FEDERAL FISCAL YEAR 2025

ANNUAL GRANT APPLICATION

KANSAS DEPARTMENT OF TRANSPORTATION

BUREAU OF TRAFFIC SAFETY

BEHAVIORAL SAFETY SECTION

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Updates to the Kansas Triennial Highway Safety Plan

The Kansas Behavioral Safety Section (KBSS) strives to adjust and update our programing and our funds to meet the current needs of the Kansas traveling public. With updated data and the information gathered from the 2023 Kansas Annual Report, the KBSS has expanded and adjusted its efforts towards strategies identified in the 2024-2026 Triennial Highway Safety Plan. Along with these strategy and funding adjustments for FFY 2025, the KBSS ensured that approved amendments were included, and made clerical adjustments throughout the document.

The KBSS reflected new amendments to the HSP in the Annual Grant Application (AGA). These amendments were included in this document after gaining approval by the Regional Administrator. This includes the KHP Rollovers & Convincers (SP-4502-25) amendment, that allowed the preexisting project to purchase more seatbelt convincers through 405b funding in FFY 2025. This also includes the Ride to Live Program (SP-4803-24), a new motorcycle safety program under 405f. This program was a direct result of the KBSS analyzing data and identifying a real need in Sedgwick County for motorcycle programing.

The KBSS intends to use this Annual Grant Application and the adjustments reflected on this as an amendment to the 2024-2026 Triennial Highway Safety Plan.

Planning and Administration

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to support the state's performance measures across the state: Training. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Training by $20,000.00. In FFY 2025, the KBSS will have two additional staff. These adjustments towards program funding will support the onboarding and continued education of these staff members. These additional staff will help the KBSS continue towards our target of 400 fatalities in Kansas (C-1).

Impaired Driving

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease impaired driving (C-5) across the state: Communication Campaigns, Prosecutor Training, High Visibility Enforcement, High Visibility Enforcement and Training, and Youth Programs. In Federal Fiscal Year 2025, the KBSS has decreased the program funding towards Communication Campaigns by $220,000.00 and increased program funding towards High Visibility Enforcement by $200,000.00. In 2025 we are projected to have 106 impaired driving fatalities. To reach our target of 103, the KBSS decided to increase the program funding of High Visibility Enforcement. In FFY 2024, the KBSS decided to increase impaired driving communication campaigns efforts for one year only. In FFY 2025 our funding for communication campaigns will return to the original contracted amount and be sustained throughout FFY 2025.

Distracted Driving

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease distracted driving crashes (C-12) across the state: Communication Campaigns and the Safety Corridor Pilot Program. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Communication Campaigns by $450,000.00. Although Kansas' number of distracted driving crashes is on the decline, we are seeing an increasing trend in fatal distracted driving crashes. State data shows that in 2022, Kansas had 80 fatalities. Based upon this finding, the KBSS adjusted our programing funding towards these strategies.

Drivers Education

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease the number of fatal crashes involving drivers under 21 (C-9) across the state: Drivers Education. In Federal Fiscal Year 2025, the KBSS has increased program funding towards Drivers Education by $70,000.00. Although, the KBSS projected in the 2025-2026 Kansas Triennial Highway Safety Plan that the number of fatal crashes involving drivers under 21 would decrease in 2025, the State data shows that in 2022, Kansas had 54 fatal crashes. The projected number for 2022 was 48. This adjustment to program funding was made because of the unexpected uptick in fatal crashes involving young drivers.

Driver and Officer Safety

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to improve driver and officer interactions across the state: Education and Training. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Education and Training by $200,000.00. These adjustments to program funding were made due to the new nature of preventing roadside awareness. The KBSS became aware of additional NHSTA funds and introduced a project to improve driver and officer interactions throughout the state.

Motorcycle Safety

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease motorcycle fatalities (C-7) and un-helmeted motorcycle fatalities (C-8) across the state: Communication Campaigns and High Visibility Enforcement. Through an amendment, the KBSS added a new Countermeasure Strategy in FFY 2024: Motorcycle Rider Training. The State of Kansas' total number of motorcycle fatalities has increased from 2021 to 2022. In 2022, Sedwick county had 17 motorcycle fatalities, which is approximately 30% of the state's fatal motorcycle crashes. Based upon this data analysis, the KBSS has chosen to increase program funding towards the Motorcycle Rider Training strategy by $800.00. This increase in funding will be deployed in Sedgwick County.

Preventing Roadside Deaths

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease roadside death otherwise known as crashes involving disabled vehicles in the roadway across the state: Public Education. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Public Education through Mass Media Campaigns by $50,000.00. This adjustment in program funding was done because as the KBSS promised in the 2024 Triennial Highway Safety Plan, the state would develop projects/plans to educate the public at large. This $50,000 increase reflects this development. The KBSS is introducing two new strategies in Federal Fiscal Year 2025: Conspicuity Campaign and Digital Alert System. In Federal Fiscal Year 2025, the KBSS will increase program funding towards Conspicuity Campaigns by $15,000.00 and Digital Alert System by $200,000. These adjustments to program funding were made due to the new nature of preventing roadside awareness. The KBSS became aware of additional NHSTA fundable strategies to address the increasing trend of Kansas roadside crashes. In 2021 Kansas had 106 crashes involving a

disabled car. In 2023, this number jumped to 125. With this knowledge, the KBSS increased program funding and new strategies to address and reduce roadside death in Kansas.

Occupant Protection

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease unrestrained fatalities (C-4) and increase the observed safety belt use rate (B-1) across the state: Communication Campaigns, Data Evaluation, High Visibility Enforcement, Observational Surveys, and Child Safety Seat Distribution. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Communication Campaigns by $213,000.00 and increased the program funding towards Observational Surveys by $11,759.00. The State of Kansas' total number of unrestrained fatalities has increased from 2021 to 2022. The KBSS projected in the 2025-2026 Kansas Triennial Highway Safety Plan, that the number of fatal unrestrained crashes would be 111 in FFY 2025. To meet our target of 109. Kansas' observed safety belt use rate dropped from 2022 to 2023, with a rate of 85%. The KBSS felt that this increase in communication campaigns and observational surveys was necessary to reduce unrestrained fatalities and increase our observed safety belt use rate.

Communications (Media)

A significant portion of the Kansas Triennial Highway Safety Plan is communications and media related. The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease speeding fatalities (C-6), impaired driving fatalities (C-5), number of unrestrained fatalities (C-4), and distracted driving crashes (C-12) across the state: Mass Media Campaign. These projects cover not only these performance measures but also general traffic safety areas of growth. In Federal Fiscal Year 2025, the KBSS has decreased the program funding towards Mass Media Campaigns by $660,000. This was done to correct a clerical error in the Kansas Triennial Highway Safety Plan. The projects supporting this program area will sustain their contracted amounts through Federal Fiscal Year 2025.

Pedestrian and Bicycle Safety

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease pedestrian fatalities (C-10) and bicycle fatalities (C-11) across the state: Conspicuity Campaign. In Federal Fiscal Year 2025, the KBSS will add a new strategy to support C-10 and C-11. The KBSS has identified Communications and Outreach as a new strategy. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Conspicuity Campaign by $471.00 and Communications and Outreach by $30,000.000. This adjustment in program funding was done because of the increasing trend in Kansas of fatal pedestrian crashes and fatal bicycle crashes. In 2022, the states' total number of fatal bicycle crashes (C-11) was 7. This was higher than our projection of 4, established in the 2024-2026 Triennial Highway Safety Plan. To meet our target in FFY 2025 of 2 bicycle fatalities, the KBSS chose to increase the programing funding towards conspicuity campaigns by $471.00.

Police Traffic Services

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease the number of suspected serious injuries (C-2) and the number of fatal crashes (C-1) across the state: Communication and Outreach and High Visibility Enforcement. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Communications and Outreach by $21,000.00 and increased program funding towards High Visibility Enforcement by $575,000.00. This adjustment to program funding was done because the State of Kansas projected, in the 2024-2026 Kansas Triennial Highway Safety Plan, 1,652 suspected serious injuries. The KBSS set a target of 1,400 suspected serious injuries. To meet this target, the KBSS decided to increase High Visibility Enforcement.

Roadway Safety and Traffic Engineering

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease the number of fatalities per 100 million VMT (C-3) across the state: Education and Training. In Federal Fiscal Year 2025, the KBSS has increased the program funding towards Education and Training by $20,000.00. This adjustment to program funding was done because the State of Kansas projected, in the 2024-2026 Kansas Triennial Highway Safety Plan, an increase in the trend of the rate. In 2025, a rate of 1.43 was projected. The KBSS set a target of 1.27. To meet this target, the KBSS decided to increase funding towards Education and Training.

Community Traffic Safety Program

The KBSS identified the following strategies in the 2024 Triennial Highway Safety Plan to decrease the number of fatal crashes (C-1) across the state: Communications and Outreach. In Federal Fiscal Year 2025, the KBSS increased the program funding towards Communications and Outreach by $730,000.00. This adjustment to program funding was done to correct clerical errors and because the State of Kansas projected, in the 2024-2026 Kansas Triennial Highway Safety Plan, 431 fatalities. The KBSS set a target of 400. This is an increasing trend. To meet this target, the KBSS decided to increase funding towards Communications and Outreach.

Traffic Records

In the TRCC Strategic Plan, the TRCC developed twenty-one (21) strategies to achieve its Mission, Vision, and objectives. From those strategies, the following were identified in the 2024 Triennial Highway Safety Plan as part of the path to improve traffic records systems data: Data Completeness, Data Accuracy, Data Integration, Uniformity, and Accessibility. Each contract within the Traffic Records program area is related to multiple strategies; therefore, changes to FFY 2025 funding are detailed by funding source instead of strategy.

The Kansas TRCC has delayed or processed time extensions for six (6) contracts. The combined effect in FFY 2025 of these delayed/extended contracts is a decrease of $10,962.00 from 402 funds, an increase of $282,250.00 in 405c funds, and an increase of $744,080.00 in State TREF funds. In addition to the delays or extensions, these amounts also include a schedule correction for KCDS Maintenance to align the maintenance schedule with the contract terms, and acceptance of Change Order #4 – Crash Comparison Review for Kansas Crash Data Systems (KCDS). The Kansas TRCC is also processing a cancellation of the GIS Mapping Integration contract which will be

replaced by a contract for Automated Crash Mapping Process. The scope within the new contract is necessary as KDOT works towards bringing the manual review of crash locations in-house. Additionally, the funding is also being changed from 405c funds to State TREF funds as part of this cancellation and new contract, with the result being a decrease in 405c funds of $267,531.00 and an increase of State TREF funds of $42,418.00 for FFY25. The final change in program funding for Traffic Records is related to an amendment to the Motor Vehicle Crash Report Conversion contract. This amendment was necessary due to Kansas experiencing an increase in crash reports that needed to be processed for data entry. As a result, the contract was amended and FFY25 405c funds increased by $24,700.00.

Project and Subrecipient Information

Communications Media

BLUE WINDOW SPORTS MEDIA – GENERAL MEDIA **SP-1503-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will allow KDOT to support the purchasing of paid media in sports venues. These paid media spots will cover general program areas of traffic safety.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Whitworth Ballou Inc. (For-Profit)			
ELIGIBLE USE OF FUNDS	402PM – Paid Advertising			
PROBLEM IDENTIFICATION	In the Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities. Through Data Deep Dives we are aware that one of the most vulnerable groups is white males 18-24.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaigns are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Sports Media gives us a unique opportunity to advertise to a market that is predominantly our target audience: white males 18-24. Through Mass Media Campaigns this contract will place paid media at strategic sports venues across the state. This project will positively impact our state core measures C-4, C-5, C-6, C-9, and B1..			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Mass Media Campaign				

GENERAL ADVERTISING **SP-1500-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will enable KDOT to purchase advertising to raise the awareness of impaired driving, speeding, and occupant protection in the state. These funds will also allow for advertising at the three large universities in the state (Kansas State, University of Kansas, and Wichita State). This funding stream will also be utilized to discourage distracted driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Agency)			
ELIGIBLE USE OF FUNDS	402PM – Paid Advertising			
PROBLEM IDENTIFICATION	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$60,000**	**$60,000**	**$60,000**	**$180,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Mass Media Campaign				

JNA – GENERAL MEDIA **SP-1503-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will be expected to purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations. Campaigns of note include but are not limited to: Drive Safe Sedgwick, Safety Corridors, Local Roads, Distracted Driving, Heat in Cars, and Speeding.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	402PM – Paid Advertising			
PROBLEM IDENTIFICATION	In Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaigns are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-1, C-2, C-6, and C-12. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$720,000**	**$720,000**	**$720,000**	**$2,160,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Mass Media Campaigns				

MARC ADVERTISING **SP-1505-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Kansas City, KS* These funds will enable KDOT to purchase advertising through the Mid America Regional Council (MARC) to raise the awareness of impaired driving, occupant protection and other poor driving behaviors in the greater Kansas City area.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Mid America Regional Council (Non-Profit)			
ELIGIBLE USE OF FUNDS	402PM – Paid Advertising			
PROBLEM IDENTIFICATION	In the Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities. Kansas City is one of the major metropolitan areas within the state.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures. The funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$20,000**	**$20,000**	**$20,000**	**$60,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Mass Media Campaign				

REGIONAL SAFETY COALITION AD CAMPAIGN **SP-1500-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Sedgwick County, KS* KDOT's premier regional coalition initiative "Drive Safe Sedgwick" campaign is funded by federal traffic safety funds administered by KDOT. The public awareness initiative runs concurrently with a media campaign reminding motorists that drivers can be fined or jailed for traffic violations such as speeding, failure to wear seat belts, distracted driving, or impaired driving. Sedgwick County, Kansas has some of the highest traffic fatalities in the state, outranking other mid-western cities of comparable demographics in some crash statistics. In May 2022, concerned transportation safety partners from Sedgwick County including law enforcement launched the public awareness campaign, "Drive Safe Sedgwick". To date, coalition partners have chosen to focus efforts against driving while impaired working with sports and other prominent venues in the area to promote ride share programs and other alternatives. The subsequent "Fans With A Plan" marketing has been introduced in Sedgwick County and to other Kansas communities with large sporting complexes and universities. KDOT continues to encourage Sedgwick County residents to visit DriveSafeSedgwick.com to learn about vehicle safety			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Regional Safety Coalitions (TBD)			
ELIGIBLE USE OF FUNDS	402PM – Paid Advertising			
PROBLEM IDENTIFICATION	Between 2016 and 2020, Sedgwick County recorded 326 traffic-related deaths and more than 900 suspected serious injuries – many of which were considered "potentially avoidable crashes, some from speeding, in fact Sedgwick County ranked Number 1, recording 65 traffic fatalities in 2020.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$500,000**	**$500,000**	**$500,000**	**$1,500,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Mass Media Campaign				

Community Traffic Safety Program

BLUE WINDOW SPORTS MEDIA CORE **SP-1903-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This contract provides for professional development of our messages concerning safe driving, occupant protection, distracted driving, and impaired driving to assist promoting KDOT's safety messages through non-traditional media efforts. The contractor will be expected to purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations and developing meaningful partnerships through the Fans with a Plan Campaign. Assessment and evaluation activities will also be conducted under this program.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	402CP – Community Traffic Safety Programs			
ELIGIBLE USE OF FUNDS	Personnel Costs			
PROBLEM IDENTIFICATION	In the Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities. Through Data Deep Dives we are aware that one of the most vulnerable groups is white males 18-24.			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Sports Media gives us a unique opportunity to advertise to a market that is predominantly our target audience: white males 18-24. Through communications and outreach this contract will strategically plan media deployments and discover new mediums to engage this group. This project will positively impact our state core measures C-1, C-2, C-4, and C-5.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$250,000**	**$250,000**	**$250,000**	**$750,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communications and Outreach				

ELECTRONIC GRANT MANAGEMENT SYSTEM **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will fund an electronic grant administration and tracking system. The new system will provide potential grantees with the ability to submit grant applications, reimbursement vouchers and progress reports electronically. This system will also improve internal workflows, contract documentation, monitoring inside the Traffic Safety office.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	KDOT Bureau of Transportation Safety (BTS) currently administers over 250 grants with a paper-based system. This system is used for grant preparation, submission, reporting, and tracking. Limited resources and the performance/reliability of this current paper-based system have caused KDOT BTS to look towards efficiencies of a web-based highly configurable Commercial Off-The-Shelf (COTS) software solution to replace the current paper-based system.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate. The electronic grant management system is expected to allow KDOT BTS staff to track grant funds, create grant awards, and generate grant award packages and allow sub-grantees to submit sub-grant applications and paperwork electronically and track expenses and activities tied to their specific grant.			
TARGET (LINK TO STRATEGY)	The expectation is that a more modern and stable grant management system would result in less time spent on grant administration and reporting.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$400,000**	**$475,000**	**$75,000**	**$950,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

JNA – CORE **SP-1903-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This contract provides for professional development of our messages concerning safe driving, occupant protection, distracted driving, and impaired driving. The contractor will produce original TV, radio, and print material, or modify those produced by NHTSA or other entities, to fit the Kansas dynamics and population. They will assist in promoting KDOT's safety messages through non-traditional media efforts. The contractor will be expected to purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations. Assessment and evaluation activities will also be conducted under this program. As part of the Performance Measures adopted by NHTSA and GHSA, our media contractor will administer an awareness/perception survey around the state every other year. This survey will be designed to gauge the awareness of the programs offered by the state, specifically Click it or Ticket and You Drink, You Drive, You Lose.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	In Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-1, C-2, C-4, C-5, C-6, C-7, and C-12. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$720,000**	**$720,000**	**$720,000**	**$2,160,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

KANSAS OPERATION LIFESAVER, INC. **SP-1902-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Kansas Operation Lifesaver, Inc. (KS OL) strives to reduce the number of injuries and fatalities at highway-rail grade crossings through various methods of Public Service Announcements, education, and videos. KS OL continues giving free safety presentations to all target groups across Kansas. This railroad safety message is intended to reach nearly 85,000 people through training and educational materials. Messaging like "Always Expect a Train! Stay Off! Stay Away! Stay Alive!" "Look, Listen, Live!" and "Remember "Any Time is Train Time!"" will be utilized.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Operation Lifesaver, Inc. (Non-Profit)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	In Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-1 and C-2. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$15,000**	**$15,000**	**$15,000**	**$45,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

KANSAS TRAFFIC SAFETY RESOURCE OFFICE **SP-1906-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Kansas Traffic Safety Resource Office will work closely with KDOT, law enforcement and traffic safety advocates across the state to provide educational resources to all Kansas drivers and passengers. The KTSRO will also facilitate training opportunities for traffic safety professionals through on-site or web-based training. Another facet will be to identify and contact large employees in the state about the costs and benefits associated with promoting positive traffic safety efforts within their workforce. The KTSRO will also work to identify and locate at-risk minority populations in the state and work to increase compliance with traffic safety laws. The office will continue to maintain a website to promote all traffic safety initiatives, have the responsibility to promote traffic safety initiatives through social media outlets. They will publish a bi-monthly e-newsletter highlighting traffic safety issues, as well as a monthly e-newsletter geared specifically toward large employers in the state. The office will provide a Spanish translation for all publications and news releases. New in 2023 and continued in 2024, the KTSRO staff will be expanded to include a person in Kansas City, Wichita, and Northwest Kansas. This regional support will increase the outreach, communication and engagement efforts in the state and reduce the amount of travel time among current staff. This contract also supports the state's efforts targeting older drivers.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	In Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-1, C-2, C-4, C-5, C-6, C-7, C-9, and C-10 on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$800,000**	**$990,000**	**$990,000**	**$2,780,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

PI&E TEEN SAFETY PROGRAM **SP-2251-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will enable the purchase of education material and awareness efforts pertaining to Teen Drivers.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	In the Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities. Teens are especially vulnerable due to their lack of experience.			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications and Outreach coupled with select planned activities will positively influence the problem identification and improve C-9.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$10,000**	**$10,000**	**$10,000**	**$30,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

SAFE DRIVING PUBLIC INFORMATION/EDUCATION **SP-1900-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT DESCRIPTION	*Statewide* These funds enable KDOT to purchase, reproduce and distribute educational materials produced by media contractors, NHTSA, or other reputable sources targeting and supporting the awareness to the general driving public. This project is also designed to address the novice and older driver population. Novice drivers are overrepresented in traffic crashes and this project will focus resources to address the problem identification. The 65+ segment of the driving population has fewer crashes than other age groups, but since a higher percentage is fatal, we must address older driver needs and survivability. According to NHTSA, motor vehicle injuries persist as the leading cause of injury-related deaths among 65 to 74-year-olds and are the second leading cause (after falls) among 75 to 84-year-olds. The high fatality rate is attributed to an increased susceptibility to injury and medical complications which hampers their likelihood to recover from a crash.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	In Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

THINK FIRST INJURY PREVENTION PROGRAM **SP-1904-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This grant will partner with the Research Foundation in the Kansas City area. The research foundation assists teens that have experienced a traumatic brain injury in a motor vehicle crash. These teens will present to other teens on the importance of occupant protection, the risks associated with impaired driving and challenges of distracted driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	The Research Foundations (Non-Profit)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	In the Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities. Teens are especially vulnerable due to their lack of experience.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$10,000**	**$10,000**	**$10,000**	**$30,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

TRANSPORTATION SAFETY CONFRENCE **SP-0943-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will develop and deliver an annual Transportation Safety Conference. The conference will bring together stakeholders supporting and interested in advocating the Safe System Approach to Traffic Safety. This conference will host plenary speakers, regional breakout sessions, education and important dialog to stimulate attendees with new data driven considerations and methods to improve transportation safety in Kansas.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	University of Kansas Center for Research, Inc. (Government)			
ELIGIBLE USE OF FUNDS	402CP – Community Traffic Safety Programs			
PROBLEM IDENTIFICATION	In the Federal Fiscal Years 2024-2026 Kansas is projected to have 1,293 fatalities. Strategies to reduce this number are always changing. Many key stakeholders may benefit from hearing new strategies and tactics to improve traffic safety across the state. This project is dedicated to communicating the most current best practices to stakeholders who may be unable to attend national conferences.			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This Conference is a Communications and Outreach strategy that will address our problem identification and positively impact the state measures C-1, C-2, C-4, C-5, C-6, C-7, C-9, C-10, C-11, and C-12.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$155,155**	**$155,155**	**$155,155**	**$465,465**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communications and Outreach				

Distracted Driving

DISTRACTED DRIVING AWARENESS **SP-4901-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will assist in efforts to emphasize the dangers of distracted driving through paid media, public awareness, and educational initiatives targeting novice drivers and the general driving public.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	402DD – Distracted Driving			
PROBLEM IDENTIFICATION	Although Kansas' number of distracted driving crashes (C-12) is on the decline, we are seeing an increasing trend in fatal distracted driving crashes. State data shows that in 2022, Kansas had 80 fatalities.			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and state performance measure, Distracted Driving Crashes. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$100,000**	**$100,000**	**$100,000**	**$300,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication Campaign				

SAFETY CORRIDOR PILOT PROGRAM **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*US-60, I-135, US-69, US-83* Safety corridors are identified roadway segments with greater fatality or serious injury rates than similar roadways. Safety corridors target unsafe driving behaviors, such as aggressive, distracted, or impaired driving, as well as roadway issues, such as low pavement marking or sign visibility, intersection awareness, roadside safety features, or speed transition areas.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	402DD – Distracted Driving			
PROBLEM IDENTIFICATION	KDOT identified potential safety corridor locations by plotting the density (crashes per mile) of fatal and suspected serious injury crashes from 2016 to 2020 on the state highway map. KDOT used predictive crash analysis to determine if roadways under or overperformed compared to roadways of similar characteristics. In addition to data analysis, KDOT District Engineers provided local knowledge, and the Kansas Highway Patrol (KHP) contributed information about staff availability, the ability to conduct safe enforcement, and data on speed citations. The corridor sections are approximately 10 miles long and were selected as possible safety corridors for consideration by the ESC (now the Drive to Zero Coalition)			
COUNTERMEASURE JUSTIFICATION	Communication Campaign and High Visibility Enforcement are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate. Once corridors are selected, a task force for each corridor was established to create a Corridor Action Plan to implement and evaluate multidisciplinary countermeasures in engineering, enforcement, education, and emergency medical services.			
TARGET (LINK TO STRATEGY)	Communications Campaigns and High Visibility Enforcement coupled with selected planned activities will positively impact the state performance measures: Distracted Driving and Impaired Driving.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$1,000,000**	**$1,000,000**	**$1,000,000**	**$3,000,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
The Safety Corridor Pilot Program				

Drivers Education

DRIVERS EDUCATION PROGRAM ASSESMENT **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will enable KDOT to support a comprehensive program assessment of our driver's education program. This program will allow us to identify the effectiveness of our current program and provide us with the necessary information and data to continue improving the our driver's education program area.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Agency)			
ELIGIBLE USE OF FUNDS	402DE – Driver Education			
PROBLEM IDENTIFICATION	In FFY 2025, the state of Kansas is projecting 40 young driver fatalities. Novice driver's are especially vulnerable to crashes due to their lack of experience on the roads. The state of Kansas has had a long-standing driver's education program and would like to test the effectiveness of our programing to lower C-9, number of fatal crashes involving drivers under 21.			
COUNTERMEASURE JUSTIFICATION	Program Planning and Assessments are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Program Planning and Assessments coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, number of fatal crashes involving drivers under 21. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$50,000**	**N/A**	**$50,000**
FUNDING SOURCE	**N/A**	**402**	**N/A**	**402**
COUNTERMEASURE STRATEGY				
Drivers Education				

GARDNER SAFE DRIVING **SP-1801-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Gardner, KS* In 2023, the City of Gardner has experienced 42 injury crashes with the highest contributing factor is a lack of seat belt compliance. In this same year, the Gardner Police Department had five officer-involved crashes with more than 50% of those occurring in intersections. The project is two-fold, the first piece shall provide online driver training as well as in-person training to young drivers in the Gardner school district on distracted drivers and traffic safety. There in-person component will be with select members of the Gardner Police Department. The second piece is an online emergency vehicle operations course for the Gardner Police Department for its members to obtain refreshers on distracted driving, intersection (approach, clearing, and egress) techniques, as well as some extra safe driving reinforcement.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	City of Gardner (Local Government)			
ELIGIBLE USE OF FUNDS	402DE – Driver Education			
PROBLEM IDENTIFICATION	The City of Gardner has identified that a high percentage of traffic crashes within their jurisdiction were from youthful drivers (aged 14-29) and that over 50% of the officer involved crashes were in intersections. This project is to address provide additional driver education to the youthful drivers and additional emergency vehicle operations training for its police officers.			
COUNTERMEASURE JUSTIFICATION	Drivers Education is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$20,000**	**N/A**	**$20,000**
FUNDING SOURCE	**N/A**	**402**	**N/A**	**402**
COUNTERMEASURE STRATEGY				
Drivers Education				

Impaired Driving

UNDERAGE DRINKING ENFORCEMENT **SP-2253-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project provides overtime funding for Alcohol Beverage Control (ABC) agents to assist local law enforcement agencies by enforcing Kansas' underage drinking laws at youth events that advertise alcohol use. Alcohol Beverage Control agents average at least one event per month enforcing underage drinking laws and checking establishments for underage drinking violations.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Revenue – Alcoholic Beverage Control (State Government)			
ELIGIBLE USE OF FUNDS	402AL – Impaired Driving			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$62,896**	**$62,896**	**$62,896**	**$188,688**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

EVERY 15 MINUTES **SP-2250-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Local* This project is a comprehensive educational program on the dangers and consequences of drinking and driving. This project takes a systematic view at fatal crashes from EMS, Law Enforcement, Media, Judicial System, Medical Professionals, and community members prospectives. This project includes a mock crash and a two-day educational program for students participate in.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -Douglass Highschool (Local School) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	402AL – Impaired Driving			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Utilizing data, we have identified several communities that have had underage drinking crashes. This project will utilize community engagement with the schools to identify students who are more at-risk.			
COUNTERMEASURE JUSTIFICATION	Educational Youth Programs is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET **(LINK TO STRATEGY)**	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through education efforts and selected planned activities. Will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$3,000**	**$3,000**	**$3,000**	**$9,000**
FUNDING SOURCE	**State Funded**	**402**	**402**	**State Funded/402**
COUNTERMEASURE STRATEGY				
Youth Programs				

TEEN ANGEL **SP-2254-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Overland Park, KS* Support overtime enforcement targeting underage drinking. The Overland Park Police Department will utilize this grant, through a coordinated effort, to focus on reducing access, provide education, and enforce the underage drinking laws in their jurisdiction.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Overland Park Police Department (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	402AL – Impaired Driving			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Overland Park is the second largest city in the state and is in the most populous county in the state. In Overland Park, underage individuals were arrested for driving under the influence through this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$17,400**	**$17,400**	**$17,400**	**$52,200**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

Occupant Protection

CHILD SEAT DISTRIBUTION **SP-1304-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Approximately 1,700 seats will be purchased and distributed each year to inspection stations throughout the state. These inspection stations work with low-income families and must have National Certified Child Passenger Safety Technicians to install the seats and instruct parents on their use.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Vehicle Maintenance Program Inc. (For-Profit)			
ELIGIBLE USE OF FUNDS	402OP – Safety Belts			
PROBLEM IDENTIFICATION	Child Passenger Safety Seat Distribution coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
COUNTERMEASURE JUSTIFICATION	Child Safety Seat Distribution is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Child Passenger Safety Seat Distribution coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$100,000**	**$100,000**	**$100,000**	**$300,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Child Safety Seat Distribution				

EDUCATION AND AWARENESS **SP-1301-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These project funds will enable the Behavioral Safety Section to purchase and distribute printed materials and signs which support occupant protection initiatives that have an occupant protection message to both the public as well as various target populations. Counties in Kansas identified as having the biggest problem in occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program. This project also enables KDOT to administer our statewide law enforcement recruitment engagement. These lunches serve as a building block for KDOT to promote the STEP and other federal aid programs designed to increase belt use and reduce crashes. This project will also support outreach opportunities in KDOT field offices. Resources allocated to these statewide locations will include but are not limited to exit signs and informational items that can be placed inside KDOT vehicles.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	402OP – Safety Belts			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$200,000**	**$600,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication Campaign				

Pedestrian & Bicycle Safety

BIKE EQUIP KC **SP-1602-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Kansas City, KS* This grant is with the Destination Safe coalition. This program will purchase and distribute safety lights, educational materials, and helmets. It will also fund a data scientist to identify and improve ped/bike safety in the Kansas City metro area.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Bike Walk Kansas City (Non-Profit)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2021, 4 Kansans were involved in a fatal bicycle crash. Kansas City is one of the largest cities in the state.			
COUNTERMEASURE JUSTIFICATION	Conspicuity Campaign coupled with Bike Safety Education is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Bicycle Safety education coupled with conspicuity campaigns and selected planned activities will positively impact demonstrated problem identification and core performance measures, Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$8,150**	**$8,150**	**$8,150**	**$24,450**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

BIKE HELMETS **SP-1601-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will purchase and distribute around 1,600 bicycle helmets across the state at child safety events. Safe Kids Kansas will couple this helmet distribution with an educational moment. While distributing the helmets Safe Kids Kansas will provide bicycle safety education, tips, and training. Safe Kids Kansas will teach the children receiving helmets about proper helmet use/fit and bicycle operation.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Health & Environment (State Government)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2021, 4 Kansans were involved in a fatal bicycle crash. Children are especially vulnerable.			
COUNTERMEASURE JUSTIFICATION	Promoting Bicycle Helmet Use with Education is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Bicycle Safety education coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$15,000**	**$15,000**	**$15,000**	**$45,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

BWW – MEDIA **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Wichita, KS* This project will develop a comprehensive media plan surrounding Pedestrian and Bike Safety. This project will develop media assets and purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations. This project will develop and distribute education material as a part of this effort.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Bike Walk Wichita (Non-Profit)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2022, the state had 34 pedestrian fatalities (C-10). Data shows that this is an increasing trend. In 2022, the state had 7 bicycle fatalities (C-11). Although our data shows us that this is a decreasing trend, we saw an uptick in bicycle fatalities in 2022. In the Triennial Highway safety Plan the KBSS projected 4 bicycle fatalities, but we had 7.			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach coupled with Bike Safety Education is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications and Outreach and selected planned activities will positively impact demonstrated problem identification and core performance measures: Pedestrian Fatalities (C-10) and Bicycle Fatalities (C-11). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$30,000**	**N/A**	**$30,000**
FUNDING SOURCE	**N/A**	**402**	**N/A**	**402**
COUNTERMEASURE STRATEGY				
Communications and Outreach				

EDUCATION AND AWARENESS – NATIVE AMERICAN VRU **SP-1602-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Local* This project was created as a result from public participation and engagement at Haskell University. These project funds will enable the contractor to develop, purchase, and distribute printed materials and signs which support pedestrian safety initiatives and relevant traffic safety messaging to Native American Kansans.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	Pedestrians account for three-fourths of vulnerable road user collisions. In 2020, 1.41% of fatal crashes were Native American, but only 1.1% of the population identified as Native American. This means the representation ratio is 1.41:1.1, and it was 1.28 times more likely for a fatal crash to be a Native American than average in 2020. This data indicates that Native Americans in Kansas are overrepresented in Pedestrian Deaths.			
COUNTERMEASURE JUSTIFICATION	Conspicuity Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Reduce the number of C-10, pedestrian fatalities, through a communication campaign coupled with selected planned activities that will positively impact demonstrated problem identification and core performance measures, Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$4,000**	**$4,000**	**$4,000**	**$12,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

LIGHT TOPEKA'S BIKES **SP-1602-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Topeka, KS* This program will purchase 375 light kits and distribute them to individuals in need. TCCP provides education to the individuals receiving these kits, most of these participants are economically disadvantaged.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Topeka Community Cycle Project (Non-Profit)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2021, 4 Kansans were involved in a fatal bicycle crash. Topeka is one of the largest cities in the state.			
COUNTERMEASURE JUSTIFICATION	Conspicuity Campaign coupled with Bike Safety Education is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Bicycle Safety education coupled with conspicuity campaigns and selected planned activities will positively impact demonstrated problem identification and core performance measures, Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$5,500**	**$5,500**	**$5,500**	**$16,500**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

PED AND BIKE EDUCATION **SP-1600-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These project funds enable Traffic Safety staff to produce and distribute printed materials, other educational items and support bicycle and pedestrian safety. Most prominent is the Tips for Fun and Safe Biking hang tag card, which is distributed to bicycle rodeo sponsors, retailers, cycling clubs, families. Geared to motorists is a downloadable poster, available in two versions, which features share-the-road messaging highlighting bicyclists and pedestrians. In addition, this program also supports the International Walk Your Child to School Day with the purchase and distribution of educational materials.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2021, there were 43 Kansans involved in fatal pedestrian crashes (C-10). This is showing a steady increase. In 2021, four (4) Kansans were involved in a fatal bicycle crash.			
COUNTERMEASURE JUSTIFICATION	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Pedestrian and Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$15,000**	**$15,000**	**$15,000**	**$45,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

PED AND BIKE EDUCATION FOR OLDER DRIVERS **SP-1601-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Kansas City, KS* This pilot educational program will provide classroom education for drivers, particularly older drivers, on driving with bicycles on the roads. The program will target the Kansas portion of the greater Kansas City market. Four campaigns are expected to be completed in FFY 25.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Americans for Older Driver Safety (Non-Profit)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2021, there were 43 Kansans involved in fatal pedestrian crashes (C-10). This is showing a steady increase. In 2021, four (4) Kansans were involved in a fatal bicycle crash.			
COUNTERMEASURE JUSTIFICATION	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Pedestrian and Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$2,000**	**$2,000**	**$2,000**	**$6,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

SAFE ACROSS **SP-1602-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Local* This program will purchase educational material and spread awareness and safety messaging on Pedestrian and Motor vehicles interactions.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2021, there were 43 pedestrians killed in crashes in the state. This is a growing trend in Kansas and across the nation.			
COUNTERMEASURE JUSTIFICATION	Conspicuity Campaign coupled with Pedestrian Safety Education is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Pedestrian Safety education coupled with conspicuity campaigns and selected planned activities will positively impact demonstrated problem identification and core performance measures, Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$20,000**	**$20,000**	**$20,000**	**$60,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

WICHITA LIGHTS, REFLECTORS, AND EDUCATION **SP-1602-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Wichita, KS* This program will purchase bike lights, reflectors, and distribute them to individuals in need. This project will develop educational material for distribution and media.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Bike Walk Wichita (Non-Profit)			
ELIGIBLE USE OF FUNDS	402PS – Pedestrian/Bicycle Safety			
PROBLEM IDENTIFICATION	In 2021, 4 Kansans were involved in a fatal bicycle crash. Wichita is one of the largest cities in the state and 2 of those fatalities occurred within city limits.			
COUNTERMEASURE JUSTIFICATION	Conspicuity Campaign coupled with Bike Safety Education is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Bicycle Safety education coupled with conspicuity campaigns and selected planned activities will positively impact demonstrated problem identification and core performance measures, Bicycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$3,785**	**$3,785**	**$3,785**	**$11,355**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

Planning & Administration

PLANNING AND ADMINISTRATION **SP-1400-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **YES**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Program staff need resources to receive additional training and travel opportunities to further the existing programs and potentially implement new strategies to address traffic safety in the state. This program area will also allow new and current staff to attend NHTSA required training, including program management, managing federal finances and data evaluation. SHSO personnel costs are 100% state funded. This project enables section staff to obtain training, attend key conferences in other states and travel to monitor grantees. This will allow new staff training on program management and individual program area specialties. National conferences offer opportunities for networking and attending workshops that would not be available unless travel to these conferences was offered.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Agency)			
ELIGIBLE USE OF FUNDS	402PA – Planning and Administration			
PROBLEM IDENTIFICATION	Address traffic crashes and fatalities throughout Kansas			
COUNTERMEASURE JUSTIFICATION	Education, training, and administrative hours dedicated towards our traffic safety program are effective countermeasures.			
TARGET (LINK TO STRATEGY)	National training offers networking opportunities, state of the art policies, procedures, and programmatic seminars.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$70,000**	**$70,000**	**$190,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
N/A				

Police Traffic Services

CRASH INVESTIGATION EQUIPMENT **SP-1705-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Johnson County, KS* This contract supports the Johnson County Sheriff's Office Accident Investigation Unit (JCSO AIU) with mapping software to reconstruct vehicle crashes for their agency as well as surrounding agencies. Crashes are complex investigations and can be taxing on agency resources but innovations in technology can capture more evidence, clear roadways sooner, and provide increased safety to both law enforcement and the motoring public on the roadway.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Johnson County Sheriff's Office (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	402 PT – Traffic Enforcement Services			
PROBLEM IDENTIFICATION	In 2021 Kansas experienced almost 60,000 crashes of which 381 were fatal. Crash investigation, especially fatal and serious injury crashes, are a technical and resource challenge for all law enforcement agencies and the technology and best practices are always evolving.			
COUNTERMEASURE JUSTIFICATION	KDOT's support of crash investigation and crash dynamics training supports strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate. Providing crash reconstruction equipment and technology to local agencies throughout the state is vital to properly investigate crashes. This project will demonstrate positive progression on C-1 - C-11 state measures. This funding is appropriate and necessary.			
TARGET (LINK TO STRATEGY)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$600**	**$600**	**N/A**	**$1,200**
FUNDING SOURCE	**402**	**402**	**N/A**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

CRASH RECONSTRUCTION TRAINING **SP-1702-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This contract supports the Kansas Highway Patrol crash reconstruction training of its troopers and any law enforcement agency with a need. This training assists KHP and local law enforcement in keeping current on best practices and most up-to-date training and equipment utilized to investigate and conduct crash reconstruction. This training is vital to keep law enforcement on the cutting edge of investigating and collecting vital evidence at the crash scene. Crash scenes can be extremely challenging and technical and keeping our crash investigators armed with the best practices and current standards leads to better evidentiary outcomes as well as allowing technicians to properly determine causation. This crash reconstruction allows technicians to follow the causation to either human error or negligence all the way to design flaws or lack of proper safety design.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Government)			
ELIGIBLE USE OF FUNDS	402 PT – Traffic Enforcement Services			
PROBLEM IDENTIFICATION	In 2021 Kansas experienced almost 60,000 crashes of which 381 were fatal. Crash investigation, especially fatal and serious injury crashes, are a technical and resource challenge for all law enforcement agencies and the technology and best practices are always evolving.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. By providing crash reconstruction training to local agencies throughout the state, especially to those without the necessary resources, is vital to properly investigate crashes. This funding is appropriate and necessary. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$42,000**	**$42,000**	**$42,000**	**$126,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach				

LAW ENFORCEMENT LIAISON (LEL) **SP-1700-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**	
PROJECT LOCATION & DESCRIPTION	*Statewide* KDOT has a complement of four LELs, one for each geographic quadrant of Kansas. These retired traffic enforcement veterans represent KDOT Behavioral Safety and its programming to a diverse group of over 300 law enforcement agencies, rural and urban, and scattered over 82,000 square miles. The LELs are actively involved in the promotion of traffic enforcement as the most efficient way to reduce serious roadway injury, while at the same time reducing the incidence of multiple types of crime. Our LELs are members of and/or chair Operation Impact meetings and host several annual law enforcement appreciation luncheons which offer different training topics (ie. Traffic Incident Management). The fifth LEL was created to handle statewide initiatives, the Kansas City metropolitan area specifically, and assist as an emergency medical services liaison. This LEL will reach out to the emergency medical services community to assist them to identify and address gaps in their ability to respond to crashes. The time from notification of emergency services to transportation to a hospital is crucial to the probability of survival for the patient. The more time that elapses between crash occurrence and arrival to a hospital, the higher probability the patient will suffer serious injury or succumb to their injuries.
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Law Enforcement (Individual) See Table X below for a complete list of contracted law enforcement liaisons
ELIGIBLE USE OF FUNDS	402 PT – Traffic Enforcement Services
PROBLEM IDENTIFICATION	Law enforcement agencies, as well as communities, are diverse entities which need to be engaged with mindful thoughtfulness as to their unique problems, resources, and expectations. Coalition building cannot be accomplished by just one person but by a group of mission focused individuals willing to sit and discuss their individual problems, solutions, options, and goals.
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.
TARGET (LINK TO STRATEGY)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.

