

A direct result from this collaboration was the 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.

This internship will continue to focus on ways to promote traffic safety in equitable ways in the future.

Planning and Administration

Strategies

- Provide resources that allow staff to receive additional training opportunities in-state and out-of-state by organizations dedicated to traffic safety issues.

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Planning & Administration <i>Local, Statewide, and National</i> In FFY 23, these funds allowed KBSS staff to attend many training opportunities, including the Governor’s Highway Safety Association Annual Meeting, GHSA dues, safety coalition meetings across the state, travel to contract monitoring sessions, and other section-sponsored events. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-1400-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$27,503) |
| Amount of Funds Expended: | \$27,503 |
| Eligible Use of Funds: | Travel and training costs. |
| Countermeasure Strategy: | Training |

Alcohol

Strategies

- Provide Evidentiary Breath Testing Instruments to local law enforcement agencies across Kansas.
- Provide locals with training and resources for conducting sobriety checkpoints.
- Recruit additional local participation in the Impaired Driving Deterrence Program (IDDP).
- Increase funding of paid media dedicated to reducing impaired driving and teen access to alcohol.
- Increase the number of Drug Recognition Experts (DREs) in the state and provide opportunities for officers to maintain their certification and recruit additional DREs located in areas of high alcohol-related crashes and arrests.
- Increase the number of Advanced Roadside Impaired Driving Enforcement (A.R.I.D.E.) certified officers in the state, concentrating on areas where there are higher than average occurrences of alcohol/drug-related crashes.
- Provide education for high school students on the dangers of impaired driving.
- Provide materials and activities aimed at pre-teen prospective drivers (ages 12-14) to begin educating them about the risks of alcohol and drug use and its negative impact on safe driving.
- Implement legally permissible cutting-edge technologies for Drug Impaired Driving such as the Oral Fluids Testing Instruments.
- Provide statewide training to local law enforcement and prosecutors on Ignition Interlock Device enforcement and prosecution to reduce DUI recidivism.

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | ABC Underage Drinking Enforcement <i>Statewide</i> The Division of Alcoholic Beverage Control (ABC) oversees licensing, regulatory, legal, and enforcement events. Through this grant ABC was able to participate in 19 enforcement events across the state this year. ABC checked 700 IDs. They found 44 fake identification cards, 88 minors in possession, and 4 transporting with an open container. Of the 131 Licensees visited 122 were compliant. |
| Sub-Recipient & Type of Organization: | Kansas Department of Revenue, Alcohol Beverage Control <i>State Agency</i> |
| Project Number: | SP-2253-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$62,896) |
| Amount of Funds Expended: | \$62,195 |
| Eligible Use of Funds: | High Visibility Enforcement and Travel |
| Countermeasure Strategy: | High Visibility Enforcement |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Teen Angel <i>Overland Park, KS</i> This initiative was undertaken by the Overland Park Police Department to enforce underage alcohol laws. The Overland Park Police Department engaged in at minimum one enforcement per month, starting in May and ending in September. Six officers worked 80 overtime hours, with 31 citizen contacts, 39 traffic stops, and 21 citations issued. |
| Sub-Recipient & Type of Organization: | Overland Park Police Department <i>Local law-enforcement</i> |
| Project Number: | SP-2254-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$17,400) |
| Amount of Fund Expended: | \$4,866 |
| Eligible Use of Funds: | High Visibility Enforcement |
| Countermeasure Strategy: | High Visibility Enforcement |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Fake ID <i>Statewide</i> This program targets university towns, utilizing a coalition of university staff, students, alcohol retailers, police, and local media representatives to build awareness of the seriousness of using a false I.D. as well as the consequences of underage alcohol and other drug use. Education, coupled with media campaigns, and joint actions by law enforcement task forces – local and the Division of Alcoholic Beverage Control (ABC) – have demonstrated the effectiveness of the Fake I.D. program. This program conducted 8 enforcement efforts in Hays, KS and Lawrence, KS. They issued in total 45 citations and seized 20 fake identification cards this fiscal year. |
| Sub-Recipient & Type of Organization: | DCCCA <i>Non-profit</i> |
| Project Number: | SP-4701-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$30,000) |
| Amount of Funds Expended: | \$10,984 |
| Eligible Use of Funds: | High Visibility Enforcement, Travel, and Impaired Driving Education |
| Countermeasure Strategy: | High Visibility Enforcement |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | KDHE Breath Alcohol Program (KDHE BAP) <i>Statewide</i> Personnel from the Kansas Department of Health and Environment were able to travel across the state providing training and materials for law enforcement on the proper use of breath testing equipment with this grant. Due to Covid-19 the agency was not able to provide this training in 2022 but were able to hold 39 classes which certified and/or re-certified 697 law enforcement officers. |
| Sub-Recipient & Type of Organization: | Kansas Department of Health and Environment (KDHE) <i>State Agency</i> |
| Project Number: | SP-4702-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$10,000) |
| Amount of Funds Expended: | \$7,229 |
| Eligible Use of Funds: | Training |
| Countermeasure Strategy: | Communication Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | The Impaired Driving Deterrence Program (IDDP) <i>Statewide</i> The Impaired Driving Deterrence Program (IDDP) supported overtime enforcement utilizing saturation patrols and check lanes targeting the impaired driver. 2023 IDDP from 23 agencies activity resulted in nearly 5,371 driver contacts during 57 saturation patrols and 9 check lanes, which combined to net 138 DUI arrests, 79 TOC, 31 minors in possession and 38 arrests for drug possession along with 1,500 other citations and arrests |
| Sub-Recipient & Type of Organization: | Kansas Law Enforcement Agencies <i>Local Law Enforcement Agencies</i> |
| Project Number: | SP-4704-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$204,000) |
| Amount of Fund Expended: | \$101,542 |
| Eligible Use of Funds: | High Visibility Enforcement and approved commodities purchased at the start of the FFY are included in the use of funds. |
| Countermeasure Strategy: | High Visibility Enforcement |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | KHP Roving Aggressive Violation Enforcement (KHP RAVE) Program <i>Statewide</i> The Kansas Highway Patrol (KHP) restructured the Roving Aggressive Violation Enforcement (RAVE) Program in Federal Fiscal Year 2019 by moving under the command of the Breath Alcohol Unit (BAU). The goal was to concentrate on driving under the influence (DUI) problem areas identified through statistics showing which counties have the highest rate of DUI crashes. In FFY 2022, the Kansas Highway Patrol initiated enforcement activities every single month which netted over 150 DUI arrests, issued over 1,200 speeding citations and/or warnings, conducted over 3,700 public contacts and covered over 42,000 miles of Kansas roadway. In FFY 2023, they continued their momentum and made 130 DUI arrests, over 900 speeding citations and warnings, made over 3,100 public contacts and covered almost 47,000 miles. |
| Sub-Recipient & Type of Organization: | Kansas Highway Patrol <i>Law Enforcement</i> |
| Project Number: | SP-4707-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$177,861) |
| Amount of Funds Expended: | \$168,961 |
| Eligible Use of Funds: | High-visibility Enforcement |
| Countermeasure Strategy: | High visibility Enforcement |

Project and Subrecipient Information

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| <p>Project Name & Description of Activities Conducted:</p> | <p>KHP Breath Alcohol Unit (KHP BAU) Statewide</p> <p>The Breath Alcohol Unit (BAU) provided support resources for local sobriety checkpoints and saturation patrols. In addition, the BAU provided support for the statewide Standardized Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs. Training in SFST, ARIDE, Preliminary Breath Testing and the Intoxilyzer 9000 strengthened the detection and apprehension skills of the officers, both during sobriety checkpoints and in other targeted traffic enforcement. Cases of polydrug use (more than one drug class present) with alcohol have been on the rise as well as higher BACs on arrestees.</p> <p>The BAU also coordinates the statewide Drug Recognition Expert Program (DRE) and the Advanced Roadside Impaired Driving Enforcement (ARIDE) program. Thirteen law enforcement personnel became new DREs by attending DRE Certification Training in 2023. This brings the total of DREs in Kansas to just shy of 100 representing 37 law enforcement agencies. In 2023 Kansas DREs completed just short of 500 total evaluations which is just short of the 562 total evaluations in 2022. With the increase in active DREs and the new oral fluid devices we should see an increase in evaluations for 2024. In the preliminary field testing of the SoToxa oral fluid devices, select DREs have used them 38 times with a large percentage (68%) of subjects showing cannabis impairment.</p> <p>The BAU has spear headed the push for the allowance of oral fluid testing in Kansas and with the expertise of the Kansas Department of Health and Environment (KDHE) and the Kansas Bureau of Investigation (KBI) oral fluid testing protocols have been validated and field testing of oral fluid devices should be completed in January 2024. Results from KBI, DRE observations, and oral fluid results shall be compared and expanded upon to further demonstrate their relevance as a much-needed tool to combat drug-impaired driving. Sixteen SoToxa oral fluid testing devices have been in the field (provided for by AAA of Kansas and KDOT) to be utilized by DREs in all regions of the state, representing all facets of demographics and communities. This additional law enforcement tool, oral fluid testing, for the detection of drugged driving has been a long time coming, over ten years, and is finally seeing fruition.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p>Kansas Highway Patrol <i>Law Enforcement</i></p> |
| <p>Project Number:</p> | <p>SP-4706-23</p> |
| <p>Deobligation of Funds?</p> | <p>No</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>405d (\$1,058,130)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$837,755</p> |
| <p>Eligible Use of Funds:</p> | <p>Training and High Visibility Enforcement</p> |
| <p>Countermeasure Strategy:</p> | <p>High Visibility Enforcement</p> |

Project and Subrecipient Information

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| <p>Project Name & Description of Activities Conducted:</p> | <p>KHP Ignition Interlock Device Statewide Coordinator (KHP IID) Program <i>Statewide</i> The Kansas Highway Patrol, in conjunction with the Kansas Department of Transportation, has completed three full years of work under this Statewide Coordinator grant. The vision of this grant is to train and educate Kansas law enforcement and prosecutors on how to effectively enforce ignition interlock requirements roadside and complete to begin systematically investigating non-compliant offenders utilizing two funded trooper positions. The investigations were done to teach local law enforcement officers how to develop protocols and policies for enforcement of Court Ordered IID's.</p> <p>For FFY 2023 Coordinators Trooper Crump and Sperry (Trooper Sperry became an IID Coordinator in January 2023) completed almost 50 IID investigations with information coming from Kansas vendors, local law enforcement leads, citizen complaints, and self-initiated investigations. Stopping this negative behavior and encouraging compliance is just one of the goals of the unit and the grant.</p> <p>Also, during FFY 2023 these coordinators instructed various courses in alcohol and drug-impaired driving detection (ie. ARIDE, etc.) to almost 1,300 law enforcement personnel.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p>Kansas Highway Patrol <i>Law Enforcement</i></p> |
| <p>Project Number:</p> | <p>SP-4703-23</p> |
| <p>Deobligation of Funds?</p> | <p>No</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>405d (\$263,160)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$259,427</p> |
| <p>Eligible Use of Funds:</p> | <p>Training and High Visibility Enforcement</p> |
| <p>Countermeasure Strategy:</p> | <p>High Visibility Enforcement</p> |