	FFY 2024	FFY 2025	FFY 2026	Total
FUNDING AMOUNT	**$450,000**	**$450,000**	**$450,000**	**$1,350,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**

COUNTERMEASURE STRATEGY

Communication and Outreach

LAW ENFORCEMENT LIAISONS

SP-1700-25	Ackerman, Al	$90,000
SP-1700-25	Kiser, Daniel	$90,000
SP-1700-25	Wells, Troy	$90,000
SP-1700-25	Hughes, Don	$90,000
SP-1700-25	Sullivan, Bill	$90,000

MAIZE SIGNS **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Maize, KS* This project will purchase radar speed signs and place them near schools to deter speeding and educate the traveling public. The Maize Police Department will couple these speed signs with community engagement and high visibility enforcement.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Maize Police Department (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	402PT – Traffic Enforcement Services			
PROBLEM IDENTIFICATION	In 2022, Kansas had 94 fatalities resulting from speeding (C-6). In 2025 the KBSS projected 99 speed-related fatalities. The KBSS has a target of 98.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach coupled with High Visibility Enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and Outreach coupled with High Visibility Enforcement and selected planned activities will positively impact demonstrated problem identification and core performance measures, Speed Fatalities (C-6), and Serious Injuries (C-2). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$26,000**	**N/A**	**$26,000**
FUNDING SOURCE	**N/A**	**402**	**N/A**	**402**
COUNTERMEASURE STRATEGY				
Communication and Outreach & High Visibility Enforcement				

SPECIAL TRAFFIC ENFORCEMENT AND EQUIPMENT PROGRAM (STEP) SP-1300-25

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This program will provide funds for approximately 150 local police agencies and the Kansas Highway Patrol to participate in four scheduled traffic enforcement campaigns every year: Thanksgiving Safe Arrival, New Year's DUI Crackdown, Click It or Ticket and the Labor Day You Drink. You Drive. You Lose. Other additional enforcements by agencies are data-driven and vary by season, need, events/ issues and location. The Kansas STEP program provides support to Law Enforcement agencies for the purpose of improving driver behavior and reducing deaths and injuries from motor vehicle-related crashes. In conjunction with our STEP agencies this project also supports law enforcement agency activities by funding needed traffic equipment. Equipment is provided at the start of the FFY to aid each agency in the enforcement of Kansas Traffic Laws. Utilizing past performance, data driven problem identification and agency needs are considered when awarding the grants. The amount of funding and type of equipment is based on project requirements, need and activities conducted to fulfill KDOT contract expectations. All equipment purchases will meet State and Federal procurement requirements.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Law Enforcement (Local and State Law Enforcement)			
ELIGIBLE USE OF FUNDS	402 PT – Traffic Enforcement Services			
PROBLEM IDENTIFICATION	The cause of crashes on our roads is mainly in the hands of the driver. Speeding, impaired, and distractions are all major causes of serious crashes. These causes are due to failure to comply with Kansas traffic laws. A common obstacle in agencies participation in Special Traffic Enforcement is the lack of equipment on hand within their organization.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-1, C-2, C-4, C-5 and C-6. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$1,750,000**	**$2,000,000**	**$2,250,000**	**$6,000,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

Special Traffic Enforcement Program (STEP) Grantees, by County					
AL	Allen Co SO	GE	Geary Co. SO	MI	Miami Co. SO
AL	Iola PD	GE	Junction City PD	MI	Osawatomie PD
AL	Moran PD	GW	Greenwood Co. SO	MN	Marion PD
AN	Anderson Co. SO	GY	Gray County Sheriff	MP	McPherson PD
AN	Garnett PD	HV	Halstead PD	MP	McPherson Co. SO
AT	Atchison PD	HV	Harvey Co. SO	NT	Norton PD
BB	Bourbon Co SO	HV	Hesston PD	OS	Osage County Sheriff
BB	Fort Scott Dept. of Public Safety	HV	Newton PD	PR	Pratt PD
BR	Brown Co. SO	JA	Jackson County PD	PT	Wamego PD
BR	Hiawatha PD	JO	Gardner Dept. of Public Safety	RC	Lyons PD
BR	Horton PD	JO	Johnson Co. SO	RL	Riley Co. Police Dept.
BT	Barton Co SO	JO	Leawood PD	RL	Kansas State Univ. Police
BU	Andover PD	JO	Lenexa PD	RN	Hutchinson PD
BU	Butler Co SO	JO	Merriam PD	RN	Reno Co. SO
BU	El Dorado PD	JO	Mission PD	RN	South Hutchinson PD
CD	Cloud Co. SO	JO	Olathe PD	RO	Plainville PD
CD	Concordia PD	JO	Overland Park PD	RO	Rooks Co. SO
CF	Coffey County SO	JO	Prairie Village PD	SA	Saline Co. SO
CK	Cherokee Co SO	JO	Roeland Park PD	SA	Salina PD
CK	Galena PD	JO	Shawnee PD	SG	Bel Aire PD
CK	Baxter Spring PD	JO	Spring Hill PD	SG	Derby PD
CL	Arkansas City PD	JO	Westwood PD	SG	Eastborough PD
CL	Udall PD	KE	Kearny County SO	SG	Goddard PD
CR	Crawford Co SO	KW	Greensburg PD	SG	Haysville PD
CR	Frontenac PD	LB	Parsons PD	SG	Kechi PD
CR	Pittsburg PD	LN	Linn Co. SO	SG	Park City PD
CY	Clay Center PD	LN	Linn Valley PD	SG	Sedgwick Co. SO
DG	Baldwin City PD	LN	Pleasanton PD	SG	Wichita PD
DG	Douglas Co. SO	LV	Basehor PD	SN	Rossville PD
DG	Kansas University Ofc. Public Safety	LV	Lansing PD	SN	Shawnee Co. SO
DG	Lawrence PD	LV	Leavenworth PD	SN	Topeka PD
DP	Elwood PD	LV	Leavenworth SO	SU	Wellington PD
DP	Highland PD	LV	Tonganoxie PD	SW	Liberal PD
EK	Elk County SO	LY	Emporia PD	WD	Woodson County Sheriff
EL	Ellis Co. SO	LY	Lyon Co. SO	WL	Neodesha PD
EL	Hays PD	ME	Meade Police Dept	WL	Wilson Co SO
EW	Ellsworth PD	MG	Montgomery Co SO	WY	Bonner Springs PD
FI	Garden City PD	MG	Caney PD	WY	Edwardsville PD
FO	Dodge City PD	MG	Coffeyville PD	WY	Kansas City PD
FR	Franklin Co. SO	MG	Independence PD	WY	Wyandotte Co. SO
FR	Ottawa PD	MI	Louisburg PD	Statewide	Kansas Highway Patrol

STEP Summary:		
Local Law Enforcement Agencies + KHP **122**	Population of Counties with STEP: 2,667,960 Population of Kansas: 2,913,000	**92%** of Kansas residents live in a county with at least one STEP law enforcement agency.

TRAFFIC FATALITY REDUCTION PROGRAM **SP-1710-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The primary goal of this initiative is to increase the percentage of drivers and passengers that are properly restrained. This positive increase should lead to a decrease in the number of serious injuries and fatalities in Kansas. The Highway Patrol is encouraged to plan activities around dates not already included in the Specialized Traffic Enforcement Program (STEP) holidays or mobilizations. Target holidays for mobilizations for this grant may include, but are not limited to: St. Patrick's Day, 4/20 in April, 4th of July and Back to School. This program targets non-belted drivers and passengers on high crash corridors using roving saturation patrol techniques, as supported by crash statistics, KHP troop data, and input from local law enforcement agencies.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	402 PT – Traffic Enforcement Services			
PROBLEM IDENTIFICATION	By using data collected and supported by crash statistics, local law enforcement agencies, KHP troop data, and affected communities problem high crash corridors are identified. After identification these areas are addressed with high visibility saturation patrols enforcing traffic laws while educating the motoring public through messaging and media coverage.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, and C-9 Drivers aged 20 or younger involved in fatal crashes.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$275,000**	**$275,000**	**$275,000**	**$825,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

TRAINING FOR LOCALS **SP-1701-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	Local These funds will enable KDOT to support and meet the training needs of Local Law Enforcement and First Responder Agencies across the state.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	402 PT – Traffic Enforcement Services			
PROBLEM IDENTIFICATION	Resources for communities and local law enforcement agencies are spread thin and to encourage coalition building, partnerships, and traffic safety KDOT continues to offer support towards these common goals.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. These community and law enforcement partnerships address all safety issues (ie. vulnerable road user issues impaired driving, drowsy driving, distracted driving, etc.). This engagement is effective, and funding is appropriate.			
TARGET (LINK TO STRATEGY)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$75,000**	**$75,000**	**$75,000**	**$255,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communications and Outreach				

Roadway Safety/Traffic Engineering

TRAINING FOR PUBLIC WORKS **SP-1402-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Provide training for Kansas local and state public works employees and traffic engineers who have traffic safety responsibilities. A secondary objective is to develop and/or update workshop materials and handbooks to be used in these training and on-the-job activities. This training provides additional opportunities to incorporate data into their traffic safety problem identification.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas State University (State Government)			
ELIGIBLE USE OF FUNDS	402RS – Roadway Safety			
PROBLEM IDENTIFICATION	The cause of crashes on our roads is mainly in the hands of the driver. Speeding, impaired, distractions are all major causes of serious crashes. These causes are due to failure to comply with Kansas traffic laws.			
COUNTERMEASURE JUSTIFICATION	Education and Training are proven strategies identified in the *Countermeasures that Work* document.			
TARGET (LINK TO STRATEGY)	Education and training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Fatality Rate. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$120,000**	**$120,000**	**$120,000**	**$360,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Education and Training				

Traffic Records

AGREEMENT: 1.5 & 1.6 **PROJECT 1: MASTER DATA MANAGEMENT**

KCDS HOSTING AND MAINTENANCE				**SP-4607-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUIANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) during implementation and for six (6) years of production. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. This agreement will focus on increasing timeliness, integration, and accessibility of crash reports. The third phase covers maintenance charges for KCDS maintenance for six (6) years of production; including at minimum, platform upgrades and training on new features.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Affinity Global Solutions (AGS) (Limited Liability Corporation)			
ELIGIBLE USE OF FUNDS	402 TR – Traffic Records			
PROBLEM IDENTIFICATION	The current crash data processing system was developed and implemented in 2009 using VB.Net Version 6 and runs on an instance of SQL Server Version 2008. Approximately 60,000 crash reports are received annually by KDOT. Crash reports received are in paper, .PDF, and electronically via KLER file format. Current paper reports require manual entry of crash data into a KLER client before submission to the Traffic Records System. KDOT is responsible for the complete, accurate, and timely collection, processing, and compilation of statewide traffic crash data.			
COUNTERMEASURE JUSTIFICATION	The crash data processing system will have the capacity to be connected to a State of Kansas private cloud service or to a State-approved public infrastructure cloud service. All hosting options must meet all state IT Security requirements.			
TARGET (LINK TO STRATEGY)	This crash data processing system is expected to increase the number of crash reports that are submitted electronically by LEAs which would positively impact the crash database by targeting accuracy, completeness, and timeliness.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$114,000**	**$294,000**	**$299,400**	**$707,400**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Crash database – accuracy, completeness, and timeliness				

405 National Priority Safety Program

405b Occupant Protection

BLUE WINDOW SPORTS MEDIA – OCCUPANT PROTECTION **SP-4500-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT DESCRIPTION	*Statewide* These funds will allow KDOT to support Paid Media in sports and outdoor venues across the state. The Paid Media will allow us to purchase ad space and placement for Occupant Protection messaging.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Whitworth Ballou LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-4 and B-1. The funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

CHILD PASSENGER SAFETY **SP-4504-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT DESCRIPTION	*Statewide* The awarded agency will support child passenger safety efforts around the state. Support will include promotion of CPS technician classes and updates, CPS check lanes and educational materials designed to increase child passenger safety compliance rates.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	405b Low – Community CPS Services			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$40,000**	**$40,000**	**$40,000**	**$120,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

DATA CONSULTANT **SP-1303-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This contractor will utilize crash data, observational data and other data sources to provide a targeted and comprehensive plan to address belt use and other restraints in areas of the state with low belt use. This data will assist KDOT and other vendors in providing educational and enforcement strategies in target areas of reduced belt use. Additionally, the contractor will assist in analysis and evaluation of data that support problem identification and required HSP datal elements.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405b Low – OP Information Systems			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Data Evaluation is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Data Evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$42,600**	**$42,600**	**$42,600**	**$127,800**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Data Evaluation				

JNA – OCCUPANT PROTECTION **SP-4500-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will allow KDOT to utilize Click it or Ticket and Child Passenger Safety paid media at venues or mediums that cater to our target audience of 18 to 34-year-old males and parents. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with lack of restraint use. This project will also support our media effort surrounding the national Click it Or ticket enforcement mobilization. A new effort, created as a result of public engagement at Haskell University will be to create and develop media surrounding unrestrained passengers in the back of pick-up trucks.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication Campaigns are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-4 and B-1. The funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$400,000**	**$400,000**	**$400,000**	**$1,200,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

KHP CPS METRO **SP-4507-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Kansas City, KS* The project is to fund an education source through the Kansas Highway Patrol to educate more technicians in the Kansas City Metro area. This project will fund a lead agency to host and certify new child passenger safety technicians, which will help to keep more children safe throughout the Kansas City Metro area. With the funding of this project, there will be more Child Passenger Safety Technician Certification classes hosted by the Kansas Highway Patrol. This equipment makes the Kansas Highway Patrol a self-sufficient HUB for Child Passenger Safety instead of having to borrow equipment from other sources. This equipment will help to extend the education and outreach to multiple other agencies and caregivers throughout the Kansas City Metro area. Although the equipment will be based out of Kansas City, there are many personnel who travel to this area to attend certification classes, so this will help to keep children throughout Kansas safe.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405b Low – Community CPS Services			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and Outreach campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$33,000**	**$2,000**	**$35,000**
FUNDING SOURCE	**N/A**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

KHP ROLLOVERS/CONVINCERS **SP-4502-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project assigns troopers to engage community groups, schools, and special events to press upon them the importance of buckling up in a vehicle. Rollover simulators are used to simulate the forces within a vehicle as it rolls over and tumbles. The convincers simulate the force applied to a human occupant during a low-speed crash scenario. The convincers are a popular educational item at community gatherings because it is dynamic, involves active participation, and provides a visual, as well as auditory, example of the importance of wearing a seat belt on every trip, every time. These funds will purchase 5 Seatbelt Convincers in Federal Fiscal year 2025.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	While the unrestrained fatalities in Kansas have decreased from 167 (2017) to 134 (2021) this project promotes the importance of wearing seat belts for all occupants. The seat belt use rate for Kansas has hovered around the mid to high 80 percent but can improve.			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-4 Unrestrained passenger vehicle occupant fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$120,000**	**N/A**	**$120,000**
FUNDING SOURCE	**N/A**	**405b**	**N/A**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

NIGHTTIME SEAT BELT ENFORCEMENT PROGRAM (NSEP) **SP-4505-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Nighttime Seat Belt Enforcement Program is projected to fund overtime enforcement efforts of eight local law enforcement agencies consisting of after-dark saturation patrols and spotter call-out activities during the year (excluding STEP campaign dates). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Law Enforcement (Local and State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405b Low – HVE			
PROBLEM IDENTIFICATION	Every year in Kansas, about 50% of traffic fatalities are unbelted. As unrestrained drivers and passengers are more prevalent after sundown, NSEP enforcements will take place during the evening and nighttime hours when most unrestrained deaths occur			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Over the course of the Federal Fiscal Year, through law enforcement agencies participation in the NSEP program, along with other education and media efforts, we will contribute to the state's target of increasing the States seat belt usage.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$250,000**	**$650,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

Nighttime Seat Belt Enforcement Program Agencies, by County	
Ford County	Dodge City Police Department
Reno County	Hutchinson Police Department
Wyandotte County	Kansas City Police Department
Osage County	Osage County Sheriff's Office
Shawnee County	Topeka Police Department

OBSERVATIONAL SURVEY **SP-4506-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This contract is responsible for conducting a direct observational occupant protection survey in 26 counties in the state using the current NHTSA uniform criteria. For the Observational Survey, the 2022 study was comprised of 326,805 child observations at 378 unique sites. The 2022 adult survey was underway with 222 sites. 117 are completed to date, with 105 remaining sites to be monitored. The 2021 completed adult study contained 552 sites.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	405b OP Low – Uncommitted			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Observational Surveys is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities (C-4) and Observed Belt Use (B-1).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$248,241**	**$260,000**	**$260,000**	**$768,241**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Observational Surveys				

OCCUPANT PROTECTION INITIATIVES **SP-4501-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be allocated to promote seat belt laws in the state and assist in evaluation of our occupant protection program. These funds will also be available for new and innovative approaches to reach various target audiences, such as minority populations. Efforts will be made to utilize these funds in areas of the state with large populations in our target demographics, including those areas with low seat belt usage rates and high numbers of unbelted fatalities and serious injuries. This project supported Occupant Protection Assessment in 2023.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaign coupled with select activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$300,000**	**$300,000**	**$300,000**	**$900,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

SAFE KIDS BUCKLE UP **SP-4503-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will support local Safe Kids Coalitions initiatives that will facilitate Child passenger safety events/activities in their jurisdictions. Activities such as child safety check-up events, child restraint surveys, Booster Rooster events, etc. will be considered for funding.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Safe Kids Kansas Inc. (Non-Profit)			
ELIGIBLE USE OF FUNDS	405b Low – Community CPS Services			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication Campaigns are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

405c State Traffic Safety Information System Improvements

AGREEMENT: 1.3 **PROJECT 1: MASTER DATA MANAGEMENT**

MOTOR VEHICLE CRASH REPORT CONVERSION				**SP-4605-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports from state and local law enforcement agencies.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Business Technology Career Opportunities (BTCO) (Non-Profit Organization)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	The Crash Data Unit within KDOT receives approximately 30,000 paper motor vehicle crash reports annually. These crash reports arrive in the mail to KDOT in paper format and the Crash Data Unit manually opens, sorts, prepares, scans, converts to PDF digital format, and then distributes these digital PDF crash reports for manual input and further processing. The scanning and data entry process is a manual task that, if compromised, can disrupt the flow of crash data processing and availability of crash data.			
COUNTERMEASURE JUSTIFICATION	KDOT has contracted with BTCO to perform the scanning and data entry process for approximately 30,000 paper motor vehicle crash reports annually to improve the timeliness and accessibility of paper crash reports. The volume per month varies and is dependent on the number of report submissions provided by participating LEAs. The services of this agreement include receiving paper crash reports through the mail, preparing and scanning the paper crash reports to digital PDF format, and sending the digital PDF to KDOT for further processing. KDOT creates a blank KLER file for each scanned report and sends both back to BTCO who then manually performs data entry using a KLER client provided by KDOT, transmits the KLER file to KDOT, and securely disposes of the paper crash report.			
TARGET (LINK TO STRATEGY)	The expectations for this agreement are a 100% scan rate with zero loss of incoming mail and a 95% or above accuracy level of data entry of the paper crash report. This would positively impact the crash database by targeting accuracy and completeness.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$121,893.30**	**$115,620.20**	**$100,000.00**	**$337,513.50**
FUNDING SOURCE	**405c**	**405c**	**405c**	**405c**
COUNTERMEASURE STRATEGY				
Crash Database – accuracy and completeness				

AGREEMENT: 2.3 **PROJECT 2: GEO-LOCATION CAPTURE/RECORDING**

GEOGRAPHIC INFORMATION SYSTEM (GIS) MAPPING INTEGRATION				**SP-4608-24**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	University of Kansas Data Access Support Center (KUCR-DASC) (Non-Profit Organization)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	There are approximately 60,000 crashes per year that qualify for reporting to KDOT. KDOT needs an efficient method to accurately identify and display crash locations to internal and external audiences. During the past few years, the University of Kansas' Center for Research Data Access and Support Center (KUCR-DASC) has worked with KDOT to implement a variety of automated and semi-automated routines to locate (geocode) crash records to their corresponding intersection. In addition to the automated and semi-automated routines, manual review of automated determined crash locations is necessary.			
COUNTERMEASURE JUSTIFICATION	KUCR-DASC monitors and maintains the daily crash record geocoding routines and locating methods; including intersection/offset, decimal milepost/offset, whole number milepost/offset, officer provided coordinates, and manual. Additionally, this agreement provides for manual review of up to 10,000 records per year. This includes all fatality crashes, with the balance being comprised of other categories (e.g., crashes that geocode to the intersection but fail to offset, crashes occurring at the junction of concurrent highways, etc.).			
TARGET **(LINK TO STRATEGY)**	KUCR-DASC will provide a summary report to KDOT detailing any maintenance/enhancement of crash location procedures implemented during the year along with providing a real-time statistical summary report dashboard with the number of records edited (scrubbed), number of records which contain logical inconsistencies in the offset information, number of records where the matched address reflects a different zone than the original crash record, number of unmatchable/mappable records, current match rates by crash type, location methodology per record. The contractual expectation is that on an annual basis, by June 30th each year, KUCR-DASC will meet certain location rates. 100% - fatality; 95% - highway; 95% - injury; 90% - all other crash types. Both the reporting and expectations should both lead to a positive impact on the crash database by targeting accuracy and timeliness.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$261,872.00**	**N/A**	**N/A**	**$261,872.00**
FUNDING SOURCE	**405c**	**N/A**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Crash database – accuracy and timeliness				

AGREEMENT: 2.2.2 **PROJECT 2: GEO-LOCATION CAPTURE/RECORDING**

KANSAS NG911 STATEWIDE IMAGERY PROGRAM				**SP-4602-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	Statewide This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas 911 Coordinating Council (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	The statewide imagery collection was last refreshed in 2022, while these previous imagery collections are valuable data resources, it is now time to acquire a statewide imagery update. Without current, accurate, and authoritative road centerline data, it would be difficult to achieve the geocoding match criteria established by KDOT.			
COUNTERMEASURE JUSTIFICATION	This agreement includes acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the NG911 road centerline database, the primary geographic reference dataset for crash location mapping. Orthoimagery specifications and timelines are: new statewide leaf-off acquisition in late winter/early spring over a two year period with approximately 50% of the state will be acquired in each year, 1-foot pixel resolution, natural color & Color Infrared (CIR), deliverable file formats - GeoTIFF and MrSID.			
TARGET (LINK TO STRATEGY)	The vendor will provide a web-based project management portal to allow for real-time acquisition and imagery processing status monitoring. SurCheck, a web-based quality assistance application, will be shared among state and local jurisdictions to provide the maximum number of GIS professionals the opportunity to review the data prior to acceptance and delivery. DASC will support the publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. This agreement supports the ongoing maintenance of the crash mapping geodatabase driven by the statewide NG911 road centerline database and will positively impact the crash and roadway databases by targeting accuracy, integration, and uniformity.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$100,000**	**N/A**	**$100,000**
FUNDING SOURCE	**N/A**	**405c**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Crash database – accuracy, integration, and uniformity Roadway database – accuracy, integration, and uniformity				

AGREEMENT: 3.3 **PROJECT 3: PROVIDE ONGOING MAINTENANCE**

KCJIS IDENTITY ACCESS MANAGEMENT				**SP-4612-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included with our current maintenance agreement, this agreement is for implementation costs only.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	There are 10,000 plus KCJIS users managed through the Identity and Access Management (IAM) system. The IAM manages authorization and authentication for those users to applications and repositories on KCJIS. This allows management of access for those users to Crash records, Incident and Offense records, Citation records, and Disposition records, just to name a few. The version that was deployed to production was version 11. Since the initial implementation, there have been two more versions (12 and 14) of the product released, and a third version (15) is due to be released in the third quarter of 2022. The vendor will no longer support version 11 after version 15 is released. In order to make the current product easier to configure, user friendly, and upgrade technical elements, the vendor made significant changes to the user interface, workflows, and processes in version 12 of their software. Those revisions will require significant changes to our current configuration in order to upgrade to version 12. The vendor will need to be engaged in order to facilitate upgrading the product to version 15.			
COUNTERMEASURE JUSTIFICATION	KCJIS Identity and Access Management (IAM) will need to be upgraded with custom configuration changes by the product's vendor.			
TARGET (LINK TO STRATEGY)	Ultimately, the objectives are to bring the platform into compliance with current standards, to increase flexibility in adding new agencies and users to the KCJIS enterprise, and to lower administrative overhead in management of the expanding KCJIS agency and user base. This expansion has been, in part, a direct result of the success of previous TRCC-funded projects as non-criminal justice agencies have been directly added to the IAM systems of the enterprise – a core goal of the original project. This agreement will positively impact the citation/adjudication database by targeting accessibility.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$132,250**	**$132,250**	**N/A**	**$132,250***
FUNDING SOURCE	**405c**	**405c**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Citation/Adjudication database - Accessibility				

***** Previously the **KCJIS Identity Access Management** agreement had an expiration date of September 30, 2024. Due to the *Statement of Work* detailing an estimated 26-week timeline for completion, a "no cost, time extension only" Supplemental Agreement is being processed to allow utilization of the original $132,250 through the close of FFY25 (September 30, 2025).

AGREEMENT: 4.2 **PROJECT 4: MMUCC ALIGNMENT**

MMUCC ALIGNMENT				**SP-4617-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This agreement will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	Sharing and comparing data between localities, States, and the federal government can be difficult when data elements used in State crash data is often lacking in uniformity. To encourage greater uniformity, the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) cooperatively developed a voluntary data collection guideline, Model Minimum Uniform Crash Criteria (MMUCC). The most recent version is MMUCC, 5th Edition, which is dated 2017.			
COUNTERMEASURE JUSTIFICATION	After completion of the MMUCC 6th Edition Mapping through NHTSA, this agreement will provide for a contractor to create a gap analysis and gap closure plan to attain high to full compatibility ratings.			
TARGET (LINK TO STRATEGY)	This agreement is designed to allow Kansas to prioritize those data elements and attributes that need to be changed when the State or locality updates their crash report and will positively impact the crash database by targeting accuracy, completeness, and uniformity.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$150,000.00**	**N/A**	**$150,000**
FUNDING SOURCE	**N/A**	**405c**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Crash database – Accuracy, Completeness, and Uniformity				

AGREEMENT: 5.3 **PROJECT 5: SECURITY MODERNIZATION PHASE 2**

KBI INTEGRATION DEVELOPER FOR ESB AND KBI APPLICATIONS				**SP-4618-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	In a past grant to the KBI from TRCC, the current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented. The ESB within the KCJIS infrastructure is uniquely positioned to act as an intermediary between state, local, and federal stakeholders for the purposes of secure information sharing. The development of the integrations between systems has been very slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. This in turn is significantly slowing the ability to receive and share information critical to the Traffic Record Safety Plan.			
COUNTERMEASURE JUSTIFICATION	With increased funding the KBI would contract to bring in a qualified integration developer for a fixed duration, of three years, to push forward the current timeline for developing interfaces and assisting in maintenance and support of our current TRS related integrations.			
TARGET (LINK TO STRATEGY)	The results expected from this agreement are creation of points of submission to state systems, normalizing the submission stream from local agencies, and easing the burden on those local agencies that are required to submit the same or similar information to multiple state agencies or to federal agencies with a single point of submission. These results will positively impact the citation/adjudication database by targeting integration.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$130,000**	**$120,000**	**$120,000**	**$370,000**
FUNDING SOURCE	**405c**	**405c**	**405c**	**405c**
COUNTERMEASURE STRATEGY				
Citation/Adjudication database - Integration				

AGREEMENT: 8.2 **PROJECT 8: EMS/INJURY INTEGRATION**

KANSAS TRAUMA REGISTRY GEN 6 OPERATIONS				**SP-4620-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will secure Kansas trauma registry updates and maintenance, allowing for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Health and Environment (KDHE) (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	According to the National Road Safety Strategy (NRSS), an estimated 38,680 individuals died in motor vehicle crashes in the US in 2020. Making roadways safer is a priority on the federal level. Crash data injury severity is based on non-medical assessment at the scene. Having a robust and complete trauma registry allows for more accurate data on injuries due to motor vehicle crashes in Kansas. Currently, the Kansas trauma registry does not have the means to collect data for patients injured in roadway crashes but are transported to hospitals in border states. Outcomes from all incidents are vital to learning optimal improvements to Kansas roadways.			
COUNTERMEASURE JUSTIFICATION	Having the funding to secure the Kansas trauma registry updates and maintenance will allow for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).			
TARGET **(LINK TO STRATEGY)**	The data obtained through this agreement will allow for sharing of data with multiple partners (e.g., TRCC, Kansas Board of EMS) and will positively impact the EMS/Injury Surveillance database by targeting completeness and integration.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$150,000**	**$150,000**	**$150,000**	**$450,000**
FUNDING SOURCE	**405c**	**405c**	**405c**	**405c**
COUNTERMEASURE STRATEGY				
EMS/Injury Surveillance database – Completeness and Integration				

405d Impaired Driving Countermeasures

ADULT EDUCATION AND AWARENESS **SP-4700-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Project enables the KBSS to print selected materials, coordinate public information and education committees, conduct, or help sponsor special events and support activities related to prevention of impaired driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Agency)			
ELIGIBLE USE OF FUNDS	405d – Impaired Driving Low Uncommitted			
PROBLEM IDENTIFICATION	In 2021, Kansas had 109 fatal crashes with the drivers exhibiting a BAC of 0.08 or above.			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication campaign coupled with selected planned activities will positively impact the number of fatality crashes involving a driver of automobile or motorcycle operator, with a BAC of 0.08 or above (C-5).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$200,000**	**$600,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communications Campaign				

BLUE WINDOW SPORTS MEDIA – IMPAIRED DRIVING **SP-4708-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will secure airtime, as well as non-traditional media, for a targeted effort at sporting venues that cater to our target audience of 18 to34-year-old male. This project will be coordinated by KDOT media contractor, Blue Window. Messaging like *Fans with a Plan* will be used to deter impaired driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Blue Window			
ELIGIBLE USE OF FUNDS	405d Low– Media/ID Training/Enforcement Related Expenses			
PROBLEM IDENTIFICATION	In 2021, Kansas had 109 fatal crashes with the drivers exhibiting a BAC of 0.08 or above.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$500,000**	**$500,000**	**$500,000**	**$1,500,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communications Campaign				

BREATH ALCOHOL UNIT (BAU) **SP-4706-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This program provides numerous impaired driving resources throughout all regions and counties of the state. Local sobriety checkpoints, saturation patrols, Standard Field Sobriety Testing (SFST) training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training are just a few of the resources this unit offers to local agencies based upon their respective needs. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. In FFY 23 the KHP has cleared the way for a small rollout of sixteen oral fluid testing devices to be used by experienced DREs throughout the state. These DREs have been selected to represent both urban and rural communities and areas in most need of resources. Currently there are 91 DREs serving Kansas. In the International Association of Chiefs of Police 2022 Annual Report, our 91 Kansas DREs performed 322 enforcement evaluations which ranked them 5th in evaluations per DRE (3.54 ratio) for our NHTSA counterparts in regions 6, 7, and 8.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Throughout 2016-2020 (and projected through 2024-2026) alcohol impaired driving fatalities account for at least twenty percent of fatalities. Data also shows that impairment is not limited to alcohol but drugs, as well as polydrug use (more than one substance in the system), has become more prevalent.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement, including high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving, are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project targets impaired drivers by providing support, education, and enforcement to local law enforcement and communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$950,000**	**$950,000**	**$833,130**	**$2,733,130**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

FAKE ID **SP-4701-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project includes the active involvement of local media and law enforcement at every stage. The grant will provide the funding for press releases, media contacts, radio, posters, and signage for liquor establishments. In addition, social media ads will run through the campaign specifically targeting 16–20-year-olds in targeted counties and any other counties identified for each enforcement period. A coalition of law enforcement will begin targeted enforcement of liquor establishments and social hosting/underage drinking parties. The enforcement activities will be routine enforcement with tickets issued and investigation of the production or sources of the fake IDS will also be conducted.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	DCCCA (Non-Profit)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement and Communications and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$30,000**	**$30,000**	**$30,000**	**$90,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

IGNITION INTERLOCK DEVICE COORDINATORS **SP-4703-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The State of Kansas instituted an Ignition Interlock Device (IID) program in 2016 to help stem the tide of Driving Under the Influence and prevent offender recidivism. Since 2013 over 60,000 devices have been installed in offender vehicles. This project funds two KHP troopers as Statewide IID Coordinators to train law enforcement officers on Ignition Interlock Devices, host community and victim-offender panels, and investigate and enforce Ignition Interlock compliance. These Coordinators also educate offenders at every Victim Impact Panel (VIP) that is facilitated by Mothers Against Drunk Driving (MADD). They provide an educational outreach presentation at the end of every VIP which addresses when and where a required IID should be used. It gives them the opportunity to answer any questions from the community (offenders, victims, and/or attendees). Each year these presentations reach nearly 500 offenders. These Coordinators not only educate during their outreach in our communities but also investigate compliance complaints from vendors, civilians, and court staff regarding the over 30,000 IID drivers across the state.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Government)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Since 2013 over 60,000 devices have been installed in offender vehicles. Local and state law enforcement need to know how to find the 4,000 offenders who do not comply with the Courts, how to identify circumvention, and what statues to use when arresting offenders. Additionally, this grant will provide funding to ensure offenders that have the interlock installed are following the guidelines established by this license sanction.			
COUNTERMEASURE JUSTIFICATION	Alcohol Ignition Interlocks and DWI Offender Monitoring are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project monitors court ordered ignition interlock drivers, habitual impaired drivers, and provides educational and impactful presentations to DUI offenders and impacted communities. This project addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY 23 these two coordinators instructed over 120 courses to over 1,900 students as well as presented at 34 engagements to over 750 attendees.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$350,000**	**$350,000**	**$350,000**	**$1,050,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement and Training				

IMPAIRED DRIVING DETERRENCE AND COMMODITIES PROGRAM (IDDP) **SP-4704-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Supported overtime enforcement targeting impaired driving utilizing sat patrols or check lanes. An allowance is also provided at the beginning of the FFY for traffic safety commodities needed to conduct impaired driving traffic activities.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Local law enforcement agencies. (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Approximately 65% of drivers involved in serious injury and fatal crashes test positive for at least one impairing drug (based on studied trauma centers).			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate. During FFY 2023-2025, IDDP agencies are forecasted to make over 6,500 contacts and 700 DUI/ DUID arrests while performing saturation patrols and check lanes. While IDDP agencies are in both rural and urban areas, most are situated in counties where data analysis shows the majority of impaired driving crashes occur.			
TARGET (LINK TO STRATEGY)	Provide funding for support of the education efforts and overtime enforcement consisting of saturation patrols and check lanes directed at upholding and increasing compliance with Kansas' impaired driving laws and thereby decreasing the number of impaired drivers on Kansas roads.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$250,000**	**$250,000**	**$250,000**	**$750,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

Impaired Driving Deterrence Program (IDDP) Grantees, by County	
Cherokee County	Baxter Springs Police Department
Douglas County	KU (University of Kansas) Police Department
Douglas County	Lawrence Police Department
Ford County	Dodge City Police Department
Harvey County	Harvey County Sheriff's Office
Johnson County	Johnson County Sheriffs Office
Johnson County	Mission Police Department
Johnson County	Olathe Police Department
Johnson County	Overland Park Police Department
Johnson County	Prairie Village Police Department
Leavenworth County	Leavenworth County Sheriff's Office
Montgomery County	Coffeyville Police Department
Osage County	Osage Co Sheriff's Office
Reno County	Hutchinson Police Department
Reno County	Reno County Sheriff's Office
Woodson County	Yates Center Police Department
Wyandotte County	Kansas City Kansas Police Department

JNA – IMPAIRED DRIVING **SP-4708-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Secure airtime, as well as non-traditional media, for a targeted effort to support local law enforcement's Labor Day and New Year's Eve and 4/20 campaigns combating impaired driving/drugged driving. Utilization of other media outlets which encompass our target audience of 18 to 34-year-old males will also be targeted with our impaired driving message. This project will be coordinated by the KDOT mass media contractor, John Nohe & Associates.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405d Low– Media/ID Training/Enforcement Related Expenses			
PROBLEM IDENTIFICATION	In 2021, Kansas had 109 fatal crashes with the drivers exhibiting a BAC of 0.08 or above.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$725,000**	**$725,000**	**$725,000**	**$2,175,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communications Campaign				

JUDGE'S TRAINING **SP-4710-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration and be administered by the Kansas Department of Transportation. The curriculum will target the drug impaired driver and highlight the additional training and expertise in our law enforcement community.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Office of Judicial Administration (State Government)			
ELIGIBLE USE OF FUNDS	405d – Impaired Driving Int Uncommitted			
PROBLEM IDENTIFICATION	The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol. Kansas judges are confronted with complicated impaired driving cases that require extra training and expertise to successfully and equally adjudicate.			
COUNTERMEASURE JUSTIFICATION	Impaired driving sanctions and alcohol impaired driving legislative review are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	The Kansas Attorney General's Traffic Safety Resource Prosecutor will administer and implement a statewide program providing technical assistance and training to municipal judges in the aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$10,000**	**$12,000**	**$15,000**	**$37,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communication Campaign				

KDHE BREATH ALCOHOL PROGRAM **SP-4702-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Kansas Department of Health Breath Alcohol Program (KDHE BAP) will continue to provide initial certification and re-certification training to law enforcement officers across Kansas in the proper use and calibration of breath testing instrumentation (i.e., Intoxilyzer 9000). The KDHE BAP will continue law enforcement operator training to new recruits attending the Kansas Law Enforcement Training Center (KLETC) as well as an annual training workshop for law enforcement instructors to review curriculum changes, updates, or training materials.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	405d Low – BAC Testing/Reporting			
ELIGIBLE USE OF FUNDS	Training and Certification for over 800 law enforcement officers in the proper use of breath testing instrumentation.			
PROBLEM IDENTIFICATION	Alcohol impaired driving remains a significant traffic safety issue in Kansas. In 2021, Kansas had 2,158 alcohol-related crashes which resulted in 86 fatalities and caused almost 1,200 injuries. To effectively identify and prosecute drivers operating vehicles while under the influence of alcohol, Kansas utilizes the Intoxilyzer 9000 evidential breath alcohol testing device. The Kansas Department of Health and Environment (KDHE) Breath Alcohol Program (BAP) has been statutorily tasked to provide law enforcement (LE) with breath testing instrumentation and any necessary calibration standards used during testing. In addition, the BAP provides training and certification for those LE operators conducting breath testing.			
COUNTERMEASURE JUSTIFICATION	During the FFY 2023-2025 contract years, over 800 Kansas LE officers will be trained and certified on the proper operation of the Intoxilyzer 9000 instrument. All LE officers will be provided adequate resources during their training classes. Approved LE trainers will be informed of all changes and updates to the curriculum for courses being conducted the following calendar year. This grant will allow the KDHE BAP to maintain an appropriate level of certified LE officers as operators of the approved evidential breath alcohol testing device in Kansas. These LE officers are from all over Kansas, rural and urban areas as well as large and small departments.			
TARGET (LINK TO STRATEGY)	Training and a communication campaign coupled with selected planned activities will positively impact the number of fatality crashes involving a driver of automobile or motorcycle operator, with a BAC of 0.08 or above (C-5).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$15,000**	**$15,000**	**$15,000**	**$45,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communication Campaign				

ROVING AGGRESSIVE VIOLATION ENFORCEMENT (RAVE) **SP-4705-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Kansas Highway Patrol (KHP) conducts impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE) in areas selected by local communities as problem areas. The concept of RAVE is to reduce the incidences of impaired drivers and other hazardous moving violations which are the primary contributors to traffic crashes on Kansas roadways. RAVE seeks to deploy saturation patrols in locations where DUIs are prevalent, as supported by crash data, KHP data, and input from local community stakeholders. RAVE also extends local resources by responding to local priority traffic problems through collaboration and intelligence sharing. RAVE also liaisons with courts, prosecuting attorneys and other criminal justice professionals to encourage the vigorous prosecution of DUI offenders who frequent our roadways.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Government)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Alcohol and Drug- related crashes continue to plague Kansas roadways. Impaired driving represents a serious traffic safety hazard for the traveling public. DUI arrests over the last two years under the RAVE grant have increased to 287 arrests. In 2021, alcohol played a factor in 2,158 crashes and led to 77 people being killed in alcohol related crashes. Kansas alcohol related crashes represented approximately 4% of all crashes and 20% of all fatalities. Research is showing a growing percentage of drug impaired drivers would test positive for more than one drug category as well as alcohol.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcements, including high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project targets impaired drivers in communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY22 the KHP conducted almost 4,000 public contacts, drove over 42,000 miles, made 160 DUI arrests, issued over 1,300 speeding warnings/citations, and issued over 150 seat belt citations.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$200,000**	**$600,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) **SP-4709-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Traffic Safety Resource Prosecutor (TSRP) shall provide continued legal educational training, technical assistance, and other services to all partners in the criminal justice community (prosecutors, judges, and law enforcement). This training will help participants to investigate, prosecute and adjudicate impaired driving (drug and alcohol) cases. The TSRP shall also represent Kansas as an impaired driving subject matter expert not only on the state level but on the national level through attending and/or presenting at training sessions, conferences, and workshops. On occasion the TSRP may assist local prosecutors with the prosecution of impaired driving cases which are extremely complex or are of high notoriety.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Attorney General's Office (State Government)			
ELIGIBLE USE OF FUNDS	405d Low – Impaired Driving			
PROBLEM IDENTIFICATION	The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol. Kansas law enforcement officers and prosecutors are confronted with complicated impaired driving cases that require extra training and expertise to successfully prosecute.			
COUNTERMEASURE JUSTIFICATION	Impaired driving sanctions, prosecutor training, and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
TARGET **(LINK TO STRATEGY)**	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$378,600**	**$378,600**	**$378,600**	**$1,135,800**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Prosecutor Training				

TRAFFIC SAFETY RESOURCE PROSECUTOR(S)

SP-4709-25	Kenney, Corey	$189,300
SP-4709-25	TBD	$189,300
TOTAL		$378,600

405e Distracted Driving

JNA – DISTRACTED DRIVING **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be used to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405e – Paid Advertising			
PROBLEM IDENTIFICATION	Between 2019 and 2022, the state of Kansas had 56,600 distracted driving crashes averaging around 14,150 a year. Of those crashes, the state of Kansas had 308 fatal crashes and averaged around 77 distracted driving crashes a year. Although our distracted driving crashes are on a decline, our fatal distracted driving crashes are increasing in trend. In 2022, Kansas had 80 fatalities in distracted driving crashes.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media Campaign coupled with selected activities will positively impact demonstrated problem identification.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$459,381**	**$450,000***	**$450,000***	**$1,359,381***
FUNDING SOURCE	**405e**	**405e**	**405e**	**405e**
COUNTERMEASURE STRATEGY				
Communication Campaign				

*State of Kansas will be reapplying for 405e in Federal Fiscal Year 2025 and Federal Fiscal Year 2026. These project funding amounts are an estimate and will be updated at a later date.

405f Motorcyclist Safety

JNA – MOTORCYCLE MEDIA **SP-4802-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will be expected to purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations. This project will deliver a Share the Road Campaign to bring awareness to motorcyclists.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Awareness			
PROBLEM IDENTIFICATION	In 2021, there were 47 Kansans involved in fatal motorcycle crashes (C-7).			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures That Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**405f**	**405f**	**405f**	**405f**
COUNTERMEASURE STRATEGY				
Mass Media Campaign				

MOTORCYCLE AWARENESS **SP-4801-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Kansas Traffic Safety Educational Contractor will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will continue to provide educational materials at public events. Educational materials may include cards with Share the Road, Rider Safety Course listings and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road and offered a $200 reimbursement for new traffic cones to the motorcycle schools. In Kansas, in 2020, more than 50 percent of fatal motorcycle operators were not properly endorsed. Maintaining qualified statewide instructors is crucial to addressing the problem. KDOT will offer mini grants to motorcycle riders that have not earned their endorsement. Not only will the mini grants provide a reduced rate on the $400 training but will aid in the retention of qualified instructors across the state that may choose to forgo their instructor status if classes are not well attended. Retention of motorcycle instructors is one of the eligible uses of Section 405(f) funding.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Awareness			
PROBLEM IDENTIFICATION	In 2021, there were 47 Kansans involved in fatal motorcycle crashes (C-7).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign and Education are proven strategies identified in the *Countermeasures That Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$40,000**	**$40,000**	**$40,000**	**$120,000**
FUNDING SOURCE	**405f**	**405f**	**405f**	**405f**
COUNTERMEASURE STRATEGY				
Communication Campaign and Education				

MOTORCYCLE ENFORCEMENT **SP-1300-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Wichita, KS, Kansas City KS, and Topeka, KS* Funding will be provided to fund overtime to the Kansas Highway Patrol and local law enforcement in the greater Kansas City, Wichita, and Topeka metro areas which, together, represent over 50% of the state's impaired motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2024 aimed at deterring impaired driving behaviors for all motorcycle operators.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas High Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Programs			
PROBLEM IDENTIFICATION	In 2021, there were 869 Motorcycle Crashes, of those 47 Kansans perished (C-7). Wichita, Topeka, and Kansas make up over 50% of the state's total motorcycle crashes.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$240,000**	**$240,000**	**$240,000**	**$720,000**
FUNDING SOURCE	**405f**	**405f**	**N/A**	**405f**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

IMPAIRED MOTORCYCLE OPERATOR ENFORCEMENT

SP-1300-24	Gardner Police Department	$8,000
SP-1300-24	Johnson County Sheriff's Office	$12,000
SP-1300-24	Kansas City Police Department	$13,000
SP-1300-24	Lenexa Police Department	$7,000
SP-1300-24	Olathe Police Department	$10,000
SP-1300-24	Overland Park Police Department	$20,000
SP-1300-24	Sedgwick County Sheriff's Office	$25,000
SP-1300-24	Shawnee County Sheriff's Office	$15,000
SP-1300-24	Shawnee Police Department	$15,000
SP-1300-24	Topeka Police Department	$25,000
SP-1300-24	Wichita Police Department	$35,000
SP-1300-24	Kansas Highway Patrol	$55,000
	TOTAL	**$240,000**

PI&E 405 MOTORCYCLE **SP-4800-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will allow KDOT to develop and purchase educational material as well as support Motorcycle Safet Awareness efforts across the state.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	405f – Motorcycle Uncommitted			
PROBLEM IDENTIFICATION	In 2021, there were 47 Kansans involved in fatal motorcycle crashes (C-7).			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications and Outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$100,000**	**$100,000**	**$100,000**	**$300,000**
FUNDING SOURCE	**405f**	**405f**	**405f**	**405f**
COUNTERMEASURE STRATEGY				
Communications and Outreach				

RIDE TO LIVE **SP-4803-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Wichita, KS* The Ride to Live Program provides communities with free motorcycle rider training to improve their riding skills, enhance their safety and control, and learn techniques taught at law enforcement schools. This training is used to promote safe riding skills to reduce motorcycle crashes.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Wichita Police Department (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Training			
PROBLEM IDENTIFICATION	In 2021, there were 869 Motorcycle Crashes, of those 47 Kansans perished (C-7). Wichita is a major metropolitan area in Sedgwick County. Sedgwick is overrepresented in crashes in the state of Kansas.			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications and Outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$14,800**	**$14,800**	**N/A**	**$29,600**
FUNDING SOURCE	**405f**	**405f**	**N/A**	**405f**
COUNTERMEASURE STRATEGY				
Motorcycle Rider Training				

405h Preventing Roadside Deaths

JNA – ROADSIDE DEATHS **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will be expected to purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations. This project will deliver preventing roadside death media campaign			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405h – Public Education			
PROBLEM IDENTIFICATION	Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 114 injuries and 10 fatalities.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-10: Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$50,000***	**$50,000***	**$100,000***
FUNDING SOURCE	**N/A**	**405h**	**405h**	**405h**
COUNTERMEASURE STRATEGY				
Public Education through Mass Media Campaign				

*State of Kansas will be reapplying for 405h in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

DIGITAL ALERT SYSTEM **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Local* These funds will be used to support a Digital Alert System to reduce roadside deaths.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405h – Digital Alert Technology			
PROBLEM IDENTIFICATION	Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 114 injuries and 10 fatalities.			
COUNTERMEASURE JUSTIFICATION	Digital Alert Systems are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Digital Alert Systems coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-10: Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$200,000***	**$200,000***	**$400,000***
FUNDING SOURCE	**N/A**	**405h**	**405h**	**405h**
COUNTERMEASURE STRATEGY				
Digital Alert System				

*State of Kansas will be reapplying for 405h in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

BE SEEN **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be used to purchase visual enhancement measures, to increase the visibility of stopped and disabled vehicles.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405h – Increased Visibility			
PROBLEM IDENTIFICATION	Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 114 injuries and 10 fatalities.			
COUNTERMEASURE JUSTIFICATION	Conspicuity Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Conspicuity Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-10: Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$15,000***	**$15,000***	**$30,000***
FUNDING SOURCE	**N/A**	**405h**	**405h**	**405h**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

*State of Kansas will be reapplying for 405h in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

405i Driver and Officer Safety Education

PEACE OFFICER TRAINING **SP-4400-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* KDOT will utilize these funds to support the production of educational materials and support training in relation to the role of law enforcement and duties and responsibilities of peace officers.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Law Enforcement Training Center (KLETC) (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405i – Education and Training			
PROBLEM IDENTIFICATION	Traffic stops are a common activity for law enforcement officers. It is possible for Traffic Stops to have a level of danger involved.			
COUNTERMEASURE JUSTIFICATION	Traffic stops are necessary for traffic safety. Linking officer training with traffic stops may reduce complaints, decrease citizen dissatisfaction on traffic stops, and potentially provide mutually positive outcomes for both the officer and the citizen.			
TARGET (LINK TO STRATEGY)	Free online training will be provided to law enforcement personnel utilizing the KLETC Law Enforcement Training on Citizen Interaction on Traffic Stops. Outcomes of these efforts may result in reduced complaints, a decrease in citizen dissatisfaction, and potentially provide mutually positive outcomes for both the officer and the citizen. These outcomes will improve driver behavior and positively impact state measures C-1 – C-11.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$200,000***	**$200,000***	**$400,000***
FUNDING SOURCE	**N/A**	**405i**	**405i**	**405i**
COUNTERMEASURE STRATEGY				
Peace Officer Training.				

*State of Kansas will be reapplying for 405i in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

State Funded Projects and Subrecipient Information

Drivers Education

DRIVERS EDUCATION **SP-1800-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**	
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds are to encourage driver education course providers to partner with young Kansans who might otherwise be unable to afford the course. Each driver education provider may receive up to $200 for each student who meets these requirements, including but not limited to, being a Kansas resident, age 14-29, meet financial considerations, not have previously held a driver's license and must successfully complete the course. KDOT will engage entities that provide an approved course and reimburse them for the number of qualifying students. This project directly addresses those youthful drivers disadvantaged by lack of resources, overrepresented in crashes, and in communities in need of support. Due to lack of funding, many schools have not been able to afford the staffing, or the resources needed to present a viable driver education program to their students. This project is to assist these communities, areas, and schools to provide the much-needed instruction for these young, inexperienced drivers new to our roadways.
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Drivers Education Entities (See table below for a complete list of participating schools.)
ELIGIBLE USE OF FUNDS	N/A
PROBLEM IDENTIFICATION	Kansans between the ages of 14 and 29 were drivers involved in 24,063 traffic crashes of which 166 were fatalities. Also, in 2018 this same age group made up 865 impaired driving crashes. This age group suffers from lack of driving experience, youthful naivety, and the myriad of technological and social distractions which can lead to traffic crashes on our roadways.
COUNTERMEASURE JUSTIFICATION	Drivers Education is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate. According to the Countermeasures that Work manual, pre-licensure driver education is an effective strategy and funding is applicable.
TARGET (LINK TO STRATEGY)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes. For School Year 2022-2023 over 30 driver education providers have applied for almost 2,000 students.

	FFY 2024	FFY 2025	FFY 2026	Total
FUNDING AMOUNT	**$250,000**	**$250,000**	**$250,000**	**$750,000**
FUNDING SOURCE	**402**	**State Fund 2851**	**State Fund 2851**	**402 & State Funds**

COUNTERMEASURE STRATEGY

Drivers Education

Drivers Education Grantees, by County

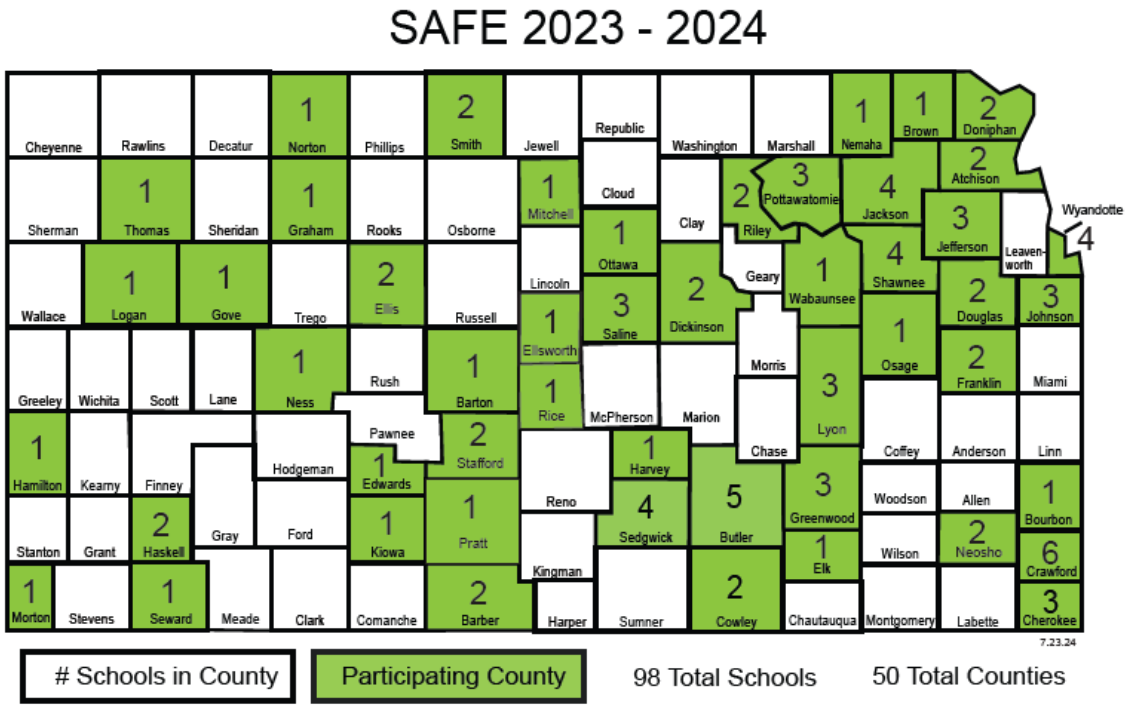
County	School District	Grantee
Allen County	USD 257	IOLA
Barton County	USD 428	GREAT BEND
	USD 431	HOISINGTON
Bourbon County	USD 234	FORT SCOTT
Brown County	USD 430	SOUTH BROWN COUNTY
Chautauqua County	USD 285	CEDAR VALE
Clay County	USD 379	CLAY CENTER
Cowley County	USD 462	CENTRAL
	USD 463	UDALL
	USD 465	WINFIELD
	USD 471	DEXTER
Crawford County	USD 246	NORTHEAST
	USD 248	GIRARD
Marion County	USD 398	PEABODY-BURNS
	USD 408	MARION
	USD 411	GOESSEL
Marshall County	USD 364	MARYSVILLE
	USD 380	VERMILLION
Meade County	USD 226	MEADE
Miami County	USD 367	OSAWATOMIE
	USD 368	PAOLA
Mitchell County	USD 273	BELOIT
Morris County	USD 417	COUNCIL GROVE
Ness County	USD 303	NESS CITY
Osage County	USD 434	SANTA FE TRAIL
Pawnee County	USD 496	PAWNEE HEIGHTS

Drivers Education Grantees, by County		
County	**School District**	**Grantee**
	USD 249	FRONTENAC
	USD 250	PITTSBURG
Decatur County	USD 294	DECATUR
Dickinson County	USD 393	SOLOMON
	USD 435	ABILENE
	USD 481	RURAL VISTA-WHITE CITY
	USD 487	HERINGTON
Doniphan County	USD 114	RIVERSIDE
Douglas County	USD 348	BALDWIN
Elk County	USD 283	ELK VALLEY
Franklin County	USD 287	WEST FRANKLIN
Gove County	USD 292	WHEATLAND
Greenwood County	USD 389	EUREKA
Harvey County	USD 373	NEWTON
Jackson County	USD 337	ROYAL VALLEY
Johnson County	USD 230	SPRING HILL
	USD 232	MILL VALLEY
Labette County	USD 503	PARSONS
Leavenworth County	USD 464	TONGANOXIE
Linn County	USD 362	PRAIRIE VIEW
Lyon County	USD 252	OLPE/HARTFORD/S. LYON
	USD 253	EMPORIA
Phillips County	USD 110	THUNDER RIDGE
Pottawatomie County	USD 321	KAW VALLEY
Rice County	USD 376	STERLING
Riley County	USD 378	RILEY COUNTY
Russell County	USD 407	RUSSELL COUNTY
Saline County	USD 305	SALINA
	USD 306	SOUTHEAST SALINE
Sedgwick County	USD 261	CAMPUS
	USD 262	VALLEY CENTER
Seward County	USD 483	SOUTHWESTERN HEIGHTS
Shawnee County	USD 345	SEAMAN
Shawnee County	USD 372	SILVER LAKE
Sumner County	USD 357	BELLE PLAINE
	USD 358	OXFORD
	USD 360	CALDWELL
	USD 509	SOUTH HAVEN
Wabaunsee County	USD 329	WABAUNSEE
Washington County	USD 108	WASHINGTON
	USD 224	CLIFTON-CLYDE
Wyandotte County	USD 204	BONNER SPRINGS

Occupant Protection

SAFE (SEATBELTS ARE FOR EVERYONE) **SP-1200-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be used to support the SAFE Program targeting selected high schools across the state. The SAFE coordinator interacts with high schools across the state and administers a state youth traffic safety conference.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Drivers aged 14 to 19 present a higher crash risk than other age groups. About 20% of all Kansas crashes involve a teen driver. This is a significant overrepresentation considering this group only comprises 5% of Kansas Drivers.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-9 – Number of Drivers 20 and or under, involved in a fatal crash. Based on the above problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$581,500**	**$425,000**	**$425,000**	**$1,431,500**
FUNDING SOURCE	**SBSF**	**SBSF**	**SBSF**	**SBSF**
COUNTERMEASURE STRATEGY				
Communication and Outreach				



Planning & Administration

KBSS INTERNSHIP **SP-1400-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **YES**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This internship was developed through collaboration with Haskell student, Nakooma Pelt. It was a direct result from Public Engagement and Participation at the Haskell Traffic Safety Event. This internship will focus on providing equitable analysis and approaches to traffic safety issues across Kansas. This project enables this position to obtain training, attend key conferences in other states and travel to monitor grantees. This internship is funded through state funds.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Agency)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Address traffic crashes and fatalities throughout Kansas			
COUNTERMEASURE JUSTIFICATION	Education, training, and administrative hours dedicated towards our traffic safety program are effective countermeasures.			
TARGET (LINK TO STRATEGY)	National training offers networking opportunities, state of the art policies, procedures, and programmatic seminars.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$30,000**	**$30,000**	**$30,000**	**$90,000**
FUNDING SOURCE	**State Funds**	**State Funds**	**State Funds**	**State Funds**
COUNTERMEASURE STRATEGY				
N/A				

B.R.A.K.E.S. **SP-1911-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* B.R.A.K.E.S.'s primary goal is to prevent injuries and save lives by training and educating teenage drivers and their parents about the importance of safe and responsible driving. The free four-hour class provides classroom and behind the wheel experience and instruction. Fortunately, teen motor vehicle crashes are preventable and proven strategies can improve the safety of young drivers on the road. Collaborating with other law enforcement agencies and a successful defensive driving organization will help educate Kansas teens as well as move closer to our "Drive to Zero, everyone counts."			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Put On The Brakes Driving School (Non-Profit)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Motor vehicle crashes are the leading cause of deaths for teens in the United States. Per mile driven, teen drivers ages 16 to 19 are three times more likely than drivers aged 20 and older to be in a fatal crash. Thousands of teenagers lose their lives each year across the country in traffic collisions. While conventional driver's education is important and valuable, most outside sources only include basic driver's training and do not include defensive, education about distracted driving, and strategies for driving in dangerous and emergency situations.			
COUNTERMEASURE JUSTIFICATION	Driver's Education are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$70,000**	**$70,000**	**$70,000**	**$210,000**
FUNDING SOURCE	**402**	**State Funded**	**State Funded**	**402/State Funded**
COUNTERMEASURE STRATEGY				
Advanced Driver Training Courses				

Traffic Records

AGREEMENT: 1.4 **PROJECT 1: MASTER DATA MANAGEMENT**

KANSAS CRASH DATA SYSTEMS (KCDS)				**SP-4200-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This is the first phase of a three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year's hosting. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Affinity Global Solutions (AGS) (Limited Liability Corporation)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	The current crash data processing system was developed and implemented in 2009 using VB.Net Version 6 and runs on an instance of SQL Server Version 2008. Approximately 60,000 crash reports are received annually by KDOT. Crash reports received are in paper, .PDF, and electronically via KLER file format. Current paper reports require manual entry of crash data into a KLER client before submission to the Traffic Records System. KDOT is responsible for the complete, accurate, and timely collection, processing, and compilation of statewide traffic crash data.			
COUNTERMEASURE JUSTIFICATION	The purchase of a crash data processing system from a Commercial Off the Shelf (COTS) software vendor will provide Law Enforcement Agencies (LEAs) with a crash data National Information Exchange Model (NIEM) Information Exchange Packet Document (IEPD). The system will be designed to support both the automated (electronic submission) and manual (webform submission) workflow of the crash data from LEAs through a crash validation process.			
TARGET (LINK TO STRATEGY)	This crash data processing system is expected to increase the number of crash reports that are submitted electronically by LEAs which would positively impact the crash database by targeting accuracy, completeness, and timeliness.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$219,260.00**	**$94,080.00**	**N/A**	**$219,260.00**
FUNDING SOURCE	**State TREF**	**State TREF**	**N/A**	**State TREF**
COUNTERMEASURE STRATEGY				
CRASH DATABASE – ACCURACY, COMPLETENESS, AND TIMELINESS				

AGREEMENT: 2.3 **PROJECT 2: GEO-LOCATION CAPTURE/RECORDING**

AUTOMATED CRASH MAPPING PROCESS				**SP-4200-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for hosting and maintaining of the automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, updating statewide road centerline file, and hosting and updating of the locator web service. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	University of Kansas Data Access Support Center (KUCR-DASC) (Non-Profit Organization)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	During the past few years, the University of Kansas' Center for Research Data Access and Support Center (KUCR-DASC) has worked with KDOT to implement a variety of automated and semi-automated routines to locate (geocode) crash records to their corresponding intersection. In addition to the automated and semi-automated routines, manual review of automated determined crash locations was necessary. The crash location mapping processes are being discontinued by KUCR-DASC and undertaken by KDOT. During this transition period there will be a need for monitoring and maintaining of the automated crash mapping process and a redesign of the routine to provide additional information to KDOT.			
COUNTERMEASURE JUSTIFICATION	KUCR-DASC will monitor and maintain the daily crash record geocoding routines and locating methods and redesign the crash mapping routines to provide additional information to KDOT about the level of review that is necessary. Additionally, this agreement provides for updates of the Statewide Road Centerline File through an annual update of the NG911 roads data and smaller interim updates as required by changes to the State Highway System in LRS (e.g., rerouting/realignment of highways) and the hosting and updating of locator web services to support the automated crash mapping process.			
TARGET (LINK TO STRATEGY)	The redesign of the crash mapping routine will include classifying crash reports that have been processed into Output Bins based on the level of review necessary. The support provided by this agreement will positively impact the crash database and KDOT's crash dashboards by targeting timeliness, accuracy, and accessibility.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$42,418.00**	**N/A**	**$49,456.00**
FUNDING SOURCE	**N/A**	**State TREF**	**N/A**	**State TREF**
COUNTERMEASURE STRATEGY				
Crash database – accuracy and timeliness				

AGREEMENT: 3.2.2 **PROJECT 3: PROVIDE ONGOING MAINTENANCE**

ARCHITECTURE & APPLICATION SUPPORT & ENHANCEMENTS				**SP-4200-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Development of the Traffic Records System (TRS) 2.0 / Kansas Crash Data System (KCDS) is proceeding per the architectural plan, and components of the planned technical architecture (Enterprise Service Bus (ESB) and SharePoint/Portal) have been deployed in production and populated with developed code and configurations. Per this architectural plan, staff will continue to be needed at the KBI to support TRS initiatives completed or performed on behalf of the State TRS plan for the long term. These initiatives include, but are not limited to, KCDS, the Kansas Criminal Justice Information System (KCJIS) web portal, eCitation, KBI repositories, ESB, and SharePoint. There is a desire to reimburse the Project Agency for work completed and expenses incurred in the support of these TRS initiatives.			
COUNTERMEASURE JUSTIFICATION	The KBI will contract for a consultant/contractor as augmentation of staff to support the TRS initiatives and platforms put in place by previous and ongoing TRCC-funded grants (i.e., eCitation, The KCJIS web portal, Master Entity Index) and TRS-related system integration (i.e., Crash, Driver/Vehicle, and Citation/Adjudication). The KBI is tasked with monitoring employee time, approving invoices, and submitting invoices to KDOT for staff augmenting the TRS initiatives. The KCJIS web portal enables electronic submissions of dispositions from the criminal justice community and Offender Notifications. It also provides the Master Search for searching disposition information including those for DUI offenses and other traffic-related incidents, crash reports and DMV data including driver history and access to incident bases reporting data. The SharePoint version the KCJIS web portal is currently running on is 'End of Life' and a plan needs to be created to determine how to modernize it. Outside of the maintenance described here, a portion of this funding will be aimed at the discovery portion of updating the KCJIS web portal to supported architecture.			
TARGET **(LINK TO STRATEGY)**	Support of these TRS initiatives will lead to improvement of response times required to address identified necessary changes to TRS-related systems, architecture, and platforms which are supported by the Project Agency. The support provided by this agreement will positively impact the crash database by targeting integration and accessibility.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$90,000.00**	**$90,000.00**	**$90,000.00**	**$270,000.00**
FUNDING SOURCE	**State TREF**	**State TREF**	**State TREF**	**State TREF**
COUNTERMEASURE STRATEGY				
Crash database – Integration and Accessibility				

AGREEMENT: 5.2 **PROJECT 5: SECURITY MODERNIZATION PHASE 2**

KBI SYSTEMS ARCHITECT POSITION				**SP-4200-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for a position to research, develop, and document current and future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	The various systems and platforms utilized by Traffic Records System (TRS) to integrate interfaces and data exchanges to and from public safety and law enforcement participants in the TRS environment requires skilled and knowledgeable staff to manage and support them.			
COUNTERMEASURE JUSTIFICATION	This agreement provides funding for the Kansas Bureau of Investigation (KBI) to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the Kansas Criminal Justice Information System (KCJIS) platform, and to support ongoing modernization of KCJIS and TRS integration.			
TARGET (LINK TO STRATEGY)	This agreement is designed to positively impact the citation/adjudication database and targets integration and accessibility through providing management and maintenance of existing architecture and infrastructure, and ongoing support and modernization.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$150,000.00**	**$150,000.00**	**$150,000.00**	**$450,000.00**
FUNDING SOURCE	**State TREF**	**State TREF**	**State TREF**	**State TREF**
COUNTERMEASURE STRATEGY				
Citation/Adjudication database – Integration and Accessibility				

AGREEMENT: 6.1 **PROJECT 6: CITATION AUTOMATION DEPLOYMENT**

KBI ECITE VENDOR				**SP-4200-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The existing platform of KCJIS's technical and information sharing infrastructure is managed by the Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. This agreement will provide software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Integration of local agency electronic citation systems is difficult, costly, and time-consuming for local agencies. This presents a significant barrier to entry for participation by local law enforcement agencies in submitting citations to the state citation repository.			
COUNTERMEASURE JUSTIFICATION	This agreement allows the KBI to contract directly with Records Management System (RMS) vendors to develop the necessary interface to the state citation repository using a standard National Information Exchange Model (NIEM) interface at no cost to the local agency; lowering barriers to entry and increasing participation.			
TARGET (LINK TO STRATEGY)	Improved participation in electronic citation submission to the state citation repository will positively impact the citation/adjudication database by targeting completeness and integration.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$100,000.00**	**$100,000.00**	**N/A**	**$100,000.00**
FUNDING SOURCE	**State TREF**	**State TREF**	**N/A**	**State TREF**
COUNTERMEASURE STRATEGY				
Citation/Adjudication database – Completeness and Integration				

AGREEMENT: 6.2 **PROJECT 6: CITATION AUTOMATION DEPLOYMENT**

KBI ECITATION POSITION				**SP-4200-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the TRS 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This agreement provides for the salary and benefits for a Program Consultant I with KBI's Information Services Division. This position conducts training to instruct law enforcement on use of the electronic form, provides reports to partners, and works with eCitation vendors.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Citations across the state will be submitted to the eCitation Repository. These citations will be available for investigative and statistical purposes. The requested Program Consultant II (PCII) will continue to inform Law Enforcement Agencies (LEAs) about the system, assist with connectivity to the interface, and provide training on the web form.			
COUNTERMEASURE JUSTIFICATION	The PCII will continue to work with LEAs and their vendors to connect to the eCitation Repository either with the interface from their Records Management Systems or through use of the web form created for smaller agencies.			
TARGET (LINK TO STRATEGY)	The expected outcome is to have LEAs report to the eCitation Repository for investigative purposes and statistical purposes. The more LEAs that submit to the system the more information is available for investigations and more accurate statistics. This agreement will positively impact the citation/adjudication database by targeting timeliness and accessibility.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$80,000.00**	**$80,000.00**	**$80,000.00**	**$240,000.00**
FUNDING SOURCE	**State TREF**	**State TREF**	**State TREF**	**State TREF**
COUNTERMEASURE STRATEGY				
Citation/Adjudication database – Timeliness and Accessibility				

AGREEMENT: 9.1 **PROJECT 9: TOXICOLOGY**

LABORATORY EQUIPMENT (QTOF)				**SP-4200-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Sedgwick County, Kansas* This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center's capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory's screening procedures, allowing "untargeted" screenings, and allowing screening of oral fluid with testing of evidentiary oral fluid samples in the future.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Sedgwick County Regional Forensics Science Center (Local Government)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Funding is desired to go toward analytical instrumentation supporting Driving Under the Influence of Drugs (DUID) investigations. In the past, these conversations have centered around Liquid Chromatography with tandem mass spectrometry (LC-MS/MS) instrumentation necessary for drug confirmation and quantitation that couldn't be obtained through federal grants due to the Buy American Act.			
COUNTERMEASURE JUSTIFICATION	Obtaining a Quadrupole Time-of-flight Mass Spectrometry (QTOF) will increase the Sedgwick County Regional Forensic Science Center's capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment current capabilities. The QTOF features ion mobility, QuanTof, Fast DDA and MSE technologies, providing the highest UPLC-MS/MS performance to meet the needs of challenging qualitative and quantitative applications.			
TARGET (LINK TO STRATEGY)	The expected outcome of having a QTOF available is enhanced sensitivity of the laboratory's screening procedures. This would allow consumption of smaller volumes of evidentiary samples and detection of more potent drugs. It would also allow what is called an "untargeted" screen, which means the laboratory can detect drugs that aren't typically being looked for. With the rise of novel drugs, especially benzodiazepines and fentanyl analogs, an untargeted screening method is important to detect impairing substances that aren't a part of the laboratory's existing panels. And finally, having a QTOF available would allow for screening of oral fluid in the future as the lab moves toward testing of evidentiary oral fluid samples submitted to the laboratory. This agreement will positively impact the crash database by targeting accuracy and completeness.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$550,000.00**	**$26,250.00**	**$576,250.00**
FUNDING SOURCE	**N/A**	**State TREF**	**State TREF**	**State TREF**
COUNTERMEASURE STRATEGY				
Crash database – Accuracy and Completeness				

Zero-Cost Projects and Subrecipient Information

Traffic Records

AGREEMENT: 4.1 **PROJECT 4: MMUCC ALIGNMENT**

MMUCC 6TH EDITION MAPPING				**N/A**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This undertaking is not technically an agreement; however, it is being tracked due to the MMUCC Alignment agreement being dependent upon its completion. Kansas submitted appropriate documentation to NHTSA in February 2024, and the related mapping of Kansas crash data elements (State Crash Report and Crash Database) is currently underway.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	National Highway Traffic Safety Administration (NHTSA) (Federal Government)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Sharing and comparing data between localities, States, and the federal government can be difficult when data elements used in State crash data is often lacking in uniformity. To encourage greater uniformity, the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) cooperatively developed a voluntary data collection guideline, Model Minimum Uniform Crash Criteria (MMUCC). The most recent version is MMUCC, 5th Edition, which is dated 2017.			
COUNTERMEASURE JUSTIFICATION	The MMUCC, 6th Edition is currently in the revision process and publication is anticipated in 2024. As part of the update process, NHTSA expects to provide MMUCC Mapping to the states/territories. This agreement is set up as a zero-cost service through NHTSA.			
TARGET (LINK TO STRATEGY)	This intent of this agreement is to help States identify weaknesses in their data collection systems, allowing them to prioritize those data elements and attributes that need to be changed when the State or locality updates their crash report. This will positively impact the crash database by targeting uniformity.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$0.00**	**$0.00**	**$0.00**	**$0.00**
FUNDING SOURCE	**N/A – no funding provided through KDOT**			
COUNTERMEASURE STRATEGY				
Crash database – Uniformity				

AGREEMENT: 5.4 **PROJECT 5: SECURITY MODERNIZATION PHASE 2**

CENTRALIZED CASE MANAGEMENT SYSTEM				**N/A**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This undertaking is not technically an agreement through the TRCC as this was undertaken by the Office of Judicial Administration. A vendor was contracted to provide a centralized case management system to allow all district and appellate case data to reside on a single web-based platform and transform the way the state court system serves the people of Kansas.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	N/A			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Prior to the phased implementation of the Centralized Case Management System, there was a lack of available web-based court documents, calendars, case records, exhibits, and other digital content. Additionally, many local court practices were not standardized which led to an inconsistent user experience in accessing authorized case information, details and records from across the state.			
COUNTERMEASURE JUSTIFICATION	Installation of the centralized case management system will complete the conversion from local, paper-driven processes to a statewide electronic one. It will require statewide standardization of many local court practices.			
TARGET (LINK TO STRATEGY)	The centralized case management system will improve data quality and integrity, improve performance measurement, analysis, and reporting through enhanced information collection, storage, retrieval, and analysis. Additionally, it will maintain and improve data sharing between various governmental and public entities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$0.00**	**$0.00**	**N/A**	**$0.00**
FUNDING SOURCE	**N/A – no funding provided through KDOT**			
COUNTERMEASURE STRATEGY				
Citation/Adjudication - completeness				

AGREEMENT: 8.1 **PROJECT 8: EMS/INJURY INTEGRATION**

BIO-SPATIAL INTERSTATE TRAUMA DATABASE				**N/A**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement is designed to export crash and medical information into a network of EMS electronic patient care reports from thousands of Emergency Medical Services (EMS) providers and other electronic healthcare data sources using proprietary artificial intelligence (AI) to support the missions of public sector and commercial healthcare entities. The analytics provided through this network will better enable EMS and Trauma personnel to develop integration strategies to improve the completeness of a patient's record in the region. Additionally, these analytics will help urban planners and transportation officials prioritize investments in highway infrastructure, road safety, and educational campaigns.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Biospatial (Corporate Entity, For Profit)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Connecting EMS, Trauma, and Crash data through a data analysis software is necessary since the databases are not integrated.			
COUNTERMEASURE JUSTIFICATION	Biospatial's analytics software will allow biospatial to perform analysis of data collected over time from several sources to create aggregate data for use in the surveillance and analysis of public health and safety events and health care operations.			
TARGET (LINK TO STRATEGY)	The aggregate data created by biospatial through this agreement will be made available to third-party end users and will positively impact the EMS/Injury Surveillance and Crash databases by targeting completeness, integration, and accessibility.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$0.00**	**$0.00**	**$0.00**	**$0.00**
FUNDING SOURCE	**N/A – no funding provided through KDOT**			
COUNTERMEASURE STRATEGY				
EMS/Injury Surveillance database – Completeness, Integration, and Accessibility Crash database – Integration				

Part 1: Occupant Protection Grants (23 CFR 1300.21)

You can find the states intended use for these funds in Subrecipient Information: 405b.

Occupant Protection Program Area Plan for FFY 2025

Kansas Department of Transportation

Kansas Occupant Protection Five Year Strategic Plan

October 2023

Mission

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

Vision

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

Overall Goal

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

Benchmark

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

The baseline for both benchmarks was based on 2021 data. This plan covers Federal Fiscal Years 2023-2027.

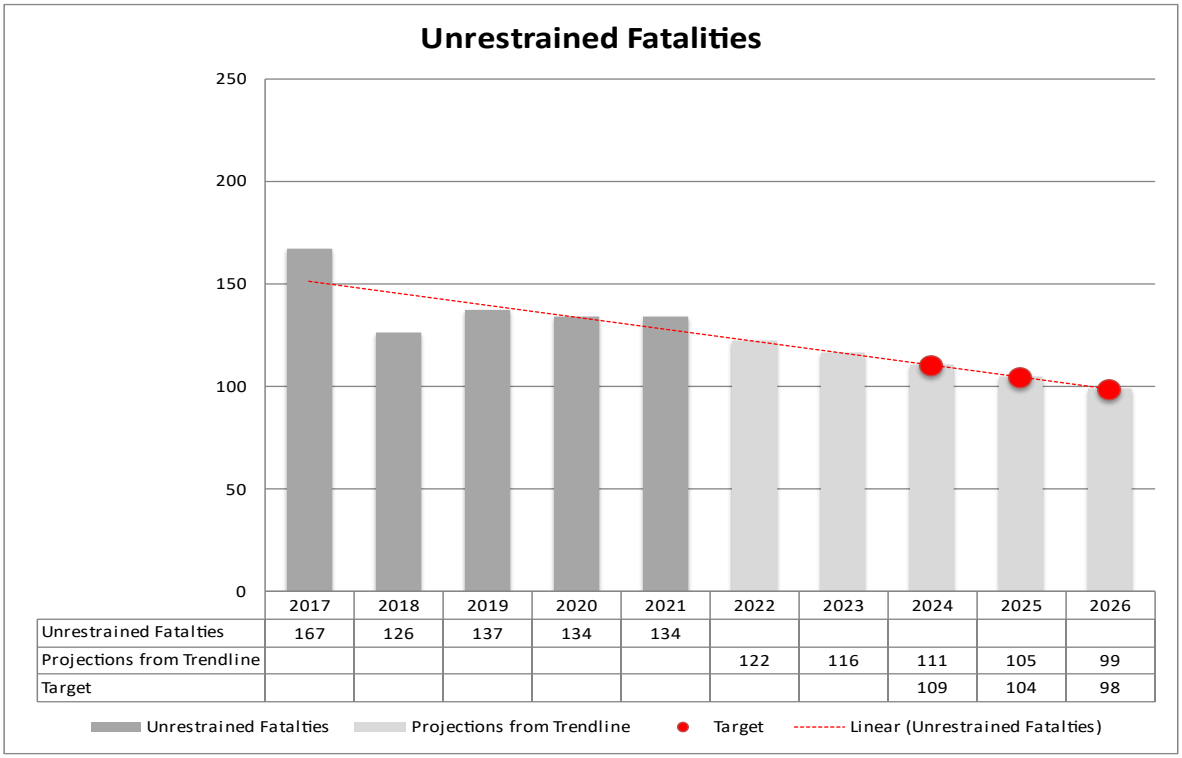
Background

Kansas in 2023 Occupant Protection Observational Survey conducted by DCCCA Inc. on behalf of the Kansas Department of Transportation Bureau of Transportation Safety. Kansas produced an observed belt use rate for drivers and outboard passengers of 85.3 percent in 2023. This represents about a 2.23 percent decrease over 2022 study results.

The state-wide estimate of safety belt use is based on the observation of 25,538 vehicles and 29,168 drivers and front-outboard passengers. The 2023 standard error rate was 1.5 percent, meeting the NHTSA-required standard error rate of 2.5 percent or less.

This compares to a national belt rate of 92 percent based on the most recent NHTSA National Occupant Protection Use Survey results released in 2022.

Year	Kansas Rate	National Rate
2018	84%	90%
2019	85%	91%
2020	85%	90%
2021	86%	90%
2022	87%	92%
2023	85%	
Source: 2023 Kansas Occupant Protection Observational Survey		
National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center Statistics and Analysis.		



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

Introduction

Using a safety belt is the most effective protection during a car crash. The simple truth is that a great majority of people ejected from a motor vehicle die. Among young adults 18 to 34 killed while riding in passenger vehicles in 2021, more than half (59%) were completely unrestrained — one of the highest percentages for all age groups. If those occupants had chosen to wear a safety belt, they would have increased their chance of survival. The use of safety belts in light trucks can also increase the chance of survival even higher as can the use of child safety seats.

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

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

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

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

Consequences of the Violation

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

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

Child Passengers

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

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

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

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

Adult Passengers

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

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

Program Management

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

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

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

The 2023 Kansas Occupant Protection Observational Survey is comprised of observations at 222 sites across 16 counties. The 16 counties were chosen from a sampling frame made up of the 54 counties accounting for 85 percent of Kansas motor vehicle crash-related fatalities from 2015-2019.

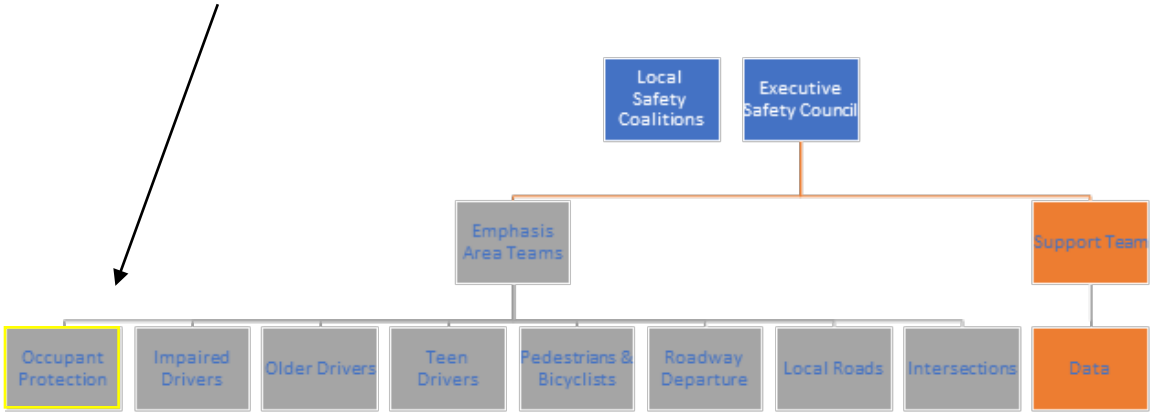
The Kansas Occupant Protection Observational Survey has complied with the Uniform Criteria for State Observational Surveys of Seat Belt Use since 2002, with a survey redesign in 2012 and required resample occurring in 2016 and 2021. The site sample used in 2022 is the first of the cycle approved by NHTSA in 2021.

Observations were conducted by 10 qualified individuals who were provided training in observational methods, quality, safety standards, and the requirements of this study and sample. The observational data collection period of the study was between June 6th, 2023, and August 2nd, 2023. Observer training exceeded the standards required by NHTSA under federal guidelines.

Emphasis Area Team

The mission of the Kansas SHSP is to drive strategic investments that reduce traffic injuries and deaths and the emotional and economic burdens of crashes, utilizing the 4E's (education, enforcement, engineering, and emergency medical services) in a collaborative process.

Facilitation of the **Emphasis Area Teams (EATs)**, including engaging **EAT** participants on both technical and legislative issues, hosting and facilitating regular **EAT** meetings, providing and synthesizing data, developing performance measures for each **EAT** with a method for tracking, and creating a centralized location for the strategies and tracking information.



The main roles of the EATs are selecting strategies and identifying resources to support programs and projects. Emphasis area teams will focus on specific crash variables, while the support teams supply them with data, educational resources, and other tools.

Strategies identified by the ESC as Top Tier OP Strategies

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

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

Legislation, Regulation and Policy

In June of 2010, enforcement of the adult safety belt law became a Primary law. The Kansas law enables police officers to stop and ticket the driver of any passenger vehicle if either the driver or front seat passenger is observed not wearing a seat belt. This law also applies to anyone under age 18. Passengers in the back seat may be cited only when there is another citable offense at

the time. To read the Child Passenger Safety Act and Kansas statutes pertaining to seat belts, visit the Kansas Legislature's website.

The Kansas Child Passenger Safety Act was amended during the 2006 Legislative Session to require children ages 4, 5, 6, and 7 to be in secured booster seats. The Office of Highway Safety will continue to push for all occupants in the vehicle to be required to buckle up.

Graduated Driver License Requirements for Teen Drivers

INSTRUCTION PERMIT - AGES 14, 15 AND 16

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

INSTRUCTION PERMIT - AGE 17 AND UP

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

FARM PERMITS - AGE 14 AND 15

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

LESS RESTRICTED FARM PERMIT PRIVILEGES - AGE 16

- Present acceptable proof of identity
- Age: Minimum 16 years old but less than 17

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

RESTRICTED DRIVER'S LICENSE - AGE 15

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

LESS RESTRICTED PRIVILEGES - AGE 16

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

- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted DL for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply

NON-RESTRICTED DRIVER'S LICENSE

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

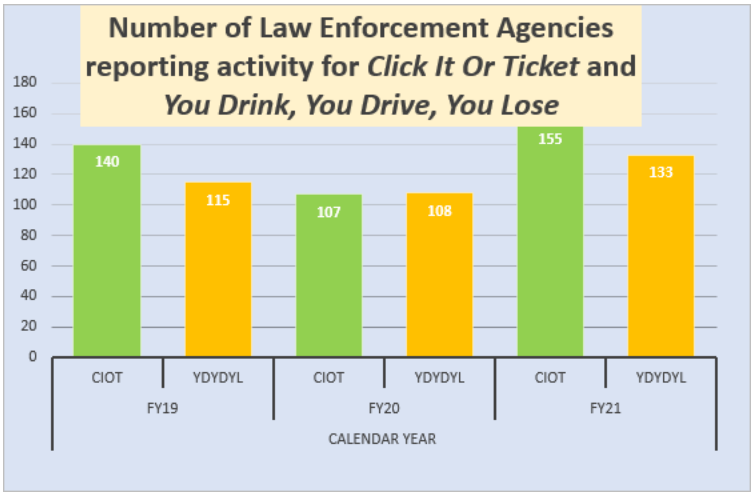
The Office of Highway Safety works with state and local agencies to implement safety belt policies. To receive any grant funding from the office, an organization is required to have a safety belt policy in place. Agencies are required to note the policy on their application and have the policy available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

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

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

Enforcement Program

The Office of Highway Safety encourages law enforcement efforts in occupant protection through the use of yearly mobilizations (such as *You Drink, You Drive, You Lose – YDYDYL*) and the Click it or Ticket Campaign *(CIOT)*. Federal grant money is used to provide funding for overtime during Click it or Ticket and Youth Seat Belt campaigns to get more departments involved in these mobilizations. Middle School enforcements are conducted across Kansas during October and High School mobilizations are in April. These enforcements center on enforcement Occupant Protection Laws before and after schools at school locations.



**Collected during the pandemic*

The Kansas State Highway Patrol takes the lead for traffic enforcement efforts within the state, enforcing all violations including occupant protection violations. Troopers are used in various grant projects throughout the year in addition to their normal patrol duties. The Office of Highway Safety provides overtime funding to various law enforcement agencies to conduct enforcement activities including Secure Your Load enforcement, DWI enforcement, and safety belt enforcement.

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

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

Communication Program

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

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

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

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

To continue to raise awareness and change driving attitudes and behaviors, safe driving messages are perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and web) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions, and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter, and Instagram. Media outlets will continue to be encouraged to report seat belt use and nonuse in motor vehicle crashes.

Kansas publicizes the various safe driving messages on our website, Who do you make it home for? (kansasdrivetozero.com).

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

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

Occupant Protection for Children Program

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

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

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

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

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

The Office of Highway Safety encourages law enforcement partners to vigorously enforce all child occupant protection laws. The Office will continue to enlist the support of all media outlets to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts are made to reach under-served populations and the child occupant protection programs at the local level are periodically assessed and designed to meet the unique demographic needs of the community.

Carefully crafted and administered child safety seat subsidy and/or give-away programs will continue as funding allows. To maintain qualified Child Passenger Safety Technicians and Instructors, the Office will continue to provide CPS training and opportunities for re-certification and CEUs, and foster networking opportunities.

Health, Medical, and Emergency Services

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

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

Schools

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

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

Employers

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

The employer strategy as described in the SHSP listed as OP3, collaborate with state and local partners, including employers, to promote seat belt usage through education and incentive programs. This was identified by the ESC as a Top Tier strategy for implementation. The OP **EAT** continues to work on the action plan for this strategy.

Data and Program Evaluation

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

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

and available for planning and evaluation of occupant protection programs and to determine the relation of injury to seatbelt use and nonuse.

We'll do GIS work to identify the locations throughout the state with high rates of unbelted occupants involved in fatal and serious injury crashes. EAT Teams identify needs that are cross-cutting and establish the need for a cross-cut analysis of OP v. other EATs and OP v. demographics (age, gender, geography) to guide effective program implementation.

Conclusion

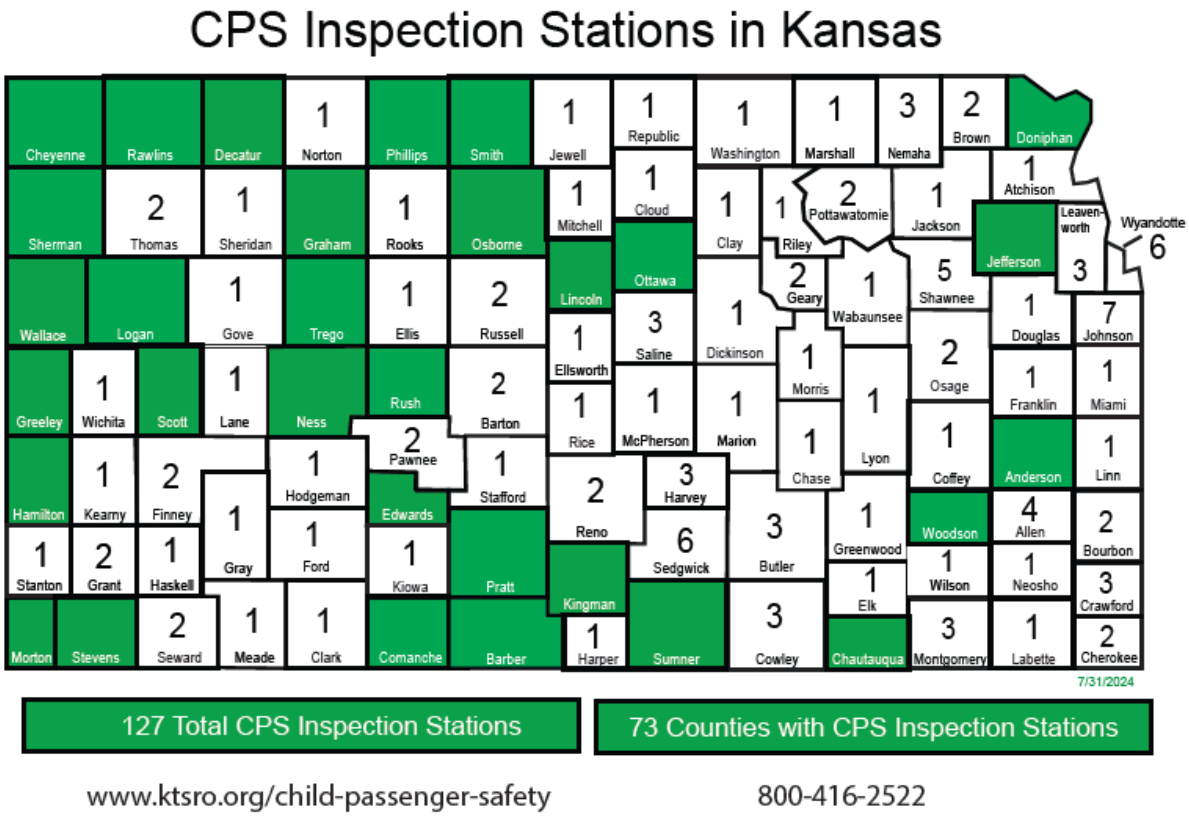
In adopting this strategic plan, Kansas hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities involving unrestrained vehicle occupants. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented,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

Planned Participation in Click it or Ticket National Mobilization for FFY 2025

As a result of steadily increasing state-wide participation, agencies, hours and contacts during our annual Click It Or Ticket campaign- the KBSS believes that the federal fiscal year 2025 will continue that trend with Kansas agencies continuing to provide excellent participation during the 2.5 week event. In FY23 alone, agencies amassed nearly 6,900 hours and over 13,000 contacts. The State will utilize SP-1300-25 to fulfil this mobilization requirement. More information on this project and its subrecipients can be found under 402 Project and Subrecipient Information, Police Traffic Services, and Special Traffic Enforcement and Equipment Program (STEP).