Project and Subrecipient Information

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| <p>Project Name & Description of Activities Conducted:</p> | <p>Traffic Safety Resource Prosecutor (TSRP) <i>Statewide</i> The Kansas TSRP program is well respected and continues to make an impact on DUI arrests and prosecutions in Kansas. The TSRP also continued to present at the DUI Prosecutor Boot Camp training, Drug Recognition Expert (DRE) trainings, Kansas Teen Traffic Safety Conference, and the Impaired Driving Conference for law enforcement and prosecutors. The TSRP has worked on providing training to underserved communities in western and southern counties or counties which might not have a traffic safety experienced prosecutor or who do not receive DUI updates.</p> <p>The TSRP has taken steps to provide virtual training sessions and statewide discussion panels (almost 30 meetings) to help achieve training goals and using weekly reporting to KDOT the TSRP has tracked the number of unique instances of technical assistance during this time frame. To this end, the TSRP has documented almost 300 unique technical assistance requests that he has provided expertise or research for prosecutors and law enforcement officers. The TSRP has also continued to lead the Impaired Driving Emphasis Area Team towards its strategic goals of reducing impaired driving across the State of Kansas.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p>Kansas Office of the Attorney General <i>State Agency</i></p> |
| <p>Project Number:</p> | <p>SP-4709-23</p> |
| <p>Deobligation of Funds?</p> | <p>No</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>405d (\$189,300)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$168,266</p> |
| <p>Eligible Use of Funds:</p> | <p>Training</p> |
| <p>Countermeasure Strategy:</p> | <p>Communications and Outreach</p> |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Youth Education and Awareness <i>Statewide</i> In FFY 2023, these funds allowed and supported the underage drinking tip-line, 1-866-MUSTB-21. This line allowed anonymous callers to report underage drinking parties. The KBSS determined that this no longer serves as a viable program due to the minimal activity this phone line allowed. Typically, this program also funds educational materials focused on reducing underage drinking in the state. Our Youth Alcohol Programs were impacted immensely by the COVID 19 Pandemic. Although other Youth Alcohol Programs returned partially in FFY 23, the educational aspect and material production had not resumed during this reporting period. We expect this to resume in FFY 2024. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-2251-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$10,000) |
| Amount of Funds Expended: | \$4,254 |
| Eligible Use of Funds | Impaired Driving Education and Enforcement |
| Countermeasure Strategy: | Communications Campaign |

Drivers Education

Strategies

- Promote novice driver safe driving
- Provide education to new drivers

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Eisenhower Legacy Transportation Program (ELTP) Driver Education Reimbursement Grant <i>Statewide</i> The Eisenhower Legacy Transportation Program (ELTP) Driver Education Reimbursement Grant was created to encourage driver education providers to open their doors to those students who might otherwise be unable to afford a driver education course. This grant reimburses the driver education provider for the student to attend the course, \$200 per student or the cost of the course (whichever is least), for each grant eligible student who successfully completes both sections of the course (classroom and behind-the-wheel instruction). For Federal Fiscal Year 2023, 736 grant eligible students, 31 public schools, and one commercial school participated in this grant. Through this grant we hope the safety lessons learned in class translate to long-term safe driving behavior. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-1800-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$340,275) |
| Amount of Fund Expended: | \$133,543 |
| Eligible Use of Funds: | Drivers Education Reimbursement |
| Countermeasure Strategy: | Driver Education |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | B.R.A.K.E.S. Inc. <i>Wyandotte & Shawnee County</i> The Be Responsible And Keep Everyone Safe (BRAKES) program was attended by almost 700 teens and parents to the two, two-day events in Kansas. The first event was held at the Kansas Speedway, Kansas City Kansas July 15 and 16, 2023 and the second event was held at the Stormont Vail Events Center, Topeka Kansas July 29 and 30, 2023. The students were given instruction on driving safely and then provided behind the wheel experience in high-risk situations, extreme braking, skid control and distracted driving. |
| Sub-Recipient & Type of Organization: | Put On The B.R.A.K.E.S. Driving School <i>For-profit</i> |
| Project Number: | SP-1911-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | State Funds (SBSF) (\$70,000) |
| Amount of Funds Expended: | \$70,000 |

Motorcycle Safety

Strategies

- Promote safe motorcycle driving initiatives.
- Promote impaired riding prevention initiatives.

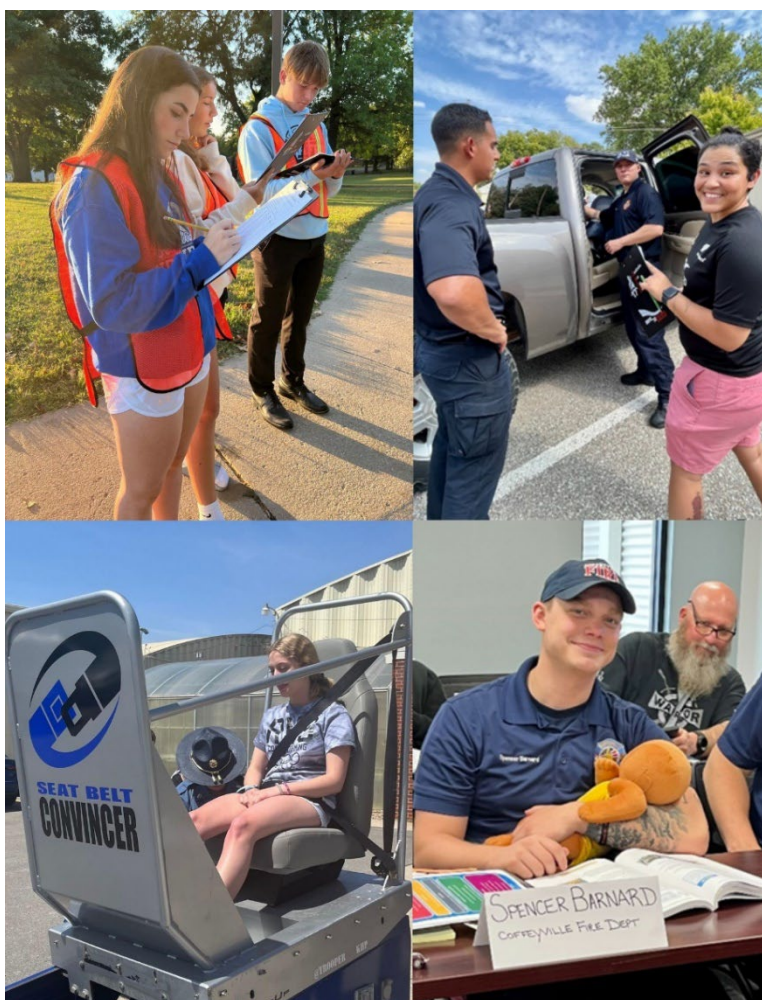
Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Kansas Traffic Safety Resource Office <i>Statewide</i> The Kansas Traffic Safety Resource Office (KTSRO) maintained and organized the Motorcycle Safety Task Force for KDOT’s Behavioral Safety Section by providing educational materials and programs, such as motorcycle safety classes and reimbursements, aimed at reducing motorcycle crashes, injuries, and fatalities in Kansas. KTSRO also utilized NHTSA’s marketing materials on the Drive Safe Kansas social media platforms. This year, 646 motorcyclists were reimbursed for attending a motorcycle safety course. |
| Sub-Recipient & Type of Organization: | DCCCA <i>Non-profit</i> |
| Project Number: | SP-4801-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405f (\$37,000) |
| Amount of Funds Expended: | \$36,076 |
| Eligible Use of Funds: | Motorcycle Safety Education |
| Countermeasure Strategy: | Communication Campaign |

Occupant Protection

Strategies

- Provide statewide occupant protection public education and information through media campaigns in conjunction with law enforcement mobilizations and special corridor activities – English and Spanish.
- Provide statewide media awareness campaign on occupant protection.
- Continue to provide Child Safety Seats statewide in recognized distribution/inspection stations for low-income families.
- Continue Adult/Child Safety Belt Surveys, and Boosters to Belts education statewide through presentations, brochures etc.
- Support Child Passenger Safety (CPS) Training using the current NHTSA standardized curriculum.
- Use seatbelt survey results to target problem areas of the state.
- Continue expansion of the high school SAFE (Seatbelts Are For Everyone) program.
- Promote and conduct annual statewide teen conference on highway safety issues.
- Continue to promote awareness of Primary Seat Belt Law passed in 2010.



Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | OP PI&E <i>Statewide</i> In FFY 23, these funds supported administrative costs for the OP Assessment. 6 consultants were contracted from February 13 th -17 th , 2023. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-1301-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$30,000) |
| Amount of Funds Expended: | \$15,733 |
| Eligible Use of Funds: | Occupant Protection Education |
| Countermeasure Strategy: | Communication Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Occupant Protection Survey Consultant <i>Statewide</i> Our data consultant contributed roughly 1,011 hours towards data evaluation in FFY 23. This contractor utilized 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 assisted KDOT and other vendors in providing educational and enforcement strategies to target areas of lower belt use. Additionally, the contractor assisted in analysis and evaluation of data that supported problem identification and required Kansas Highway Safety Plan data elements. |
| Sub-Recipient & Type of Organization: | Dan Schulte <i>Data Consultant</i> |
| Project Number: | SP-1303-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$42,600) |
| Amount of Funds Expended: | \$41,612 |
| Eligible Use of Funds: | Data and research mining |
| Countermeasure Strategy: | Data evaluation |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Child Passenger Seat Distribution <i>Statewide</i> 1,397 booster and car seats were purchased FFY 23. These seats were distributed via partnership with KTSRO. |
| Sub-Recipient & Type of Organization: | Vehicle Maintenance Program Inc. <i>For-profit</i> |
| Project Number: | SP-1304-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$100,000) |
| Amount of Funds Expended: | \$99,971 |
| Eligible Use of Funds: | Booster and Car Seats |
| Countermeasure Strategy: | Distribution Program |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | KHP Rollover/Convincer <i>Statewide</i> In FFY 23, this project purchased a new seat belt convincer. |
| Sub-Recipient & Type of Organization: | Kansas Highway Patrol <i>State Law Enforcement</i> |
| Project Number: | SP-4502-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405b (\$40,000) |
| Amount of Funds Expended: | \$27,835 |
| Eligible Use of Funds: | Occupant Protection Education |
| Countermeasure Strategy: | Communications Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Safe Kids Kansas <i>Statewide</i> In FFY 23, Safe Kids Kansas made a coordinated effort to improve child passenger safety and occupation protection compliance across the state. These efforts included a car seat distribution program, mobile CPS Seat check stations, and the Bucks for Buckles Campaign. <ul style="list-style-type: none"> • In FFY 23, Safe Kids Kansas purchased 376 car seats for distribution. • In FFY 23, Safe Kids Kansas maintained and operated 3 mobile child safety seat checkup vans. Locations included: Topeka, Lawrence, and Wichita. • In FFY 23, Safe Kids Kansas coordinated and executed the Bucks for Buckles campaign. The campaign was held August 25th, 2023 – September 10th, 2023. This year, 46 events were held in 39 cities. “Bucks” were distributed to all occupants in their vehicle properly restrained. In total, \$8,034 was distributed during this campaign. |
| Sub-Recipient & Type of Organization: | Safe Kids Kansas Inc <i>Non-profit</i> |
| Project Number: | SP-4503-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405b (\$50,000) |
| Amount of Funds Expended: | \$50,000 |
| Eligible Use of Funds: | Child Passenger Safety Education |
| Countermeasure Strategy: | Communication Campaign |

Project and Subrecipient Information

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| <p>Project Name & Description of Activities Conducted:</p> | <p>Kansas Traffic Safety Resource Office - CPS <i>Statewide</i></p> <p>In FFY 23, KTSRO made a coordinated effort to improve child passenger safety across the state. This was achieved through maintaining CPS stations across the state, trainings, distributing educational material, educational programs, collaborating with stakeholders in CPS, and coordinating social media efforts and campaigns pertaining to child passenger safety.</p> <ul style="list-style-type: none"> • KTSRO tracked technician status to ensure each inspection station had properly trained technicians. Currently, Kansas has 620 CPS Technicians (CPST), 34 certified CPST Instructors, and 127 CPS Inspection Stations. • KTSRO hosted or provided resources for 6 NHTSA CPST certification classes, with a total of 98 participants. Two 1-day recertification classes were held that renewed 9 technicians. • KTSRO hosted the annual CPST update course in Topeka. Six sessions were offered this year, all were qualified for an hour of continuing education credit. 81 attendees gained CEU's from these sessions. KTSRO sent out free opportunities to get CEU's to the state's technicians. KTSRO's website has CEU's, from the year prior's, updates, and links to additional online training. This year, 577 people utilized those trainings. • KTSRO provided online training for Child Care Transportation and CPS for Foster Parents. This year, 94 individuals were trained. • KTSRO distributed 147,126 CPS educational materials across the state. This included: 37,463 KIDS ID stickers for child safety seats, 71,347 bilingual CPS activity books, 1,049 booster posters, and 37,267 bilingual booster flyers. • KTSRO offered a speaker's fee to elementary teachers and SAFE programs, whose high school students completed a Boosters to Belts presentation to their local elementary school. 20 schools completed the presentation, reaching more than 3,141 elementary students. • KTSRO collaborated with the Kansas Safe Kids board of directors, KDHE's Injury Prevention Consortium, Safe Communities, Operation Impact, KDOT Strategic Highway Safety Plan, occupant protection, impaired driving, rural roads, teen drivers, and older driver emphasis area teams, Destination Safe, and many other organizations across the state on matters pertaining to CPS. • KTSRO provided valuable assistance in coordinating social media promotions with KHP, KDHE, Safe Kids, and KDOT for NHTSA's Heatstroke Prevention campaign, CPS Week, and many other social media opportunities this year. |
| <p>Sub-Recipient & Type of Organization:</p> | <p>DCCCA <i>Non-profit</i></p> |
| <p>Project Number:</p> | <p>SP-4504-23</p> |
| <p>Deobligation of Funds?</p> | <p>No.</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>405b (\$40,000)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$39,954</p> |
| <p>Eligible Use of Funds:</p> | <p>Child Passenger Safety Education</p> |
| <p>Countermeasure Strategy:</p> | <p>Communications Campaign</p> |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Observational Survey <i>Statewide</i> In FFY 23, DCCCA completed the 2022-2023 Child and Adult Direct Observation Safety Belt Survey. The survey involved observations at 22 sites across 16 counties. Ten individuals conducted the observations over the span of 3 months. The findings of this survey can be found in the Executive Summary of this report. |
| Sub-Recipient & Type of Organization: | DCCCA <i>Non-profit</i> |
| Project Number: | SP-4506-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405b (\$258,596) |
| Amount of Funds Expended: | \$184,817 |
| Eligible Use of Funds: | Occupant Protection Observational Survey |
| Countermeasure Strategy: | Observational Survey |

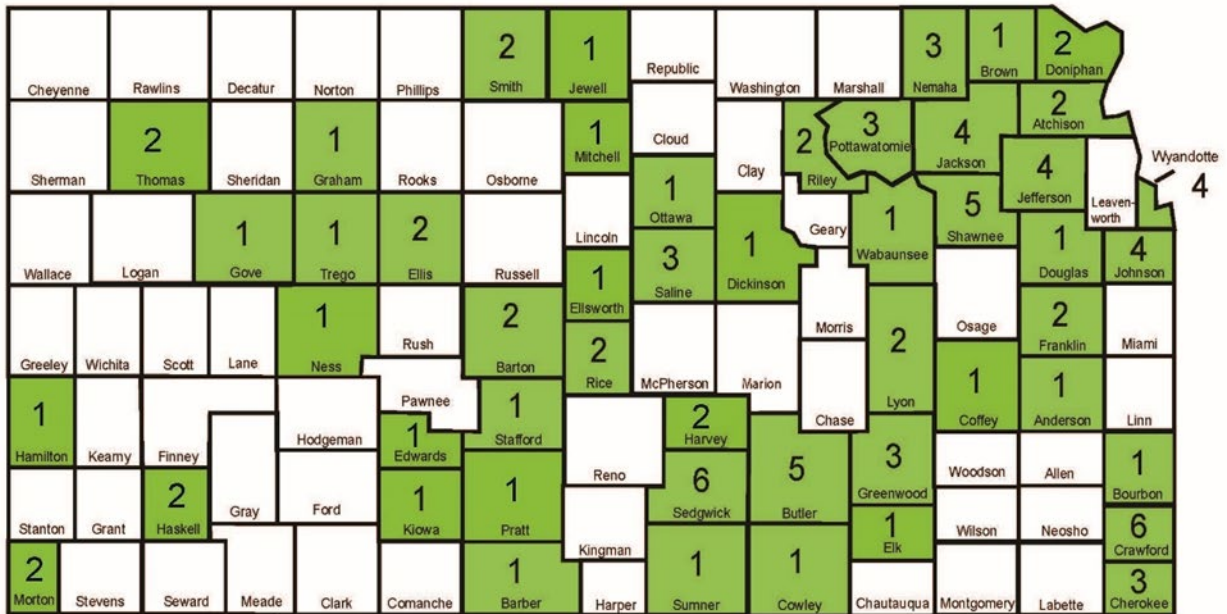
Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Nighttime Seat Belt Enforcement Program (NSEP) <i>Statewide</i> The Nighttime Seat Belt Enforcement Program (NSEP) supported overtime enforcement utilizing saturation patrols and check lanes supporting Kansas Occupant Protection Laws. All enforcement is scheduled to take place after sundown. The Nighttime Seatbelt Enforcement Program (NSEP) had three contracted agencies that provided 15 reports showing nearly 400 contacts and 58 adult belt citations issued. During these patrols, 152 equipment violations and 24 driver’s license violations were also noted. |
| Sub-Recipient & Type of Organization: | Kansas Law Enforcement Agencies Local Law Enforcement Agencies |
| Project Number: | SP-4505-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405b (\$41,000) |
| Amount of Funds: | \$9,211 |
| Eligible Use of Funds: | High Visibility Enforcement |
| Countermeasure Strategy: | High Visibility Enforcement |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | SAFE (Seatbelts Are For Everyone) <i>Statewide</i> SAFE, a state funded program, completed another successful year. Now in its 16 th year, SAFE is in 103 schools in over 50 counties. Reaching more than 46,200 students across Kansas. SAFE increased its following on Twitter from 3,332 to 3,443, Instagram from 516 to 696, and on Facebook from 1,504 to 2,232. This program is an integral part in the increase of observed teen seatbelt use in Kansas from 61% in 2008 to 90% in 2023. Through a state funded grant with KDOT, KTSRO sponsored the sixth Kansas Teen Traffic Safety Conference, with over 200 teens and sponsors in attendance. This reflects an increase in comparison to last year with 150 in attendance. FFY 2023's annual conference was offered in person in Wichita Kansas November 8 th and 9 th , 2022. |
| Sub-Recipient & Type of Organization: | DCCCA <i>Non-profit</i> |
| Project Number: | SP-0917-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | State Funds (SBSF) (\$581,500) |
| Amount of Funds: | \$581,170 |

SAFE 2022 - 2023



Schools in County Participating County 103 Total Schools 50 Total Counties

Paid Media

Strategies

- Advertise seatbelt & impaired messages during sporting events at the state's three Division I colleges and other universities.
- Advertise at special events/venues in KS to reach target audiences for seatbelt and impaired messages.
- Continue and expand our media messages during the national mobilizations.
- Utilize media during specialized enforcement activities targeting all traffic safety areas.
- Continue motorcycle awareness media.
- Continue to educate the driving public on the importance to not drive distracted and reducing speeding.
- Implement non-traditional media methods, such as banner ads on internet, gaming websites, social media, and other alternative avenues for fan exposure.



Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | General Advertising <i>Statewide</i> In FFY 2023, KDOT conducted two campaigns. The Kansas Association of Broadcasters (KAB) were contracted to purchase paid media surrounding <i>Put the Breaks on Fatalities Day</i> and <i>Work Zone Awareness</i> . |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-1500-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$60,000) |
| Amount of Funds Expended: | \$30,000 |
| Eligible Use of Funds: | Paid Media |
| Countermeasure Strategy: | Mass Media Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Destination Safe <i>Kansas City Metro</i> In 2023, MARC secured radio and streaming audio spots in the Kansas City Metro area to engage the target age group, 15-24 on the topic of distracted driving, seat belt use, aggressive driving, impaired driving, and pedestrian safety. MARC continued their efforts to promote messages on Facebook, Instagram, YouTube, and X. |
| Sub-Recipient & Type of Organization: | Mid-America Regional Council (MARC) <i>Local Government</i> |
| Project Number: | SP-1505-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$20,000) |
| Amount of Funds Expended: | \$20,000 |
| Eligible Use of Funds: | Paid Media |
| Countermeasure Strategy: | Mass Media Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Blue Window Misc. Media Placement <i>Statewide</i> In Federal Fiscal Year 2023, Blue Window purchased \$50,330 worth of paid media in sports venues. In FFY 2023 25 Venues were subjected to traffic safety material and messaging. |
| Sub-Recipient & Type of Organization: | Whitworth Ballou Inc <i>For-profit</i> |
| Project Number: | SP-1503-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$50,330) |
| Amount of Funds Expended: | \$50,330 |
| Eligible Use of Funds: | Paid Media |
| Countermeasure Strategy: | Mass Media Campaign |

Project and Subrecipient Information

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|---|---|
| <p>Project Name & Description of Activities Conducted:</p> | <p>JNA Misc. Media Placement <i>Statewide</i> In FFY 2023, JNA executed 2 statewide traffic safety campaigns: distracted driving and speed enforcement. JNA also executed two location-specific campaigns: Safety Corridor Campaign and the Drive Safe Sedgwick Campaign. In total, 1,514,172 individual people were reached, and 72,152,724 impressions were a direct result of these efforts.</p> <p>Distracted Driving Campaign <i>April 3rd – April 9th</i> Paid Media for this campaign included: 141 newspaper ad placements, social media efforts, digital marketing, 1,644 television ad placements, and 22 digital outdoor billboards. These efforts generated 7,427,260 impressions and reached 931,454 individual people.</p> <p>Speed Enforcement Campaign <i>July 10th – July 16th</i> Paid Media for this campaign included: 141 newspaper ad placements, social media efforts, digital marketing, and 2,403 radio ad placements via 76 stations. These efforts generated 4,607,292 impressions and reached 582,718 individual people.</p> <p>Safety Corridor Campaigns <i>July 1st – September 30th</i> The Safety Corridor Campaigns were a sustained effort on 4 high-risk corridors identified by the Kansas Drive to Zero Coalition. The following corridors were targeted: US-69, US-83, US-24, and I-135. Each corridor was evaluated, and prominent destructive driving behaviors were identified. JNA deployed tactics accordingly to effectively meet the needs of each corridor.</p> <p>Paid Media for these campaigns included: social media efforts, digital marketing (English and Spanish), television ad placements, 3,125 radio ad placements, streaming services ad placements, outdoor billboards (static & mobile), and print advertising via 5 newspaper outlets. These efforts generated 17,833,696 impressions.</p> <p>Drive Safe Sedgwick Campaign <i>October 3rd – September 30th</i> The Drive Safe Sedgwick campaign was a sustained effort in Sedgwick County. JNA deployed many tactics and activated multiple media assets to educate and deter drivers in this area from participating in destructive driving behaviors that are prominent in that area: impaired driving, excessive speeding, and seat belt usage.</p> <p>Paid Media for this campaign included: social media efforts, digital marketing, 2,784 television ad placements, 10 billboards. These efforts generated 42,284,476 impressions.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p>John Nohe & Associates LLC <i>For-profit</i></p> |
| <p>Project Number:</p> | <p>SP-1503-23</p> |
| <p>Deobligation of Funds?</p> | <p>No.</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>402 (\$399,670)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$399,670</p> |
| <p>Eligible Use of Funds:</p> | <p>Paid Media</p> |
| <p>Countermeasure Strategy:</p> | <p>Mass Media Campaign</p> |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Blue Window Occupant Protection Media Placement <i>Statewide</i> In Federal Fiscal Year 2023, Blue Window purchased \$49,648 worth of paid media in sports venues. Venue including the University of Kansas, Kansas State University, Butler Athletics, Emporia State, Pittsburg State, Wichita State University, Sporting KC, Kansas Speedway, and the Shrine Bowl were subjected to occupant protect material and messaging. |
| Sub-Recipient & Type of Organization: | Whitworth Ballou LLC <i>For-profit</i> |
| Project Number: | SP-4500-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405b (\$50,000) |
| Amount of Funds Expended: | \$49,648 |
| Eligible Use of Funds: | Occupant Protection Paid Media |
| Countermeasure Strategy: | Mass Media Campaign |

Project and Subrecipient Information

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|---|---|
| <p>Project Name & Description of Activities Conducted:</p> | <p>JNA Occupant Protection Media Placement <i>Statewide</i> In FFY 2023, JNA executed 4 statewide occupant protection campaigns. In total, 9,750,402 people were reached and 22,735,654 impressions were a direct result of these efforts.</p> <p>Occupant Protection Campaign <i>October 1st – September 30th</i> Paid Media for this campaign included 141 newspaper ad placements, social media efforts, and digital marketing. These efforts generated 7,719,418 impressions and reached 4,657,572 individual people.</p> <p>Thanksgiving Click It. Or Ticket. Campaign <i>November 23rd – November 27th</i> Paid Media for this campaign included 141 newspaper ad placements, social media efforts, digital marketing, 1,814 television ad placements via 29 television and cable stations, 1,713 radio ad placements via 74 stations, and 11 outdoor billboards. These efforts generated 2,549,372 impressions and reached 1,209,763 individual people.</p> <p>Memorial Day Click It. Or Ticket. Campaign <i>May 18th – May 30th</i> Paid Media for this campaign included 141 newspaper ad placements, social media efforts, digital marketing, 3,289 television ad placements, and 4,278 radio ad placements. These efforts generated 5,849,420 impressions and reached 2,440,423 individual people.</p> <p>Child Passenger Safety Campaign <i>September 18th – September 24th</i> Paid Media for this campaign included 141 newspaper ad placements, social media efforts, digital marketing, 2,094 radio ad placements via 73 stations, and 14 outdoor billboards. These efforts generated 6,617,444 impressions and reached 1,442,644 individual people.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p>John Nohe & Associates LLC <i>For-profit</i></p> |
| <p>Project Number:</p> | <p>SP-4500-23</p> |
| <p>Deobligation of Funds?</p> | <p>No.</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>405b (\$400,000)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$346,154</p> |
| <p>Eligible Use of Funds:</p> | <p>Occupant Protection Paid Media</p> |
| <p>Countermeasure Strategy:</p> | <p>Mass Media Campaign</p> |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Blue Window Impaired Driving Media Placement <i>Statewide</i> In FFY 2023, Blue Window purchased \$299,377 worth of paid media in sports venues. Over 25 venues were subjected to impaired driving focused material and messaging. Campaigns like Fans with a Plan were implemented to encourage sports goers to plan ahead before drinking and utilize alternative transportation. |
| Sub-Recipient & Type of Organization: | Whitworth Ballou LLC <i>For-profit</i> |
| Project Number: | SP-4708-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$300,000) |
| Amount of Funds Expended: | \$299,377 |
| Eligible Use of Funds: | Impaired Driving Paid Media |
| Countermeasure Strategy: | Mass Media Campaign |

Project and Subrecipient Information

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| <p>Project Name & Description of Activities Conducted:</p> | <p>JNA Impaired Driving Media Placement <i>Statewide</i> In FFY 2023, JNA executed 7 statewide impaired driving campaigns. In total, 11,207,013 people were reached and 53,661,264 impressions were a direct result of these efforts.</p> <p>Impaired Driving Campaign October 1st – September 30th Paid Media for this campaign included 141 ad placements, social media efforts, and digital marketing. These efforts generated 5,240,589 impressions and reached 7,374,489 individual people.</p> <p>Holiday Impaired Driving Campaign December 14th – January 1st Paid Media for this campaign included: 141 newspaper ad placements, social media efforts, digital marketing, 2,461 television ad placements via 29 television and cable stations, and 4 billboards. These efforts generated 14,374,893 impressions and reached 1,164,393 individual people.</p> <p>Super Bowl Impaired Driving Campaign February 9th – February 12th Paid Media for this campaign included 141 newspaper ad placements, social media efforts, and digital marketing. These efforts generated 3,479,579 impressions and reached 388,131 individual people.</p> <p>St. Patrick’s Day Impaired Driving Campaign March 11th – March 17th Paid Media for this campaign included: 141 newspaper ad placements, social media efforts, and digital marketing. These efforts generated 2,517,098 impressions and reached 388,000 individual people.</p> <p>420 Drugged Driving Campaign April 17th – April 23rd Paid Media for this campaign included: 141 newspaper ad placements, social media efforts, digital marketing, 1,636 television ad placements, and 22 digital outdoor billboards. These efforts generated 4,754,832 impressions and reached 388,000 individual people.</p> <p>4th of July Impaired Driving Campaign June 28th – July 4th Paid media for this campaign included 141 newspaper ad placements, social media efforts, digital marketing, and 1,829 television ad placements via 29 television and cable stations. These efforts generated 5,802,158 impressions and reached 388,000 individual people.</p> <p>Labor Day Impaired Driving Campaign August 16th – September 4th Paid Media for this campaign included 141 newspaper ad placements, social media efforts, digital marketing, 3,594 television ad placements via 30 television and cable stations, 4,074 radio ad placements via 76 stations, and 14 digital outdoor billboards. These efforts generated 17,492,115 impressions and reached 1,116,000 individual people.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p>John Nohe & Associates LLC <i>For-profit</i></p> |
| <p>Project Number:</p> | <p>SP-4708-23</p> |
| <p>Deobligation of Funds?</p> | <p>No.</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>405d (\$625,000)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$535,022</p> |
| <p>Eligible Use of Funds:</p> | <p>Impaired Driving Paid Media</p> |
| <p>Countermeasure Strategy:</p> | <p>Mass Media Campaign</p> |

Project and Subrecipient Information

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| <p>Project Name & Description of Activities Conducted:</p> | <p>JNA Motorcycle Media Placement <i>Statewide</i> In FFY 2023, JNA executed a statewide motorcycle safety campaign. In total, 9,332,169 individual people were reached, and 17,056,400 impressions were a direct result of these efforts.</p> <p>Motorcycle Safety Campaign May 1st – May 28th Paid media for this campaign included: 141 newspaper ad placements, social media efforts, digital marketing, and 19 outdoor billboards. These efforts generated 17,056,400 impressions and reached 9,332,169 individual people.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p>John Nohe & Associates LLC <i>For-profit</i></p> |
| <p>Project Number:</p> | <p>SP-4802-23</p> |
| <p>Deobligation of Funds?</p> | <p>No.</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>405f (\$50,000)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$49,676</p> |
| <p>Eligible Use of Funds:</p> | <p>Paid Media</p> |
| <p>Countermeasure Strategy:</p> | <p>Communication Campaign</p> |

Pedestrian & Bicycle Safety

Strategies

- Maintain clearinghouse of child and adult bicycle brochures to distribute upon request.
- Maintain clearinghouse of child and adult pedestrian brochures to distribute upon request.
- Provide educational items and material to remind road users of lawful roadway interactions.



Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Bike Equip KC <i>Kansas City, KS</i> KDOT partnered with BikeWalkKC to promote bicycle helmet use and educate bicycle riders on safe bike riding practices including utilizing blinky lights. In total, BikeWalk KC distributed 159 helmets at 7 bicycle safety related events across Kansas City, KS. BikeWalkKC distributed 884 Blinky Light Education Kits at 12 bicycle safety events across Kansas City, KS. |
| Sub-Recipient & Type of Organization: | BikeWalkKC <i>Non-profit</i> |
| Project Number: | SP-1602-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$3,500) |
| Amount of Funds Expended: | \$3,498 |
| Eligible Use of Funds: | Bike & Pedestrian Education |
| Countermeasure Strategy: | Conspicuity Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Bike Helmets <i>Statewide</i> KDOT partnered with the Kansas Department of Health and Environment to promote bicycle helmet use. Local Kansas agencies were encouraged to apply for helmets to be distributed in conjunction with their bicycle safety events. In total, the Kansas Department of Health and Environment distributed 2,846 helmets to 31 organizations throughout Kansas. |
| Sub-Recipient & Type of Organization: | KDHE <i>State Agency</i> |
| Project Number: | SP-1601-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$15,000) |
| Amount of Funds Expended: | \$15,000 |
| Eligible Use of Funds: | Bike & Pedestrian Education |
| Countermeasure Strategy: | Helmet Distribution Program |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Light Topeka's Bikes <i>Topeka, KS</i> KDOT partnered with the Topeka Community Cycle Project to purchase bicycle light kits. The kits were a part of a program designed to educate bicycle riders on the state and local laws and the importance of visibility when riding. This program distributed 500 light kits during their education events to those underserved within their community. |
| Sub-Recipient & Type of Organization: | Topeka Community Cycle Project <i>Non-profit</i> |
| Project Number: | SP-1602-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$5,500) |
| Amount of Funds Expended: | \$5,469 |
| Eligible Use of Funds: | Bike & Pedestrian Education |
| Countermeasure Strategy: | Conspicuity Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Bike Walk Wichita <i>Wichita, KS</i> KDOT partnered with Bike Walk Wichita to purchase and distribute front and rear bicycle lights, educational material to promote improved compliance with City Code Section 11.48.09 and Section 11.48.160. Bike Walk Wichita's mission statement is to transform Wichita into a more livable, accessible, connected city by making biking safe, equitable, and appealing. Bike Walk Wichita has continued to work on educating underserved and marginalized populations on bicycle safety. In Federal Fiscal Year 2023, Bike Walk Wichita, through their community outreach, distributed 376 bike lights and 293 taillights. This was achieved by engaging riders through their "Earn A Bike" program, "Build A Bike" program, "bike jams", individual requests, bike safety events, law enforcement agencies, and local agencies dedicated to serving and assisting low-income, disadvantaged, and homeless Wichitans. Bike Walk Wichita staff expended 27 hours in community outreach. |
| Sub-Recipient & Type of Organization: | Bike Walk Wichita <i>Non-profit</i> |
| Project Number: | SP-1602-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$3,500) |
| Amount of Funds Expended: | \$3,500 |
| Eligible Use of Funds: | Bike & Pedestrian Education |
| Countermeasure Strategy: | Conspicuity Campaign |

Police Traffic Services

Strategies

- Continue to provide grants to law enforcement agencies for overtime enforcement of traffic laws.
- Provide funding for overtime enforcement of impaired driving, and equipment in support.
- Provide funding for local law enforcement to attend training on the latest techniques of traffic enforcement.
- Continue supporting our four LELs across the state.



Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Local Travel & Training <i>Statewide</i> These funds enabled the Kansas Department of Transportation Behavioral Safety Section to support the Sheriff’s Association Annual meeting, Police Chief’s Spring Conference, Law Enforcement Liaison Law Enforcement Luncheons, a presenter to perform training in southeast Kansas and police motorcycle crash training. |
| Sub-Recipient & Type of Organization: | <i>KDOT</i> <i>State Agency</i> |
| Project Number: | SP-1701-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$75,000) |
| Amount of Funds Expended: | \$51,836 |
| Eligible Use of Funds: | Law Enforcement Training |
| Countermeasure Strategy: | Communication and Outreach |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | JCSO Accident Investigation Unit <i>Johnson County</i> The Johnson County Sheriff’s Office -Accident Investigation Unit (JCSO-AIU) has seen a distinct increase in fatal crashes and this has indicated a demand for mapping software to decrease the time on-scene to reconstruct the crash and increases investigative quality and public safety. This unit often assists other agencies with their major crashes and with this software can improve our ability to get our roadways open faster (possibly decreasing scene time from 4-6 hours to just 2-3) and reducing the possibility of secondary crashes. |
| Sub-Recipient & Type of Organization: | Johnson County Sheriff’s Office <i>Law Enforcement</i> |
| Project Number: | SP-1705-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$600) |
| Amount of Funds Expended: | \$600 |
| Eligible Use of Funds: | Law Enforcement Training |
| Countermeasure Strategy: | Communication and outreach |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | KHP Traffic Fatalities Reduction Program (KHP TFRP) <i>Statewide</i> This overtime reimbursement is to address unbelted drivers and passengers travelling on Kansas roadways. These enforcement activities are scheduled outside of Specialized Traffic Enforcement Program (STEP) mobilizations and are high crash corridor utilizing roving saturation patrols. In FFY 2023, the Kansas Highway Patrol engaged in six statewide enforcement activities utilizing almost 2,800 overtime hours and logged over 65,000 miles. During this project period, troopers arrested over 20 DUIs, issued almost 3,000 speed citations and/or warnings, issued over 300 seat belt citations and/or warnings, and made over 4,900 public contacts. |
| Sub-Recipient & Type of Organization: | Kansas Highway Patrol <i>Law Enforcement</i> |
| Project Number: | SP-1710-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$200,000) |
| Amount of Funds Expended: | \$197,345 |
| Eligible Use of Funds: | Law enforcement overtime compensation for targeted saturation patrols. |
| Countermeasure Strategy: | High-visibility saturation patrol |

Project and Subrecipient Information

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| <p>Project Name & Description of Activities Conducted:</p> | <p>Law Enforcement Liaison (LEL) <i>4-regions Statewide</i> To better meet the challenge of effectively serving a law enforcement community of over 350 diverse agencies spread across 82,264 square miles, KDOT employs a team of four full-time LELs. These professionals – all of them retired law enforcement officers – promote KDOT’s safety programs to law enforcement and advise on their application, as well as on traffic enforcement tactics and methodologies, in general. They also work to build collaborations between the law enforcement community and other sectors, such as school districts and the media; to advance the safety messaging that is complementary to effective enforcement strategies. They teach at the Kansas Law Enforcement Training Academy about Traffic Safety and Traffic Safety related programs funded by KDOT. They arrange training for local law enforcement agencies and attend many conferences throughout the year to recruit new agencies and promote traffic safety. They recruit law enforcement agencies involved in all national mobilizations and Kansas specific mobilizations. They also engage in their region’s meetings with fellow traffic safety partners to have meaningful dialogue and interchange with community constituents.</p> |
| <p>Sub-Recipient & Type of Organization:</p> | <p><i>Contractor Individual</i></p> |
| <p>Project Number:</p> | <p>SP-1700-23</p> |
| <p>Deobligation of Funds?</p> | <p>No</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>402 (\$449,002)</p> |
| <p>Amount of Funds:</p> | <p>\$327,786</p> |
| <p>Eligible Use of Funds:</p> | <p>Coalition and partnership building with law enforcement and other traffic safety partners</p> |
| <p>Countermeasure Strategy:</p> | <p>Communication and Outreach</p> |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | The Special Traffic Enforcement Program (STEP) & Law Enforcement Equipment Program <i>Local Law Enforcement Agencies</i> The FY23 Special Traffic Enforcement Program (STEP) reimbursed the overtime personnel cost of four state-wide overtime enforcement campaigns plus the July <i>Speeding Slows You Down</i> enforcement and five other, more targeted local and regional enforcements by 163 state and local Kansas police agencies. In 2023, there were 39,222 law enforcement stops. Officers recorded 27,665 citations and arrests. Included were 13,722 speeding tickets, 380 arrests for DUI and 966 non-DUI arrests. There were 6,111 occupant restraint citations. This included 210 child passenger, 194 teen and 5,707 adult seat belt tickets. |
| Sub-Recipient & Type of Organization: | Kansas Law Enforcement Agencies <i>Local Law Enforcement</i> |
| Project Number: | SP-1300-23 |
| Deobligation of Funds? | No |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$1,524,480) |
| Amount of Funds: | \$ 1,056,823 |
| Eligible Use of Funds: | Reimbursement of overtime hours incurred during scheduled STEP Campaigns as well as other, targeted, local, and regional mobilizations. NHTSA approved equipment purchased at the beginning of the year utilized to support these activities. STEP agencies receive items purchased at the beginning of the FY in support of the overtime enforcement of Kansas traffic laws during the STEP Mobilizations. |
| Countermeasure Strategy: | High Visibility Enforcement |

Roadway Safety

Strategy

- Continue support of local and state officials to provide safer and enhanced roadways through training and materials.