Child Restraint Inspection Stations

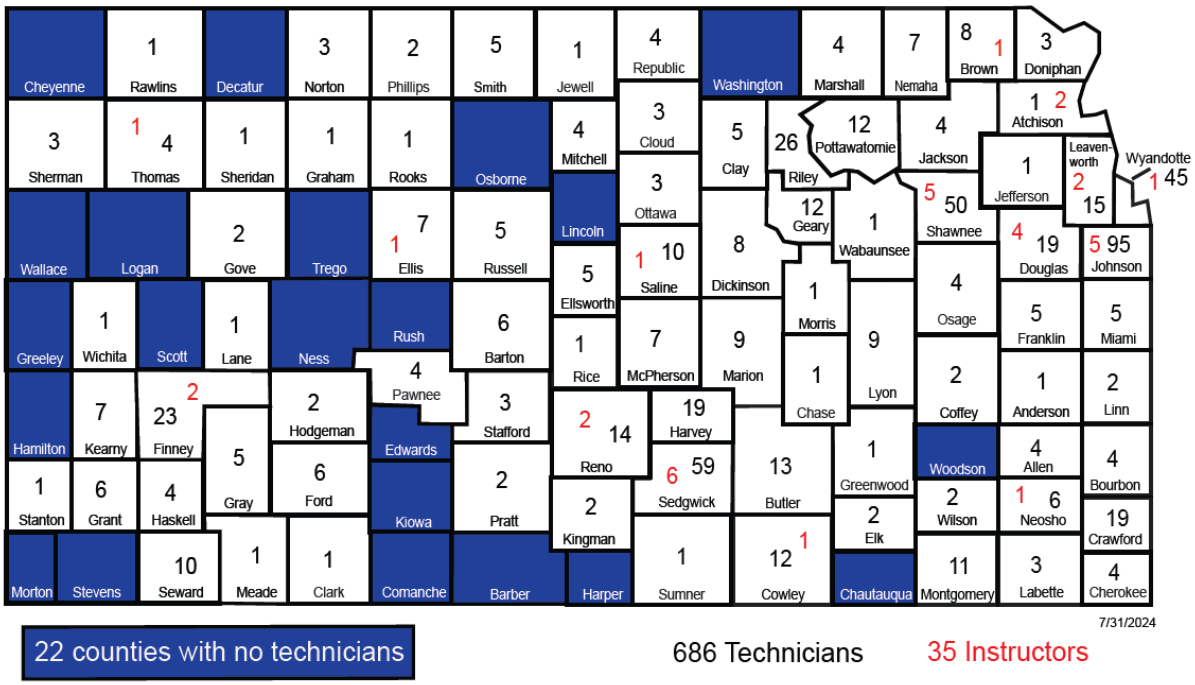
In Federal Fiscal Year 2025, the State of Kansas is projecting 120 CPS Stations and 240 CPS events. Of these 127 stations, 10 serve urban populations, 95 serve rural populations, and all serve at-risk communities. Of these 250 projected events, 20 serve urban populations, 220 serve rural populations, and all serve at-risk communities. All stations and events will have at minimum one CPST.



Total Number of Classes and Technicians to be trained in FFY 2025

Date	Location	Number of Projected Students
10/1/2024-10/3/2024	Lawrence	20
October 2024	KLETC Parsons	20
March 2025	Winfield Police Department	20
April 2025	McPherson Fire Department	20
5/6/2025-5/8/2025	KHP Troop E Headquarters	20
June 2025	Manhattan	20
July 2025	Goodland, Colby, or Hays	20

CPS Instructor and Technician Count



State's Seat Belt Enforcement Plan for FFY 2025

Evidence-based Traffic Safety Enforcement Program (TSEP)

The state of Kansas relies upon proven countermeasures when implementing programs. Kansas participates in the national STEP enforcement campaigns – Click it or Ticket and DUI crackdown centered on Labor Day and Holiday DUI crackdown focused on New Year's Eve. Additionally, the state provides overtime grants for the Thanksgiving week occupant restraint-DUI campaign and four other enforcements located in the areas of Kansas where most infractions and crashes occur. Each of the mobilizations follows the proven "Click it or Ticket" formula of high visibility education/media, paid media, and enforcement.

The Seatbelts Are For Everyone (SAFE) state funded program, targeting teen seat belt use, uses the same methodology, education, paid media and enforcement. When implementing new

programs, staff utilize other proven programs and can reference the latest countermeasures that work document prepared by NHTSA. Collaboration with the SHSP has led to new programs in support of their proven or new strategies. As part of their contract, each grantee is required to report activity. This activity allows KDOT to evaluate the individual program and determine effectiveness toward reaching not only an individual performance measure but examine the effectiveness towards reaching our statewide performance measures. The BSS has and will continue to constantly monitor the implemented programs and will deploy new countermeasures as problems change and/or shift in the state. Annually, KDOT examines crash data, and this analysis influences the deployment of law enforcement resources in locations represented in the counties referenced in our problem identification.

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

The BSS is also actively involved in several Strategy Teams that support the SHSP. Each team is tasked with identifying solutions to safety priorities of their respective team focus area. Currently, a member of the KBSS is in the Safer People, Safer Speeds, Safer Roads, Safer Vehicles, Post Crash Care, Data Support Team, Legislative Support Team, and Communications Support Team. Strategy meets at least twice a year, are diversified, and include representatives from private and public entities and are common advocates when it comes to identifying strategies and resources to address traffic safety problems in the HSP and SHSP. The entities involved in the emphasis area teams include: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles, KDOT Law Enforcement Liaisons, Kansas Traffic Safety Resource Office, Kansas Traffic Safety Resource Prosecutors, AAA of Kansas, and the Mid-America Regional Council. These entities or organizations represent the key stakeholders in reducing death and injury on Kansas roads. Therefore, an examination of the HSP and SHSP will show many similar strategies, objectives and needed resources utilized to implement both plans.

Crash and Data Analysis for TSEP

Total Crashes

The state of Kansas experiences about 65,000 reportable crashes annually. The below table ranks Kansas counties by the total number of crashes and the percentage of the total number of crashes in the state. The top five counties represent more than 50 percent of all crashes in 2022. The accumulated percentage column represents that county plus all the counties listed above to determine the percentage coverage for the state. Enforcement and education-based strategies are well-proven and recommended by NHTSA as an effective countermeasure. Therefore, the BSS has and will continue to engage law enforcement partners in these counties to establish overtime enforcement grants to address the causes of all crashes, providing training opportunities through our Traffic Safety Resource Prosecutors, and working with the local media to address the problem.

					2023 PARTICIPATING AGENCIES		
2022 RANK	COUNTY NAME	COUNT OF ACCIDENTS	PERCENT OF TOTAL	ACCUMULATED PERCENT	*STEP AGENCIES	**IDDP AGENCIES	***NSEP AGENCIES
1	SEDGWICK	9,750	17%	17%	STEP	IDDP	
2	JOHNSON	9,403	16%	33%	STEP	IDDP	
3	WYANDOTTE	4,125	7%	40%	STEP	IDDP	
4	SHAWNEE	4,013	7%	46%	STEP	IDDP	
5	DOUGLAS	2,815	5%	51%	STEP	IDDP	
6	BUTLER	1,366	2%	54%	STEP		
7	RENO	1,328	2%	56%	STEP	IDDP	NSEP
8	SALINE	1,262	2%	58%	STEP		
9	RILEY	1,186	2%	43%	STEP		
10	LEAVENWORTH	1,183	2%	62%	STEP	IDDP	
11	COWLEY	909	2%	64%	STEP		
12	LYON	896	2%	65%	STEP		
13	FORD	850	1%	67%	STEP	IDDP	NSEP
14	HARVEY	781	1%	68%	STEP	IDDP	
15	FINNEY	725	1%	69%	STEP		
16	CRAWFORD	719	1%	70%	STEP		
17	MONTGOMERY	713	1%	72%	STEP	IDDP	
18	ELLIS	674	1%	73%	STEP	IDDP	
19	MIAMI	670	1%	74%	STEP		
20	FRANKLIN	636	1%	75%	STEP		
21	SUMNER	596	1%	76%	STEP		
22	BARTON	573	1%	77%			
23	POTTAWATOMIE	517	1%	78%			
24	GEARY	511	1%	79%	STEP		
25	MCPHERSON	499	1%	79%	STEP		
26	CHEROKEE	427	1%	80%	STEP		
27	SEWARD	394	1%	81%	STEP		
28	LABETTE	374	1%	82%	STEP		
29	ATCHISON	364	1%	82%			
30	JEFFERSON	361	1%	83%			
31	DICKINSON	357	1%	83%			
32	NEOSHO	341	1%	84%			
33	COFFEY	320	1%	84%			
34	OSAGE	287	0%	85%	STEP	IDDP	NSEP
35	BOURBON	278	0%	85%	STEP		
36	MARION	276	0%	86%			
37	JACKSON	275	0%	86%	STEP		
38	ALLEN	266	0%	87%	STEP		
39	PRATT	258	0%	87%	STEP		
40	WABAUNSEE	252	0%	88%			
41	RICE	238	0%	88%			
42	KINGMAN	217	0%	88%			
43	RUSSELL	217	0%	89%			
44	MARSHALL	216	0%	89%	STEP		
45	CLAY	215	0%	90%			
46	BROWN	214	0%	90%	STEP		
47	ANDERSON	213	0%	90%	STEP		
48	WILSON	213	0%	91%	STEP		
49	LINN	205	0%	91%	STEP		
50	WASHINGTON	205	0%	91%			
51	CHASE	204	0%	92%			

					2023 PARTICIPATING AGENCIES		
2022 RANK	COUNTY NAME	COUNT OF ACCIDENTS	PERCENT OF TOTAL	ACCUMULATED PERCENT	*STEP AGENCIES	**IDDP AGENCIES	***NSEP AGENCIES
52	ELLSWORTH	198	0%	92%			
53	NEMAHA	193	0%	92%			
54	PAWNEE	181	0%	93%			
55	GREENWOOD	180	0%	93%			
56	THOMAS	179	0%	93%			
57	HARPER	171	0%	94%			
58	NORTON	153	0%	94%	STEP		
59	REPUBLIC	152	0%	94%			
60	OTTAWA	151	0%	94%			
61	MITCHELL	138	0%	95%			
62	RUSH	122	0%	95%			
63	MORRIS	115	0%	95%			
64	BARBER	113	0%	95%			
65	GRAY	112	0%	95%			
66	LINCOLN	112	0%	96%			
67	LANE	111	0%	96%			
68	SHERMAN	108	0%	96%			
69	SMITH	106	0%	96%			
70	STAFFORD	106	0%	96%			
71	TREGO	104	0%	97%			
72	ROOKS	99	0%	97%	STEP		
73	KIOWA	90	0%	97%			
74	WOODSON	87	0%	97%	STEP		
75	STEVENS	86	0%	97%			
76	JEWELL	82	0%	97%			
77	CLOUD	81	0%	97%	STEP		
78	GOVE	81	0%	98%			
79	MEADE	81	0%	98%			
80	KEARNY	79	0%	98%			
81	EDWARDS	78	0%	98%			
82	PHILLIPS	78	0%	98%			
83	HODGEMAN	74	0%	98%			
84	GRANT	73	0%	98%			
85	ELK	69	0%	98%			
86	CHAUTAUQUA	67	0%	99%			
87	DECATUR	66	0%	99%			
88	DONIPHAN	62	0%	99%			
89	CLARK	60	0%	99%			
90	SCOTT	60	0%	99%			
91	LOGAN	56	0%	99%			
92	GRAHAM	54	0%	99%			
93	OSBORNE	52	0%	99%			
94	MORTON	49	0%	99%			
95	HASKELL	48	0%	99%			
96	COMANCHE	46	0%	99%			
97	CHEYENNE	44	0%	100%			
98	HAMILTON	43	0%	100%			
99	WALLACE	40	0%	100%	STEP		
100	NESS	33	0%	100%			
101	SHERIDAN	33	0%	100%			
102	WICHITA	33	0%	100%			
103	RAWLINS	27	0%	100%			
104	STANTON	23	0%	100%			
105	GREELEY	22	0%	100%			
SUM:		58,748					

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

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

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

This information remains the same through all of the 2022 Rank Tables.

Occupant Protection Task Force Members

In Federal Fiscal Year 2024, the State of Kansas' Occupant Protection Emphases Area Team was renamed and structured under the Safer People Team. This decision was made to reflect the safe systems approach. The Occupant Protection Task Force Members are listed on this table. This team will identify strategies and work to reduce Unrestrained Fatalities (C-4) and increase our observed seat belt use rate (B-1). Previous strategies can be found in the Kansas Occupant Protection 5 Year Strategic Plan.

ROLE	NAME	POSITION	ORGANIZATION
CHAIR	Karen Wittman	Judge	Wyandotte County / KCK
OWNER	Gary Herman	Behavioral Safety Section Manger, Transportation Safety	KDOT BTS
OWNER SUPPORT	Maura Fitzgerald	Behavioral Safety Coordinator	KDOT BTS
MANAGER	Nic Ward	Chief Scientific Officer	Safe System Solutions, LLC
MANAGER SUPPORT	Nicole Waldheim	Multi Modal Safety Expert	Fehr & Peers

MEMBERS

NAME	POSITION	ORGANIZATION
AARON STANLEY	Intern	KDOT
ALICIA HUNTER	Transportation Planner	MARC
AMANDA PFANNENSTIEL	Lead Breath Alcohol Specialist	KDHE
ANDY FRY	Transportation Planner	Topeka Community Cycle Project and WSP
ANNA COKE	Intern	KDOT
ANTHONY A. FADALE	State ADA Coordinator	Kansas Dept. for Children and Families
ANTHONY GALLO	Transportation Engineer	Kimley-Horn
ASHLEE BARKLEY	Outreach Coordinator for Safe Kids Kansas	KDHE
CANDICE BRESHEARS	Captain / Public and Governmental Affairs	Kansas Highway Patrol
CAREY SPOON	Grants Administrator	Southeast Kansas Regional Planning Commision
CARISSA ROBERTSON	Section Chief	KDHE
CHERIE SAGE	State Coordinator	Safe Kids Kansas
CHRIS BORTZ	Assistant Bureau Chief	KDOT BTS
COREY F. KENNEY	Assistant Attorney General - Traffic Safety Resource Prosecutor	Office of Kansas Attorney General
COURTNEY NOWLAND	Traffic safety specialist	KTSRO
DAINA ZOLCK	Section Director, Injury & Violence Prevention Programs	Kansas Department of Health and Environment
DANIEL V. LOPEZ	Laboratory Improvement Specialist	KDHE
DAVID HARPER	Director of Vehicles & PVD	KDOR
DAVID LAROCHE	FHWA Kansas	FHWA
DEAN SCOTT	Highway Safety Specialist	NHTSA
DERECK HOOD	Lieutenant / Legislative Liaison	KHP
DONNA GERSTNER	Community Health Program Coordinator	LiveWell Finney County Health Coalition
DOUG BALLOU	CEO	Blue Window
DREW PEARSON	Senior Planner	Wilson & Company
GELENE SAVAGE	Chief Counsel	KDOT OCC
HALEY DOUGHERTY	Traffic Safety Engineer	KDOT
HEATHER PLAZA	Executive Director	DUI Victims Center of Kansas
INGRID VANDERVORT	Safety Engagement Strategist	KDOT BTS
JARED M TREMBLAY	Planning Manager	FHMPO
JEFF HALLORAN	Program Manager	NHTSA
JENNY EGGING	Professional Civil Engineer	KDOT
JENNY KRAMER	Active Transportation Manager	KDOT
JENNY LANCASTER	Program Manager	KTSRO
JESSICA MORTINGER	Transportation Planning Manager	Lawrence - Douglas County Metropolitan Planning Organization
JOHN KOELSCH	Undersheriff	Lyon County Sheriff's Office
KENT SELK	Manager, Driver Services	KDOR
KIMBERLY NEUFELD	Multi-Modal Transportation Safety Planner	WAMPO
KRISTI EICHKORN	Engineering Program Manager	KTA
LACEY BLACK	Manager, Driver Solutions	KDOR
LACEY HANE	Helpdesk Supervisor/Public Service Administrator I	Driver Licensing/Division of Vehicles/KDOR
LINDSAY FRANCIS	KS LTAP Director	KUTC
MADELINE NORRAINE WINGFIELD	Traffic Safety Consultant	Traffic Safety Consultant
MARKEY JONAS	Outreach Coordinator	WAMPO
MATT MESSINA	Chief of Multimodal Transportation	KDOT BMT
MATTHEW PAYNE	LT - BAU DRE State Coordinator	Kansas Highway Patrol
MAX WILCOX	Transportation Safety Planner	KDOT BTS

MEMBERS

NAME	POSITION	ORGANIZATION
MICHAEL CHRISTOPHER	Division Administrator	FMCSA
MICHELE CHAVEZ	Division of Vehicles, Medical/Vision Management Systems Analyst	Kansas Department of Revenue
MICHELLE COATS	Mobility Manager	North Central Kansas Coordinated Transit District
MICHELLE GRAYSON	Regional Trauma Coordinator	Kansas Department of Health and Environment
NAKOOMA PELT	Behavioral Safety Intern	KDOT BTS
NELDA BUCKLEY	LTAP Local Field Liaison	KU
NOEL SCHNEIDER	Behavioral Safety Coordinator	KDOT BTS
PAT.TOBY	Interim Chief of Transportation Planning	KDOT
PATRICIA MIDDLETON	Communications Specialist	KTSRO
PHYLLIS LARIMORE	RN MPH CPSTI	Keeping Kids Safe in Greater Kansas City
REGINA.LEANDRO	Vehicle Services Supervisor	KDOR
ROY WISE	Lieutenant / Public and Governmental Affairs	KHP
SARA GUDENKAUF	Traffic Safety Program Supervisor	KTSRO
SARAH ROSE SHAFER, PE	Senior Engineer	Unified Government
SHAWN STEWARD	Manager, Public and Government Affairs	AAA Kansas
SLADE ENGSTROM	Senior Vice President	TranSystems
TENILLE KIMBERLIN	Director of Traffic Safety	KTSRO
TIM BURROWS	Senior Behavioral Specialist & Law Enforcement SME	Kimley-Horn
VANESSA SPARTAN	Chief of Transportation Safety	KDOT
WENDY O'HARE	Director	KDHE

Part 2: State Traffic Safety Information System Improvements Grants (23 CFR 1300.22)

You can find the states' intended use for these funds in Subrecipient Information: 405c.

Traffic Records Coordinating Committee

Member Name	Organization *Title*	Core Data Set Represented	Email Address
Aaron Bartlett	National Highway Traffic Safety Administration Regional Program Manager	FARS	aaron.bartlett@dot.gov
Amy Smith	Kansas Department of Transportation Traffic Records Coordinator	TRCC	amy.smith1@ks.gov
Anne Madden Johnson	Office of Judicial Administration OJA Administrator	Citation	anne.johnson@kscourts.org
Brooklynn Graves	Kansas Bureau of Investigation Incident Based Reporting Manager	Citation	brooklynn.graves@kbi.ks.gov
Chase Null	Kansas Department of Transportation Traffic Safety Analyst	Roadway	chase.null@ks.gov
Chris Bortz	Kansas Department of Transportation Assistant Bureau Chief	TRCC, Strategic Planning	chris.bortz@ks.gov
Corey Kenney	Kansas Attorney General's Office Kansas Traffic Safety Resource Prosecutor	Citation	corey.kenney@ag.ks.gov
Danielle Sass	Kansas Department of Health and Environment Epidemiologist	Crash/Injury	danielle.sass@ks.gov
David LaRoche	Federal Highway Administration Safety Specialist	Roadway	david.laroche@dot.gov
David Marshall	Kansas Criminal Justice Information Systems Executive Director	Crash/Citation/Injury	david.t.marshall@ks.gov
David Monckton	Kansas Highway Patrol Lieutenant	Crash	david.monckton@ks.gov
Deanna Sheppard	Kansas Department of Revenue Vehicle Services Supervisor	Vehicle	deanna.sheppard@ks.gov
Donald Lee	Kansas Department of Revenue Compliance Reviewer	Driver/Vehicle	donald.lee@ks.gov
Ed Klumpp	KS Sheriffs, Chiefs of Police, Peace Officers Associations Legislative Committee	Crash/Citation	ed.klumpp@kslawenforcementinfo.com
Gary Herman	Kansas Department of Transportation Behavioral Safety Section Manager	Crash	gary.herman@ks.gov
Haley Dougherty	Kansas Department of Transportation Traffic Safety Engineer	Roadway	haley.dougherty@ks.gov
James Stewart	Kansas Department of Transportation Information System Manager	Crash	james.stewart1@ksdot.gov
Jim Hollingsworth	Kansas Department of Transportation Safety Data Section Manager	TRCC, Strategic Planning	jim.hollingsworth@ks.gov
Joe House	Kansas Board of Emergency Medical Services Executive Director	Injury/Surveillance	joseph.house@ks.gov
John Koelsch	Lyon County Sheriff's Office Undersheriff	Crash/Citation	jkoelsch@lyoncounty.org
Justin Bramlett	Kansas Highway Patrol Captain	Crash	justin.bramlett@ks.gov
Kelly O'Brien	Office of Judicial Administration Director	Citation/Adjudication	obrien@kscourts.org
Ken Nelson	University of Kansas Center for Research Section Manager/DASC Manager	Roadway/Crash	nelson@ku.edu
Kevin Mapes	Kansas Bureau of Investigation Chief Information Officer	Citation/Crash	kevin.mapes@kbi.ks.gov
Lacey Hane	Kansas Department of Revenue Court Liaison	Driver/Vehicle	lacey.hane@ks.gov
Michael Ronin	Kansas Department of Transportation Crash Data Section Manager	Crash	michael.ronin@ks.gov
Mitch Sothers	Kansas Department of Transportation Director	Crash	mitch.sothers@ks.gov
Nancy Sanders	Kansas Bureau of Investigation Program Consultant II (eCitation)	Citation	nancy.sanders@kbi.ks.gov

Member Name	Organization *Title*	Core Data Set Represented	Email Address
Nicole Mattox	Kansas Bureau of Investigation Interim Director, Information Serv.	Citation	nicole.mattox@kbi.ks.gov
Noel Schneider	Kansas Department of Transportation Behavioral Coordinator	Crash, Injury Surveillance	noel.schneider@ks.gov
Omar Macias	Kansas Highway Patrol Information Systems Manager	Crash	omar.macias@ks.gov
Robert Eichkorn	National Highway Traffic Safety Administration Regional Program Manager	FARS	robert.eichkorn@dot.gov
Scott Ekberg	Kansas 911 Coordinating Council NG 911 Administrator	Crash/Injury	scott.ekberg@kansas911.org
Scott Schiller	Kansas Department of Transportation Application Developer Supervisor	Crash/Roadway	scott.schiller@ks.gov
Shawn Brown	Kansas Department of Transportation Interim Chief Information Officer	Crash/Roadway	shawn.brown@ks.gov
Shawn Saving	University of Kansas Center for Research GIS Specialist	Roadway/Crash	saving@ku.edu
Stephen LaRow	Kansas Highway Patrol Lieutenant	Crash	stephen.larow@ks.gov
Terri Slater	Kansas Department of Transportation Public Service Administrator	Crash	terri.slater@ks.gov
Tim Kurowski	Kansas Highway Patrol Applications Development Supervisor	Crash	timothy.kurowski@ks.gov
Tom Catania	Kansas Highway Patrol Safety and Health Specialist	Crash	tom.catania@ks.gov
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Wes Ludolph	Kansas Highway Patrol Captain	Crash	wes.ludolph@ks.gov
William Sullivan	Kansas Department of Transportation EMS Liaison	Crash, Injury Surveillance	bsullylel@gmail.com

Meeting Dates for FFY 2025

The scheduled TRCC quarterly meetings for Federal Fiscal Year 2025 are:

- August 8, 2024,
- November 14, 2024,
- February 13, 2025, and
- May 8, 2025.

TRCC Coordinator

Amy Smith, Traffic Records Coordinator and Project Manager

TRCC Strategic Plan

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

2021 – 2025
Kansas
Traffic Records Coordinating Committee
Strategic Plan

Last Annual Update: 06/25/2024
(For Federal Fiscal Year 2025)

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The Plan: A Quick Reference

MISSION

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

VISION

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

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

Strategies:

- Data Capture: Develop means to capture traffic safety data more effectively.
- Data Completeness: Ensure data is captured as completely as possible even when the data may come from disparate sources or at different points in time.
- Data Collection: Promote innovative data collection solutions.
- Data Accuracy: Allow for information to be exchanged between stakeholders in an automated fashion and associated between disparate data sources accurately.
- Electronic Submission: Continue to invest towards the goal of achieving 100% electronic records.
- Support:
  - Ensure that systems have a long-term plan for sustainable funding and a plan for maintenance.
  - Strive to align individual agency priorities with TRCC and Drive to Zero goals.
  - Promote legislative agendas to support traffic records systems.

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

Strategies:

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

GOAL 3: Expand Crash Data Analysis Capabilities (Analytics)

Strategies:

- Data Collection: Promote innovative data collection solutions.
- Data Quality:
  - Improve timeliness and quality of traffic safety data.
  - Create an environment to support data quality reporting and feedback mechanisms to stakeholders.
- Modernization: Modernize traffic data systems.
- Support Law Enforcement:
  - Improve map-based crash intelligence for local law enforcement.
  - Develop predictive analytics tool for law enforcement.
- Decision Making: Allow for better decision making through maintaining and enhancing electronic DUI data.

GOAL 4: Promote Collaboration and Innovation (Collaboration)

Strategies:

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

OBJECTIVES

- *100% electronic traffic records data. [Goals 1 & 3]*
- *Accurate, timely, location-based data. [Goals 1 & 3]*
- *Advanced data analysis and research skills. [Goals 2, 3 & 4]*
- *Automated data capture. [Goal 1]*
- *Enhance the spirit of cooperation and collaboration among TRCC members. [Goal 4]*
- *Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4]*
- *High level of customer satisfaction with data. [Goals 1, 2, 3 & 4]*
- *Improve the ability to aggregate and statistically report on data collected. [Goal 2]*
- *Improve timeliness for entry of information into the central repositories. [Goal 1]*
- *Increase completeness of traffic data. [Goal 1]*
- *Increase data uniformity. [Goal 2]*
- *Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]*
- *Leverage available agency infrastructure tools. [Goal 4]*
- *Quality data collection for improved analysis. [Goals 3 &4]*
- *Reduce duplication of effort and data. [Goal 4]*
- *Sustainable traffic records systems. [Goals 1 & 3]*

Table of Acronyms

Acronym	Definition
AI	Artificial Intelligence
ANSI	American National Standards Institute
BAC	Blood Alcohol Content
CDLIS	Commercial Driver's License Information System
CIO	Chief Information Officer
CRE	Citation Record Entry
DASC	Data Access Support Center
DATA	Data and Analysis Technical Assistance
DUI	Driving Under the Influence
DUID	Driving Under Influence of Drugs
EMS	Emergency Medical Services
ESB	Enterprise Service Bus
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GIS	Geographic Information System
HIPAA	Health Insurance Portability and Accountability Act
IEPD	Information Exchange Packet Documentation
KBI	Kansas Bureau of Investigation
KCDS	Kansas Crash Data System
KCJIS	Kansas Criminal Justice Information System
KDHE	Kansas Department of Health & Environment
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KHP	Kansas Highway Patrol
KLER	Kansas Law Enforcement Reporting
LIDAR	Light Detection and Ranging
LRS	Linear Referencing System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
NEMSIS	National Emergency Medical Services Information System
NG911	Next Generation 911
NHTSA	National Highway Traffic Safety Administration
NIEM	National Information Exchange Model
OJA	Office of Judicial Administration
PDPS	Problem Driver Pointer System
QTOF	Quadrupole Time-of-Flight Mass Spectrometry
RAPID	Record and Police Impaired Drivers
TRCC	Traffic Records Coordinating Committee
TREF	Traffic Records Enhancement Fund
TRS	Traffic Records System
XML	Extensible Markup Language

Introduction

Purpose

This *Kansas Traffic Records Coordinating Committee Strategic Plan* document is designed to provide information about the structure, mission, vision, goals, and strategies of the Traffic Records Coordinating Committee (TRCC), provide feedback based on the most recent *Kansas Traffic Records System Performance Measurement Report* and NHTSA Traffic Records Self-Assessment Findings, and detail the proposed projects for the 5-year plan period that includes federal fiscal years 2021 through 2025.

Why are Traffic Safety Data Records Important?

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

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

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

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

Organizational Principles

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

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

TRCC Governance Structure

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

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

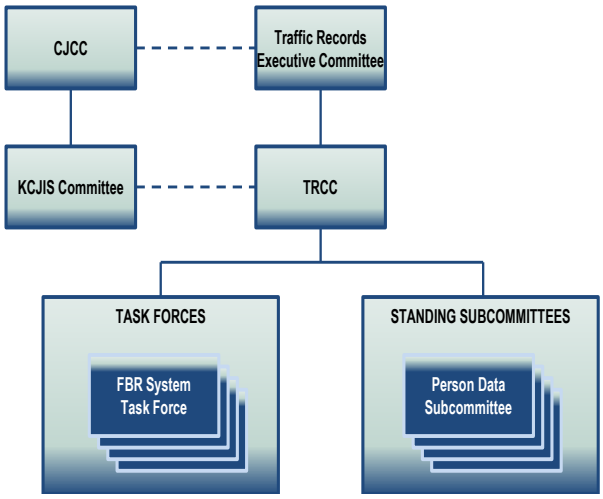


Figure 1: TRCC Organizational Structure

TRCC Membership

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

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

Member Name	**Organization** *Title*	**Core Data Set Represented**	**Email Address**
Aaron Bartlett	National Highway Traffic Safety Administration Regional Program Manager	FARS	aaron.bartlett@dot.gov
Amy Smith	Kansas Department of Transportation Traffic Records Coordinator	TRCC	amy.smith1@ks.gov
Anne Madden Johnson	Office of Judicial Administration OJA Administrator	Citation	anne.johnson@kscourts.org
Brooklynn Graves	Kansas Bureau of Investigation Incident Based Reporting Manager	Citation	brooklynn.graves@kbi.ks.gov
Chase Null	Kansas Department of Transportation Traffic Safety Analyst	Roadway	chase.null@ks.gov
Chris Bortz	Kansas Department of Transportation Assistant Bureau Chief	TRCC, Strategic Planning	chris.bortz@ks.gov
Corey Kenney	Kansas Attorney General's Office Kansas Traffic Safety Resource Prosecutor	Citation	corey.kenney@ag.ks.gov
Danielle Sass	Kansas Department of Health and Environment Epidemiologist	Crash/Injury	danielle.sass@ks.gov
David LaRoche	Federal Highway Administration Safety Specialist	Roadway	david.laroche@dot.gov
David Marshall	Kansas Criminal Justice Information Systems Executive Director	Crash/Citation/Injury	david.t.marshall@ks.gov

Member Name	Organization *Title*	Core Data Set Represented	Email Address
David Monckton	Kansas Highway Patrol Lieutenant	Crash	david.monckton@ks.gov
Deanna Sheppard	Kansas Department of Revenue Vehicle Services Supervisor	Vehicle	deanna.sheppard@ks.gov
Donald Lee	Kansas Department of Revenue Compliance Reviewer	Driver/Vehicle	donald.lee@ks.gov
Ed Klumpp	KS Sheriffs, Chiefs of Police, Peace Officers Associations Legislative Committee	Crash/Citation	ed.klumpp@kslawenforcementinfo.com
Gary Herman	Kansas Department of Transportation Behavioral Safety Section Manager	Crash	gary.herman@ks.gov
Haley Dougherty	Kansas Department of Transportation Traffic Safety Engineer	Roadway	haley.dougherty@ks.gov
James Stewart	Kansas Department of Transportation Information System Manager	Crash	james.stewart1@ksdot.gov
Jim Hollingsworth	Kansas Department of Transportation Safety Data Section Manager	TRCC, Strategic Planning	jim.hollingsworth@ks.gov
Joe House	Kansas Board of Emergency Medical Services Executive Director	Injury/Surveillance	joseph.house@ks.gov
John Koelsch	Lyon County Sheriff's Office Undersheriff	Crash/Citation	jkoelsch@lyoncounty.org
Justin Bramlett	Kansas Highway Patrol Captain	Crash	justin.bramlett@ks.gov
Kelly O'Brien	Office of Judicial Administration Director	Citation/Adjudication	obrien@kscourts.org
Ken Nelson	University of Kansas Center for Research Section Manager/DASC Manager	Roadway/Crash	nelson@ku.edu
Kevin Mapes	Kansas Bureau of Investigation Chief Information Officer	Citation/Crash	kevin.mapes@kbi.ks.gov
Lacey Hane	Kansas Department of Revenue Court Liaison	Driver/Vehicle	lacey.hane@ks.gov
Michael Ronin	Kansas Department of Transportation Crash Data Section Manager	Crash	michael.ronin@ks.gov
Mitch Sothers	Kansas Department of Transportation Director	Crash	mitch.sothers@ks.gov
Nancy Sanders	Kansas Bureau of Investigation Program Consultant II (eCitation)	Citation	nancy.sanders@kbi.ks.gov
Nicole Mattox	Kansas Bureau of Investigation Interim Director, Information Serv.	Citation	nicole.mattox@kbi.ks.gov
Noel Schneider	Kansas Department of Transportation Behavioral Coordinator	Crash, Injury Surveillance	noel.schneider@ks.gov
Omar Macias	Kansas Highway Patrol Information Systems Manager	Crash	omar.macias@ks.gov
Robert Eichkorn	National Highway Traffic Safety Administration Regional Program Manager	FARS	robert.eichkorn@dot.gov
Scott Ekberg	Kansas 911 Coordinating Council NG 911 Administrator	Crash/Injury	scott.ekberg@kansas911.org
Scott Schiller	Kansas Department of Transportation Application Developer Supervisor	Crash/Roadway	scott.schiller@ks.gov
Shawn Brown	Kansas Department of Transportation Interim Chief Information Officer	Crash/Roadway	shawn.brown@ks.gov
Shawn Saving	University of Kansas Center for Research GIS Specialist	Roadway/Crash	saving@ku.edu
Stephen LaRow	Kansas Highway Patrol Lieutenant	Crash	stephen.larow@ks.gov
Terri Slater	Kansas Department of Transportation Public Service Administrator	Crash	terri.slater@ks.gov
Tim Kurowski	Kansas Highway Patrol Applications Development Supervisor	Crash	timothy.kurowski@ks.gov
Tom Catania	Kansas Highway Patrol Safety and Health Specialist	Crash	tom.catania@ks.gov
Tom Mai	Kansas Highway Patrol Interim Chief Information Officer	Crash/Vehicle	tom.mai@ks.gov
Vanessa Spartan	Kansas Department of Transportation Bureau Chief	All	vanessa.spartan@ks.gov

Member Name	Organization *Title*	Core Data Set Represented	Email Address
Wendy O'Hare	Kansas Department of Health and Environment KS Trauma Systems Director	Injury Surveillance	wendy.ohare@ks.gov
Wes Ludolph	Kansas Highway Patrol Captain	Crash	wes.ludolph@ks.gov
William Sullivan	Kansas Department of Transportation EMS Liaison	Crash, Injury Surveillance	bsullylel@gmail.com

TRCC Charter

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

TRCC Meetings

The committee meets quarterly and serves as the TRS program's steering committee. In the preceding 12 months, the TRCC met:

- May 9, 2024,
- February 8, 2024,
- November 9, 2023, and
- August 10, 2023.

The scheduled TRCC quarterly meetings for Federal Fiscal Year 2025 are:

- August 8, 2024,
- November 14, 2024,
- February 13, 2025, and
- May 8, 2025.

Kansas Criminal Justice Information System

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

Standing Subcommittees

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

Task Forces

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

Input received from these groups is used in the development of the state's *Traffic Records Coordinating Committee's Strategic Plan*.

Mission, Vision, Strategic Goals and Objectives

Mission

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

Vision

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

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

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

Strategic Goals and Objectives

Goal 1: Improve and Expand the Quantity and Quality of Traffic Safety Data	
Strategies:	*Objectives:*
• Develop means to capture traffic safety data more effectively. • Ensure data is captured as completely as possible even when the data may come from disparate sources. • Promote innovative data collection solutions. • Allow for information to be exchanged between stakeholders in an automated fashion and associated between disparate data sources accurately. • Continue to invest towards the goal of achieving 100% electronic records. • Ensure that systems have a long-term plan for sustainable funding and a plan for maintenance. • Strive to align individual agency priorities with TRCC and Drive to Zero goals. • Promote legislative agendas to support traffic records systems.	• 100% electronic traffic records data. • Accurate, timely, location-based data. • Automated data capture • High level of customer satisfaction with data. • Improve timeliness for entry of information into the central repositories. • Increase completeness of traffic data. • Sustainable traffic records systems.

Goal 2: Improve and Expand Information Sharing	
Strategies:	*Objectives:*
• Establish governance for traffic records data sharing and integration. • Develop data quality processes between partner agencies to improve information quality. • Support data integration for traffic records data sets. • Standardize fields to support data linkages. • Further develop guidelines for deduplication and linkage of data. • Pursue statutory changes to allow greater collection and access to traffic records systems.	• Advanced data analysis and research skills. • High level of customer satisfaction with data. • Improve the ability to aggregate and statistically report on data collected. • Increase data uniformity. • Increase integration and statistical analysis tools available to state and local agencies. • Provide accurate, timely, location-based data.

Goal 3: Expand Crash Data Analysis Capabilities	
Strategies:	*Objectives:*
• Promote innovative data collection solutions. • Improve timeliness and quality of traffic safety data. • Create an environment to support data quality reporting and feedback mechanisms to stakeholders. • Modernize traffic data systems. • Improve map-based crash intelligence for local law enforcement. • Develop predictive analytics tool for law enforcement. • Maintain and enhance electronic DUI data for analytical and reporting purposes and better decision making.	• 100% electronic traffic records data. • Accurate, timely, location-based data. • Advanced data analysis and research skills. • High level of customer satisfaction with data. • Increase integration and statistical analysis tools available to state and local agencies. • Quality data collection for improved analysis.

Goal 4: Promote Collaboration and Innovation	
Strategies:	*Objectives:*
• Continue to foster a shared vision and spirit of collaboration embraced by all stakeholders. • Provide on-going communication with TRCC members, and their internal and external stakeholders, about the TRCC traffic records vision and goals. • Support on-going training and communication tools to enable innovation and collaboration. • Identify key performance measures and develop a data dashboard that is accessible to all TRCC members.	• Advanced data analysis and research skills. • Enhance the spirit of cooperation and collaboration among TRCC members. • Ensure the system is compatible with the emerging national traffic records information standards. • High level of member satisfaction with data. • Leverage available agency infrastructure tools. • Quality data collection for improved analysis. • Reduce duplication of effort and data.

TRCC Alignment to National, State and Local Goals

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

Kansas Strategic Highway Safety Plan

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

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

National Agenda for Transportation Safety

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

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

Updating and Reporting Progress on the TRCC Strategic Plan

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

NHTSA Model Performance Measures

The NHTSA has identified 61 model performance measures for the six core state traffic records data systems -- Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Emergency Medical Services (EMS) / Injury Surveillance. These model performance measures address six data quality attributes -- timeliness, accuracy, completeness, uniformity, integration, and accessibility. The performance measures are utilized by the NHTSA and the TRCC to visualize fluctuations in reporting over time and for ongoing monitoring of data quality, development and implementation of traffic record data systems, strategic plans, and the overall data improvement grant processes. These common performance measures are expected to help stakeholders quantify systemic improvements to their traffic records systems.

Core Traffic Records Data Systems

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

1. Crash: The state repository for law enforcement reported motor vehicle crash reports. At a minimum, crash data includes who was involved in the crash, what types of vehicles were involved, when and where the crash occurred, how the sequence of events of the crash played out, and any related factors. Additional information about data related to crash records can be found in the *Model Minimum Uniform Crash Criteria* (NHTSA, 2024).
2. Driver: The state repository for personal information about motor vehicle operators and their driver history record. This is also known as the driver license and driver history system. The driver file also could contain a substantial number of records for drivers not licensed within the state—e.g., an unlicensed driver involved in a crash. Additional information about data related to driver records can be found in *American Association of Motor Vehicle Administrators Data Element Dictionary for Traffic Records Systems* (2020).

3. Vehicle: The state repository that stores information on registered vehicles within the state (also known as the vehicle registration system). This database can also include records for vehicles not registered in the state—e.g., a vehicle that crashed in the state but was registered in another state. Additional information about data related to driver records can be found in *American Association of Motor Vehicle Administrators Data Element Dictionary for Traffic Records Systems* (2020).
4. Roadway: The state repository for characteristics, conditions, operation, and ownership of roadways within the state. It should include information on all roadways within the state and is typically composed of discrete sub-files that include roadway centerline and geometric data, location reference data, geographical information system data, travel, and exposure data, etc. Additional information about data related to roadway records can be found in the *Model Inventory of Roadway Elements – MIRE 2.0* (Lefler et al., 2017).
5. Citation/Adjudication: The component repositories, managed by multiple state or local agencies, for traffic citation, arrest, and final disposition of charge data. Citation and adjudication data are used by driver and vehicle systems to maintain accurate driver history and vehicle records. This data is also used by national safety data repositories, such as Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS).
6. EMS/Injury Surveillance: The component repositories, managed by multiple state or local agencies, for several systems with data representative of the patient care cycle. These systems track frequency, severity, causation, cost, and outcomes of motor vehicle-related injuries and deaths. Typical components of an EMS/injury surveillance system are pre-hospital EMS data, hospital emergency department data systems, hospital discharge data systems, trauma registries, vital statistics data, and long-term care/rehabilitation patient data systems.

Performance Attributes

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

1. Timeliness: Timeliness is a measure of time between the occurrence of an event and entry of data into the appropriate database. Timeliness can also measure the time between receipt of the data and when the data is entered into the database or between when data is entered into the database and when it is available for analysis.
2. Accuracy: Accuracy reflects the degree to which the data is error-free, passes edit checks and validation rules, and does not exist in duplicate within a single database. Errors can be minimized through edit checks and validation rules. External sources can be utilized for data verification and as a method of detecting errors, although not all erroneous data can

be detected. Error means the recorded value for some data element of interest is incorrect, not that the data is missing from the record (see *completeness*).

3. Completeness: Completeness reflects both internal completeness (e.g., the number of records in a TRS database that are not missing data elements selections) and external completeness (e.g., the percentage of incidents that are entered into a TRS database out of all known incidents). Kansas utilizes performance measurements related to participation in certain programs as a way of indicating external completeness; however, it is not possible to precisely determine external completeness.
4. Uniformity: Uniformity reflects the consistency among the files or records and procedures for data collection across the state. In a TRS database, uniformity may be measured against some independent standard, preferably a national standard. If the same data elements are used in different files, they should be identical or at least compatible (e.g., names, addresses, geographic locations). Data collection procedures and data elements should also agree with nationally accepted guidelines and standards such as the *Model Minimum Uniform Crash Criteria (MMUCC)* or *American National Standard Manual on Classification of Motor Vehicle Traffic Crashes (ANSI D.16-2017)* for crash data, *National Emergency Medical Services Information System (NEMSIS)* for EMS data, *Model Inventory of Roadway Elements (MIRE)* for roadway data, and others.
5. Integration: Integration reflects the ability of records in a database to be linked to a set of records in another of the six core data systems—or components thereof—using common or unique identifiers. Integration differs in one important respect from the first four attributes of data quality. Integration is a performance attribute that always involves two or more traffic records subsystems (i.e., databases or files). Integration can be measured at the database level through linking of two source files (e.g., two source files are linked provides a performance value of "two"), or record level through linking of two or more data systems (e.g., crash and health data linking shows 600 of 800 expected patient records are successfully linked to crash records provides a performance value of 75%).
6. Accessibility: Accessibility reflects the ability of legitimate users to successfully obtain desired data. One method of measuring accessibility is in terms of customer satisfaction and a second method is by measuring unique users, logins, data queries, or data extracts over a set period. The accessibility of the database or sub file is determined by obtaining the users' perceptions of how well the system responds to their requests or through tracking of internal system data from public data dashboards available for electronic data reporting.

Current State

Traffic Records Grant Process

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

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

All project proposals for new or continuing projects are submitted through the TRCC annual grant process each year. Upon approval, the project proposals will either be awarded a NHTSA subgrant that aligns with the federal fiscal year (October 1 – September 30) or TREF funding.

As a guideline, below is the timeline for TRCC grant proposals, evaluations, and agreements:

Milestone	Month
Grant Proposal & Applications due	January
Grant Proposal Evaluations conducted by TRCC Coordinator	April-May
Grant Proposal Evaluations presented to TRCC for approval consideration	May
Project agreement signed (state funded)	June
State funding available	July 1
Project agreements signed (federal funded)	September
Federal funding available	October 1

Strategies and Goals

The TRCC has made tremendous strides towards achieving its goals by following the strategies identified within those goals. During the 2021-2025 Strategic Plan implementation cycle, services and deliverables obtained through several agreements related to the TRCC strategies and the six core state traffic records data systems. The following scorecard indicates which specific data systems and strategies were impacted during the five (5) year implementation cycle.

	Strategy	Crash	Driver	Vehicle	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Traffic Safety Data	Data Capture	■			■	■	
	Data Completeness	■			■		■
	Data Collection	■			■		
	Data Accuracy	■	■		■		
	Electronic Submission	■					
	Support						
Information Sharing	Governance						
	Data Quality					■	
	Data Integration	■				■	■
	Uniformity	■			■		
	Deduplication						
	Accessibility	■				■	
Analytics	Data Collection	■			■		
	Data Quality	■					
	Modernization					■	■
	Support Law Enforcement	■				■	
	Decision Making						
Collaboration	Collaboration	■	■		■	■	■
	Communication						
	Training					■	
	Innovation						

■ Affected Data System N/A

Gaps and Barriers

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

- Progress on data sharing and integration remains slower than some expect, and some major barriers exist.
    - The TRCC is not able to leverage resources to the highest degree possible because the approach to seeking funding and investments to support the TRCC's efforts is not coordinated. The main driver is the stresses agencies face within their own

internal environments and the challenge of keeping attention focused on traffic records goals and projects amid competing policy, reduction in human capital, and budgetary priorities. Resource constraints and the priority some TRCC partners have had to place on the maintenance or replacement of legacy systems is a barrier to aligning the TRCC's resources to address significant issues of data collection, sharing, and integration.

- Access to different data sets residing in TRCC member agencies is significant. For example, the Kansas Department of Revenue (KDOR) continues to perform and complete system migration for the driver dataset. Getting the right expertise in the room to understand and address the issues of security, confidentiality, legal concerns, and technical capabilities/deficits is a key reason why progress is slow.
- With improved systems and tools, technical barriers are becoming fewer and the biggest data sharing hurdles are Health Insurance Portability and Accountability Act of 1996 (HIPAA) laws and public disclosure concerns. KDOR has a multi-year initiative to modernize its IT systems, which is affecting its ability to fully participate in this area in the short term, but the changes may contribute to higher data integrity and standardization. The Office of Office of Judicial Administration (OJA) has been resource constrained and the soon to be completed replacement of its legacy systems is its highest priority, making it difficult for the agency to participate in activities that would further data sharing. Data integration projects across and within agencies are slowed by lack of a common personal identifier. Data is collected and retention policies are driven more by compliance and not future utility.
- The relationships and level of collaboration among the partner agencies within the TRCC have been, and continue to be, strong. This has helped the TRCC sustain their inter-dependencies even under the strain of disagreements, particularly in data sharing. Even so, there is not a common understanding of "where we are going and how." This is even more apparent due to the turnover that has been experienced in the last few years. Several long-term TRCC members have recently retired or changed positions, and this increases the need for those that remain to build new relationships over time.
- The 2020 pandemic has presented significant issues with limited access to personnel and technological challenges. Many agencies were not prepared to transition to a fully remote workforce. It is expected that these issues will be exacerbated by the degradation of the state's revenues due to the state-wide shutdown.

- There are existing concerns about data timeliness. These concerns include several different data sets within several agencies that are part of the TRCC.
  - Efforts to address some of the identified timeliness issues are already underway; however, there is a need for continued focus and attention on this issue, as more agencies begin using the data for predictive analysis and decision-making. Systemically, the TRS was built to electronically accept a single file structure from the Kansas Highway Patrol (KHP). As local law enforcement agencies embrace systems for citations and crashes, the inability to accept an electronic file necessitates the need for data entry from paper reports sent to the state. In

addition, state agencies lack dedicated staff resources to sufficiently support data analysis and integration.

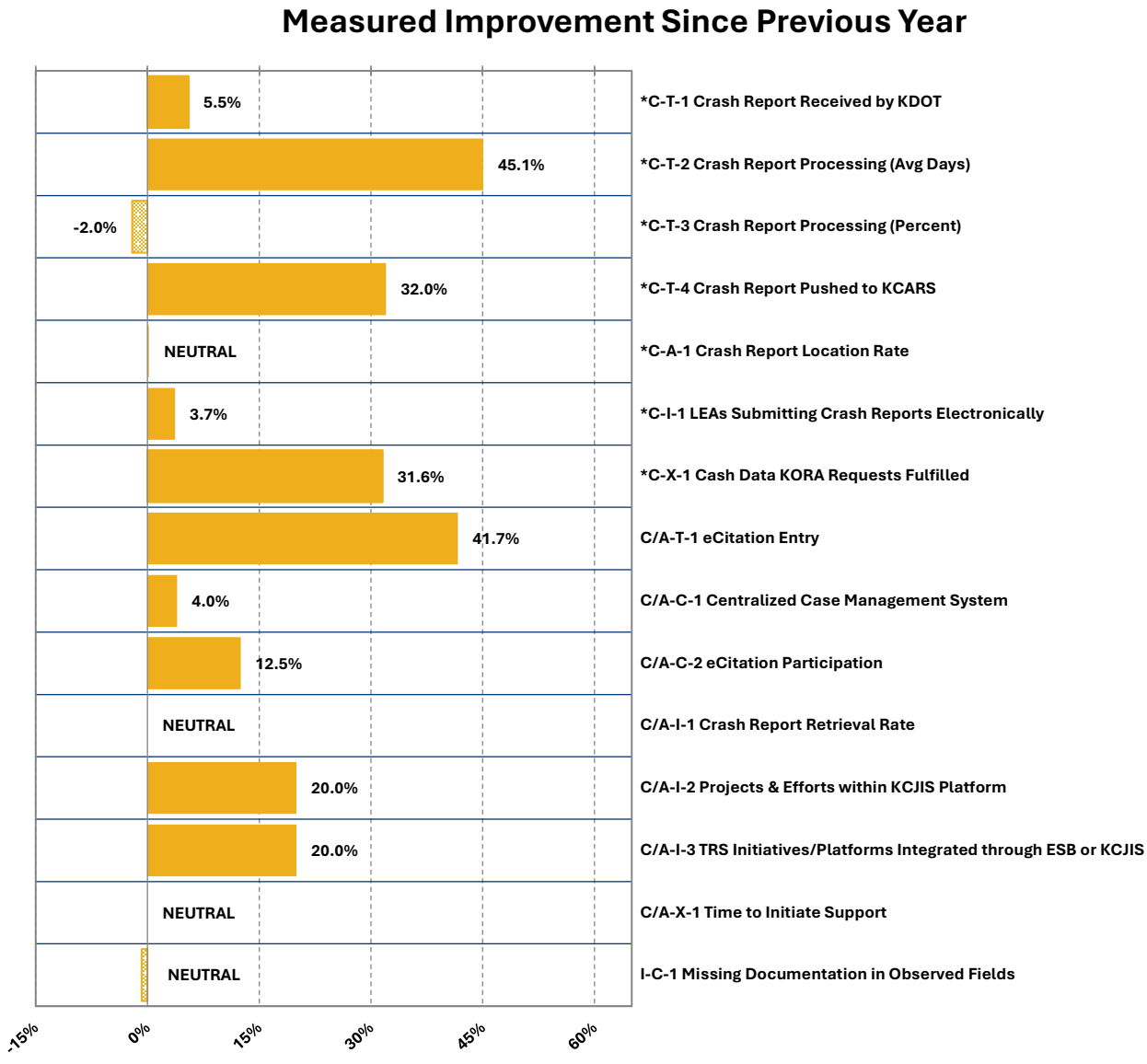
  - TRCC members also feel it is time for an infusion of new ideas into fulfilling the traffic records data mission. Now, the conversation needs to turn to: "What's is TRCC's next step?" The TRCC continues to monitor innovative integration methodologies and a few key states in specific areas for best practices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

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

TRCC Performance Measurements

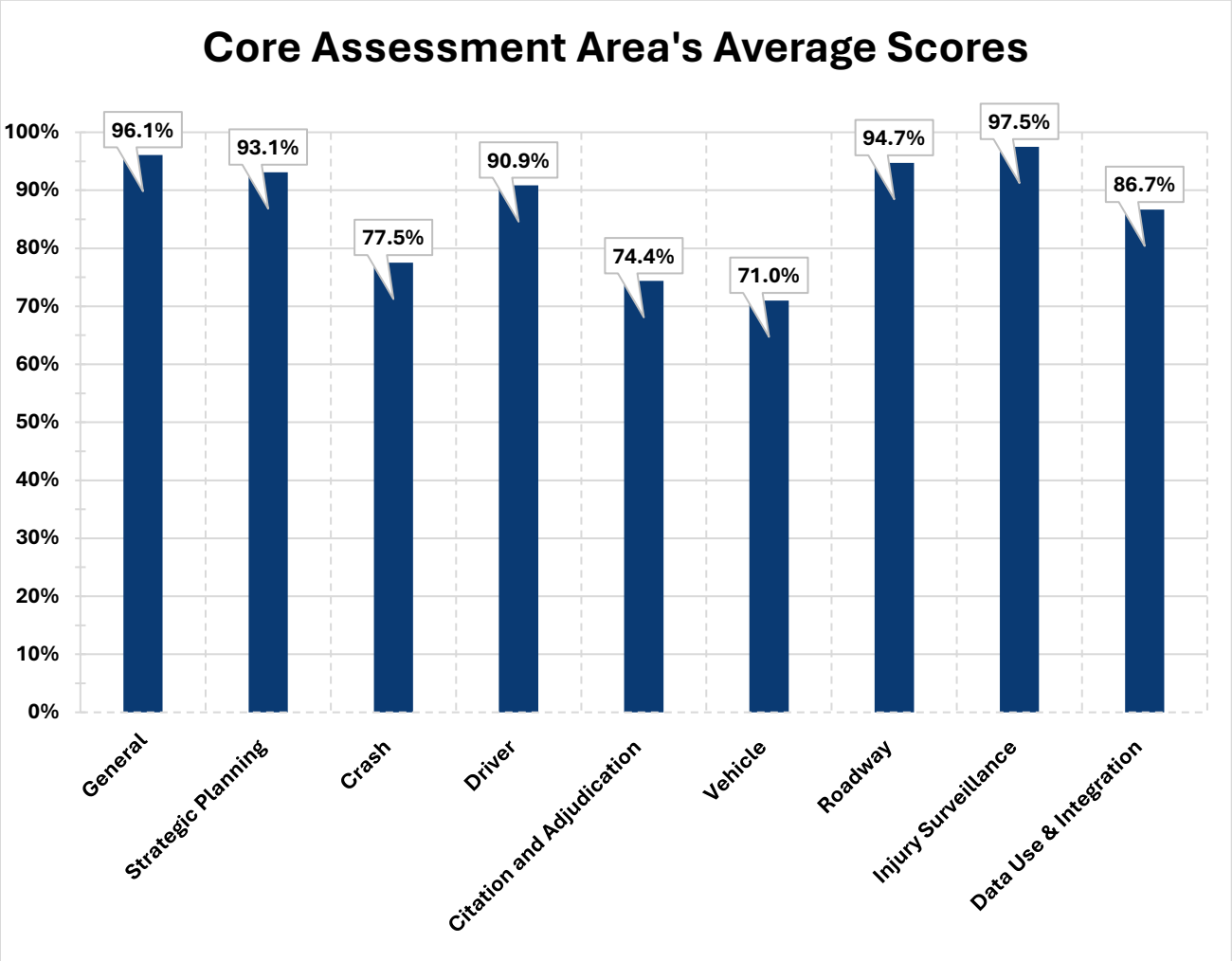
The TRCC utilizes the NHTSA traffic records model performance measures to gauge the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic safety data. These measures are updated and reviewed annually as part of the Kansas Traffic Records System Performance Measurement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

The following graph summarizes the overall year-over-year percentage change of each measurement as reported in the *Kansas Traffic Records System Performance Measurement Report* that was submitted to NHTSA as part of Kansas' Federal Fiscal Year 2025 *Annual Grant Application*.



2020 NHTSA Traffic Records Self-Assessment Findings

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



2021-2025 Projects

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

Each project may have multiple agreements associated with it to accomplish its goals and objectives, and each agreement may have multiple annual contracts. The agreements listed under each project include those that have been completed, those that are currently underway, those that are planned for future years, and those that were planned and abandoned or delayed. Agreement details are listed immediately following the associated project and include the title, description, performance metrics, anticipated schedule, funding source, and anticipated (or actual, when known) cost.

Items marked with an (*) are anticipated new agreements for FY2025 that have not yet been executed. Details of these agreements are subject to change.

Project: Master Data Management

<table>
<tr><td colspan="2">Project Description: This project will improve the methods of receiving electronic crash information in the field more quickly and efficiently. This includes reviewing and documenting the current Information Exchange Packet Document (IEPD) for import to the Traffic Records System (TRS) and continuing support for the TRS system.
TRCC Goals:
• Goal 1: Traffic Safety Data
• Goal 2: Information Sharing
• Goal 3: Analytics
• Goal 4: Collaboration
TRCC Objectives:
• 100% electronic traffic records data. [Goals 1 & 3]
• Accurate, timely, location-based data. [Goals 1 & 3]
• Automated data capture. [Goal 1]
• Improve timeliness for entry of information into the central repositories. [Goal 1]
• Increase completeness of traffic data. [Goal 1]
• Increase data uniformity. [Goal 2]
• Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]
• Quality data collection for improved analysis. [Goals 3 &4]
• Sustainable traffic records systems. [Goals 1 & 3]</td><td>Core Data System: Crash
NHTSA 2020 Assessment Recommendations and Scores
Crash: Interfaces
<u>Recommendation</u>: Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
2020 Assessment Score: 53.3%
Crash: Procedures / Process Flow
<u>Recommendation</u>: Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
2020 Assessment Score: 74.2%
Crash: Data Quality Control Programs
<u>Recommendation</u>: Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
2020 Assessment Score: 91.8%
Total Project Cost: $1,874,512.24</td></tr>
<tr><td colspan="2">Agreements:</td></tr>
<tr><td rowspan="4">1.1</td><td colspan="2">Information Exchange Packet Document: This agreement provides for development of an updated IEPD to be supplied to crash data system vendors to enable digital input of the crash reports into the Crash Portal system.</td></tr>
<tr><td colspan="2"><u>Performance Metrics</u>:
Completeness: The IEPD will include the data required in the current state of the Crash Portal.
Uniformity: The data dictionary will include the data definitions required in the current state of the Crash Portal.
Integration: The IEPD will adhere to the NIEM 4.2 data schema and in a format ready for distribution to crash data vendors.
Agreement Expired: 09/30/2021.</td></tr>
<tr><td colspan="2">Anticipated Schedule: 10/1/2020 – 9/30/2021</td></tr>
<tr><td>Funding Source: NHTSA Grant Funding</td><td>Actual Agreement Cost: $17,347.50</td></tr>
</table>

1.2	**Paper Crash Reporting (Data Dash):** This agreement will provide for a company to transcribe scanned crash report PDFs from state and local law enforcement agencies into blank KLER report forms exactly as written and coded.	
	Performance Metrics: Accuracy: The contractor shall retain 98% or higher accuracy level with the data entry key stroking and placement of information. Timeliness: The contractor shall ensure that each report is submitted properly back to KDOT within 20 days from the date of receipt.	
	Anticipated Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $51,839.25
1.3	**Motor Vehicle Crash Report Conversion (BTCO):** This agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports received from state and local law enforcement agencies.	
	Performance Metrics: Accuracy: Maintain a 95% or higher accuracy level of the data entry of paper crash reports. Completeness: Maintain a 100% scan rate with zero loss of incoming mail.	
	Anticipated Schedule: 1/1/2021 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $478,271.48
1.4	**Kansas Crash Data Systems (KCDS):** This is the first phase of three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year's hosting. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: State TREF	Anticipated Agreement Cost: $753,460.00
1.5 and **1.6**	**KCDS Hosting and Maintenance:** This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through the end of this Strategic Plan period (9/30/2025). Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. The third phase covers the annual KCDS maintenance charges for a term of six (6) years; including at minimum, platform upgrades and training on new features for a term of six (6) years. [Note: Previously this agreement was listed as 1.5 and 1.6. Here they are combined as they are the same agreement.]	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $342,000.00
1.7	**Driver's License Readers (KHP)**: This agreement will reimburse the Kansas Highway Patrol (KHP) for the purchase of driver's license readers that will be deployed to KHP troopers. The driver's license readers are designed for reading and decoding 2D Bar Codes on ID Cards and Driver's Licenses and will automate data entry into SmartCop. This automated data entry will provide KHP with enhanced accuracy in driver's license information within crash data by removing, or significantly reducing manual entry.	
	Performance Metrics: Accuracy: KDOT will collaborate with KDOR to obtain and review the number of errors pursuant to driver's license information. Anticipated Schedule: 10/1/2022 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $207,648.00
1.8	**FARS Manual Update (GHSA)**: This agreement will provide for a consultant to review the current Fatality Analysis Reporting System (FARS) Manual and compare and recreate the Manual to contain the requirements as outlined in the five-year Cooperative Agreement between KDOT and NHTSA related to providing fatality crash information.	
	Performance Metrics: Accuracy: Completeness: Timeliness:	
	Anticipated Schedule: 01/02/2023 – 09/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $23,946.01

Agreement Expired: 09/30/2023.
Agreement Expired: 09/30/2023.
Agreement Expired: 09/30/2023.

1.9	**Overtime – Data Entry of Backlog Crash Reports (Wichita Police Department)**: This agreement will provide for reimbursement of overtime costs related to data entry and submission of crash reports to KDOT as part of Wichita Police Department's effort to reduce their backlog of crash reports.	
	Performance Metrics: Timeliness: As part of their reimbursement request each month, the Wichita Police Department will provide the total number of crash reports submitted to KDOT.	
	Anticipated Schedule: TBD – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $0.00

Agreement Not Executed.

Project: Geo-Location Capture/Recording

Description: The Geometric & Crash Data Unit of KDOT will record the geolocation of crashes that occur on the state's 130,000 miles of local roads. This project will generate the data to identify crash locations and provide data for crash analysis and reporting. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Accurate, timely, location-based data. [Goals 1 & 3] • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Increase completeness of traffic data. [Goal 1] • Leverage available agency infrastructure tools. [Goal 4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Crash** **NHTSA 2020 Assessment Recommendations and Scores** Crash: Interfaces *Recommendation: Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 53.3% Crash: Data Quality Control Programs *Recommendation: Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 91.8% Data Use and Integration *Recommendation: Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 86.7% **Total Project Cost: $979,413.78**

Agreements:

2.1	**Geographic Information System (GIS) Mapping Integration:** This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.	
	Performance Metrics: Accuracy: Compare automated results to a manual review of randomly sampled set of records that is representative of major crash types and locations; Calculate a spatial error for each crash subtype. Timeliness: All fatality crashes should be reviewed, and a *preliminary* location determined within two (2) weeks of receiving the records.	
	Anticipated Term: 10/1/2021 – 9/30/2024 [This contract currently expires on 9/30/2025; however, it is expected to be cancelled and replaced with a new contract (2.3 below) to encompass scope of work changes necessary for KDOT to bring the manual review of crash locations in-house.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $729,957.78
2.2.1	**Aerial Imagery:** This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.	
	Performance Metrics: Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.	
	Anticipated Term: 1/1/2021 – 9/30/2022	
	Funding Source: State TREF	Actual Agreement Cost: $100,000.00

Anticipated Termination: 09/30/2022.
See replacement Automated Crash Mapping Process

Agreement Expired: 09/30/2022.

2.2.2	***Kansas Statewide NG911 Imagery Program:** This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.	
	Performance Metrics: Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.	
	Anticipated Term: 10/01/2024 – 09/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $100,000.00
2.3	***Automated Crash Mapping Process:** This agreement will provide for monitoring and maintaining of an Automated Crash Mapping Process and the hosting and monitoring of locator (geocoding) web services in support of the Automated Crash Mapping Process. Additionally, the NG911 roads data will be updated on an annual basis, with smaller interim updates as required by changes to the State Highway System in LRS (e.g., rerouting/realignment of highways).	
	Performance Metrics: TBD	
	Anticipated Term: 10/1/2024 – 6/30/2025	
	Funding Source: State TREF	Anticipated Agreement Cost: $49,456.00

Project: Provide Ongoing Maintenance

Description: This project will support the maintenance for KBI / TRS systems. The work includes ensuring the operation of hardware, installation of software updates, and maintaining/ developing new interfaces as other systems evolve and are introduced. This ongoing effort is not designed to improve TRS specifically, the project is necessary to ensure that prior improvements are kept operational. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Improve the ability to aggregate and statistically report on data collected. [Goal 2] • Increase data uniformity. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Quality data collection for improved analysis. [Goals 3 &4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Crash & Citation/Adjudication** **NHTSA Assessment Recommendations and Scores** Crash: Procedures / Process Flow *Recommendation: Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 74.2% Crash: Data Quality Control Programs *Recommendation: Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 91.8% Citation/Adjudication: Interfaces *Recommendation: Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 40.5% **Total Project Cost: $439,359.85**

Agreements:		
3.1	**TIRES Maintenance & Support**: This agreement will provide for the ability to add, hide, or remove the validation rules associated with data received from the Kansas crash reports submitted by law enforcement agencies within the vendor application TIRES.	
	Performance Metrics: Accuracy: Validation rules increase data accuracy and enable reliable reporting. Uniformity: Data validation rules ensure that incoming data conforms to the Crash Data Portal data structure requirements and identifies business rule violations. Integration: Validation rules promote integration with other KDOT and outside entities.	
	Anticipated Term: 10/1/2021 – 9/30/2023	
	Funding Source: State TREF	Actual Agreement Cost: $63,379.31

Agreement Expired: 09/30/2023.

3.2.1	**TRS 2.0 Support Staff (nka Architecture & Application Support & Enhancements):** This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.	
	Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/01/2020 – 09/30/2022	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $40,578.04
3.2.2	**Architecture & Application Support & Enhancements (fka TRS 2.0 Support Staff):** This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.	
	Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/01/2022 – 09/30/2025	
	Funding Source: State TREF	Anticipated Agreement Cost: $203,152.50
3.3	**KCJIS Identity Access Management:** This agreement will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. Technical costs for new versions of the software are included with our current maintenance agreement, this agreement is for implementation costs only.	
	Performance Metrics: Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2022 – 9/30/2024	
	Funding Source: NHTSA Grant Funding, State TREF, State General Fund	Anticipated Agreement Cost: $132,250.00

Agreement Expired: 09/30/2022.
Agreement Expiring: 09/30/2024.

Project: MMUCC Alignment

Project Description: The MMUCC Alignment project will support Kansas' efforts to increase alignment to MMUCC, 6th Edition. The project includes creation of a gap analysis and gap closure plan to attain High to Full compatibility ratings. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Increase completeness of traffic data. [Goal 1] • Increase data uniformity. [Goal 2] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Crash** **NHTSA Assessment Recommendations and Scores** Crash: Applicable Guidelines *Recommendation: Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 80.0% **Total Project Cost: $150,000.00**

Agreements:		
4.1	**MMUCC 6th Edition Mapping:** This undertaking is not technically an agreement; however, it is being tracked due to the MMUCC Alignment agreement being dependent upon its completion. Kansas submitted appropriate documentation to NHTSA in February 2024, and the related mapping of Kansas crash data elements (State Crash Report and Crash Database) is currently underway.	
	Performance Metrics: Uniformity:	
	Anticipated Schedule: 10/1/2023 – 9/30/2025	
	Funding Source:	Anticipated Agreement Cost: $0.00
4.2	***MMUCC Alignment:** This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Uniformity:	
	Anticipated Schedule: 10/1/2024 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $150,000.00

Project: Security Modernization Phase 2

Project Description: This project supports integration in Citation/Adjudication data systems. Included in this project are integration of core security applications into the Identity and Access Management solution; development of marketing and training material with the intent of promoting the security solution to a broader base of users that includes court clerks, emergency management organizations and other user groups seeking summarized KCJIS data; and implementation of the Kansas Supreme Court's eCourt plan. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Improve the ability to aggregate and statistically report on data collected. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Quality data collection for improved analysis. [Goals 3 &4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Citation/Adjudication** **NHTSA Assessment Recommendations and Scores** Citation/Adjudication – Applicable Guidelines *Recommendation: Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 88.9% Citation/Adjudication – Interfaces *Recommendation: Improve the interfaces of the citation and adjudication data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 40.5% Citation/Adjudication – Data Quality Control Programs *Recommendation: Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score 68.4% **Total Project Cost: $988,165.59**

Agreements:

5.1	KCJIS Security Architecture: This agreement will continue to provide support for the execution of KBI's strategic plan as adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture in a phased manner. It will provide flexibility to our stakeholders, establish itself as a trusted security domain, and maintain strong security protocols.	
	Performance Metrics: Integration: Percentage of records linked to another system or file. **Agreement Expired: 09/30/2022.**	
	Anticipated Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $60,200.00
5.2	KBI Systems Architect Position: This agreement will provide for a position to research, develop, and document current and future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart.	
	Performance Metrics: Integration: Increase ease of integration between partner agencies Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $677,965.59
5.3	KBI Integration Developer for ESB and KBI Applications: This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.	
	Performance Metrics: Integration: Number of new integrations initiated. Integration: Number of total integrations supported.	
	Anticipated Schedule: 10/1/2023 – 9/30/2026 [Agreement will extend past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $250,000.00
5.4	Centralized Case Management System: This undertaking is not technically an agreement through the TRCC as this was undertaken by the Office of Judicial Administration. A vendor was contracted to provide a centralized case management system to allow all district and appellate case data to reside on a single web-based platform and transform the way the state court system serves the people of Kansas.	
	Performance Metrics: Completeness: The percentage of counties within the state that have been brought online to the centralized case management system.	
	Anticipated Schedule: September 2017 – November 2024	
	Funding Source: Office of Judicial Administration	Anticipated Agreement Cost: $0.00

Project: Citation Automation Deployment

Project Description: This project provides ongoing support for the citation automation system and focuses on developing data capture mechanisms to capture arrest and offense data electronically as close to the sources as possible. While the system currently supports the KHP Kansas Law Enforcement Reporting (KLER) transactions, additional citation systems are in place in many local agencies. This project will provide the foundation for incorporating any number of citation systems which adhere to national incident-based reporting standards. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Improve the ability to aggregate and statistically report on data collected. [Goal 2] • Improve timeliness for entry of information into the central repositories. [Goal 1] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Citation/Adjudication** **NHTSA Assessment Recommendations and Scores** Citation/Adjudication – Interfaces *Recommendation: Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 40.5% Citation/Adjudication – Data Quality Control Programs *Recommendation: Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 68.4% **Total Project Cost: $514,708.71**

Agreements:

6.1	**KBI eCite Vendor:** The existing platform of KCJIS's technical and information sharing infrastructure is managed by the Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. This agreement will provide software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.	
	Performance Metrics: Integration: Problem identification in aligning enforcement's data with crash data and to help determine the effect of enforcement as one element of road safety. Integration: Quarterly report detailing the number and percentage of total entities integrated into the KCJIS information sharing infrastructure. Completeness: Quarterly report detailing the percentage of total Kansas entities integrated into the KCJIS information sharing infrastructure.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $115,000.00
6.2	**KBI eCitation Position:** The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the TRS 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This agreement provides for the salary and benefits for a Program Consultant I with KBI's Information Services Division. This position conducts training to instruct law enforcement on use of the electronic form, provides reports to partners, and works with eCitation vendors.	
	Performance Metrics: Timeliness: Query principal users for timeliness satisfaction. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $358,904.96
6.3	**eCitation & eStatute:** The eCitation portion of this agreement has a couple of distinct objectives. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a KCJIS production environment. Current work for this agreement is related to Change Order 2, which will include Officer Last Name and First Name as required fields for Citation Record Entry (CRE) and eCitation Submission Service.	
	Performance Metrics: Timeliness: Reporting for date of citation issuance and date entered for citation database system. Accuracy: Reporting providing number of data element error or missing information.	**Agreement Expired: 09/30/2023.**
	Anticipated Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $40,803.75

Project: Model Inventory of Roadway Elements (MIRE) Alignment

Project Description: The MIRE Alignment project coincides with an Agency-wide effort to align KDOT's roadway elements and reporting systems with the Federal Highway Administration's Model Inventory Roadway Elements (MIRE) initiative. By adopting MIRE, state and local transportation agencies will be able to link safety data to non-safety data, making it easier to collect, store, link, and use all types of data. Having these additional data can help better identify where the safety problems are, what those problems are, and how best to treat them.

TRCC Goals:

- Goal 1: Traffic Safety Data
- Goal 2: Information Sharing
- Goal 3: Analytics
- Goal 4: Collaboration

TRCC Objectives:

- Accurate, timely, location-based data. [Goals 1 & 3]
- Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4]
- Increase completeness of traffic data. [Goal 1]
- Increase data uniformity. [Goal 2]
- Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]

Core Data System: Roadway

NHTSA Assessment Recommendations and Scores

Roadway – Description & Contents

Recommendation: Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

2020 Assessment Score: 93.3%

Roadway – Applicable Guidelines

Recommendation: Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

2020 Assessment Score: 83.3%

Roadway – Interfaces

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

2020 Assessment Score: 91.7%

Roadway – Procedures and Process Flows

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

2020 Assessment Score: 100%

Total Project Cost: $2,209,216.81

Agreements:

7.1	**Lidar Data Capture**: This agreement will provide for utilizing a vendor to physically drive the 130,000 miles of Kansas highways and capture several roadway elements utilizing LIDAR to accurately measure road and shoulder widths, intersection elements, and bridge heights among others. The element capture will also provide an accurate inventory of all roadway elements such as guardrail heights and lengths. This data will be used for providing highly accurate data to KDOT analysts to formulate safety measures to prevent crashes and fatalities.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. **Agreement Expired: 09/30/2021.**	
	Anticipated Schedule: 10/1/2020 – 9/30/21	
	Funding Source: NHTSA Grant Funding, State TREF, State General Funds	Actual Agreement Cost: $1,500,378.61
7.2	**LIDAR Data Collection (Statewide)**: This agreement will provide for utilizing a vendor to configure the data capture to enable the integration into KDOT databases.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. **Agreement Expired: 09/30/2022.**	
	Anticipated Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding, State TREF	Actual Agreement Cost: $708,838.20
7.3	**MIRE Compliance Tech Assistance**: This agreement will obtain technical assistance through Federal Highway Administration's (FHWA) DATA Teams. This data will be used to ultimately progress KDOT towards access of a complete collection of MIRE FDE on all public roads by the 2026 deadline.	
	Performance Metrics: Accuracy: Completeness: **Agreement Expired: 08/01/2023.**	
	Anticipated Schedule: 03/28/2023 – 08/01/2023	
	Funding Source: N/A	Actual Agreement Cost: $0.00

7.4	***MIRE Collaboration**: This agreement will provide for a collaboration between the KS911 Coordinating Council and/or the University of Kansas - Data Access Support Center (KUCR-DASC), who is responsible for running the portal to gather and update data for Next Generation 911 call location systems. The goal is to confirm whether roads are public or private. This is one of the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) that KDOT will be required by FHWA to maintain for all roads in the state by 2026.	
	Performance Metrics: ??? **Agreement Not Executed.**	
	Anticipated Schedule: 10/1/2023 – 9/30/2024	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $0.00

Project: EMS/Injury Integration

Project Description: This project will develop interfaces related to EMS and/or trauma and will include data from both Kansas and border states. This sharing of data will allow EMS and the Kansas Trauma Program to run reports and provide the ability to link data sources with disparate fields, compare data between jurisdictions, and highlight missing values. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Increase completeness of traffic data. [Goal 1] • Increase data uniformity. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Injury/Surveillance** **NHTSA Assessment Recommendations and Scores** Injury/Surveillance – Applicable Guidelines *Recommendation: Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 93.9% Injury/Surveillance – Procedures / Process Flow *Recommendation: Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 94.1% **Total Project Cost: $300,000.00**

Agreements:

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

Project: Toxicology

<table>
<tr><td colspan="2" rowspan="2">Project Description: This project will provide for the purchase of equipment for Kansas laboratories. This equipment is not intended to improve TRS directly; however, increased capacity and other benefits provided by this project will lead to better data sharing related to toxicology (e.g., BAC results).
TRCC Goals:
• Goal 1: Traffic Safety Data
• Goal 2: Information Sharing
• Goal 3: Analytics
TRCC Objectives:
• Improve the ability to aggregate and statistically report on data collected. [Goal 2]
• Improve timeliness for entry of information into the central repositories. [Goal 1]
• Increase completeness of traffic data. [Goal 1]
• Increase data uniformity. [Goal 2]
• Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]</td><td>Core Data System: Crash</td></tr>
<tr><td>NHTSA Assessment Recommendations and Scores
Crash: Procedures / Process Flow
<u>Recommendation</u>: Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
2020 Assessment Score: 74.2%
Total Project Cost: $550,000.00</td></tr>
<tr><td colspan="3">Agreements:</td></tr>
<tr><td>9.1</td><td colspan="2">*Laboratory Equipment (QTOF): This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center’s capacity to thoroughly screen biological samples from suspected Driving Under Influence of Drugs (DUID) cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory’s screening procedures and allowing “untargeted” screenings and screenings of oral fluid using testing of evidentiary oral fluid samples in the future.</td></tr>
<tr><td></td><td colspan="2"><u>Performance Metrics</u>:
TBD</td></tr>
<tr><td></td><td colspan="2">Anticipated Schedule: 10/01/2024 – 09/30/2025</td></tr>
<tr><td></td><td>Funding Source: State TREF</td><td>Anticipated Agreement Cost: $550,000.00</td></tr>
</table>

IMPLEMENTATION SCHEDULE & ANTICIPATED COSTS (FFY21 – FFY25)

Agreement #	Project Title	Agency	2021	2022	2023	2024	2025	Anticipated* Costs
1.1	Information Exchange Packet Document	KDOT	■					$17,347.50
1.2	Paper Crash Reporting (Data Dash)	KDOT	■	■	■			$51,839.25
1.3	Motor Vehicle Crash Report Conversion	KDOT	■	■	■	■	■	$478,271.48
1.4	Kansas Crash Data System (KCDS)	KDOT		■	■	■	■	$753,460.00
1.5	KCDS Hosting & Maintenance	KDOT		■	■	■	■	$342,000.00
1.7	Driver's License Readers	KHP			■			$207,648.00
1.8	FARS Manual Update	KDOT			■			$23,946.01
1.9	Overtime – Data Entry for Backlog…	KDOT						$0.00
Master Data Management Sub-Total								$1,874,512.24
2.1	GIS Mapping Integration	KUCR	■	■	■	■		$729,957.78
2.2.1	Aerial Imagery	KUCR	■					$100,000.00
2.2.2	Aerial Imagery	KUCR					■	$100,000.00
2.3	Automated Crash Mapping Process	KUCR					■	$49,456.00
Geo-Location Capture/Recording Sub-Total								$979,413.78
3.1	TIRES Maintenance & Support	KDOT	■	■	■			$63,379.31
3.2.1	TRS 2.0 Support Staff	KDOT	■	■				$40,578.04
3.2.2	Architecture & Application Support…	KBI			■	■	■	$203,152.50
3.3	KCJIS Identity Access Management	KBI			■	■		$132,250.00
Provide Ongoing Maintenance Sub-Total								$439,359.85
4.1	MMUCC 6th Edition Mapping	KDOT				■	■	$0.00
4.2	MMUCC Alignment	KDOT					■	$150,000.00
MMUC Alignment Sub-Total								$150,000.00
5.1	KCJIS Security Architecture	KBI	■	■				$60,200.00
5.2	KBI Systems Architect Position	KBI	■	■	■	■	■	$677,965.59
5.3	KBI Integration Developer for ESB…	KBI				■	■	$250,000.00
5.4	Centralized Case Management System	OJA	■	■	■	■	■	$0.00
Security Modernization – Phase 2 Sub-Total								$988,165.59
6.1	KBI eCite Vendor	KBI	■	■	■	■	■	$115,000.00
6.2	KBI eCite Position	KBI	■	■	■	■	■	$358,904.96
6.3	eCitation & eStatute (AIC)	KBI	■	■	■			$40,803.75
Citation Automation Deployment Sub-Total								$514,708.71
7.1	LIDAR Data Capture	KDOT	■					$1,500,378.61
7.2	LIDAR Data Collection (Statewide)	KDOT	■	■				$708,838.20
7.3	DATA Team – MIRE Compliance Tech…	KDOT			■			$0.00
7.4	MIRE Collaboration	KDOT						$0.00
MIRE Alignment Sub-Total								$2,209,216.81
8.1	Bio-spatial Interstate Trauma Database	EMS			■	■	■	$0.00
8.2	Kansas Trauma Registry Gen 6 Operations	KDHE				■	■	$300,000.00
EMS / Injury Integration Sub-Total								$300,000.00
9.1	Lab Equipment (QTOF)	KDOT					■	$550,000.00
Toxicology Sub-Total								$550,000.00
*Anticipated Costs are based on actual expenditures for previous years and anticipated costs for future years.								$8,005,376.98

APPENDIX A: 2020 Assessment Recommendations

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

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

Interfaces		
Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		53.3%
Master Data Management • 1.4: Kansas Crash Data System (KCDS) • 1.5: KCDS Hosting and Maintenance • 1.7: Driver's License Readers (KHP) Geo-location Capture/Recording • 2.1: GIS Mapping Integration • 2.3: Automated Crash Mapping Process	Performance Measures: Timeliness Accuracy Completeness	
Data Quality Control Programs		
Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.8%
Master Data Management • 1.1: Information Exchange Packet Document • 1.8: FARS Manual Update (GHSA) Geo-location Capture/Recording • 2.1: GIS Mapping Integration • 2.3: Automated Crash Mapping Process	Performance Measure(s): Completeness Uniformity Integration	
Driver		**90.9%**
Description & Contents		
Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Applicable Guidelines		
Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Dictionary		
Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		98.2%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Interfaces		
Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Quality Control Programs		
Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		76.9%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Citation/Adjudication		**74.4%**
Description & Contents		
Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		52.6%
No current project/agreement.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	

Applicable Guidelines		
Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		88.9%
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture	Performance Measure(s): Integration	
Data Dictionary		
Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		95.8%
No current project/agreement.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the procedures/process flow of the Citation and Adjudication data systems for traffic safety improvements.*	
Interfaces		
Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		40.5%
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture • 5.3: Integration Developer for ESB and KBI Applications • 5.4: Centralized Case Management System Citation Automation Deployment • 6.2: KBI eCitation Position • 6.3: eCitation & eStatute Provide Ongoing Maintenance • 3.3: KCJIS Identity Access Management	Performance Measure(s): Timeliness Accuracy Integration Accessibility	
Data Quality Control Programs		
Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		68.4%
Security Modernization Phase 2 • 5.2: KBI Systems Architect Position Citation Automation Deployment • 6.1: KBI eCite Vendor	Performance Measure(s): Completeness Integration Accessibility	
Vehicle		**71.0%**
Description & Contents		
Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Applicable Guidelines		
Improve the applicable guidelines for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		51.5%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Dictionary		
Improve the data dictionary for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		70.0%
No current project/agreement.	*Stolen vehicles are not flagged or reported through their system. The TRCC will take this recommendation for potential strategies to improve procedures and process flows of traffic safety data.*	

Interfaces		
Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		33.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Quality Control Programs		
Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		87.8%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Roadway		**94.7%**
Description & Contents		
Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.3%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.1: LIDAR Data Capture	Performance Measure(s): Accuracy Completeness	
Applicable Guidelines		
Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide)	Performance Measure(s) Accuracy	
Data Dictionary		
Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.3: MIRE Compliance Tech Assistance	Performance Measure(s): Accuracy Completeness	
Interfaces		
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.7%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide)	Performance Measure(s): Accuracy	
Data Quality Control Programs		
Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
EMS/Injury Surveillance		**97.5%**
Description & Contents		
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Description and Contents of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Applicable Guidelines		
Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.9%
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	

Data Dictionary		
Improve the data dictionary for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Dictionary of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		94.1%
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	
Interfaces		
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Interfaces of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Data Quality Control Programs		
Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		97.0%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Quality Control Programs of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Data Use & Integration		**86.7%**
Data Use & Integration		
Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7%
Geo-Location Capture/Recording • 2.1: GIS Mapping Integration • 2.3: Automated Crash Mapping Process • 2.2.1: Aerial Imagery • 2.2.2: Aerial Imagery Provide Ongoing Maintenance • 3.1: TIRES Maintenance & Support	Performance Measure(s): Timeliness Accuracy Uniformity Integration	

APPENDIX B: TRCC Charter

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMITTEE

TRCC CHARTER
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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

I. INTRODUCTION

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

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

II. OVERVIEW AND PURPOSE

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

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

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

III. ORGANIZATIONAL STRUCTURE

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

A. **Leadership.**

1. Chairperson. The TRCC Chairperson shall:

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

   (b) Preside over TRCC votes.

   (c) Approve new Partner Agencies.

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

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

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

(i) The TRCC Membership.

(ii) The TRCC Coordinator.

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

2. Coordinator. The TRCC Coordinator shall:

(a) Be appointed by the TRCC Chairperson.

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

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

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

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

B. **Membership.**

1. Overview.

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

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

2. Representatives.

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

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

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

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

(c) Representatives shall:

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

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

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

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

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

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

3. Roster of Membership.

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

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

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

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

4. New Members.

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

5. Withdrawal of Membership.

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

IV. FUNCTIONS

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

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

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

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

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

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

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

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

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

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

V. MEETINGS

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

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

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

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

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

VI. AMENDMENTS

A. This Charter may be amended from time to time and such amendments shall take effect upon the TRCC Chairperson's dated signature.

VII. TRANSPARENCY

A. **Open Public Meetings.**

1. All TRCC meetings shall be open to the public in accordance with the Kansas Open Meetings Act (KOMA), K.S.A. 75-4317 *et seq.*, and amendments thereto.

B. **Open Records.**

1. TRCC records shall be subject to the Kansas Open Records Act and maintained in accordance with records retention laws and policies.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

DECLARATION OF ADOPTION

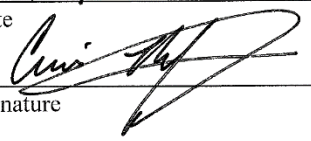
The undersigned hereby certifies that the foregoing Charter is adopted by the Kansas Traffic Records Coordinating Committee.

TRCC CHAIRPERSON:

Chris Bortz
Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety
Title

6/29/23
Date


Signature

(Rev. 06.28.2023)

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX A – LEADERSHIP

TRCC CHAIRPERSON:

Chris Bortz
Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety
Title

6/29/23
Date

Signature

TRCC COORDINATOR:

Amy Smith
Printed Name

Traffic Records Coordinator
Title

6-29-23
Date

Signature

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX B – ROSTER OF MEMBERSHIP
FEDERAL FISCAL YEAR 2023

Partner Agency	Core Safety Database Represented	Name and Title of Executive Representative	Name(s) and Title(s) of Technical Representative(s)
Kansas 911 Coordinating Council (KS911)	Crash EMS/Injury Surveillance	Scott Ekberg, NG 911 Administrator	
Kansas Association of Chiefs of Police (KACP)	Crash Citation/Adjudication		Ed Klumpp, Legislative Committee
Kansas Attorney General's Office	Citation/Adjudication		Corey Kenney, Kansas Traffic Safety Resource Prosecutor
Kansas Board of Emergency Medical Services (EMS)	EMS/Injury Surveillance	Joe House, Executive Director	
Kansas Bureau of Investigation (KBI)	Citation/Adjudication	Laura Bohnenkemper, Asst. CIO of Delivery Services Brooklynn Graves, IBR Manager Joe Mandala, Chief Information Officer Leslie Moore, Director of Information Services	<vacant position>, Program Support
Kansas Criminal Justice Information System (KCJIS)	Crash Citation/Adjudication EMS/Injury Surveillance	David Marshall, Executive Director	
Kansas Department of Health and Environment (KDHE)	Crash EMS/Injury Surveillance	Wendy O'Hare, Trauma Program Director	Danielle Sass, Epidemiologist

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX B – ROSTER OF MEMBERSHIP
FEDERAL FISCAL YEAR 2023

Partner Agency	Core Safety Database Represented	Name and Title of Executive Representative	Name(s) and Title(s) of Technical Representative(s)
Kansas Department of Revenue (KDOR)	Driver Vehicle	LeeAnn Phelps, Vehicle Services Manager	Lacey Hane, Court Liaison Donald Lee, Compliance Reviewer
Kansas Department of Transportation (KDOT)	Crash Roadway	Chris Bortz, Assistant Bureau Chief Shawn Brown, Interim Chief Information Officer Haley Dougherty, Traffic Safety Engineer Gary Herman, Behavioral Safety Manager Jim Hollingsworth, Safety Data Manager Vanessa Spartan, Bureau Chief	Carla Anderson, State Highway Safety Engineer Chase Hull, Traffic Safety Analyst Michael Ronin, Crash Data Section Manager Scott Schiller, Applications Developer Supervisor Terri Slater, Applications Developer Amy Smith, Traffic Records Coordinator James Stewart, Information System Manager
Kansas Highway Patrol (KHP)	Crash Vehicle	Tom Mai, Interim Chief Information Officer	Tom Catania, Safety and Health Specialist Tim Kurowski, Applications Developer Stephen LeRow, Lieutenant Wes Ludolph, Captain Omar Macias, Information Systems Manager
KUCR-Kansas Geological Survey (KGS)	Crash Roadway	Ken Nelson, Section Manager/DASC Manager	Shawn Saving, GIS Specialist
Lyon County Sheriff's Office	Crash Citation/Adjudication		John Koelsch, Undersheriff
Office of Judicial Administration (OJA)	Citation/Adjudication	Kelly O'Brien, Director Anne Madden Johnson, OJA Administrator	

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Kansas Traffic Records System Performance Measurement Report

State of Kansas
Traffic Records Coordinating Committee
Traffic Records Strategic Plan Implementation

Kansas Traffic Records System
Performance Measurement Report

Prepared: 06/25/2024
(For Federal Fiscal Year 2025)

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INDEX OF ACRONYMS

ABIS	Automated Biometric Identification System
BAC	Blood Alcohol Content
CCH	Computerized Criminal History
CMV	Commercial Motor Vehicle
DASC	Data Access and Support Center
DNA	Deoxyribonucleic acid
EMS	Emergency Medical Services
ESB	Enterprise Service Bus
GPS	Global Positioning System
KBI	Kansas Bureau of Investigation
KCARS	Kansas Crash Analysis & Reporting System
KCJIS	Kansas Criminal Justice Information System
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KIBRS	Kansas Incident Based Reporting System
KORA	Kansas Open Records Act
KUCR	University of Kansas Center for Research
LEA	Law Enforcement Agency
MVC	Motor Vehicle Crash
NHTSA	National Highway Traffic Safety Administration
PDF	Portable Document Format
RAPID	Record and Police Impaired Drivers
RMS	Records Management System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
XML	Extensible Markup Language

INTRODUCTION

This *Kansas Traffic Records System Performance Measurement Report* is prepared annually and presents performance measurement results from the Traffic Records Coordinating Committee (TRCC).