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Traffic Safety Assistant for Kansas (TASK) <i>Statewide</i> In conjunction with K-State, the TASK program has provided training on the MUTCD, work zone signing, traffic control devices, and other materials to technicians and emergency response personnel across the state. |
| Sub-Recipient & Type of Organization: | Kansas State University <i>State Agency</i> |
| Project Number: | SP-1402-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$100,000) |
| Amount of Funds Executed: | \$99,985 |
| Eligible Use of Funds: | Commodities - Training Material. Travel. |
| Countermeasure Strategy: | Education and Training |

Safe Communities

Strategies

- Promote and conduct annual statewide conference on highway safety issues.
- Solicit and promote community-based traffic safety programs in Kansas.
- Improve information and resource availability for local agencies and advocates in Kansas.
- Support paid and earned media initiatives and opportunities.



Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | PI& E Safe Communities <i>Statewide</i> KDOT purchased and reproduced 379,490 pieces of educational material. Through contractors (KTSRO, SP-1906-23) 428,805 educational materials were distributed statewide. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-1900-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$25,000) |
| Amount of Funds Expended: | \$3,576 |
| Eligible Use of Funds: | Impaired Driving and Occupant Protection Education |
| Countermeasure Strategy: | Communications and Outreach |

Project and Subrecipient Information

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|--|--|
| Project Name & Description of Activities Conducted: | Kansas Operation Lifesaver <i>Statewide</i> The Kansas Operation Lifesaver program continued its lifesaving work through outreach and education using authorized volunteers, approved messages, and educational materials. Kansans and visitors to Kansas were targeted through public service announcements from October to December of FFY 23. PSAs were present at Wichita State University and K-State Men’s Basketball and Football games. |
| Sub-Recipient & Type of Organization: | Operation Lifesaver, Inc. <i>Non-profit</i> |
| Project Number: | SP-1902-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$15,000) |
| Amount of Funds Expended: | \$15,000 |
| Eligible Use of Funds: | Railroad Safety |
| Countermeasure Strategy: | Communications and Outreach |

Project and Subrecipient Information

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|---|--|
| <p>Project Name & Description of Activities Conducted:</p> | <p>Kansas Traffic Safety Resource Office <i>Statewide</i></p> <p>In FFY 23, The Kansas Traffic Safety Resource Office (KTSRO) administered and implemented statewide programs providing public education and information, technical assistance, research, and evaluation aimed at reducing the incidence of crashes caused by alcohol/drug impairment, distractions, speed, and other risky driver behaviors, while increasing seat belt use in Kansas. KTSRO worked closely with KDOT’s Behavioral Safety Section, law enforcement, minority organizations, employers, Safe Kids Kansas, and other safety advocates around the state to achieve these goals.</p> <p>Some of the FFY 23 highlights include:</p> <ul style="list-style-type: none"> • KTSRO updated, designed, and distributed 428,805 educational items across Kansas. Whenever possible, items are produced with English on one side, Spanish on the other. These items are primarily used by law enforcement and other safety partners as an outreach to the traveling public. • With one full-time employee at KTSRO devoted to communications, KDOT has 24,670 followers on Twitter and increased from 8,848 in 2022 to 10,602 in 2022 on Facebook. KDOT has an Instagram page as well that has 677 followers. 33,360 people opened the KTSRO newsletters or single-topic informational blasts. • KTSRO hosted online trainings, with 671 completing courses. They also registered nearly 766 participants for various in-person training. • Staff members at KTSRO continued their leadership roles on the Strategic Highway Safety Plan Emphasis Area Teams. • KTSRO partnered with KDOT and KHP BAU division on the Annual Impaired Driving Conference. • 1,397 child safety seats (convertible and booster), purchased under SP-1304-23, were distributed statewide to child passenger safety inspection stations through this project. These seats were provided to low-income families. |
| <p>Sub-Recipient & Type of Organization:</p> | <p>DCCCA <i>Non-profit</i></p> |
| <p>Project Number:</p> | <p>SP-1906-23</p> |
| <p>Deobligation of Funds?</p> | <p>No.</p> |
| <p>P&A Costs/Amount</p> | <p>N/A</p> |
| <p>Funding Source (Amount):</p> | <p>402 (\$848,052)</p> |
| <p>Amount of Funds Expended:</p> | <p>\$848,052</p> |
| <p>Eligible Use of Funds:</p> | <p>Occupant Protection and Impaired Driving Education</p> |
| <p>Countermeasure Strategy:</p> | <p>Communications and Outreach</p> |

Project and Subrecipient Information

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|--|---|
| Project Name & Description of Activities Conducted: | Kansas Transportation Safety Conference <i>Statewide</i> The 28 th annual Kansas Transportation Safety Conference (TSC) was held in Wichita, April 25-26, 2023. The TSC was attended by 281 people who participated in 4 tracks: law enforcement, injury control, roadway safety and youth choosing from 14 breakout sessions. Five regional breakout sessions were offered for stakeholders to review data from their area, discuss and network over challenges and ideas to improve transportation safety. Keynote and plenary speakers included: Honorable Tom Chapman-National Transportation Safety Board, John Kwasnoski-forensic physics Western New England University, and panelists on the Kansas Safety Corridors Pilot. Data dashboard overview and tutorials were part of featured exhibits. |
| Sub-Recipient & Type of Organization: | University of Kansas Center for Research, Inc. <i>State Agency</i> |
| Project Number: | SP-1905-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$143,505) |
| Amount of Funds Expended: | \$143,505 |
| Eligible Use of Funds: | Traffic Safety Education |
| Countermeasure Strategy: | Communications and Outreach |

Project and Subrecipient Information

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|--|---|
| Project Name & Description of Activities Conducted: | Think First Injury Prevention Program <i>Kansas City, KS</i> During FFY 23, the program conducted presentations at 17 schools, reaching 5,095 K-12 students in the Kansas City area. The presentation brought crash victims (Think First voices for injury prevention VIPs), who have suffered from life-long traumatic brain or spinal cord injuries to share their safety message. |
| Sub-Recipient & Type of Organization: | The Research Foundation <i>Non-Profit</i> |
| Project Number: | SP-1904-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$9,840) |
| Amount of Funds Expended: | \$9,840 |
| Eligible Use of Funds: | Traffic Safety Education |
| Countermeasure Strategy: | Communications and Outreach |

Project and Subrecipient Information

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|--|---|
| Project Name & Description of Activities Conducted: | Blue Window Sports Media (Core) <i>Statewide</i> During FFY 23, Blue Window performed the program administration of KBSS' sports media efforts. Blue Window contributed 1,370.81 hours towards affinity marketing, identifying effective marketing mediums and engagement opportunities, and coordinating marketing strategy and messaging with 25 marketing partners state-wide that promoted safe driving behaviors. |
| Sub-Recipient & Type of Organization: | Whitworth Ballou Inc <i>For-profit</i> |
| Project Number: | SP-1903-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$206,887) |
| Amount of Funds Expended: | \$206,887 |
| Eligible Use of Funds: | Program Administration |
| Countermeasure Strategy: | Communication and Outreach |

Project and Subrecipient Information

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|--|---|
| Project Name & Description of Activities Conducted: | JNA (Core) <i>Statewide</i> During FFY 23, JNA performed the program administration of the KBSS' comprehensive media plan. JNA contributed roughly 4,000 hours towards creative asset development, media production, planning, and campaign coordination. Working with outside contractors JNA was able to deliver a perception survey and cover postproduction costs through this contract. |
| Sub-Recipient & Type of Organization: | John Nohe & Associates LLC <i>For-profit</i> |
| Project Number: | SP-1903-23 |
| Deobligation of Funds? | No. |
| P&A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$534,160) |
| Amount of Funds Expended: | \$534,160 |
| Eligible Use of Funds: | Program Administration |
| Countermeasure Strategy: | Communication and Outreach |

Traffic Records

Strategies

- Implement and administer the Traffic Records Coordinating Committee (TRCC).
- Develop data quality processes between partner agencies to improve information quality.
- Maintain and enhance electronic data for analytical and reporting purposes.
- Support on-going training and communication tools to enable innovation and collaboration.

Project and Subrecipient Information

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|---|--|------------|
| Project Number/Name & Contract Identifier: | 1 – Master Data Management | 1.3 |
| Contract Name & Description of Activities Conducted: | Motor Vehicle Crash Report Conversion <i>Statewide</i> This project procured a vendor to assist in scanning and performing data entry of paper crash reports received from Law Enforcement Agencies across the state of Kansas. | |
| Sub-Recipient & Type of Organization: | Business Technology Career Opportunities (BTCO) <i>Non-Profit Organization</i> | |
| Project Number: | SP-4605-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | 405c (\$123,660) | |
| Amount of Funds Expended: | \$110,780 | |
| Eligible Use of Funds: | Funds were used through this contract for the processing of approximately 34,000 paper crash reports. This processing included mail receipt, preparation for conversion, scanning services, data entry services, and paper record destruction. | |
| Countermeasure Strategy: | Improves Accuracy and Completeness of a Core Highway Safety Database Countermeasure. | |

Project and Subrecipient Information

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|---|---|------------|
| Project Number/Name & Contract Identifier: | 1 – Master Data Management | 1.5 |
| Contract Name & Description of Activities Conducted: | Kansas Crash Data System (KCDS) Hosting <i>Statewide</i> This contract covers the second phase of a three-phase agreement, which provides for the replacement of the TRS system. This second phase was for the hosting of the Kansas Crash Data Systems (KCDS) in a vendor provided, KDOT approved, secure public cloud. | |
| Sub-Recipient & Type of Organization: | Affinity Global Solutions, LLC <i>For Profit Organization</i> | |
| Project Number: | SP-4607-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | 405c (\$294,000) | |
| Amount of Funds Expended: | \$114,000 | |
| Eligible Use of Funds: | Funds paid under this contract were for hosting of the Kansas Crash Data Systems. | |
| Countermeasure Strategy: | Improves Timeliness, Integration, and Accessibility of a Core Highway Safety Database. | |

Project and Subrecipient Information

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|---|---|------------|
| Project Number/Name & Contract Identifier: | 1 – Master Data Management | 1.7 |
| Contract Name & Description of Activities Conducted: | Drivers License Readers <i>Statewide</i> This contract provided drivers license readers to the Kansas Highway Patrol (KHP). The KHP responds to a large majority of the fatal crashes that occur across Kansas and driver’s license readers will greatly enhance the accuracy of inputting the driver’s license information within the crash data by removing, or significantly reducing, manual entry. Enhanced accuracy of driver’s license information will benefit both the Kansas Department of Revenue (KDOR) and other downstream partners, including district courts and contracted insurance companies. | |
| Sub-Recipient & Type of Organization: | Kansas Highway Patrol <i>State Government</i> | |
| Project Number: | SP-4613-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | 405c (\$207,648) | |
| Amount of Funds Expended: | \$207,648 | |
| Eligible Use of Funds: | Funds paid under this contract provided the KHP with 400 M-260 OWC Scan Technology E-Seek and E-Seek USB Smart Cables. The cost of each unity did not exceed the \$5,000 federal inventory threshold. | |
| Countermeasure Strategy: | Improves Accuracy of a Core Highway Safety Database Countermeasure. | |