NHTSA Report Purpose

Selected measurements within the *Kansas Traffic Records System Performance Measurement Report* will be submitted to the National Highway Traffic Safety Administration (NHTSA) on an annual basis. NHTSA will use the performance measurement results to assess the effectiveness of the *2021-2025 Kansas Traffic Records Coordinating Committee Strategic Plan* (TRCC Strategic Plan) and to provide oversight of the 405(c) grant funding.

TRCC Report Purpose

The *Kansas Traffic Records System Performance Measurement Report* enables the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements results also provide a holistic view of the TRCC Strategic Plan's progress towards achieving the TRCC's goals and objectives. Kansas TRCC leaders utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance.

Report Structure

The performance measures listed in this report are organized by data system, and then by data quality attribute. Each performance measure includes three sections; the base components, performance values, and details for the current year.

- **Base Components:** This section lists the title, associated data system, data quality attribute, TRCC goal(s), TRCC objective(s), the reporting period, performance measure statement, baseline value, and performance target.
- **Performance Values:** This section shows planned values, actual values, and performance trend indicator for five (5) reporting periods.

  NOTE: The five (5) reporting periods that are shown for each performance measure are those that directly precede the end of the current 5-year TRCC Strategic Plan. Kansas plans to evaluate existing performance measures and determine new performance targets and planned values for the next five (5) year period during the first year following a new Traffic Records Coordinating Committee Strategic Plan.

Trend Indicator	Trend Indicator	Trend Indicator
Description	Description	Description
Signifies a materially positive trend in the performance measurement.	Signifies no change, or a neutral trend, in the performance measurement. *(less than 1% change)*	Signifies a materially negative trend in the performance measurement.

- **Details for Current Year:** This section provides a narrative with additional information related to the observed performance values for the current and previous year. Trend analysis, observations, and graphs may also be included in this section.

SUMMARY OF PERFORMANCE MEASURES

Model Performance Measures

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

One goal of the TRCC this reporting period was to continue measuring its performance in improving traffic records based on the NHTSA traffic records review. Those areas that appear to have the greatest need are targeted by the updated TRCC Strategic Plan, which in turn makes them monitoring priorities.

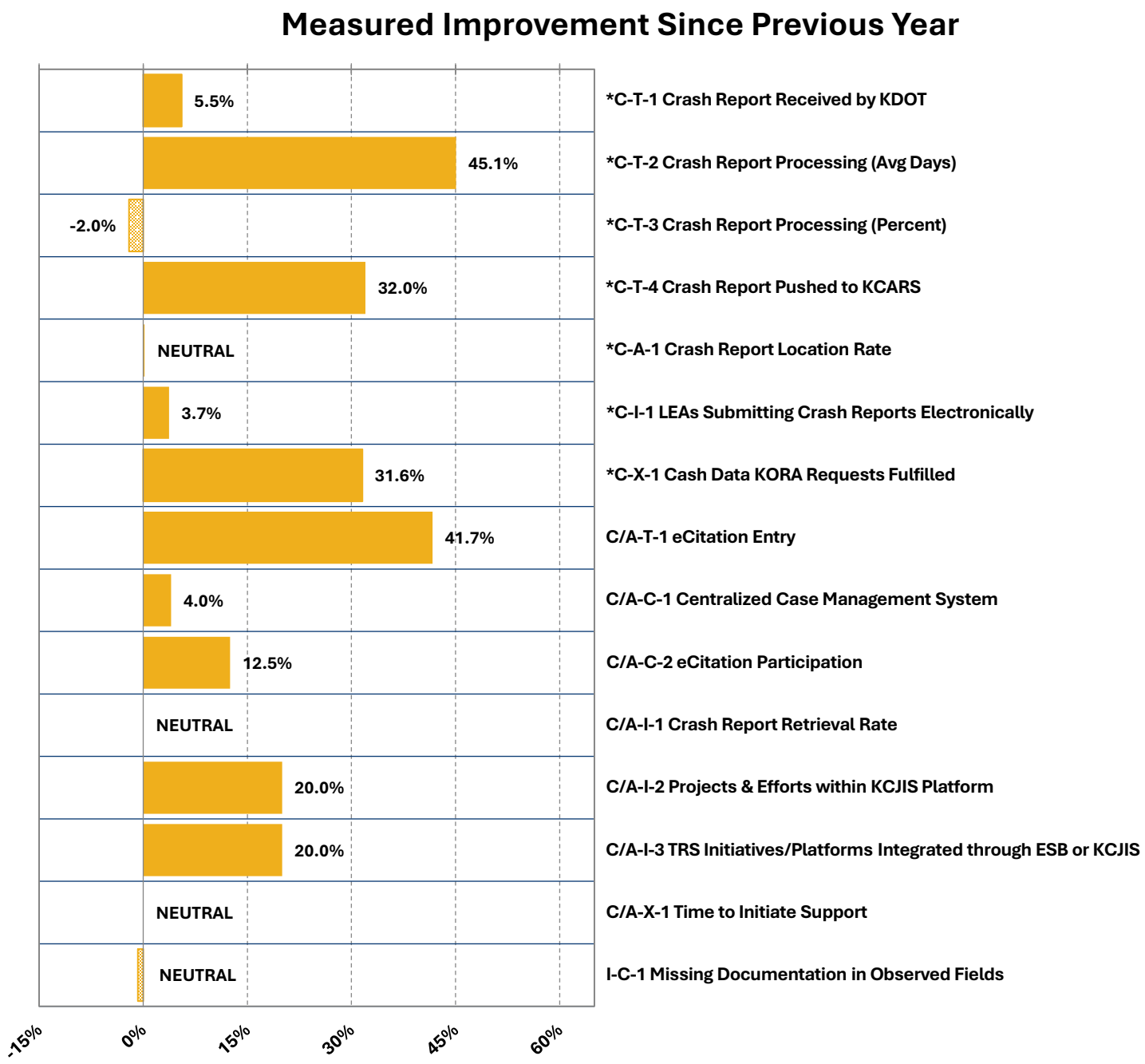
Current Distribution

The following table depicts the traffic records database and quality attribute pairs that are currently measured in this report.

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

MEASURED IMPROVEMENT/DIMINISHMENT FROM PREVIOUS YEAR

The following graph indicates the year-over-year percentage change of each performance measure. The measures for each year are calculated for the period of performance from April 1, 2023, to March 31, 2024, unless noted with an (*).



PERFORMANCE MEASURES DETAILS

Crash Database Measures

C-T-1: CRASH REPORT RECEIVED BY KDOT

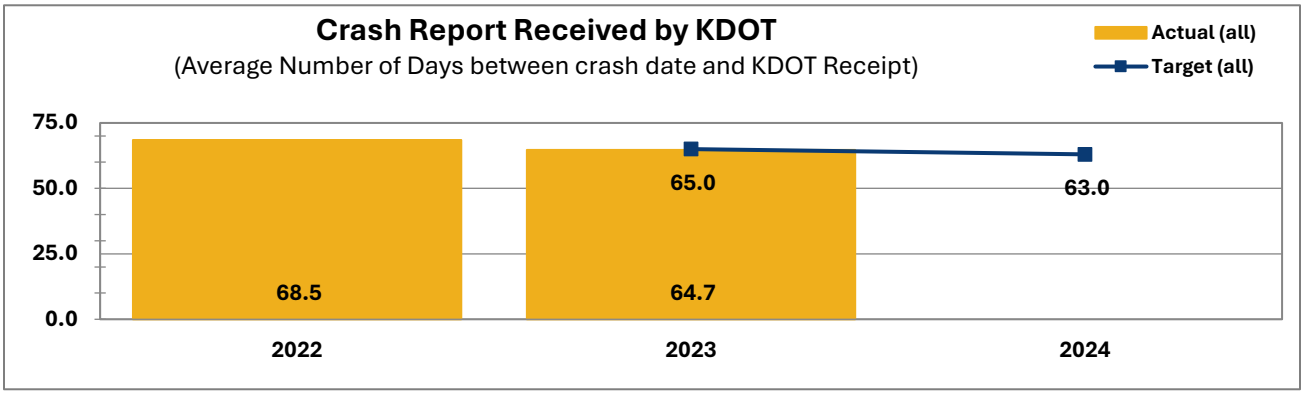
Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data. Automated data capture.
Reporting Period:	January 1st – December 31st
Performance Measure:	Decrease the average number of days between the crash date and the "KDOT Receipt" date for crash reports that were processed during the calendar year, from 68.5 days in 2022 to 63.0 days in 2024.
Baseline (1/1/2022-12/31/2022):	68.5 days
Performance Target:	63.0 days

Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	68.5	
Year 4 (1/1/2023 – 12/31/2023)	**65.0**	**64.7**	**5.5% improvement**
Year 5 (1/1/2024 – 12/31/2024)	63.0		

Details For Current Year (Year 4):

A key factor in collecting accurate crash data is ensuring crash reports are submitted to KDOT by the Law Enforcement Agency (LEA) quickly after the investigation of a crash. By law, any crash occurring on, or involving a public roadway, which results in death or injury to a person or total property damage of $1,000 or more must be reported to the Kansas Department of Transportation (KDOT) within ten (10) days after investigation. The sooner KDOT receives crash reports, the sooner the information can be submitted to the Traffic Records System (TRS) and pushed to Kansas Crash Analysis & Reporting System (KCARS) for reporting and analysis.

For measurements in this report, "KDOT Receipt" is the first date associated with a crash report and is generally the date that an electronic/PDF copy of the crash report is created. This "Crash Report Received by KDOT" measurement shows the average number of days between a crash date and the KDOT Receipt date for crash reports that were processed during the calendar year. For this measurement, crash reports that had an unknown crash date were excluded. During the 2023 calendar year, KDOT processed 61,120 crash reports with a known crash date. The observed average between the crash date and when the crash report was received by KDOT was 64.7 days. The average number of days between the date of a crash to the date of KDOT Receipt decreased from 68.5 days to 64.7 days during calendar year 2023.



Crash Database Measures (continued)

C-T-2: Crash Report Processing (AVG Days)

Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Improve timeliness for entry of information into the central repositories.
Reporting Period:	January 1st – December 31st
Performance Measure:	Decrease the average number of days between the "KDOT Receipt" date and the most recent "submitted to TRS" date for crash reports that were processed during the calendar year, from 16.2 days in 2022 to 15.0 days in 2024.
Baseline (1/1/2022-12/31/2022):	16.2 days
Performance Target:	15.0 days

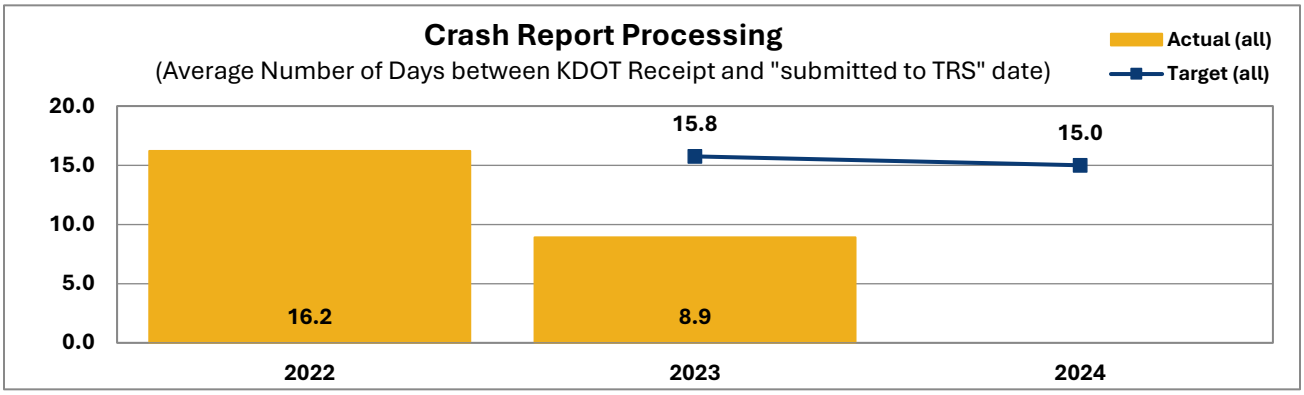
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	16.2	
Year 4 (1/1/2023 – 12/31/2023)	**15.8**	**8.9**	**45.1% improvement**
Year 5 (1/1/2024 – 12/31/2024)	15.0		

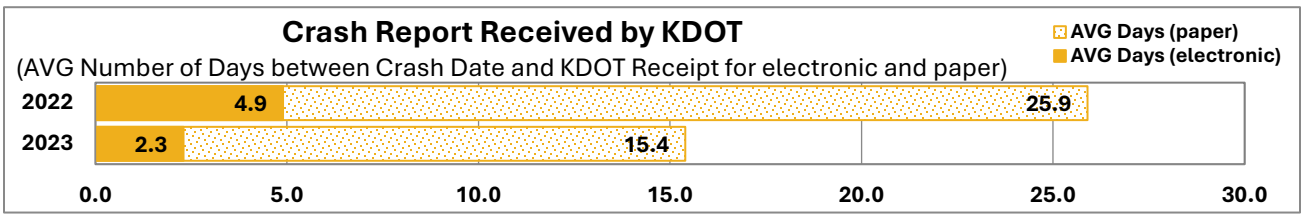
Details For Current Year (Year 4):

Crash reports that are received in paper format go through a data entry process and are then submitted to the TRS. Reducing the average number of days between KDOT receipt of a crash report and when the crash report is submitted to the TRS allows faster analysis of the results of TRCC programs and other roadway safety goals. For measurements in this report, the "submitted to TRS" date is the date that a crash report was accepted into the TRS, or in the case of an amended report, the date that it was last amended.

This "Crash Report Processing (Avg Days)" measurement shows the average number of days between KDOT's receipt of a crash report and the most recent "submitted to TRS" date for crash reports that were processed during calendar year 2023. During calendar year 2023, the average number of days observed for this measurement decreased by 7.3 days, from 16.2 to 8.9 days.

As part of this "Crash Report Processing (Avg Days)" measurement, KDOT was also able to analyze the data to determine the average number of days for both methods of submission (i.e., electronic or paper). The observed average number of days for electronic and paper crash reports was 2.3 and 15.4 days, respectively, with electronic format crash reports passing through this data entry process significantly faster than paper format crash reports.





Crash Database Measures (continued)

C-T-3: Crash Report Processing (Percent)

Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data. Improve timeliness for entry of information into the central repository.
Reporting Period:	January 1st – December 31st
Performance Measure:	Increase the percentage of crash reports that were submitted to the TRS less than 30 days after the crash date for crash reports that were submitted to the TRS during the calendar year, from 55.6% in 2022 to 57.0% in 2024.
Baseline (1/1/2022-12/31/2022):	55.6%
Performance Target:	57.0%

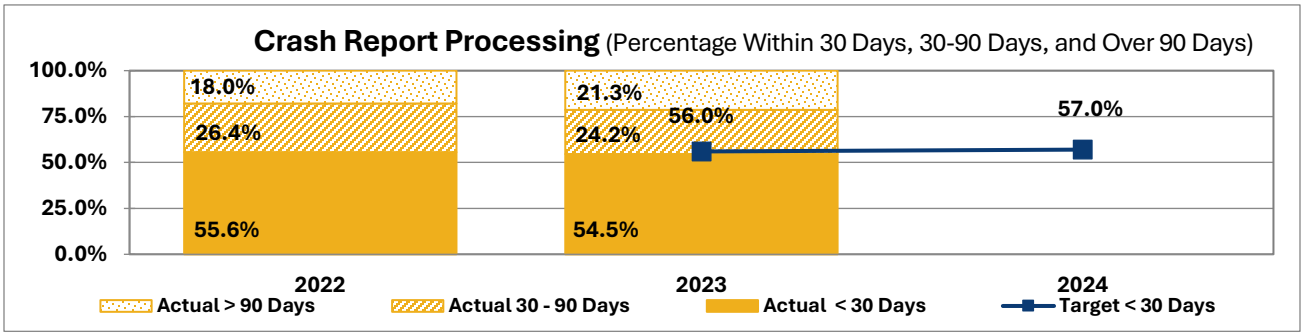
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	55.6%	
Year 4 (1/1/2023 – 12/31/2023)	**56.0%**	**54.5%**	1.7% diminishment
Year 5 (1/1/2024 – 12/31/2024)	57.0%		

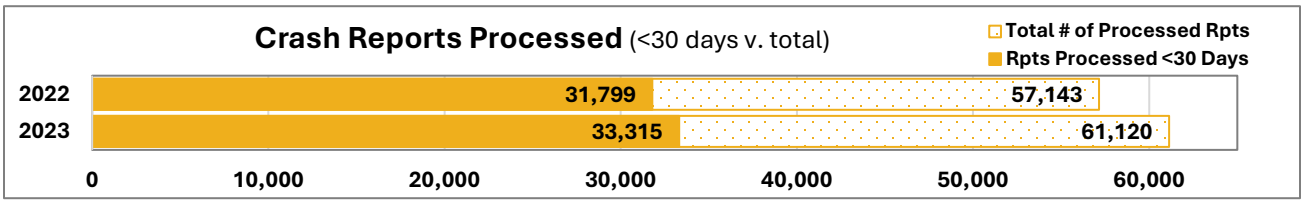
Details For Current Year (Year 4):

Kansas currently tracks the number of days between a crash date and the date a crash report is submitted to the TRS. This tracking encompasses both the number of days between the crash date and the date of KDOT Receipt, see C-T-1 Crash Report Received by KDOT, and the number of days between KDOT Receipt and when the crash report is submitted to the TRS, C-T-2 Crash Report Processing (Avg Days).

This "Crash Report Processing (Percent)" measurement shows the percentage of crash reports that were submitted to the TRS in less than 30 days, 30-90 days, and more than 90 days after the crash date (when the crash date was known) for crash reports that were processed during the calendar year. During the calendar year 2023, the number of crash reports submitted to the TRS increased by 3,977 from the prior year. Additionally, the number of crash reports that were submitted to the TRS in less than 30 days after the crash date increased by 1,516. This calculates to 53.3% percent of the crash reports accepted by the TRS system with a known crash date were submitted to the TRS system within 30 days of the crash date, compared to the 54.2% that was observed in calendar year 2023.

This measurement was at least partially affected by a few LEAs experiencing issues where their electronic crash reports were not validating and being submitted to KDOT as expected during 2023. Kansas worked with these LEAs, and the hope is that this measurement will show improvement in the coming years.





Crash Database Measures (continued)

C-T-4: Crash Report Pushed to KCARS

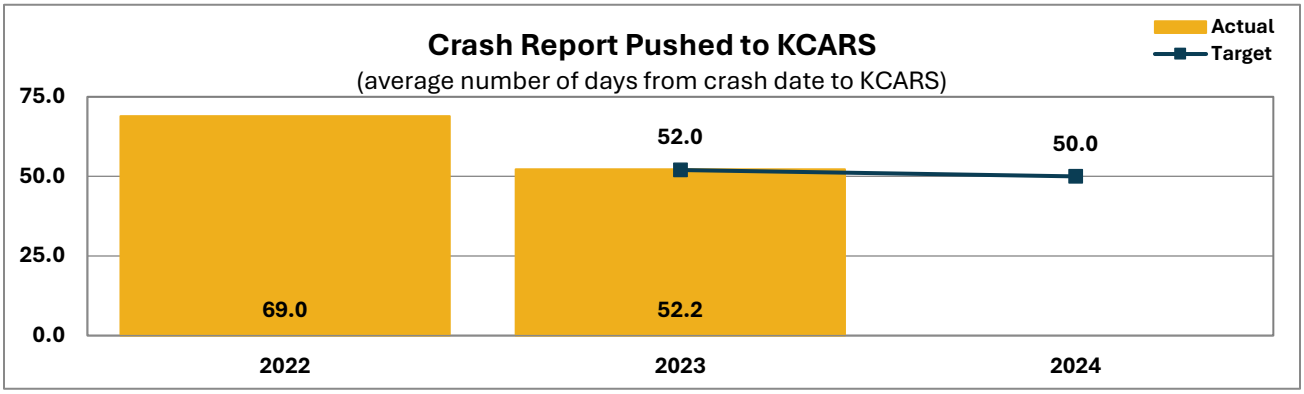
Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Improve timeliness for entry of information into the central repository.
Reporting Period:	January 1st – December 31st
Performance Measure:	Decrease the average number of days between the crash date and the date when the crash report is pushed to KCARS for crashes that occurred during the calendar year, from 69.0 days in 2022 to 50.0 days in 2024.
Baseline (1/1/2022-12/31/2022):	69.0 days
Performance Target:	50.0 days

Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2025 – 12/31/2025)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	69.0	
Year 4 (1/1/2023 – 12/31/2023)	**52.0**	**52.2**	**32.0% improvement**
Year 5 (1/1/2024 – 12/31/2024)	50.0		

Details For Current Year (Year 4):

Narrative: Once a crash report has been validated, it is pushed to KCARS where the data is available for reporting and analysis. Reducing the average number of days between the crash date and the date it is pushed to KCARS enables faster analysis of the results of TRCC programs and other roadway safety goals. Kansas expects to improve the timeliness of both reporting and processing of the State reportable motor vehicle crash data, which will be influential in improving the timeliness related to crash reports being pushed to KCARS.

This "Crash Report Pushed to KCARS" measurement shows the average number of days from the crash date to the pushed to KCARS date for crash reports with a crash date during each calendar year. Crash reports with an unknown crash date were excluded from this dataset. For the 2023 reporting period, there was a decrease of 16.7 days in the observed average number of days from crash date to the date that a crash report was "pushed to KCARS." The average number of days between the crash date and the date a report was "pushed to KCARS" decreased from 69.0 days to 52.2 days during calendar year 2023.



Crash Database Measures (continued)

C-A-1: Crash Report Location Rate

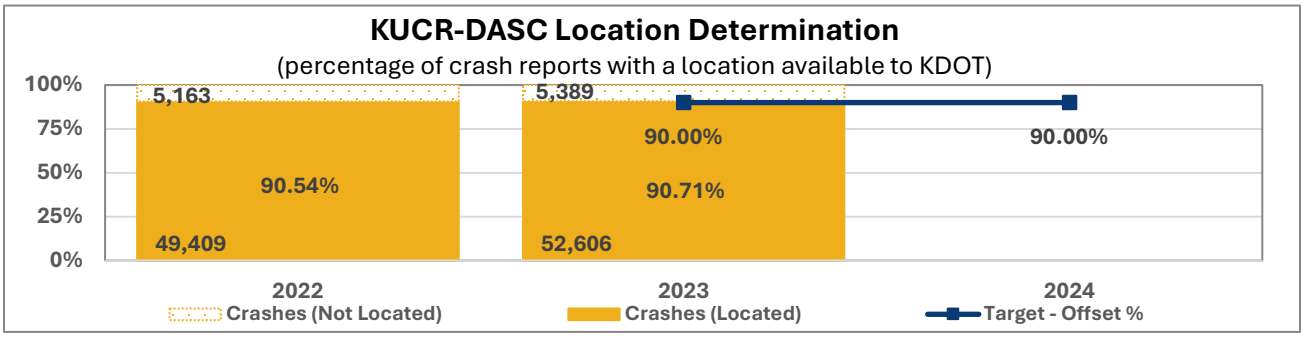
Data System:	**Crash**
Data Quality:	**Accuracy**
Goal:	Improve and expand the quantity and quality of traffic safety data. Expand crash data analysis capabilities.
Objective:	Accurate, timely, location-based data. Quality data collection for improved analysis.
Reporting Period:	January 1st – December 31st
Performance Measure:	Maintain a 90.0% percent overall location rate by late April of each year for crash reports of crashes that occurred during the previous year. The timing and percentage target allow for the "final push" prior to the June 30th contractual expectations for fatality, highway, and injury crash location determination: • 100% location determination for Fatality crashes by June 30th • 95% location determination for Highway crashes by June 30th, and • 90% location determination for Injury crashes by June 30th.
Baseline (1/1/2022-12/31/2022):	90.5%
Performance Target:	90.0%

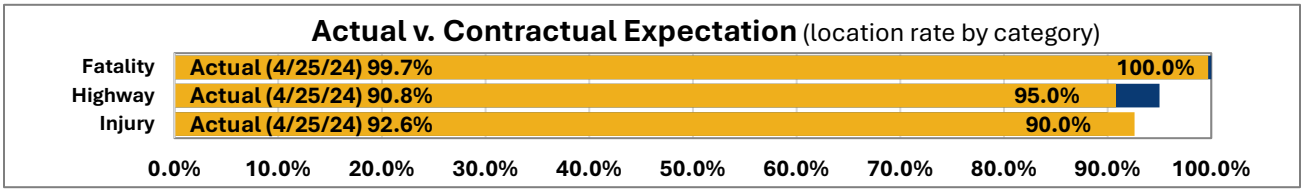
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	90.5%	
Year 4 (1/1/2023 – 12/31/2023)	**90.0%**	**90.7%**	= **0.2% improvement**
Year 5 (1/1/2024 – 12/31/2024)	90.0%		

Details For Current Year (Year 4):

The University of Kansas – Data Access and Support Center (KUCR-DASC) tracks the number and percentage of crash reports that have been geocoded and offset to their corresponding intersection for both fatality and non-fatality crash reports. Obtaining accurate location information allows crash locations to be displayed to internal and external audiences and supports decision making related to Kansas infrastructure and roadway safety measures.

This "Crash Report Location Rate" measurement shows the percentage of crash reports that occurred during the 2023 calendar year that have a location determination available to KDOT. As of April 25th, the overall location rate for the 2023 calendar year is 90.7%. When comparing this rate with the 90.5% that was observed on April 24, 2022, there was a 0.2% improvement which is classified as neutral.





Crash Database Measures (continued)

C-I-1: LEAs Submitting Crash Reports Electronically

Data System:	**Crash**
Data Quality:	**Integration**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data.
Reporting Period:	January 1st – December 31st
Performance Measure:	Increase the percentage of LEAs that submitted one or more crash reports electronically for crashes that occurred during the calendar year, from 42.1% in 2022 to 44.0% in 2024.
Baseline (1/1/2022–12/31/2022):	42.1%
Performance Target:	44.0%

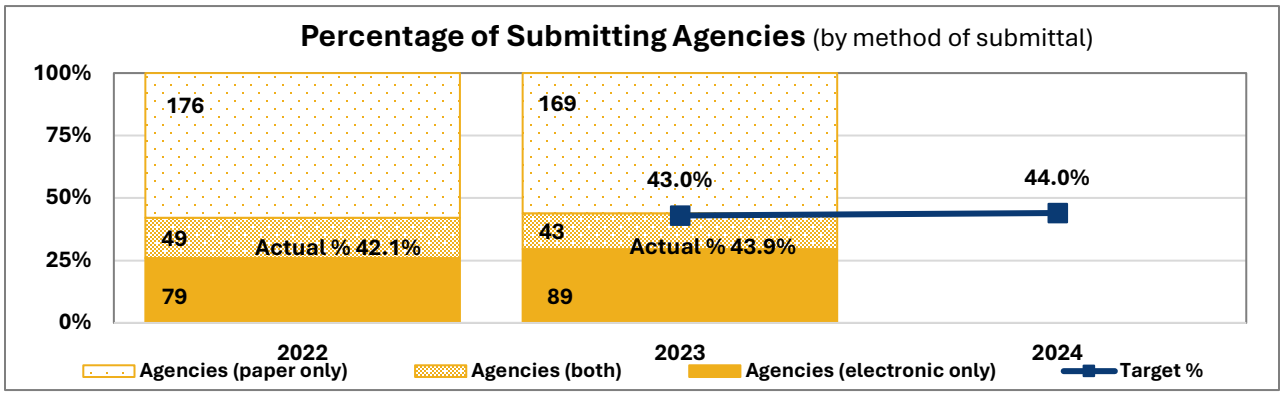
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	42.1%	
Year 4 (1/1/2023 – 12/31/2023)	**43.0%**	**43.9%**	4.2% improvement
Year 5 (1/1/2024 – 12/31/2024)	44.0%		

Details For Current Year (Year 4):

Each year, KDOT processes crash reports that are submitted by LEAs either in electronic format or on the historical paper-based forms. When crash reports are submitted in electronic format improved data timeliness and quality through an improved workflow is often observed; along with more readily accessible data from the KCARS database and a reduction of duplicate data entry.

This "LEAs Submitting Crash Reports Electronically" measurement shows, based on crash year, the percentage of LEAs that submitted at least one crash report in an electronic format. During crash year 2023, 301 LEAs submitted crash reports; this is a decrease of 3 LEAs from the prior year. Additionally, the number of LEAs that submitted at least one crash report in electronic format also decreased, from 176 to 169 LEAs. These combined decreases calculated to an increase from 42.1% to 43.9% of LEAs submitting at least one crash report electronically during calendar year 2023.

As part of the KCDS design and implementation, KDOT plans to work with some of the larger Records Management System (RMS) vendors to support XML submission of crash reports. This measurement of integration should improve as more options are made available for LEAs to submit crash reports electronically.



Crash Database Measures (continued)

C-X-1: Crash Data KORA Requests Fulfilled

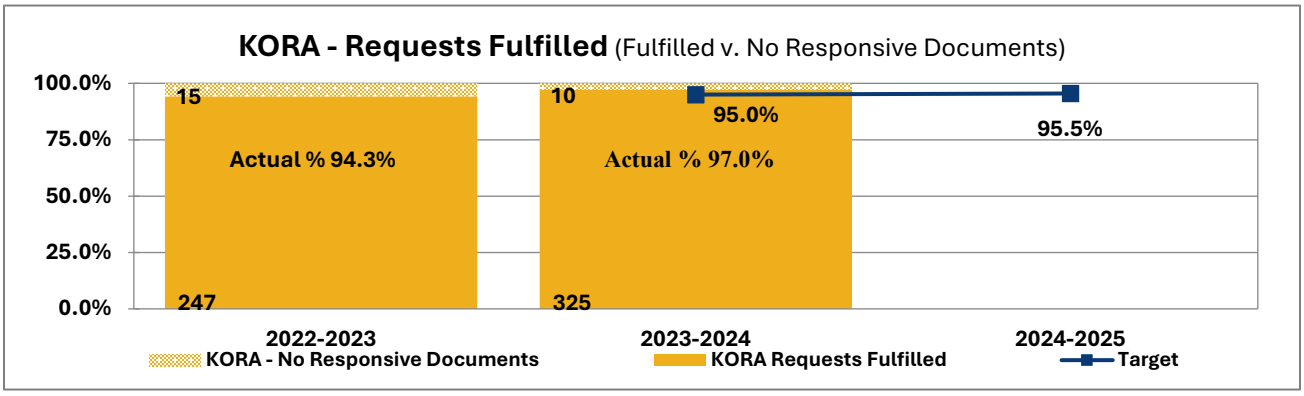
Data System:	**Crash**
Data Quality:	**Accessibility**
Goal:	Improve and expand information sharing.
Objective:	High level of customer satisfaction with data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase percentage of Crash Data Kansas Open Records Act (KORA) Requests submitted during the reporting period that received a response with either a PDF or data from crash reports, from 94.3% in the 2022-2023 reporting period to 95.5% in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	94.3%
Performance Target:	Kansas's target is to increase the percentage of Crash Data KORA requests that receive a response with either a PDF copy of a crash report or an export of the data from several crash reports by 1% each year.

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	N/A	
Year 3 (4/1/2022 – 3/31/2023)	N/A	94.3%	
Year 4 (4/1/2023 – 3/31/2024)	**95.0%**	**97.0%**	**31.6% improvement**
Year 5 (4/1/2024 – 3/31/2025)	95.5%		

Details For Current Year (Year 4):

KORA allows the public to inspect and copy certain records kept by public agencies, including KDOT. KDOT assigns KORA requests received to an appropriate area based on the specific description of the record(s) desired. Generally, requests related to traffic records and crash statistics are assigned to KDOT's Bureau of Transportation Safety as Crash Data KORA Requests. KORA does not require an agency to answer questions or to create a record to respond to a request; therefore, KDOT's responses to KORA requests are limited to three options 1) requested documents (or data) are provided, 2) the request is denied (in whole or in part) based on a specific legal authority, and 3) a response of "No Responsive Documents" is provided.

This "Crash Data KORA Requests Fulfilled" measurement shows the percentage of Crash Data KORA Requests during the reporting period that received a KDOT response with either a PDF copy of a crash report or an export of the data from several crash reports. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), a total of 335 Crash Data KORA Requests were received. Of those, ten (10) had a response provided to the requestor that "no responsive documents" were available and 325 had a response of documentation or data being provided. This calculates out to 97.0% of Crash Data KORA Requests receiving a response with documentation. Compared to the 2022-2023 reporting period, with 94.3% receiving a response with documentation.



Citation/Adjudication Database Measures (continued)

C/A-T-1: eCitation Entry

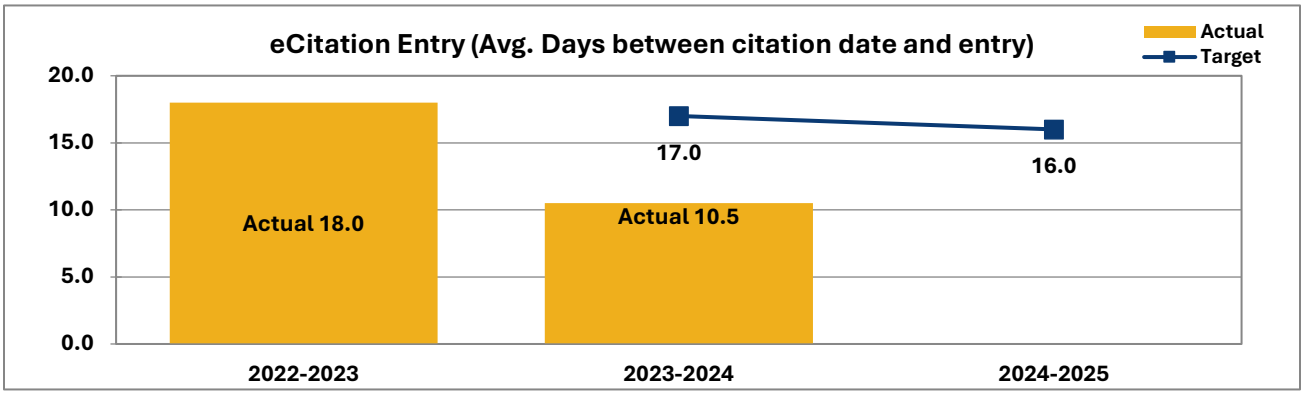
Data System:	**Citation/Adjudication**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data. Improve timeliness for entry of information into the central repositories.
Reporting Period:	April 1st – March 31st
Performance Measure:	Decrease the average number of days between the date of a citation and the date the citation was entered into the eCitation Repository, from 18.0 days in the 2022-2023 reporting period to 16.0 days in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	18.0 days
Performance Target:	15.0 days

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	N/A	
Year 3 (4/1/2022 – 3/31/2023)	N/A	18.0	
Year 4 (4/1/2023 – 3/31/2024)	**17.0**	**10.5**	**41.7% improvement**
Year 5 (4/1/2024 – 3/31/2025)	16.0		

Details For Current Year (Year 4):

The statewide eCitation Repository allows participating agencies to share and query citation data. Kansas tracks the length of time it takes for citations to be entered by the Kansas Bureau of Investigation (KBI) into the eCitation Repository. Citations are submitted by both paper and electronic methods, and through large data dumps of historical data when an agency is first interfaced.

This "eCitation Entry" measurement shows the average number of days between the date of a citation and the date that the citation is entered into the eCitation Repository. For the 2023 reporting period, there was a decrease of 7.5 days to enter citations into the eCitation Repository. The average number of days between the date of a citation and the date that the citation was entered into the eCitation Repository decreased from 18 days to 10.5 days in the 2023-2024 reporting period.



Citation/Adjudication Database Measures (continued)

C/A-C-1: Centralized Case Management System

Data System:	**Citation/Adjudication**
Data Quality:	**Completeness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Increase completeness of traffic data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the cumulative percentage of Kansas counties that are online and part of the Centralized Case Management System, from 21.9% in the 2020-2021 reporting period to 100% in the 2024-2025 reporting period. NOTE: This performance measure is based on the rollout schedule provided by the Office of Judicial Administration.
Baseline (4/1/2022-3/31/2023):	95.2%
Performance Target:	100%

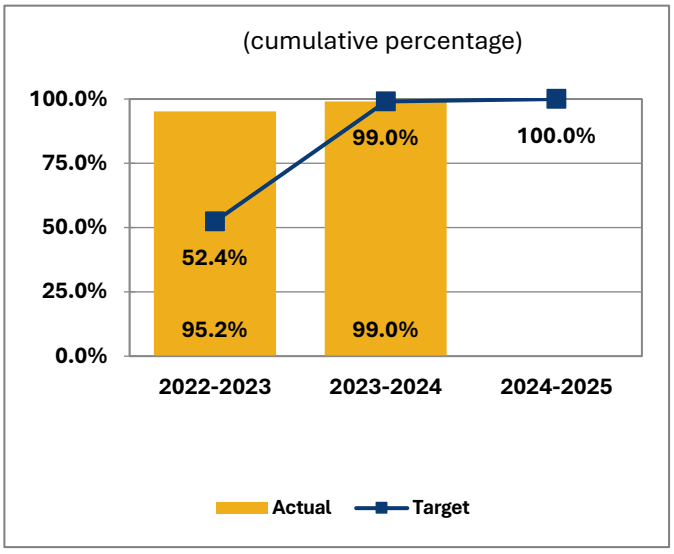
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	21.9%	
Year 2 (4/1/2021 – 3/31/2022)	41.4%	24.8%	
Year 3 (4/1/2022 – 3/31/2023)	52.4%	95.2%	
Year 4 (4/1/2023 – 3/31/2024)	**99.0%**	**99.0%**	**4.0% improvement**
Year 5 (4/1/2024 – 3/31/2025)	100%		

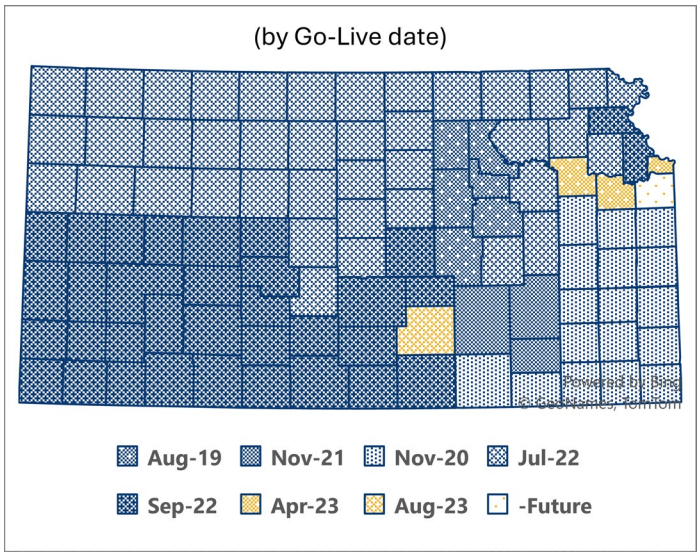
Details For Current Year (Year 4):

The Centralized Case Management System is a key component to the Kansas Supreme Court's eCourt plan and will complete the conversion from local, paper-driving processes to a statewide electronic one. This will allow improved access to case information, details, and records from across the state to authorized users (attorneys, judges, and court personnel) by increasing the number of Kansas counties and judicial districts that are participating.

This "Centralized Court Management System" measurement shows the percentage of Kansas counties that have been brought online to the Centralized Case Management System. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), an additional 4 counties were brought online. Cumulatively, this amounts to 104 of Kansas' 105 counties being online. The Appellate courts and the remaining county are scheduled to be brought online in 2024 (June and November, respectively). The cumulative percentage of Kansas counties that are online and part of the Centralized Case Management System increased from 95.2% to 99.0% in the 2023-2024 reporting period.

Kansas Counties on the Centralized Case Management System





Citation/Adjudication Database Measures (continued)

C/A-C-2: eCitation Participation

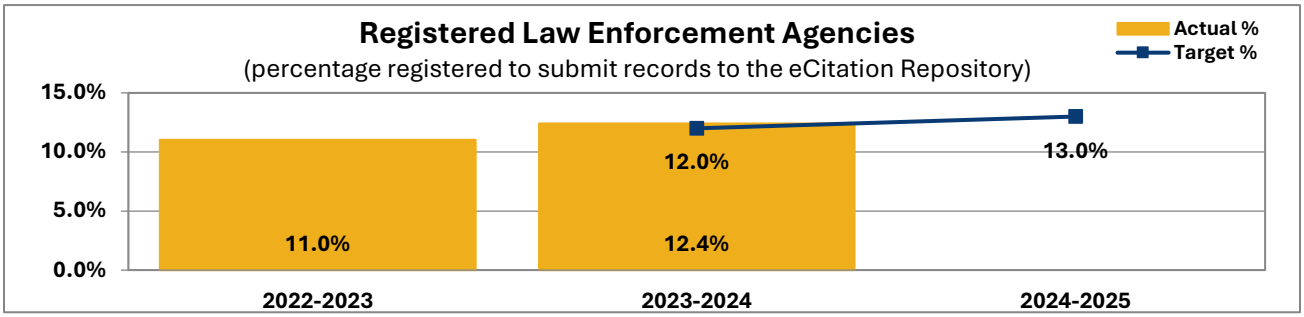
Data System:	**Citation/Adjudication**
Data Quality:	**Completeness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Increase completeness of traffic data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository, from 11.0% in the 2022-2023 reporting period to 13.0% in the 2024-2025 reporting period.
Baseline (4/1/22-3/31/23):	11.0%
Performance Target:	13.0%

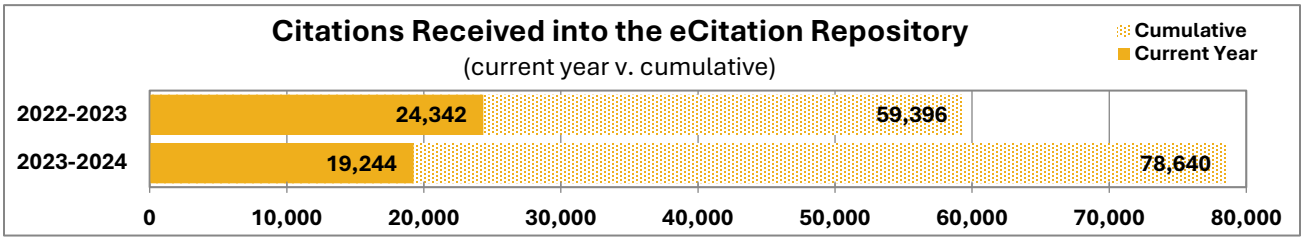
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	9.1%	
Year 3 (4/1/2022 – 3/31/2023)	N/A	11.0%	
Year 4 (4/1/2023 – 3/31/2024)	**12.0%**	**12.4%**	**12.5% improvement**
Year 5 (4/1/2024 – 3/31/2025)	13.0%		

Details For Current Year (Year 4):

Participating agencies can share and query citation data through Kansas' statewide eCitation application. Currently, Huber is the only RMS interface that allows users to electronically upload citation data directly to the eCitation Repository with the remaining citations being entered manually through a web-based form.

This "eCitation Participation" measurement shows the percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository, along with the number of citations received during each year. When comparing the 2022-2023 and 2023-2024 reporting periods, there was an increase of six (6) agencies registered to submit citations and a decrease of 5,098 citations received during the reporting period. As additional RMS vendor interface options are enabled, Kansas expects an increase in both the number of agencies registered and the number of citations received. The percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository increased from 11.0% to 12.4% in the 2023-2024 reporting period.





Citation/Adjudication Database Measures (continued)

C/A-I-1: Crash Report Retrieval

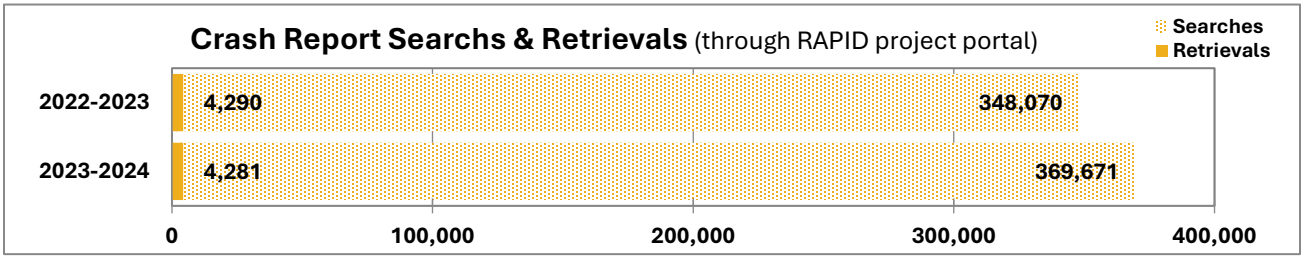
Data System:	**Citation/Adjudication**
Data Quality:	**Integration**
Goal:	Improve and expand information sharing. Promote collaboration and innovation.
Objective:	Improve the ability to aggregate and statistically report on data collected. Leverage available agency infrastructure tools. Reduce duplication of effort and data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the percentage of crash report searches within the Report and Police Impaired Driving (RAPID) project portal that result in a crash report retrieval, from 1.2% in the 2022-2023 reporting period to 1.4% in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	1.2%
Performance Target:	1.4%

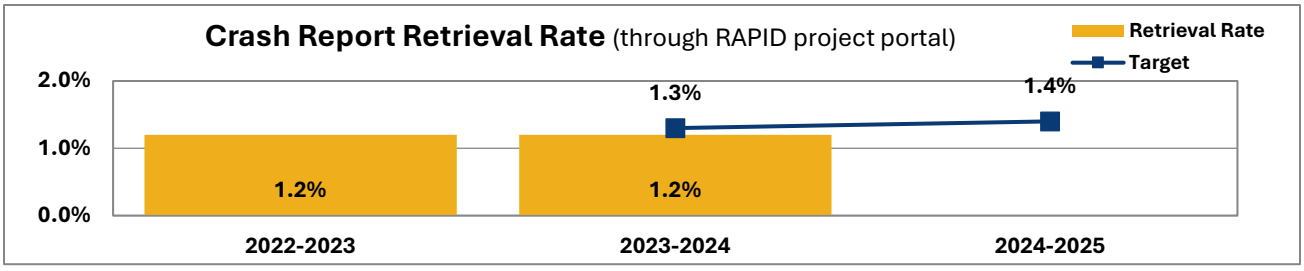
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	1.0%	
Year 3 (4/1/2022 – 3/31/2023)	N/A	1.2%	
Year 4 (4/1/2023 – 3/31/2024)	**1.3%**	**1.2%**	= 0.0% changes
Year 5 (4/1/2024 – 3/31/2025)	1.4%		

Details For Current Year (Year 4):

For several years, the State's crash reports have been preserved as both raw data and document images inside privately accessed systems within KDOT. A previous TRS project made this rich historical record set available to the traffic safety community through a search function in the Kansas Criminal Justice Information System (KCJIS) portal hosted by KBI. In 2015, the KBI added enhanced crash report query capabilities through its RAPID project portal providing more robust and efficient query functionality.

This "Crash Report Retrieval Rate" shows the percentage of crash report searches through the RAPID project portal that resulted in a crash report retrieval. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), the number of searches (including both simple and advanced searches) within the RAPID portal increased by 21,601 searches from the prior year. And the number of crash reports retrieved as a result of those searches remained relatively stable, decreasing by 9 from 4,290 to 4,281. The calculated retrieval rate for the 2023-2024 reporting period is 1.2% and remains steady from the 1.2% that was observed in the 2022-2023 reporting period; therefore, this measurement is classified as neutral.





Citation/Adjudication Database Measures (continued)

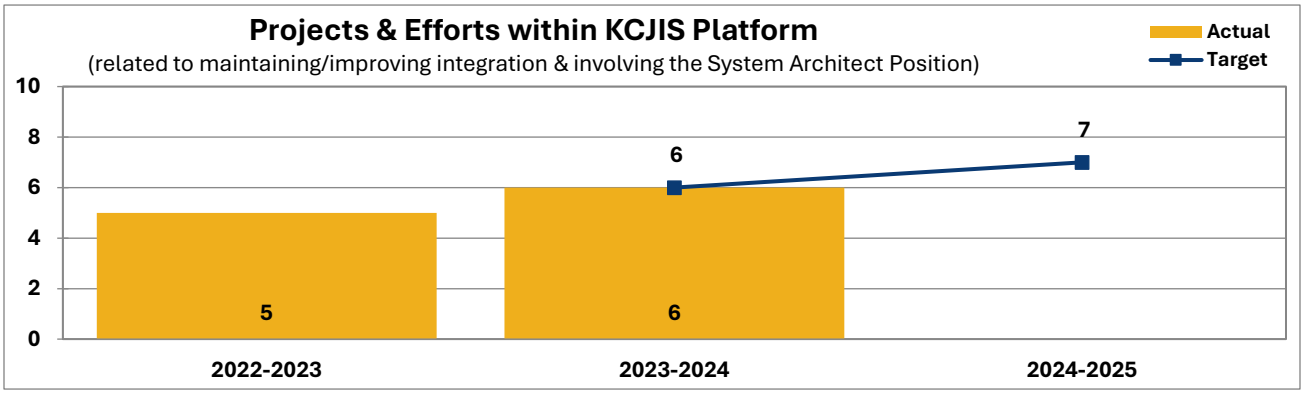
C/A-I-2: Projects & Efforts within KCJIS Platform

Data System:	**Citation/Adjudication**
Data Quality:	**Integration**
Goal:	Improve and expand information sharing. Promote collaboration and innovation.
Objective:	Increase integration and statistical analysis tools available to state and local agencies. Leverage available agency infrastructure tools.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the number of projects/efforts within the KCJIS platform that involve the Systems Architect Position and are related to maintaining and improving integration with the TRS, from 5 projects/efforts in the 2022-2023 reporting period to 7 projects/efforts in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	4 projects/efforts
Performance Target:	7 projects/efforts

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2025 – 3/31/2026)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	4	
Year 3 (4/1/2022 – 3/31/2023)	5	5	
Year 4 (4/1/2023 – 3/31/2024)	**6**	**6**	**20.0% improvement**
Year 5 (4/1/2024 – 3/31/2025)	7		

Details For Current Year (Year 4):

The TRCC funded a contract with the KBI for a project titled "Systems Architect Position" to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the KCJIS Platform, along with supporting ongoing modernization of KCJIS and TRS integration. This "Projects & Efforts within KCJIS Platform" measurement shows the number of projects/efforts within the KCJIS Platform that involved the Systems Architect Position and were related to maintaining and improving integration with the TRS. In the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were six (6) projects and/or efforts that involved the Systems Architect and were also related to maintaining or improving integration of KCJIS and TRS. These tasks are listed below. This number is an increase of one (1) from the 2022-2023 reporting period and calculates to a 20.0% improvement.



Project & Efforts within KCJIS Platform
· Completed integrating the eStatute interface in the DNA System replacement.
· Completed KDOR driver restriction code issue for the KCJIS Portal and central message switch.
· Kansas Department of Revenue (KDOR) driver Emergency Notification for the KCJIS Portal and central message switch.
· Integration planning and development consultation for the new Kansas Incident Based Reporting System (KIBRS).
· AFIS Replacement integration design through the ESB for Arrest data.
· Completed ESB upgrade.

Citation/Adjudication Database Measures (continued)

C/A-I-3: TRS Initiatives Integrated through ESB or KCJIS Portal

Data System:	**Citation/Adjudication**
Data Quality:	**Integration**
Goal:	Improve and expand information sharing. Promote collaboration and innovation.
Objective:	Increase integration and statistical analysis tools available to state and local agencies. Leverage available agency infrastructure tools.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the number of initiatives/platforms that are integrated through the ESB or KCJIS Portal, from 10 initiatives/platforms in the 2022-2023 reporting period to 13 initiatives/platforms in the 2025-2026 reporting period.
Baseline (4/1/2022-3/31/2023):	10 initiatives/platforms
Performance Target:	13 initiatives/platforms

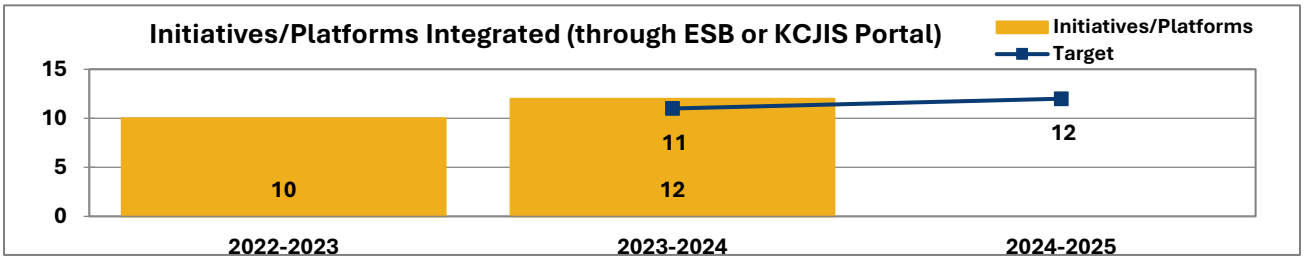
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2025 – 3/31/2026)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	10	
Year 3 (4/1/2022 – 3/31/2023)	11	10	
Year 4 (4/1/2023 – 3/31/2024)	**11**	**12**	**20.0% improvement**
Year 5 (4/1/2024 – 3/31/2025)	12		

Details For Current Year (Year 4):

The TRCC provided funding for an "Architecture & Application Support & Enhancements" contract with the KBI. This contract allowed for KBI to contract with a consultant/contractor to support the TRS initiatives and platforms put in place by previous and ongoing TRCC-funded grants (e.g., eCitation, KCJIS Portal, Master Entity Index) and TRS-related system integration.

This "TRS Initiatives Integrated through ESB or KCJIS Portal" measurement shows the number of the TRS initiatives and platforms that are integrated through either ESB or the KCJIS Portal. In the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were 12 TRS initiatives and platforms integrated through ESB or KCJIS Portal which is an increase of two (2) initiatives/platforms, and a 20.0% improvement from the previous year.

The TRS initiatives and platforms that were reported as integrated through ESB and the KCJIS Portal during the 2023-2024 reporting period are listed below.



ESB	KDOR Driver queries
	KDOR Vehicle queries
	KIBRS Use of Force module
	eStatute
	Automated Biometric Identification System (ABIS)
	Computerized Criminal History (CCH)
KCJIS Portal	Master Search for different data sources including Crash, KIBRS, KDOR Vehicle and Driver
	Offender Summary – includes rap sheet (CCH info) and KDOR Driver info
	KDOR Driver License Search
	KDOR Vehicle Search
	Electronic Disposition Processing
	Record Alert System

Citation/Adjudication Database Measures (continued)

C/A-X-1: Time to Initiate Support

Data System:	**Citation/Adjudication**
Data Quality:	**Accessibility**
Goal:	Promote collaboration and innovation.
Objective:	Leverage available agency infrastructure tools.
Reporting Period:	April 1st – March 31st
Performance Measure:	Maintain an average of 4.0 days, or less, between when a necessary change to a TRS-related system, architecture, or platform is identified and when the change is initiated.
Baseline (4/1/2022-3/31/2023):	3.0 days
Performance Target:	4.0 days, or less

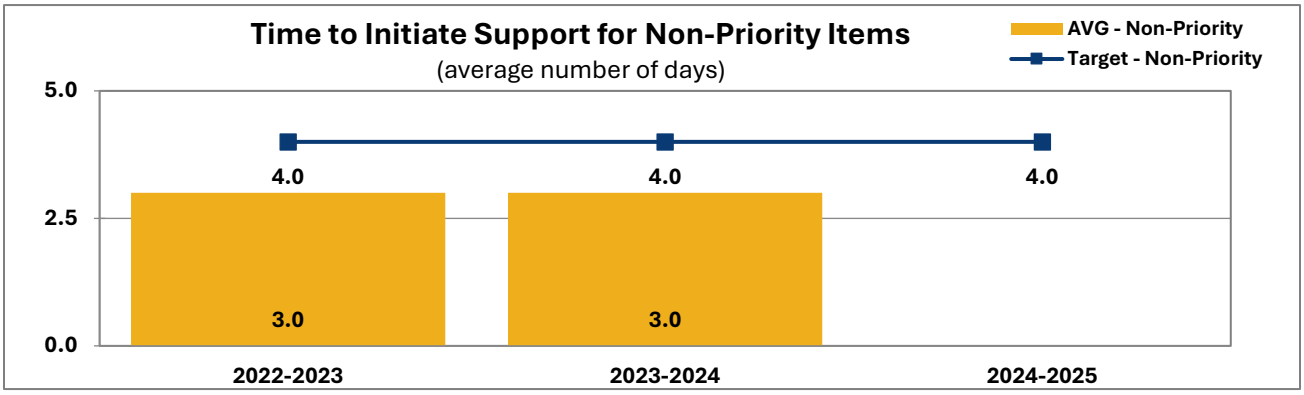
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	N/A	
Year 3 (4/1/2022 – 3/31/2023)	4.0	3.0	
Year 4 (4/1/2023 – 3/31/2024)	**4.0**	**3.0**	= 0.0% changes
Year 5 (4/1/2024 – 3/31/2025)	4.0		

Details For Current Year (Year 4):

In addition to C/A-I-4 TRS Initiatives Integrated through ESB or KCJIS Portal, the support provided by the "Architecture & Application Support & Enhancements" consultant/contractor is also expected to lead to faster response times to address identified necessary changes to TRS-related systems, architecture, and platforms.

This "Time to Initiate Support" measurement shows the average number of days needed to initiate support items for any identified necessary changes to a TRS-related system, architecture, or platform. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were three (3) identified necessary changes, and the average response time to initiate support items was three (3) days. When compared to the 2022-2023 reporting period, the average days needed to initiate support items remained the same therefore, this measurement is classified as neutral.

The identified necessary changes that were initiated during the 2023-2024 reporting period are listed below.



Identified necessary changes to TRS-related systems
· Began the remediation of non-production disposition records submitted to production in eDisposition.
· Add the ability to view emergency contact info on KDOR driver records requested through the switch.
· eDisposition search timeout error.

EMS/Injury Surveillance Measures

I-C-1: Missing Documentation in Observed Fields

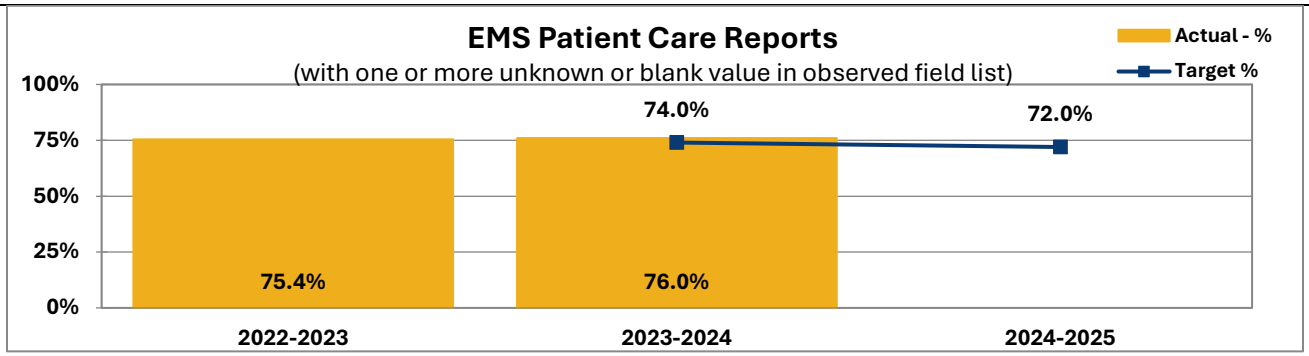
Data System:	**EMS/Injury Surveillance**
Data Quality:	**Completeness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Increase completeness of traffic data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Decrease the percentage of Emergency Medical Services (EMS) Motor Vehicle Crash (MVC) responses with missing documentation in any of the identified fields (shown below), from 75.4% in the 2022-2023 reporting period to 72.0% in the 2024-2025 reporting period.
Baseline:	75.4%
Performance Target:	72.0%

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	77.4%	
Year 3 (4/1/2022 – 3/31/2023)	N/A	75.4%	
Year 4 (4/1/2023 – 3/31/2024)	**74.0%**	**76.0%**	〓 **0.8% diminishment**
Year 5 (4/1/2024 – 3/31/2025)	72.0%		

Details For Current Year (Year 4):

EMS play an integral role in post-crash care as they respond to the scene and provide life-saving care to those injured. Documentation of the care provided by EMS providers is necessary to allow continuous quality improvement ensuring those injured in crashes have the best possible chance at a positive outcome. Patient care documentation must be as complete as possible to help identify how the elements of a motor vehicle crash impact the patient's injury severity. Having a complete understanding of the elements of the crash along with the vitals sign status of the patient can lead to improved outcomes. While some of the necessary information is documented, it is imperative EMS agencies work to include all necessary elements in their patient care reports.

This "Missing Documentation" measurement shows the percentage of EMS MVC responses with missing documentation in any of the fields listed below. In order to obtain a meaningful sample, responses with a disposition of "Agency Assist" or "Treated, Transferred" were excluded as duplicate patient records and responses where the crew was cancelled or the patient DOA were excluded as patient records where the observed fields were not expected to be completed. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were 21,948 EMS MVC responses, with 16,684 of those responses having at least one unknown or blank value in the observed fields. This resulted in an observed 76.0% of the EMS MVC responses having missing documentation, which is a diminishment of 0.8% from the previous year, therefore, this measurement is classified as neutral.



Observed Fields for this Measurement	
Location of Patient in Vehicle	Respiratory Rate
Occupant Safety Equipment Documented	Systolic Blood Pressure
Primary Location of Impact	Glascow Coma Score
Heart Rate	Scene GPS Documented

Part 3: Impaired Driving Countermeasures (23 CFR 1300.23 (D)-(F))

Implementation of Programs

The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j). You will find the States intended use for 405d in the Project Subrecipient Information: 405d. Each project details their eligible use of funds.

The State's Statewide Impaired Driving Plan

The state has previously submitted a statewide impaired driving plan on 7/1/2023 as a part of the current Kansas Highway Safety Plan. The State's Impaired Driving Task Force's plan is included and can be found in the Impaired Driving (Drug and Alcohol) program area of the Approved Kansas 2024-2026 Triennial Highway Safety Plan.

FY 2025 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT

FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019-2021 FINAL

STATE	2019-2021			
	Fatalities	VMT	Rate**	Classification
Kansas	285	91,390	0.3118503	Mid-Range

*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.

**These determinations identify States as either low-, mid- or high-range States in accordance with statutory requirements. States with low-range States are those with an average impaired driving fatality rate of 0.30 or lower; mid-range States are those with an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60; and high-range States are those that have an average impaired driving fatality rate of 0.60 or higher. The agency will not round any rates for the purposes of determining how a State should be classified among these ranges.

Part 6: Distracted Driving Grants (23 CFR 1300.24)

Distracted Driving Questions on State's Driver's License Exam

The KBSS confirmed with the Kansas Department of Revenue's Division of Vehicles that two questions appear on the State Driver's License exam. Those questions can be found below.

1. A driver distraction is:
    a. anything that causes you to pay more attention to driving.
    b. anything that takes your attention away from driving.
    c. anything that causes evasive action while driving.
2. To keep you from getting distracted:
    a. avoid arguments and stressful conversations
    b. turn the radio on
    c. talk to other passengers

All of KBSS' planned projects utilizing 405e can be found in Subrecipient Information: 405e.

Part 7: Motorcyclist Safety Grants (23 CFR 1300.25)

List of counties in the state where motorcycle rider training courses will be conducted during the fiscal year

Sedgwick County, Johnson County, Shawnee County, Leavenworth County, Wyandotte County, Reno County, and Douglas County make up 50% of the states registered vehicles. 5 of the 6 Counties just mentioned have motorcycle rider training courses available. The Kansas Department of Education identified the following counties as having training available:

Butler County

Cloud County

Cowley County

Johnson County

Leavenworth County

Reno County

Sedgwick County

Shawnee County

Wyandotte County

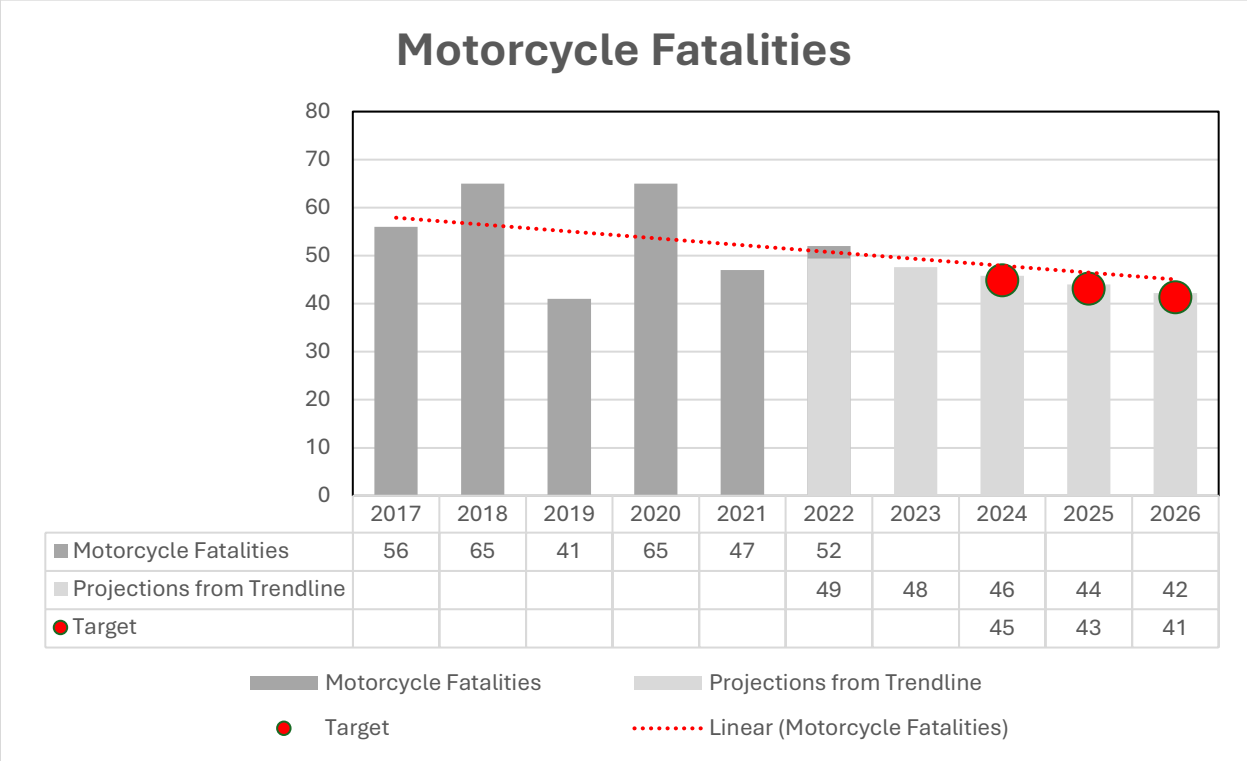
Number of Registered motorcycles in each county

The below data showcases state data for State Fiscal Year 2023

COUNTY	REGISTERED MOTORCYCLES	1	COUNTY	REGISTERED MOTORCYCLES
ALLEN	455		Linn	568
ANDERSON	269		Logan	142
ATCHISON	502		Lyon	787
BARBER	178		Marion	499
BARTON	842		Marshall	420
BOURBON	528		McPherson	1,303
BROWN	367		Meade	145
BUTLER	2,407		Miami	1,460
CHASE	92		Mitchell	271
CHAUTAUQUA	114		Montgomery	1,029
CHEROKEE	606		Morris	148
CHEYENNE	121		Morton	101
CLARK	63		Nemaha	400
CLAY	371		Neosho	531
CLOUD	403		Ness	116
COFFEY	351		Norton	290
COMANCHE	57		Osage	690
COWLEY	1,134		Osborne	170
CRAWFORD	1,119		Ottawa	298
DECATUR	150		Pawnee	210
DICKINSON	895		Phillips	241
DONIPHAN	274		Pottawatomie	919
DOUGLAS	2,440		Pratt	356
EDWARDS	143		Rawlins	136
ELK	108		Reno	2,688
ELLIS	1,192		Republic	171
ELLSWORTH	273		Rice	303
FINNEY	853		Riley	1,478
FORD	833		Rooks	222
FRANKLIN	1,183		Rush	138
GEARY	1,264		Russell	294
GOVE	143		Saline	2,173
GRAHAM	98		Scott	238
GRANT	233		Sedgwick	13,958
GRAY	258		Seward	347
GREELEY	36		Shawnee	5,171
GREENWOOD	203		Sheridan	116
HAMILTON	92		Sherman	237
HARPER	178		Smith	137
HARVEY	1,373		Stafford	158
HASKELL	125		Stanton	76
HODGEMAN	64		Stevens	150
JACKSON	500		Sumner	885
JEFFERSON	1,011		Thomas	401
JEWELL	151		Trego	141
JOHNSON	12,468		Wabaunsee	231
KEARNY	128		Wallace	64
KINGMAN	292		Washington	203
KIOWA	60		Wichita	108
LABETTE	650		Wilson	322
LANE	85		Woodson	95
LEAVENWORTH	3,176		Wyandotte	3,088
LINCOLN	103			

TOTAL NUMBER OF REGISTERED MOTORCYCLES IN KANSAS	85,837

Performance Measures and Corresponding Performance Targets



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Motorcycle Fatalities	56	65	41	65	47	52				
Projections from Trendline						49	48	46	44	42
Target								45	43	41

Goal Statement:

C-7 Number of Motorcycle Fatalities

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

Crash Data by Counties Ranked Highest to Lowest

2022 State Motorcycle Crash Data

RANK	COUNTY NAME	COUNT OF CRASHES	COUNT OF FATALITIES	RANK	COUNTY NAME	COUNT OF CRASHES	COUNT OF FATALITIES
1	SEDGWICK	244	17	41	JACKSON	1	1
2	JOHNSON	142	4	42	REPUBLIC	3	0
3	WYANDOTTE	69	1	43	CLAY	3	0
4	SHAWNEE	66	5	44	COFFEY	3	0
5	DOUGLAS	40	1	45	ELK	3	0
6	RENO	35	0	46	KINGMAN	3	0
7	SALINE	30	2	47	MARION	3	0
8	LEAVENWORTH	29	3	48	MARSHALL	3	0
9	RILEY	28	1	49	NEOSHO	3	1
10	CRAWFORD	21	0	50	STAFFORD	2	0
11	FRANKLIN	14	2	51	ANDERSON	2	0
12	BUTLER	14	0	52	CHASE	2	0
13	CHEROKEE	13	0	53	CHAUTAUQUA	2	0
14	COWLEY	13	0	54	LABETTE	2	0
15	LYON	12	1	55	LINN	2	0
16	SUMNER	12	1	56	NORTON	2	0
17	MONTGOMERY	11	2	57	ROOKS	2	0
18	JEFFERSON	10	3	58	BARBER	1	0
19	GEARY	10	1	59	BARTON	1	0
20	ELLIS	10	0	60	EDWARDS	1	0
21	HARVEY	10	0	61	GOVE	1	0
22	MCPHERSON	9	2	62	GRAY	1	0
23	MIAMI	9	0	63	HARPER	1	0
24	ATCHISON	8	0	64	HASKELL	1	0
25	BROWN	7	1	65	JEWELL	1	0
26	RICE	7	1	66	KEARNY	1	0
27	POTTAWATOMIE	6	0	67	LANE	1	0
28	DICKINSON	5	0	68	LINCOLN	1	0
29	GREENWOOD	5	0	69	LOGAN	1	0
30	ALLEN	4	0	70	MEADE	1	0
31	FINNEY	4	0	71	MORRIS	1	0
32	FORD	4	0	72	NEMAHA	1	0
33	OSAGE	4	0	73	NESS	1	0
34	RUSSELL	4	0	74	OSBORNE	1	0
35	SEWARD	4	0	75	PAWNEE	1	0
36	WABAUNSEE	4	0	76	PRATT	1	0
37	WILSON	4	0	77	RUSH	1	0
38	BOURBON	3	1	78	SMITH	1	0
40	CLOUD	3	1	79	WICHITA	1	0

Projects that will be deployed where the motorcycle crashes are highest

In 2022, there were 992 motorcycle/moped operator crashes involving another motor vehicle. 521 of these crashes occurred in 4 counties: Sedgwick, Johnson, Wyandotte, and Shawnee. These 4 counties accounted for more than 50% of the total. Utilizing 405f funds, the state will target and deploy a Share the Road campaign through our motorcycle media contract (SP-4802-25) and our motorcycle awareness contract (SP-4801-25). Our motorcycle awareness contract will deploy educational material and resources with special consideration and emphasis on the top four counties. In FFY 2024, the state implemented a mobile training unit in Sedgwick County under our Ride to Live contract (SP-4803-24). This project's location was determined through the problem identification listed above and evaluated and supported by the Kansas Motorcycle Safety Task force which is our motorcycle safety contract (SP-4801-25). In FFY 2025 the state will continue to support the Ride to Live Program. In FFY 2025 the KBSS will utilize our Motorcycle Enforcement Project (SP-1300-25) to engage the Kansas Highway Patrol and local agencies in Kansas City, Wichita, and Topeka in an effort to reduce crashes. These partners will use High Visibility Enforcement techniques to improve safety for motorcyclists in Kansas. All programs that utilize 405f can be found in Subrecipient Information: 405f. All of these projects will take into special consideration of the counties experiencing the highest number of crashes including but not limited to, Sedgwick, Johnson, Wyandotte, and Shawnee.

Total Number of Motor Vehicle Crashes Involving Motorcycles & Total Number of Crashes involving an Alcohol Impaired & and Drug Impaired Motorcycle Operator

Table 1

STATE FINAL DATA								
STATE	Calendar Year							
	2021				2022			
	Total crashes involving a motorcycle	Crashes involving a motorcycle Rider with a BAC =.08+	Total fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+	Total crashes involving a motorcycle	Crashes involving a motorcycle Rider with a BAC =.08+	Total fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+
Kansas	947	14	47	3	992	23	53	11

Table 2

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES AND REGISTERED MOTORCYCLES, BY STATE AND YEAR **FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 & 2021 FINAL** **REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)**				
STATE	**Calendar Year**			
	2020		**2021**	
	Motorcyclist Fatalities	**Registered Motorcycles**	**Motorcyclist Fatalities**	**Registered Motorcycles**
Kansas	65	90,643	47	90,671

Table 3

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25) FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+* AND REGISTERED MOTORCYCLES, BY STATE AND YEAR **FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020-2021 FINAL** **REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)**						
STATE	**Calendar Year**					
	2020			**2021**		
	Total Fatalities in Crashes *Involving* a Motorcycle	**Fatalities *Involving* a Motorcycle Rider With BAC = .08+**	**Registered Motorcycles**	**Total Fatalities in Crashes *Involving* a Motorcycle**	**Fatalities *Involving* a Motorcycle Rider With BAC=.08+**	**Registered Motorcycles**
Kansas	66	14	90,643	47	9	90,671

Analyzing the Data

Table 3 shows that the State of Kansas experienced 19 less fatalities involving motorcycles between 2020 and 2021. This table and its data reflects the most recent calendar year available via FARS.

Table 3 shows that the State of Kansas experienced 5 less fatalities involving a motorcycle rider with a BAC equal to or above 0.08. This table and its data reflects the most recent calendar year available via FARS.

Table 2 showcases the reduction in the rate of fatal crashes involving motorcycles. Despite the number of registered motorcycles growing from 2020 to 2021, the number of fatal crashes decreased at a rate of 1.98.

Table 2 showcases the reduction in the rate of fatalities involving a motorcycle rider with a BAC at or above 0.08. Again, despite the number of registered motorcycles growing from 2020 to 2021, the number of fatal crashes involving an impaired rider decreased at a rate of 1.

Description of Methods for Collecting Data

The methodology for collecting crash reports in Kansas is through law enforcement agencies only. The law requirement concerning reportable crashes includes State Reportable Crashes and Data Collection Law.

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

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

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

- Form 850A is the Motor Vehicle Crash Report which contains location information, responding law enforcement agency, county, city, severity, short narrative, weather conditions, if DUI suspected, work zone, road class, time of crash, diagram, etc.
- Form 850B includes driver and occupant data, such as driver's license information, contributing circumstances, driver impairment, etc., vehicle data specific to each vehicle in the crash and vehicle sequence of events.
- Form 851 is the narrative report which contains an officer's complete description of the event, including witness statements, crash reconstruction data, and any other relevant crash investigation information. This form is required for fatality crashes and is strongly recommended for all crashes.
- Form 852 is used only if large/heavy vehicles (GCVWR over 10,000 lbs.) are involved.

- Form 854 is used to list additional passengers that were not listed on 850B and pedestrians.

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

Part 9: Preventing Roadside Death Grants (23 CFR 1300.27)

State's Plan for 405h Funds

Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 10 fatalities and 114 injuries. This is an increasing trend and more disturbingly, due to the nature of a crash like these, the probability of these crashes resulting in injuries or fatal are high. Data shows us that between 2021 and 2023, almost 40% of these crashes resulted in a fatality or injury.

To address the above problem statement, the KBSS is exploring all eligible use of funds for 405h funding including public awareness efforts, digital alerting systems, and visual enhancement efforts. These proposed projects can be found in section Subrecipient Information: 405h: Preventing Roadside Death.

The KBSS intends to utilize our media contractor JNA to purchase paid media to educate the public regarding the safety of vehicles and individuals stopped at the roadside. This contract will achieve this through public information campaigns with the purpose of reducing roadside death and injury.

The KBSS intends to identify a contractor/subrecipient to purchase and deploy digital alert technology that is capable of receiving alerts regarding nearby first responders; and in the case of a motor vehicle that is used for emergency response activities, is capable of sending alerts to civilian drivers to protect first responders on the scene and in route. If deployed this will be done with the purpose of reducing roadside death and injury.

The KBSS intends to identify a contractor/subrecipient to purchase visual enhancement measures to increase the visibility of the stopped and disabled vehicles. If deployed, the state will implement this with the purpose of reducing roadside death and injury.

(h) PREVENTING ROADSIDE DEATHS.— (1) IN GENERAL.—The Secretary shall provide grants to States to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.

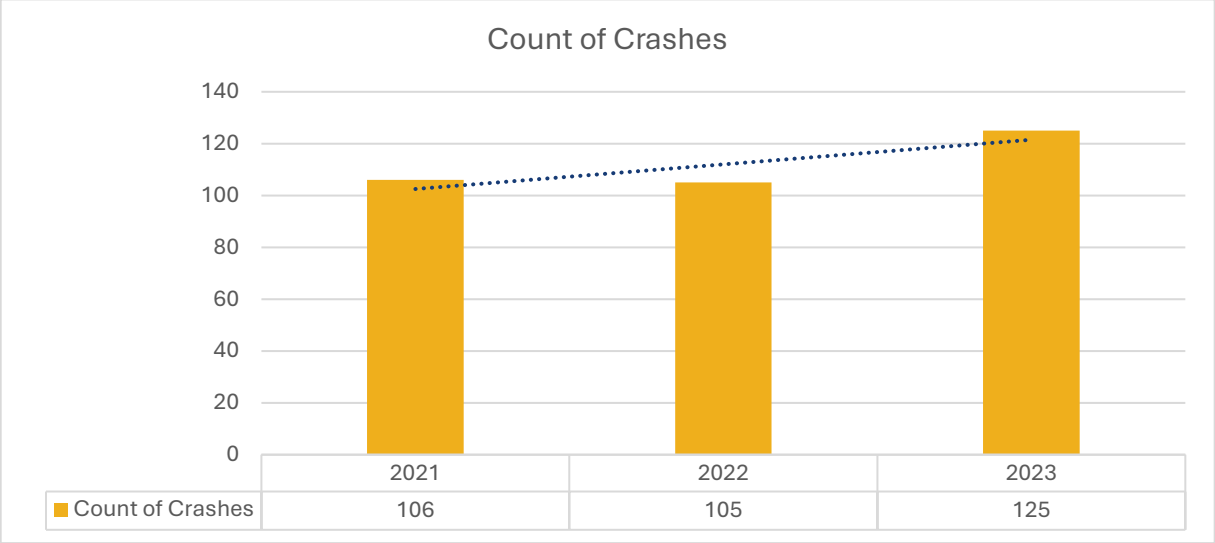
Roadside Deaths and Injuries

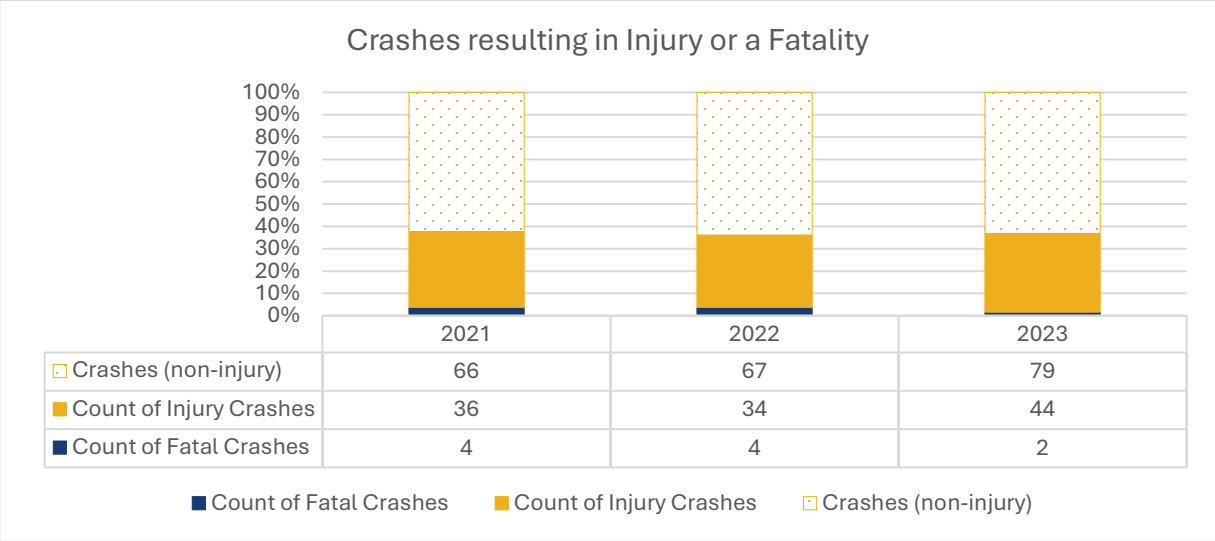
	2018	2019	2020	2021	2022	2023	2024	2025
Fatalities	7	4	6	1	4	0		
Projection							1	1
Target							0	

	2018	2019	2020	2021	2022	2023	2024	2025
Injuries 352	353	334	359	374	345			
Projection							363	365
Target								361

The 2025 projection based upon the trendline indicates one roadside death fatality. The target will be a 100% percent reduction and derive our goal of zero fatalities in 2025. Based upon recent history, the trendline of the target, the one hundred percent reduction goal is realistic and attainable.

The 2025 projection based upon the trendline indicates 365 roadside death injuries. The target will be a 1% percent reduction and derive our goal of 361 injuries in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is realistic and attainable.


Count of Crashes
140
120
100
80
60
40
20
0
2021
2022
2023
Count of Crashes
106
105
125


Crashes resulting in Injury or a Fatality
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
2021
2022
2023
Crashes (non-injury)
66
67
79
Count of Injury Crashes
36
34
44
Count of Fatal Crashes
4
4
2
Count of Fatal Crashes
Count of Injury Crashes
Crashes (non-injury)

Part 10: Driver and Officer Safety Education Grants (23 CFR 1300.28)

State's Plan for 405i Funds

In 2013, the Kansas Commission developed standards and training for Peace Officers. Policies defining how officers should interact with civilians are notated in "Policy 101: Racial and Other Biased Policing". The BSS will expand the scope of this policy to expand the KLETC Law Enforcement Trainings to more officers and ensure that civilian and police traffic interactions are more positive and meaningful through new curriculum and educational materials if needed. The state's project supporting this can be found in Subrecipient Information: 405i.

Supporting Documentation

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing
Issue/Rev: March 27, 2013 **Page 1 of 5**

Issuing Authority: Executive Director Gary Steed

I. Purpose

A. The purpose of this policy is to prohibit the practice of racial and other biased-based policing by members of the Kansas Commission on Peace Officers' Standards and Training.

B. Individuals are free to walk and drive our streets, highways, and other public places without law enforcement interference so long as they obey the law. They also are entitled to enjoy personal safety and an expectation the government will engage in the prevention of crime and the apprehension of those persons who violate the law. This includes an expectation to drive and walk our public ways without subjection to risks posed by law breakers including drivers violating traffic laws.

C. The government, including law enforcement, is charged with protecting these rights for all persons, regardless of race, ethnicity, national origin, gender, or religion.

D. Members of KSCPOST are required to be observant of unusual occurrences and suspected or actual law violations, and to act upon those observations. It is this proactive enforcement that keeps people free from crime, our streets and highways safe to drive upon, and leads to the detection and apprehension of criminals.

E. This policy is intended to assist the officers of KSCPOST to safely accomplish their law enforcement mission in compliance with legal and constitutional requirements and in a manner respecting the dignity of all persons and to enhance positive relationships with the public. It is intended to support a strong deterrent message to actual and potential offenders that they are likely to be detected, identified, and prosecuted if they violate the law. This policy is also intended to protect our members from unwarranted accusations when they act within the dictates of the law and policy.

II. Policy Statement

A. It is the policy of KSCPOST to function in a proactive manner, to aggressively investigate suspicious persons and circumstances, and to only stop or detain persons when reasonable suspicion exists to believe they have committed, are committing, or are about to commit a violation of the law and to do so without interjecting personal biases into the law enforcement decision process.

III. Scope

A. This policy applies to all employees of the Kansas Commission on Peace Officers' Standards and Training.

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IV. Definitions

A. "Crime" means an act or omission defined by law and classified as felonies, misdemeanors, traffic infractions, or cigarette or tobacco infractions as provided in K.S.A. 21-5102.

B. "Enforcement action" means any law enforcement act during a nonconsensual contact with an individual(s) in 1) determining the existence of probable cause to take into custody or to arrest an individual; 2) constituting a reasonable and articulable suspicion that an offense has been or is being committed so as to justify the detention of an individual or the investigatory stop of a vehicle; or 3) determining the existence of probable cause to conduct a search of an individual or a conveyance.

C. "Probable Cause" means reasonable grounds to believe a person has committed or is

committing a crime or that a place contains specific items connected with a crime, supported by specific and articulable facts, based on the officer's observation, knowledge, training and experience, including information from a reliable source.

D. "Racial or other biased-based policing" means the unreasonable use of race, ethnicity, national origin, gender or religion by a law enforcement officer in deciding to initiate an enforcement action. It is not racial or other biased-based policing when race, ethnicity, national origin, gender or religion is used in combination with other identifying factors as part of a specific individual description to initiate an enforcement action.

E. "Reasonable suspicion" means a particularized and objective basis, supported by specific and articulable facts, to suspect a person has committed, is committing or is about to commit a crime. Reasonable suspicion may be based on the officer's observations, knowledge, and experience as well as reasonably trustworthy information known to the officer at the time an action is taken.

F. "Stop" is a seizure occurring when a law enforcement officer, by force or some show of authority, restrains a person's liberty.

G. Acts that constitute racial or other biased-based policing include but are not limited to:

1. Using race, ethnicity, national origin, gender, or religion as a general indicator or predictor of criminal activity.
2. Using the race, ethnicity, national origin, gender, or religion of a person in the course of any law enforcement action unless the officer is seeking to detain, apprehend, or otherwise be on the lookout for a suspect sought in connection with a crime who has been identified or described in part by race, ethnicity, national origin, gender, or religion.
3. Using the race, ethnicity, national origin, gender, or religion of a person in the course of any reasonable action in connection with a status offense, such as, runaways, child in need of care, missing persons, and other noncriminal care taker functions unless the person is identified or described in part by race, ethnicity, national origin, gender, or religion.
4. Using race, ethnicity, national origin, gender or religion shall not be motivating factors in making law enforcement decisions and/or actions, unless the person is identified or described in part by race, ethnicity, national origin, gender, or religion.
5. Using race, ethnicity, national origin, gender, or religion as the basis for discretionary law enforcement i.e. who they will cite, arrest, warn, search, release or which person(s) to treat with respect and dignity.