Project and Subrecipient Information

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|---|---|------------|
| Project Number/Name & Contract Identifier: | 1 – Master Data Maintenance | 1.8 |
| Contract Name & Description of Activities Conducted: | Fatality Analysis Reporting System (FARS) Manual Update <i>Statewide</i> This contract procured a vendor to assist the state in updating the current FARS operational manual to satisfy the National Highway Traffic Safety Administration (NHTSA) contractual requirements and serve as a reference for FARS analysts and management. | |
| Sub-Recipient & Type of Organization: | Governors Highway Safety Association (GHSA) <i>Non-Profit Organization</i> | |
| Project Number: | SP-4615-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | 405c (\$28,180) | |
| Amount of Funds Expended: | \$23,946 | |
| Eligible Use of Funds: | Funds under this contract provided for a consultant that reviewed the current FARS manual and other documents to identify gaps and deficiencies and then drafted/finalized the updated FARS manual. | |
| Countermeasure Strategy: | Improves Accuracy, Completeness, and Timeliness of one or more Core Highway Safety Database Countermeasure. | |

Project and Subrecipient Information

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|---|--|------------|
| Project Number/Name & Contract Identifier: | 2 – Geo-Location Capture/Recording | 2.1 |
| Contract Name & Description of Activities Conducted: | GIS Mapping Integration <i>Statewide</i> This contract provided 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 were then integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures. | |
| Sub-Recipient & Type of Organization: | University of Kansas Center for Research (KUCR) – Data Access & Support Center (DASC) <i>Non-Profit Organization</i> | |
| Project Number: | SP-4608-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | 405c (\$257,403) | |
| Amount of Funds Expended: | \$225,554 | |
| Eligible Use of Funds: | Funds under this contract were utilized for KUCR to process the 2022 crash records. In total, 58,737 records were geocoded, and 54,744 of those also had an offset location determined. | |
| Countermeasure Strategy: | Improves Accuracy, Completeness, and Timeliness of one or more Core Highway Safety Database Countermeasures. | |

Project and Subrecipient Information

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|---|--|------------|
| Project Number/Name & Contract Identifier: | 6 – Citation Automation Deployment | 6.3 |
| Contract Name & Description of Activities Conducted: | eCitation & eStatute <i>Statewide</i> AIC is the data vendor contracted to facilitate the e-Citation and e-Statute projects. The e-Citation project collects, analyzes, and distributes traffic citation data for the benefit of public and state, local and federal agencies. E-Statute is a repository allowing authorized users to create and edit statute numbers for use by participating agencies. | |
| Sub-Recipient & Type of Organization: | Analysts International Corporation <i>For Profit Organization</i> | |
| Project Number: | SP-4604-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | 405c (\$89,040) | |
| Amount of Funds Expended: | \$6,416 | |
| Eligible Use of Funds: | During FFY23, the work centered around Change Order 2 which is related to 1) adding validation to CRE to require data entry in the Officer Last Name and First Name fields, 2) adding validation to the Submission Service to require data in the CitationIssuingOfficial element on the citation’s XML submission, 3) report officer summary data by grouping Last Name + Suffix + First Name + Middle Initial, and 4) for pre-existing citation data with no officer name provided, group under “Officer Unknown.” | |
| Countermeasure Strategy: | Improves Timeliness and Accuracy of a Core Highway Safety Database Countermeasure. | |

Project and Subrecipient Information

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|---|---|------------|
| Project Number/Name & Contract Identifier: | 3 – Provide Ongoing Maintenance | 3.1 |
| Contract Name & Description of Activities Conducted: | TIRES Maintenance & Support <i>Statewide</i> This contract provided for the ability to add, hide, or remove the validation rules associated with data received from the Kansas crash report submitted by law enforcement agencies within the vendor application TIRES. | |
| Sub-Recipient & Type of Organization: | ImageTrend, LLC <i>For Profit Organization</i> | |
| Project Number: | SP-4200-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | State (TREF) (\$22,587) | |
| Amount of Funds Expended: | \$21,843 | |
| Eligible Use of Funds: | Funds paid under this contract provided hosting and application support for the TIRES application. | |

Project and Subrecipient Information

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|---|--|------------|
| Project Number/Name & Contract Identifier: | 3 – Provide Ongoing Maintenance | 3.2 |
| Contract Name & Description of Activities Conducted: | Architecture & Application Support & Enhancements (fka TRS 2.0 Support Staff) <i>Statewide</i> This contract provided for the Kansas Bureau of Investigation (KBI) to contract with a consultant/contractor as augmentation of staff to support Traffic Records Systems (TRS) initiatives and platforms put in place by previous and ongoing Traffic Records Coordinating Council (TRCC)-funded grants (i.e., e-Citation, the Kansas Criminal Justice Information System (KCJIS) Portal, Master Entity Index) and TRS-related systems integration (i.e., Crash, Driver/Vehicle, and Citation/Adjudication). | |
| Sub-Recipient & Type of Organization: | Kansas Bureau of Investigation (KBI) <i>State Government</i> | |
| Project Number: | SP-4200-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | State (TREF) (\$90,000) | |
| Amount of Funds Expended: | \$23,152 | |
| Eligible Use of Funds: | Funds paid under this contract provided for consultant support for identified necessary changes to TRS initiatives and platforms. | |

Project and Subrecipient Information

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|---|--|------------|
| Project Number/Name & Contract Identifier: | 5 – Security Modernization Phase 2 | 5.2 |
| Contract Name & Description of Activities Conducted: | Systems Architect Position <i>Statewide</i> This contract provided for a position to research, develop, and document current and future standards for data exchanges and coordinator with peer staff at partner agencies. The position is intended to design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart. | |
| Sub-Recipient & Type of Organization: | Kansas Bureau of Investigation (KBI) <i>State Government</i> | |
| Project Number: | SP-4200-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | State (TREF) (\$150,000) | |
| Amount of Funds Expended: | \$143,416 | |
| Eligible Use of Funds: | Funds paid under this contract provided for a systems architect position within the Kansas Bureau of Investigation (KBI). Some of the projects and efforts that were undertaken by this position during the 2022-2023 reporting period were integrating the eStatute interface in the DNA System Replacement, decommissioning of BizTalk, and Automated Fingerprint Identification System (AFIS) replacement integration design. | |

Project and Subrecipient Information

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|---|---|------------|
| Project Number/Name & Contract Identifier: | 6 – Citation Automation Deployment | 6.2 |
| Contract Name & Description of Activities Conducted: | eCitation Position <i>Statewide</i> This contract provided for a Program Consultant II within the Kansas Bureau of Investigation (KBI)'s Information Services Division. | |
| Sub-Recipient & Type of Organization: | Kansas Bureau of Investigation (KBI) <i>State Government</i> | |
| Project Number: | SP-4200-23 | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | State (TREF) (\$80,000) | |
| Amount of Funds Expended: | \$65,292 | |
| Eligible Use of Funds: | Funds paid under this contract provided for a program consultant II within the Kansas Bureau of Investigation (KBI). This position conducted training to instruct law enforcement on use of the electronic form, provided reports to partners, and worked with eCitation vendors. | |

Project and Subrecipient Information

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|---|--|------------|
| Project Number/Name & Contract Identifier: | 7 – MIRE Alignment | 7.3 |
| Contract Name & Description of Activities Conducted: | DATA Team – MIRE Compliance Technical Assistance <i>Statewide</i> This contract was designed for KDOT to receive technical assistance from Federal Highway Administration (FHWA) Data and Analysis Technical Assistance (DATA) Team related to piloting a method or model for acquiring surface type information on public roads, particularly for locally owned and maintained roads. This model will assist KDOT in determining the applicability of paved and unpaved road conditions as they relate to the Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) requirements. | |
| Sub-Recipient & Type of Organization: | Federal Highway Administration <i>Federal Government</i> | |
| Project Number: | N/A | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | N/A | |
| Amount of Funds Expended: | \$0 | |
| Eligible Use of Funds: | There were no funds paid under this contract. KDOT applied for technical assistance through FHWA’s Data and Analysis Technical Assistance (DATA) Teams. | |

Project and Subrecipient Information

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|---|---|------------|
| Project Number/Name & Contract Identifier: | 8 – EMS/Injury Integration | 8.1 |
| Contract Name & Description of Activities Conducted: | Bio Spatial Interstate Trauma Database <i>Statewide</i> This contract was designed to explore the exchange of medical information from non-Kansas Emergency Medical Services Information System (KEMSIS), bordering state databases. | |
| Sub-Recipient & Type of Organization: | Kansas Bureau of Investigation (KBI) <i>State Government</i> | |
| Project Number: | N/A | |
| Deobligation of Funds? | No. | |
| P&A Costs/Amount | N/A | |
| Funding Source (Amount): | N/A | |
| Amount of Funds Expended: | \$0 | |
| Eligible Use of Funds: | There were no funds paid under this contract. Through the contract, KDOT provides certain crash report data elements to Biospatial who allows KDOT access to their analytics software to perform analysis of this data and other third-party data | |

Total Expenditures for Federal Fiscal Year 2023

| Program Area | Expenditures |
|---|---------------------|
| Section 402 Planning and Administration | \$ 27,503 |
| Section 402 Drivers Education | \$ 133,543 |
| Section 402 Occupant Protection | \$ 157,316 |
| Section 402 Paid Media | \$ 500,000 |
| Section 402 Pedestrian and Bike | \$ 27,467 |
| Section 402 Police Traffic Safety | \$ 1,634,390 |
| Section 402 Roadway Safety | \$ 99,985 |
| Section 402 Safe Communities | \$ 1,761,021 |
| Section 402 Youth Alcohol | \$ 71,316 |
| Sub-Total Section 402 | \$ 4,412,541 |
| Section 405(b) Occupant Protection | \$ 707,619 |
| Section 405(c) Traffic Records | \$ 688,344 |
| Section 405(d) Impaired Driver | \$ 2,388,562 |
| Section 405(f) Motorcycle Safety | \$ 85,752 |
| Sub-Total Section 405 | \$ 3,870,277 |
| Grant Total | \$ 8,282,818 |

\$8,282,819.69 - Grand Total Amount when not rounding.

2023 Highway Safety Plan Projects Not Implemented

Project and Subrecipient Information

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|--|---|
| Project Name & Description of Activities Conducted: | Adult Education and Awareness <i>Statewide</i> Due to staffing levels withing KBSS, KDOT was unable to pursue this project and utilize these funds in FFY 2023. The Bureau of Transportation Safety refocused efforts in 2023 to the safety corridor program. Due to this change of focus, this initiative was not able to be followed up on. In FFY 2024, we anticipate that this program will be carried out because the safety corridor program is on a management maintenance effort and not an initiation effort. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-4700-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$200,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communication Campaign |

Project and Subrecipient Information

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|--|---|
| Project Name & Description of Activities Conducted: | Judge’s Training <i>Statewide</i> Due to turnover at the Kansas Office of Judicial Administration, OJA, KBSS was unable to identify a grant manager to administer this grant in FFY 23. In FFY 2024 we expect this expenditure to occur as we have coordinated with OJA and the new administrator for this training to take place. |
| Sub-Recipient & Type of Organization: | Kansas Office of Judicial Administration (OJA) <i>State Agency</i> |
| Project Number: | SP-4710-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$200,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communications Campaign |

Project and Subrecipient Information

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|--|---|
| Project Name & Description of Activities Conducted: | Traffic Safety Resource Prosecutor <i>Statewide</i> This project was not implemented. This project was merged under the Traffic Safety Resource Prosecutor project (SP-4709-23). |
| Sub-Recipient & Type of Organization: | Kansas Attorney General’s Office <i>State Agency</i> |
| Project Number: | SP-1703-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 405d (\$20,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Prosecutor Training |

Project and Subrecipient Information

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|--|--|
| Project Name & Description of Activities Conducted: | Distracted Driving PI&E <i>Statewide</i> In FFY 2023, KBSS conducted Distracted Driving PI &E was conducted, but was not billed under this contract. A Distracted Driving Paid Media Campaign was executed on April 3, 2023, under the JNA (SP-1503-23) Contract. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-4901-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$100,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communications Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Motorcycle Enforcement Local Law Enforcement <i>Kansas City, KS</i> This project is no longer permissible due to regulation prohibiting the enforcement of a specific vehicle type, in this case, motorcycles. This project's scope of work shifted into an aggressive driving high visibility enforcement program as a part of the STEP Program (SP-1300-23). |
| Sub-Recipient & Type of Organization: | Local Law Enforcement Agencies <i>Law Enforcement</i> |
| Project Number: | SP-1300-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$240,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | High Visibility Enforcement |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Occupant Protection PI&E <i>Statewide</i> Occupant Protection Initiatives were completed under the JNA (SP-4500-23) contract and the OP PI&E (SP-1301-23) Contract. In FFY 2024 the KBSS will ensure that these activities are billed to this project. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-4501-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 405b (\$300,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communication Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Child Passenger Safety Outreach <i>Statewide</i> Additional Activities tied to occupant protection initiatives were handled through the Safe Kids Kansas (SP-4503-23) Contract and Advertising Consultants. |
| Sub-Recipient & Type of Organization: | John Nohe & Associates LLC <i>For-profit</i> |
| Project Number: | SP-4502-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 405b (\$50,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communication Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Regional Safety Coalition Ad Campaign <i>Sedgwick County, Kansas</i> These project's activities were performed under the JNA Misc. Media Placement contract (SP-1503-23). |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-1500-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$500,000 based on 2023 HSP) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Mass Media Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Ped & Bike PI&E <i>Statewide</i> Due to staffing levels withing KBSS, KDOT was unable to pursue this project and utilize these funds in FFY 2023. In FFY 2024, KBSS will allow Bike/Ped vendors to utilize these funds for additional education material. |
| Sub-Recipient & Type of Organization: | Kansas Department of Transportation <i>State Agency</i> |
| Project Number: | SP-1600-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$15,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communications Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Ped and Bike Education Americans for Older Driver Safety <i>Kansas City, KS</i> This plan was not executed but will carry over into FFY 2024 due to programmatic delays beyond our control. |
| Sub-Recipient & Type of Organization: | Americans for Older Driver Safety <i>Non-profit</i> |
| Project Number: | SP-XXXX-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$2,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communications Campaign |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Crash Reconstruction Training <i>Statewide</i> Due to instructor shortages this class was delayed until FFY 2024. |
| Sub-Recipient & Type of Organization: | Kansas Highway Patrol <i>Law Enforcement</i> |
| Project Number: | SP-1702-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$42,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communications and Outreach |

Project and Subrecipient Information

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| Project Name & Description of Activities Conducted: | Electronic Grant Management System <i>Statewide</i> Due to BIL, this project was paused. The KBSS is wanting to fulfil new and expanded upon elements from BIL in the Electronic Grant Management System. In the Summer of 2024, we are looking to go out for bid on this contract. |
| Sub-Recipient & Type of Organization: | TBD <i>TBD</i> |
| Project Number: | SP-XXXX-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 402 (\$250,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Communications and Outreach |

Project and Subrecipient Information

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| Project Number/Name & Contract Identifier: | 1 – Master Data Management 1.2 |
| Contract Name & Description of Activities Conducted: | <p>Paper Crash Reporting <i>Statewide</i></p> <p>A vendor was contracted to transcribe scanned crash report PDFs from state and local law enforcement agencies into blank Kansas Law Enforcement Reporting (KLER) report forms exactly as written and coded.</p> <p>This contract was not utilized, as all crash reports were sent to the primary vendor (BTCO under Contract Identifier 1.3) for crash report conversion.</p> |
| Sub-Recipient & Type of Organization: | Data Dash, Inc. <i>For Profit Organization</i> |
| Project Number: | SP-4603-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 405c (\$30,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Improves Accuracy and Timeliness of a Core Highway Safety Database Countermeasure. |

Project and Subrecipient Information

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| Project Number/Name & Contract Identifier: | 1 – Master Data Management 1.6 |
| Contract Name & Description of Activities Conducted: | <p>KCDS Maintenance <i>Statewide</i></p> <p>This is the third phase of a three-phase contract, which provides for replacement of the TRS system. This third phase covers the annual Kansas Crash Data System (KCDS) maintenance charges for a term of six (6) years; including at minimum, platform upgrades and training on new features.</p> <p>The current timeline expects implementation of the KCDS during Federal Fiscal Year 2025. Maintenance of the KCDS cannot begin until after the system has been implemented.</p> |
| Sub-Recipient & Type of Organization: | Affinity Global Solutions, LLC <i>For Profit Organization</i> |
| Project Number: | SP-4607-23 |
| Deobligation of Funds? | No. |
| P & A Costs/Amount | N/A |
| Funding Source (Amount): | 405c (\$180,000) |
| Amount of Funds Expended: | \$0 |
| Countermeasure Strategy: | Improves Timeliness, Integration, and Accessibility of a Core Highway Safety Database Countermeasure. |

Project and Subrecipient Information

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| Project Number/Name & Contract Identifier: | 3 – Provide Ongoing Maintenance | 3.3 |
| Contract Name & Description of Activities Conducted: | <p>KCJIS Identity Access Management <i>Statewide</i></p> <p>This contract provides for upgrade implementation of the Kansas Criminal Justice Information System (KCJIS) Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included in the current maintenance agreement, this contract is for implementation costs only.</p> <p>This contract was not utilized during Federal Fiscal Year 2023. The expectation is that progress towards completing the contract will start during Federal Fiscal Year 2024 and should be completed prior to the end of the agreement period.</p> | |
| Sub-Recipient & Type of Organization: | <p>Kansas Bureau of Investigation (KBI) <i>State Government</i></p> | |
| Project Number: | SP-4612-23 | |
| Deobligation of Funds? | No. | |
| P & A Costs/Amount | N/A | |
| Funding Source (Amount): | 405c (\$32,250) | |
| Amount of Funds Expended: | \$0 | |
| Countermeasure Strategy: | Improves Accessibility of a Core Highway Safety Database Countermeasure. | |

Project and Subrecipient Information

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| Project Number/Name & Contract Identifier: | 1 – Master Data Management | 1.4 |
| Contract Name & Description of Activities Conducted: | <p>Kansas Crash Data System (KCDS) <i>Statewide</i></p> <p>This is a continuation of the first phase of a three-phase contract, which provides for replacement of the TRS system. This contract covers change orders that were approved during the planning phase of the annual Kansas Crash Data System (KCDS).</p> <p>The change orders include Data Migration, Bulk PDF Assignment, and Crash Comparison Review. The current timeline expects implementation of these change orders to begin in Federal Fiscal Year 2024.</p> | |
| Sub-Recipient & Type of Organization: | <p>Affinity Global Solutions, LLC <i>For Profit Organization</i></p> | |
| Project Number: | SP-4200-23 | |
| Deobligation of Funds? | No. | |
| P & A Costs/Amount | N/A | |
| Funding Source (Amount): | State (TREF) (\$219,260) | |
| Amount of Funds Expended: | \$0 | |
| Countermeasure Strategy: | Improves Timeliness, Integration, and Accessibility of a Core Highway Safety Database Countermeasure. | |

Project and Subrecipient Information

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| Project Number/Name & Contract Identifier: | 6 – Citation Automation Deployment | 6.1 |
| Contract Name & Description of Activities Conducted: | <p>KBI eCite Vendor <i>Statewide</i></p> <p>This contract will provide for the Kansas Bureau of Investigation (KBI) to contract with a vendor to assist in the electronic capture and dissemination from local law enforcement agencies and courts. The contract with the vendor(s) will provide for updates to software, allowing local law enforcement agencies to submit electronic citation reports directly from their mobile data units.</p> <p>This contract did not move forward during Federal Fiscal Year 2023; however, a vendor has agreed to create an interface to eCitation and the contract is expected to be utilized in Federal Fiscal Year 2024.</p> | |
| Sub-Recipient & Type of Organization: | <p>Kansas Bureau of Investigation (KBI) <i>State Government</i></p> | |
| Project Number: | SP-4200-23 | |
| Deobligation of Funds? | No. | |
| P & A Costs/Amount | N/A | |
| Funding Source (Amount): | State (TREF) (\$100,000) | |
| Amount of Funds Expended: | \$0 | |
| Countermeasure Strategy: | Improves Integration and Completeness of a Core Highway Safety Database Countermeasure. | |