V. Procedures

A. Members of KSCPOST are prohibited from engaging in racial or other biased-based policing as provided in this policy or prohibited by law.

B. Members of KSCPOST shall report to their supervisor any incidents of racial or other biased-based policing they have direct knowledge of.

C. Any member violating the provisions of this policy or the state or federal statutes pertaining to racial or other biased-based policing or violating the constitutional rights of any person as provided in this policy is subject to corrective action or discipline. Such discipline includes actions appropriate in response to the nature of the violation based on facts revealed in the investigation of the complaint and consistent with applicable laws, rules and not limited to, demerits, suspension or termination of employment. Discipline may also include retraining, counseling, or any other action deemed appropriate to deter repeated violations.

D. All members of the agency are responsible for oversight to ensure all officers use reasonableness and properly apply the legal standards for taking enforcement actions or applying law enforcement discretion.
E. The Executive Director shall review citizen complaints and reports filed on stops by officers of KSCPOST and randomly observe officers actions on vehicle and pedestrian stops.
F. The Executive Director shall take appropriate action, including but not limited to coaching and discipline to assure compliance with this policy and related state and federal statutes.
G. All KSCPOST members should be cognizant of any pattern or practice of possible discriminatory treatment by individual officers or groups of officers. If such pattern or practice is observed, the agency member must take immediate steps to further investigate; to intervene in such activity; take corrective action; and report the activity and action taken to superiors.

VI. TRAINING

A. All law enforcement officers of KSCPOST shall attend and successfully complete annual racial or other biased-based policing training.

1. Distance learning training technology is allowed for racial or other biased-based policing training.
2. The required racial and other biased-based policing training may include directly or indirectly related to training intended to address racial and biased-based policing issues.

B. Training exemptions referenced in KSA 22-4610 subsection (d)(2)(F) shall be in accordance with the authority granted to the Executive Director of the Kansas Commission on Peace Officers' Standards and Training per KSA 74-5607a, which in pertinent part provides "The director may extend, waive or modify the annual continuing education requirement, when it is shown that the failure to comply with the requirements was not due to the intentional avoidance of the law.

VII. COMPLAINTS OF RACIAL OR OTHER BIASED-BASED POLICING BY KSCPOST

A. Any person who believes they have been subjected to racial or other biased based policing by a member of KSCPOST may file a complaint with KSCPOST and/or the attorney general's office.
B The Executive Director shall communicate directly with the complainant of any allegation of Racial or Bias-Based Policing by KSCPOST staff. The Executive Director shall ensure that a citizen complaint form is filled out and the complainant shall be assured that the allegation will be fully investigated. Sustained complaints shall result in appropriate disciplinary action that include, but not limited to, remedial training, censure, reprimand, probation, suspension and/or termination.
C. No person who believes they have been subjected to racial or other biased based policing shall be discouraged, intimidated, or coerced from filing such a complaint.
D. No person will be discriminated against or subjected to retribution because they have filed such a complaint.

VIX. AGENCY REQUIREMENTS

A. KSCPOST may conduct ongoing community outreach and communications efforts:

1. Such outreach and communications shall include:

a) A statement of the person's right to file a complaint with the agency and/or the Office of the Attorney General.

b) An explanation of how to file a complaint with the agency.

c) An explanation of how to file a complaint with the Office of the Attorney General, and

d) A description of the agency's complaint process.

B. This policy is a public document and any person requesting to see it during normal business hours will be provided an opportunity to examine it.

C. KSCPOST shall file a report no later than July 31 of each year to the Attorney General as required by statute. Such report shall be for the period beginning July 1 of the previous year through June 30 of the current year. Such a report shall be available for examination by any person requesting to see it during normal business hours.

Appendix A: Index of Acronyms

ACRONYM	DEFINITION
AAA	American Automobile Association
CIOT	Click It or Ticket
CPS	Child Passenger Safety
CPST	Child Passenger Safety Technician
DCCCA	Developing Caring Communities Committed to Action
DTZ	Drive to Zero Coalition
DWI	Driving While Intoxicated
EAT	Emphasis Area Teams
ESC	Executive Safety Council
FFY	Federal Fiscal Year
FMCSA	Federal Motor Carrier Safety Administration
IDDP	Impaired Driving Deterrence Program
KAGO	Kansas Attorney General's Office
KBI	Kansas Bureau of Investigation
KBSS	Kansas Behavioral Safety Section
KDHE	Kansas Department of Health & Environment
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KHP	Kansas Highway Patrol
KLETC	Kansas Law Enforcement Training Center
KTSRO	Kansas Traffic Safety Resource Office
MADD	Mothers Against Drunk Driving
NHTSA	National Highway Traffic Safety Administration
NSEP	Nighttime Seatbelt Enforcement Program
OP	Occupant Protection
SAFE	Seatbelts are For Everyone
SHSP	Strategic Highway Safety Plan
SSA	Safe System Approach
STEP	Special Traffic Enforcement Program
TSEP	Traffic Safety Enforcement Program
WAMPO	Wichita Area Metropolitan Planning Organization
YDYDYL	You Drink You Drive You Lose

Part 1: Occupant Protection Grants (23 CFR 1300.21)

You can find the states intended use for these funds in Subrecipient Information: 405b.

Occupant Protection Program Area Plan for FFY 2025

Kansas Occupant Protection Five Year Strategic Plan

October

2023

Mission

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

Vision

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

Overall Goal

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

Benchmark

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

The baseline for both benchmarks was based on 2021 data. This plan covers Federal Fiscal Years 2023-2027.

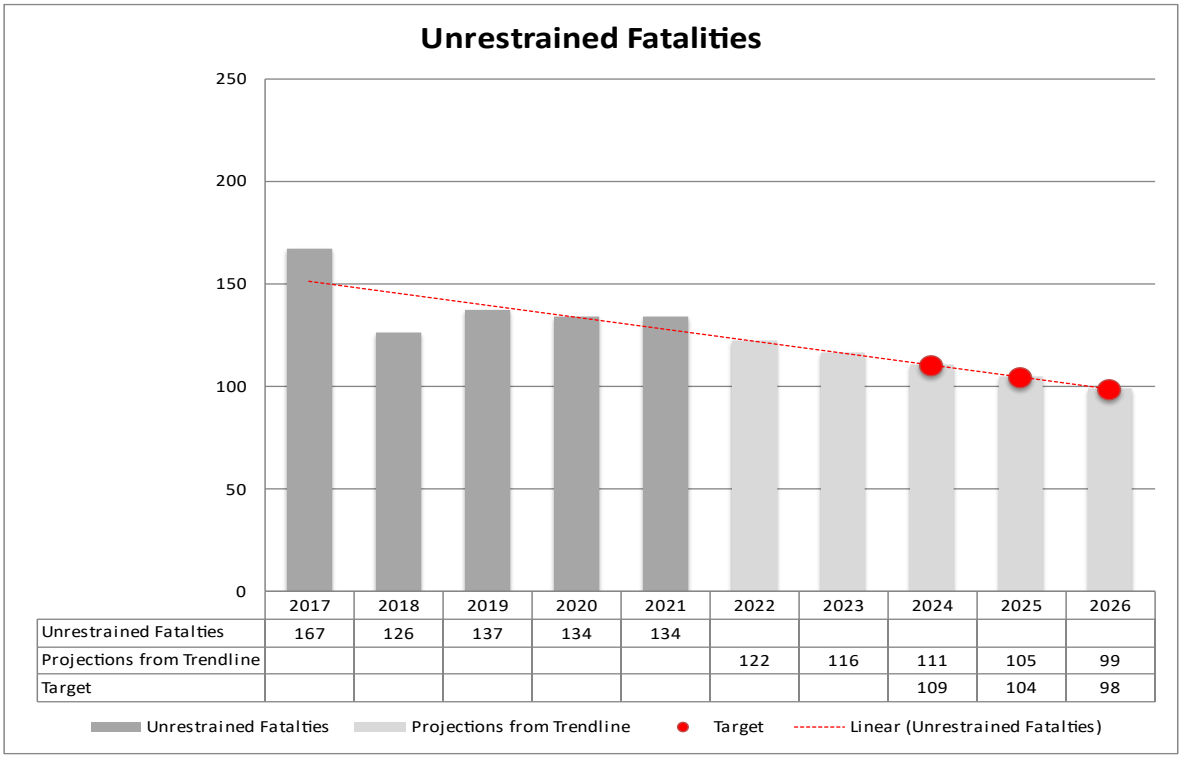
Background

Kansas in 2023 Occupant Protection Observational Survey conducted by DCCCA Inc. on behalf of the Kansas Department of Transportation Bureau of Transportation Safety. Kansas produced an observed belt use rate for drivers and outboard passengers of 85.3 percent in 2023. This represents about a 2.23 percent decrease over 2022 study results.

The state-wide estimate of safety belt use is based on the observation of 25,538 vehicles and 29,168 drivers and front-outboard passengers. The 2023 standard error rate was 1.5 percent, meeting the NHTSA-required standard error rate of 2.5 percent or less.

This compares to a national belt rate of 92 percent based on the most recent NHTSA National Occupant Protection Use Survey results released in 2022.

Year	Kansas Rate	National Rate
2018	84%	90%
2019	85%	91%
2020	85%	90%
2021	86%	90%
2022	87%	92%
2023	85%	
Source: 2023 Kansas Occupant Protection Observational Survey		
National Occupant Protection Use Survey, National Highway Traffic Safety Administration, National Center Statistics and Analysis.		



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

Introduction

Using a safety belt is the most effective protection during a car crash. The simple truth is that a great majority of people ejected from a motor vehicle die. Among young adults 18 to 34 killed while riding in passenger vehicles in 2021, more than half (59%) were completely unrestrained — one of the highest percentages for all age groups. If those occupants had chosen to wear a safety belt, they would have increased their chance of survival. The use of safety belts in light trucks can also increase the chance of survival even higher as can the use of child safety seats.

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

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

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

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

Consequences of the Violation

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

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

Child Passengers

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

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

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

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

Adult Passengers

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

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

Program Management

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

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

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

The 2023 Kansas Occupant Protection Observational Survey is comprised of observations at 222 sites across 16 counties. The 16 counties were chosen from a sampling frame made up of the 54 counties accounting for 85 percent of Kansas motor vehicle crash-related fatalities from 2015-2019.

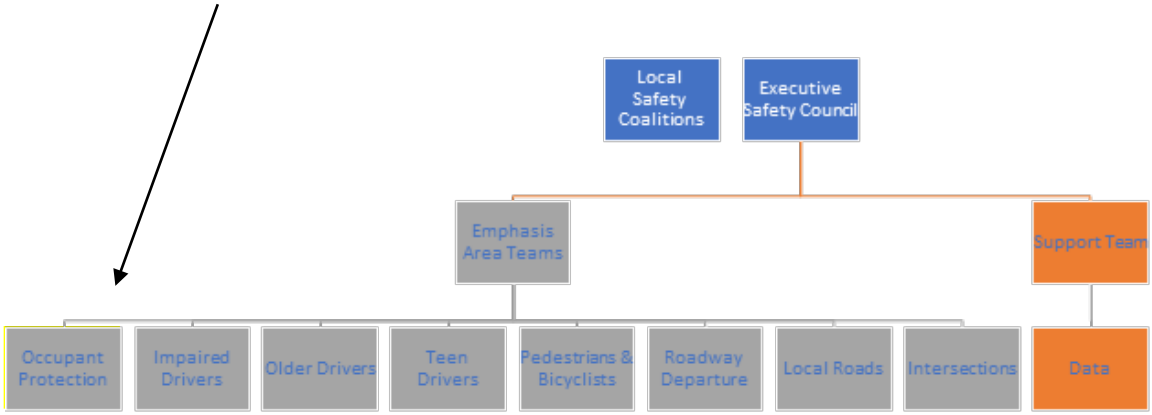
The Kansas Occupant Protection Observational Survey has complied with the Uniform Criteria for State Observational Surveys of Seat Belt Use since 2002, with a survey redesign in 2012 and required resample occurring in 2016 and 2021. The site sample used in 2022 is the first of the cycle approved by NHTSA in 2021.

Observations were conducted by 10 qualified individuals who were provided training in observational methods, quality, safety standards, and the requirements of this study and sample. The observational data collection period of the study was between June 6th, 2023, and August 2nd, 2023. Observer training exceeded the standards required by NHTSA under federal guidelines.

Emphasis Area Team

The mission of the Kansas SHSP is to drive strategic investments that reduce traffic injuries and deaths and the emotional and economic burdens of crashes, utilizing the 4E's (education, enforcement, engineering, and emergency medical services) in a collaborative process.

Facilitation of the **Emphasis Area Teams (EATs)**, including engaging **EAT** participants on both technical and legislative issues, hosting and facilitating regular **EAT** meetings, providing and synthesizing data, developing performance measures for each **EAT** with a method for tracking, and creating a centralized location for the strategies and tracking information.



The main roles of the EATs are selecting strategies and identifying resources to support programs and projects. Emphasis area teams will focus on specific crash variables, while the support teams supply them with data, educational resources, and other tools.

Strategies identified by the ESC as Top Tier OP Strategies

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

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

Legislation, Regulation and Policy

In June of 2010, enforcement of the adult safety belt law became a Primary law. The Kansas law enables police officers to stop and ticket the driver of any passenger vehicle if either the driver or front seat passenger is observed not wearing a seat belt. This law also applies to anyone under age 18. Passengers in the back seat may be cited only when there is another citable offense at

the time. To read the Child Passenger Safety Act and Kansas statutes pertaining to seat belts, visit the Kansas Legislature's website.

The Kansas Child Passenger Safety Act was amended during the 2006 Legislative Session to require children ages 4, 5, 6, and 7 to be in secured booster seats. The Office of Highway Safety will continue to push for all occupants in the vehicle to be required to buckle up.

Graduated Driver License Requirements for Teen Drivers

INSTRUCTION PERMIT - AGES 14, 15 AND 16

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

INSTRUCTION PERMIT - AGE 17 AND UP

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

FARM PERMITS - AGE 14 AND 15

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

LESS RESTRICTED FARM PERMIT PRIVILEGES - AGE 16

- Present acceptable proof of identity
- Age: Minimum 16 years old but less than 17

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

RESTRICTED DRIVER'S LICENSE - AGE 15

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

LESS RESTRICTED PRIVILEGES - AGE 16

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

- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted DL for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply

NON-RESTRICTED DRIVER'S LICENSE

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

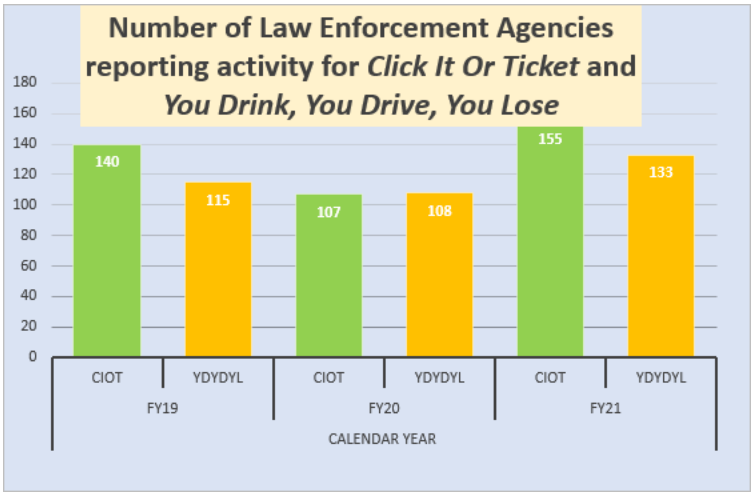
The Office of Highway Safety works with state and local agencies to implement safety belt policies. To receive any grant funding from the office, an organization is required to have a safety belt policy in place. Agencies are required to note the policy on their application and have the policy available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

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

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

Enforcement Program

The Office of Highway Safety encourages law enforcement efforts in occupant protection through the use of yearly mobilizations (such as *You Drink, You Drive, You Lose – YDYDYL*) and the Click it or Ticket Campaign *(CIOT)*. Federal grant money is used to provide funding for overtime during Click it or Ticket and Youth Seat Belt campaigns to get more departments involved in these mobilizations. Middle School enforcements are conducted across Kansas during October and High School mobilizations are in April. These enforcements center on enforcement Occupant Protection Laws before and after schools at school locations.



**Collected during the pandemic*

The Kansas State Highway Patrol takes the lead for traffic enforcement efforts within the state, enforcing all violations including occupant protection violations. Troopers are used in various grant projects throughout the year in addition to their normal patrol duties. The Office of Highway Safety provides overtime funding to various law enforcement agencies to conduct enforcement activities including Secure Your Load enforcement, DWI enforcement, and safety belt enforcement.

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

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

Communication Program

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

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

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

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

To continue to raise awareness and change driving attitudes and behaviors, safe driving messages are perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and web) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions, and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter, and Instagram. Media outlets will continue to be encouraged to report seat belt use and nonuse in motor vehicle crashes.

Kansas publicizes the various safe driving messages on our website, Who do you make it home for? (kansasdrivetozero.com).

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

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

Occupant Protection for Children Program

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

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

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

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

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

The Office of Highway Safety encourages law enforcement partners to vigorously enforce all child occupant protection laws. The Office will continue to enlist the support of all media outlets to increase public awareness about child occupant protection laws and the use of child restraints. Strong efforts are made to reach under-served populations and the child occupant protection programs at the local level are periodically assessed and designed to meet the unique demographic needs of the community.

Carefully crafted and administered child safety seat subsidy and/or give-away programs will continue as funding allows. To maintain qualified Child Passenger Safety Technicians and Instructors, the Office will continue to provide CPS training and opportunities for re-certification and CEUs, and foster networking opportunities.

Health, Medical, and Emergency Services

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

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

Schools

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

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

Employers

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

The employer strategy as described in the SHSP listed as OP3, collaborate with state and local partners, including employers, to promote seat belt usage through education and incentive programs. This was identified by the ESC as a Top Tier strategy for implementation. The OP **EAT** continues to work on the action plan for this strategy.

Data and Program Evaluation

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

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

and available for planning and evaluation of occupant protection programs and to determine the relation of injury to seatbelt use and nonuse.

We'll do GIS work to identify the locations throughout the state with high rates of unbelted occupants involved in fatal and serious injury crashes. EAT Teams identify needs that are cross-cutting and establish the need for a cross-cut analysis of OP v. other EATs and OP v. demographics (age, gender, geography) to guide effective program implementation.

Conclusion

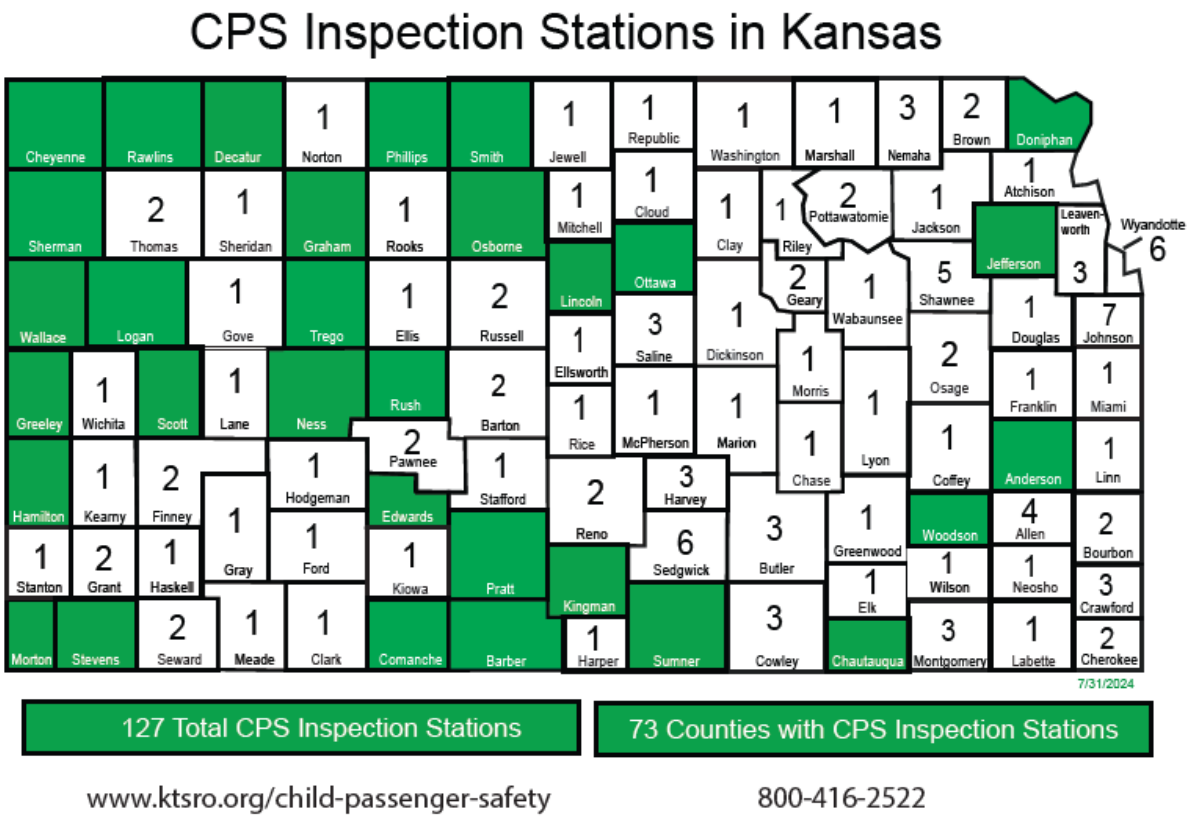
In adopting this strategic plan, Kansas hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities involving unrestrained vehicle occupants. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented,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

Planned Participation in Click it or Ticket National Mobilization for FFY 2025

As a result of steadily increasing state-wide participation, agencies, hours and contacts during our annual Click It Or Ticket campaign- the KBSS believes that the federal fiscal year 2025 will continue that trend with Kansas agencies continuing to provide excellent participation during the 2.5 week event. In FY23 alone, agencies amassed nearly 6,900 hours and over 13,000 contacts. The State will utilize SP-1300-25 to fulfil this mobilization requirement. More information on this project and its subrecipients can be found under 402 Project and Subrecipient Information, Police Traffic Services, and Special Traffic Enforcement and Equipment Program (STEP).

Child Restraint Inspection Stations

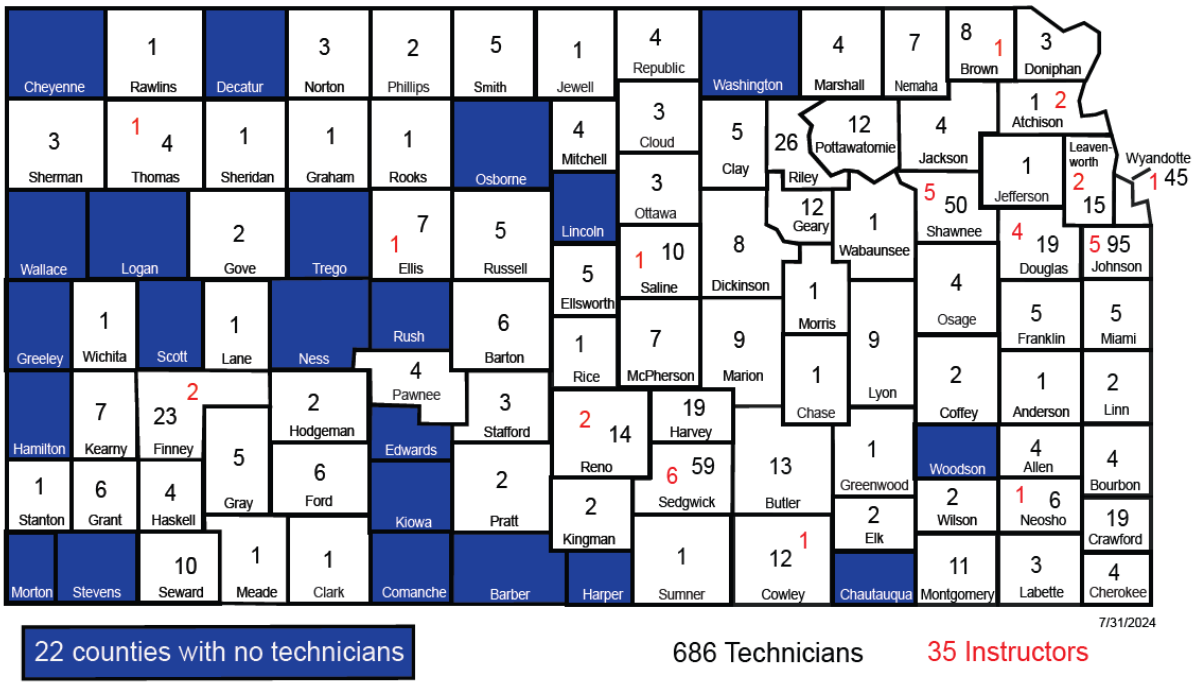
In Federal Fiscal Year 2025, the State of Kansas is projecting 120 CPS Stations and 240 CPS events. Of these 127 stations, 10 serve urban populations, 95 serve rural populations, and all serve at-risk communities. Of these 250 projected events, 20 serve urban populations, 220 serve rural populations, and all serve at-risk communities. All stations and events will have at minimum one CPST.



Total Number of Classes and Technicians to be trained in FFY 2025

Date	Location	Number of Projected Students
10/1/2024-10/3/2024	Lawrence	20
October 2024	KLETC Parsons	20
March 2025	Winfield Police Department	20
April 2025	McPherson Fire Department	20
5/6/2025-5/8/2025	KHP Troop E Headquarters	20
June 2025	Manhattan	20
July 2025	Goodland, Colby, or Hays	20

CPS Instructor and Technician Count



State's Seat Belt Enforcement Plan for FFY 2025

Evidence-based Traffic Safety Enforcement Program (TSEP)

The state of Kansas relies upon proven countermeasures when implementing programs. Kansas participates in the national STEP enforcement campaigns – Click it or Ticket and DUI crackdown centered on Labor Day and Holiday DUI crackdown focused on New Year's Eve. Additionally, the state provides overtime grants for the Thanksgiving week occupant restraint-DUI campaign and four other enforcements located in the areas of Kansas where most infractions and crashes occur. Each of the mobilizations follows the proven "Click it or Ticket" formula of high visibility education/media, paid media, and enforcement.

The Seatbelts Are For Everyone (SAFE) state funded program, targeting teen seat belt use, uses the same methodology, education, paid media and enforcement. When implementing new

programs, staff utilize other proven programs and can reference the latest countermeasures that work document prepared by NHTSA. Collaboration with the SHSP has led to new programs in support of their proven or new strategies. As part of their contract, each grantee is required to report activity. This activity allows KDOT to evaluate the individual program and determine effectiveness toward reaching not only an individual performance measure but examine the effectiveness towards reaching our statewide performance measures. The BSS has and will continue to constantly monitor the implemented programs and will deploy new countermeasures as problems change and/or shift in the state. Annually, KDOT examines crash data, and this analysis influences the deployment of law enforcement resources in locations represented in the counties referenced in our problem identification.

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

The BSS is also actively involved in several Strategy Teams that support the SHSP. Each team is tasked with identifying solutions to safety priorities of their respective team focus area. Currently, a member of the KBSS is in the Safer People, Safer Speeds, Safer Roads, Safer Vehicles, Post Crash Care, Data Support Team, Legislative Support Team, and Communications Support Team. Strategy meets at least twice a year, are diversified, and include representatives from private and public entities and are common advocates when it comes to identifying strategies and resources to address traffic safety problems in the HSP and SHSP. The entities involved in the emphasis area teams include: KDOT, Kansas Highway Patrol, Kansas Department of Health and Environment, Kansas Department of Motor Vehicles, KDOT Law Enforcement Liaisons, Kansas Traffic Safety Resource Office, Kansas Traffic Safety Resource Prosecutors, AAA of Kansas, and the Mid-America Regional Council. These entities or organizations represent the key stakeholders in reducing death and injury on Kansas roads. Therefore, an examination of the HSP and SHSP will show many similar strategies, objectives and needed resources utilized to implement both plans.

Crash and Data Analysis for TSEP

Total Crashes

The state of Kansas experiences about 65,000 reportable crashes annually. The below table ranks Kansas counties by the total number of crashes and the percentage of the total number of crashes in the state. The top five counties represent more than 50 percent of all crashes in 2022. The accumulated percentage column represents that county plus all the counties listed above to determine the percentage coverage for the state. Enforcement and education-based strategies are well-proven and recommended by NHTSA as an effective countermeasure. Therefore, the BSS has and will continue to engage law enforcement partners in these counties to establish overtime enforcement grants to address the causes of all crashes, providing training opportunities through our Traffic Safety Resource Prosecutors, and working with the local media to address the problem.

					2023 PARTICIPATING AGENCIES		
2022 RANK	COUNTY NAME	COUNT OF ACCIDENTS	PERCENT OF TOTAL	ACCUMULATED PERCENT	*STEP AGENCIES	**IDDP AGENCIES	***NSEP AGENCIES
1	SEDGWICK	9,750	17%	17%	STEP	IDDP	
2	JOHNSON	9,403	16%	33%	STEP	IDDP	
3	WYANDOTTE	4,125	7%	40%	STEP	IDDP	
4	SHAWNEE	4,013	7%	46%	STEP	IDDP	
5	DOUGLAS	2,815	5%	51%	STEP	IDDP	
6	BUTLER	1,366	2%	54%	STEP		
7	RENO	1,328	2%	56%	STEP	IDDP	NSEP
8	SALINE	1,262	2%	58%	STEP		
9	RILEY	1,186	2%	43%	STEP		
10	LEAVENWORTH	1,183	2%	62%	STEP	IDDP	
11	COWLEY	909	2%	64%	STEP		
12	LYON	896	2%	65%	STEP		
13	FORD	850	1%	67%	STEP	IDDP	NSEP
14	HARVEY	781	1%	68%	STEP	IDDP	
15	FINNEY	725	1%	69%	STEP		
16	CRAWFORD	719	1%	70%	STEP		
17	MONTGOMERY	713	1%	72%	STEP	IDDP	
18	ELLIS	674	1%	73%	STEP	IDDP	
19	MIAMI	670	1%	74%	STEP		
20	FRANKLIN	636	1%	75%	STEP		
21	SUMNER	596	1%	76%	STEP		
22	BARTON	573	1%	77%			
23	POTTAWATOMIE	517	1%	78%			
24	GEARY	511	1%	79%	STEP		
25	MCPHERSON	499	1%	79%	STEP		
26	CHEROKEE	427	1%	80%	STEP		
27	SEWARD	394	1%	81%	STEP		
28	LABETTE	374	1%	82%	STEP		
29	ATCHISON	364	1%	82%			
30	JEFFERSON	361	1%	83%			
31	DICKINSON	357	1%	83%			
32	NEOSHO	341	1%	84%			
33	COFFEY	320	1%	84%			
34	OSAGE	287	0%	85%	STEP	IDDP	NSEP
35	BOURBON	278	0%	85%	STEP		
36	MARION	276	0%	86%			
37	JACKSON	275	0%	86%	STEP		
38	ALLEN	266	0%	87%	STEP		
39	PRATT	258	0%	87%	STEP		
40	WABAUNSEE	252	0%	88%			
41	RICE	238	0%	88%			
42	KINGMAN	217	0%	88%			
43	RUSSELL	217	0%	89%			
44	MARSHALL	216	0%	89%	STEP		
45	CLAY	215	0%	90%			
46	BROWN	214	0%	90%	STEP		
47	ANDERSON	213	0%	90%	STEP		
48	WILSON	213	0%	91%	STEP		
49	LINN	205	0%	91%	STEP		
50	WASHINGTON	205	0%	91%			
51	CHASE	204	0%	92%			

					2023 PARTICIPATING AGENCIES		
2022 RANK	COUNTY NAME	COUNT OF ACCIDENTS	PERCENT OF TOTAL	ACCUMULATED PERCENT	*STEP AGENCIES	**IDDP AGENCIES	***NSEP AGENCIES
52	ELLSWORTH	198	0%	92%			
53	NEMAHA	193	0%	92%			
54	PAWNEE	181	0%	93%			
55	GREENWOOD	180	0%	93%			
56	THOMAS	179	0%	93%			
57	HARPER	171	0%	94%			
58	NORTON	153	0%	94%	STEP		
59	REPUBLIC	152	0%	94%			
60	OTTAWA	151	0%	94%			
61	MITCHELL	138	0%	95%			
62	RUSH	122	0%	95%			
63	MORRIS	115	0%	95%			
64	BARBER	113	0%	95%			
65	GRAY	112	0%	95%			
66	LINCOLN	112	0%	96%			
67	LANE	111	0%	96%			
68	SHERMAN	108	0%	96%			
69	SMITH	106	0%	96%			
70	STAFFORD	106	0%	96%			
71	TREGO	104	0%	97%			
72	ROOKS	99	0%	97%	STEP		
73	KIOWA	90	0%	97%			
74	WOODSON	87	0%	97%	STEP		
75	STEVENS	86	0%	97%			
76	JEWELL	82	0%	97%			
77	CLOUD	81	0%	97%	STEP		
78	GOVE	81	0%	98%			
79	MEADE	81	0%	98%			
80	KEARNY	79	0%	98%			
81	EDWARDS	78	0%	98%			
82	PHILLIPS	78	0%	98%			
83	HODGEMAN	74	0%	98%			
84	GRANT	73	0%	98%			
85	ELK	69	0%	98%			
86	CHAUTAUQUA	67	0%	99%			
87	DECATUR	66	0%	99%			
88	DONIPHAN	62	0%	99%			
89	CLARK	60	0%	99%			
90	SCOTT	60	0%	99%			
91	LOGAN	56	0%	99%			
92	GRAHAM	54	0%	99%			
93	OSBORNE	52	0%	99%			
94	MORTON	49	0%	99%			
95	HASKELL	48	0%	99%			
96	COMANCHE	46	0%	99%			
97	CHEYENNE	44	0%	100%			
98	HAMILTON	43	0%	100%			
99	WALLACE	40	0%	100%	STEP		
100	NESS	33	0%	100%			
101	SHERIDAN	33	0%	100%			
102	WICHITA	33	0%	100%			
103	RAWLINS	27	0%	100%			
104	STANTON	23	0%	100%			
105	GREELEY	22	0%	100%			
SUM:		58,748					

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

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

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

This information remains the same through all of the 2022 Rank Tables.

Occupant Protection Task Force Members

In Federal Fiscal Year 2024, the State of Kansas' Occupant Protection Emphases Area Team was renamed and structured under the Safer People Team. This decision was made to reflect the safe systems approach. The Occupant Protection Task Force Members are listed on this table. This team will identify strategies and work to reduce Unrestrained Fatalities (C-4) and increase our observed seat belt use rate (B-1). Previous strategies can be found in the Kansas Occupant Protection 5 Year Strategic Plan.

ROLE	NAME	POSITION	ORGANIZATION
CHAIR	Karen Wittman	Judge	Wyandotte County / KCK
OWNER	Gary Herman	Behavioral Safety Section Manger, Transportation Safety	KDOT BTS
OWNER SUPPORT	Maura Fitzgerald	Behavioral Safety Coordinator	KDOT BTS
MANAGER	Nic Ward	Chief Scientific Officer	Safe System Solutions, LLC
MANAGER SUPPORT	Nicole Waldheim	Multi Modal Safety Expert	Fehr & Peers

MEMBERS

NAME	POSITION	ORGANIZATION
AARON STANLEY	Intern	KDOT
ALICIA HUNTER	Transportation Planner	MARC
AMANDA PFANNENSTIEL	Lead Breath Alcohol Specialist	KDHE
ANDY FRY	Transportation Planner	Topeka Community Cycle Project and WSP
ANNA COKE	Intern	KDOT
ANTHONY A. FADALE	State ADA Coordinator	Kansas Dept. for Children and Families
ANTHONY GALLO	Transportation Engineer	Kimley-Horn
ASHLEE BARKLEY	Outreach Coordinator for Safe Kids Kansas	KDHE
CANDICE BRESHEARS	Captain / Public and Governmental Affairs	Kansas Highway Patrol
CAREY SPOON	Grants Administrator	Southeast Kansas Regional Planning Commision
CARISSA ROBERTSON	Section Chief	KDHE
CHERIE SAGE	State Coordinator	Safe Kids Kansas
CHRIS BORTZ	Assistant Bureau Chief	KDOT BTS
COREY F. KENNEY	Assistant Attorney General - Traffic Safety Resource Prosecutor	Office of Kansas Attorney General
COURTNEY NOWLAND	Traffic safety specialist	KTSRO
DAINA ZOLCK	Section Director, Injury & Violence Prevention Programs	Kansas Department of Health and Environment
DANIEL V. LOPEZ	Laboratory Improvement Specialist	KDHE
DAVID HARPER	Director of Vehicles & PVD	KDOR
DAVID LAROCHE	FHWA Kansas	FHWA
DEAN SCOTT	Highway Safety Specialist	NHTSA
DERECK HOOD	Lieutenant / Legislative Liaison	KHP
DONNA GERSTNER	Community Health Program Coordinator	LiveWell Finney County Health Coalition
DOUG BALLOU	CEO	Blue Window
DREW PEARSON	Senior Planner	Wilson & Company
GELENE SAVAGE	Chief Counsel	KDOT OCC
HALEY DOUGHERTY	Traffic Safety Engineer	KDOT
HEATHER PLAZA	Executive Director	DUI Victims Center of Kansas
INGRID VANDERVORT	Safety Engagement Strategist	KDOT BTS
JARED M TREMBLAY	Planning Manager	FHMPO
JEFF HALLORAN	Program Manager	NHTSA
JENNY EGGING	Professional Civil Engineer	KDOT
JENNY KRAMER	Active Transportation Manager	KDOT
JENNY LANCASTER	Program Manager	KTSRO
JESSICA MORTINGER	Transportation Planning Manager	Lawrence - Douglas County Metropolitan Planning Organization
JOHN KOELSCH	Undersheriff	Lyon County Sheriff's Office
KENT SELK	Manager, Driver Services	KDOR
KIMBERLY NEUFELD	Multi-Modal Transportation Safety Planner	WAMPO
KRISTI EICHKORN	Engineering Program Manager	KTA
LACEY BLACK	Manager, Driver Solutions	KDOR
LACEY HANE	Helpdesk Supervisor/Public Service Administrator I	Driver Licensing/Division of Vehicles/KDOR
LINDSAY FRANCIS	KS LTAP Director	KUTC
MADELINE NORRAINE WINGFIELD	Traffic Safety Consultant	Traffic Safety Consultant
MARKEY JONAS	Outreach Coordinator	WAMPO
MATT MESSINA	Chief of Multimodal Transportation	KDOT BMT
MATTHEW PAYNE	LT - BAU DRE State Coordinator	Kansas Highway Patrol
MAX WILCOX	Transportation Safety Planner	KDOT BTS

MEMBERS

NAME	POSITION	ORGANIZATION
MICHAEL CHRISTOPHER	Division Administrator	FMCSA
MICHELE CHAVEZ	Division of Vehicles, Medical/Vision Management Systems Analyst	Kansas Department of Revenue
MICHELLE COATS	Mobility Manager	North Central Kansas Coordinated Transit District
MICHELLE GRAYSON	Regional Trauma Coordinator	Kansas Department of Health and Environment
NAKOOMA PELT	Behavioral Safety Intern	KDOT BTS
NELDA BUCKLEY	LTAP Local Field Liaison	KU
NOEL SCHNEIDER	Behavioral Safety Coordinator	KDOT BTS
PAT.TOBY	Interim Chief of Transportation Planning	KDOT
PATRICIA MIDDLETON	Communications Specialist	KTSRO
PHYLLIS LARIMORE	RN MPH CPSTI	Keeping Kids Safe in Greater Kansas City
REGINA.LEANDRO	Vehicle Services Supervisor	KDOR
ROY WISE	Lieutenant / Public and Governmental Affairs	KHP
SARA GUDENKAUF	Traffic Safety Program Supervisor	KTSRO
SARAH ROSE SHAFER, PE	Senior Engineer	Unified Government
SHAWN STEWARD	Manager, Public and Government Affairs	AAA Kansas
SLADE ENGSTROM	Senior Vice President	TranSystems
TENILLE KIMBERLIN	Director of Traffic Safety	KTSRO
TIM BURROWS	Senior Behavioral Specialist & Law Enforcement SME	Kimley-Horn
VANESSA SPARTAN	Chief of Transportation Safety	KDOT
WENDY O'HARE	Director	KDHE

Project and Subrecipient Information

Occupant Protection

CHILD SEAT DISTRIBUTION **SP-1304-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Approximately 1,700 seats will be purchased and distributed each year to inspection stations throughout the state. These inspection stations work with low-income families and must have National Certified Child Passenger Safety Technicians to install the seats and instruct parents on their use.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Vehicle Maintenance Program Inc. (For-Profit)			
ELIGIBLE USE OF FUNDS	402OP – Safety Belts			
PROBLEM IDENTIFICATION	Child Passenger Safety Seat Distribution coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
COUNTERMEASURE JUSTIFICATION	Child Safety Seat Distribution is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Child Passenger Safety Seat Distribution coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$100,000**	**$100,000**	**$100,000**	**$300,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Child Safety Seat Distribution				

EDUCATION AND AWARENESS **SP-1301-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These project funds will enable the Behavioral Safety Section to purchase and distribute printed materials and signs which support occupant protection initiatives that have an occupant protection message to both the public as well as various target populations. Counties in Kansas identified as having the biggest problem in occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program. This project also enables KDOT to administer our statewide law enforcement recruitment engagement. These lunches serve as a building block for KDOT to promote the STEP and other federal aid programs designed to increase belt use and reduce crashes. This project will also support outreach opportunities in KDOT field offices. Resources allocated to these statewide locations will include but are not limited to exit signs and informational items that can be placed inside KDOT vehicles.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	402OP – Safety Belts			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$200,000**	**$600,000**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
Communication Campaign				

405 National Priority Safety Program

405b Occupant Protection

BLUE WINDOW SPORTS MEDIA – OCCUPANT PROTECTION **SP-4500-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT DESCRIPTION	*Statewide* These funds will allow KDOT to support Paid Media in sports and outdoor venues across the state. The Paid Media will allow us to purchase ad space and placement for Occupant Protection messaging.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Whitworth Ballou LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-4 and B-1. The funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

CHILD PASSENGER SAFETY **SP-4504-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT DESCRIPTION	*Statewide* The awarded agency will support child passenger safety efforts around the state. Support will include promotion of CPS technician classes and updates, CPS check lanes and educational materials designed to increase child passenger safety compliance rates.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	405b Low – Community CPS Services			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$40,000**	**$40,000**	**$40,000**	**$120,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

DATA CONSULTANT **SP-1303-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This contractor will utilize crash data, observational data and other data sources to provide a targeted and comprehensive plan to address belt use and other restraints in areas of the state with low belt use. This data will assist KDOT and other vendors in providing educational and enforcement strategies in target areas of reduced belt use. Additionally, the contractor will assist in analysis and evaluation of data that support problem identification and required HSP datal elements.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405b Low – OP Information Systems			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Data Evaluation is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Data Evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$42,600**	**$42,600**	**$42,600**	**$127,800**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Data Evaluation				

JNA – OCCUPANT PROTECTION **SP-4500-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will allow KDOT to utilize Click it or Ticket and Child Passenger Safety paid media at venues or mediums that cater to our target audience of 18 to 34-year-old males and parents. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with lack of restraint use. This project will also support our media effort surrounding the national Click it Or ticket enforcement mobilization. A new effort, created as a result of public engagement at Haskell University will be to create and develop media surrounding unrestrained passengers in the back of pick-up trucks.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication Campaigns are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-4 and B-1. The funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$400,000**	**$400,000**	**$400,000**	**$1,200,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

KHP CPS METRO **SP-4507-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Kansas City, KS* The project is to fund an education source through the Kansas Highway Patrol to educate more technicians in the Kansas City Metro area. This project will fund a lead agency to host and certify new child passenger safety technicians, which will help to keep more children safe throughout the Kansas City Metro area. With the funding of this project, there will be more Child Passenger Safety Technician Certification classes hosted by the Kansas Highway Patrol. This equipment makes the Kansas Highway Patrol a self-sufficient HUB for Child Passenger Safety instead of having to borrow equipment from other sources. This equipment will help to extend the education and outreach to multiple other agencies and caregivers throughout the Kansas City Metro area. Although the equipment will be based out of Kansas City, there are many personnel who travel to this area to attend certification classes, so this will help to keep children throughout Kansas safe.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405b Low – Community CPS Services			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and Outreach campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$33,000**	**$2,000**	**$35,000**
FUNDING SOURCE	**N/A**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

KHP ROLLOVERS/CONVINCERS **SP-4502-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project assigns troopers to engage community groups, schools, and special events to press upon them the importance of buckling up in a vehicle. Rollover simulators are used to simulate the forces within a vehicle as it rolls over and tumbles. The convincers simulate the force applied to a human occupant during a low-speed crash scenario. The convincers are a popular educational item at community gatherings because it is dynamic, involves active participation, and provides a visual, as well as auditory, example of the importance of wearing a seat belt on every trip, every time. These funds will purchase 5 Seatbelt Convincers in Federal Fiscal year 2025.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	While the unrestrained fatalities in Kansas have decreased from 167 (2017) to 134 (2021) this project promotes the importance of wearing seat belts for all occupants. The seat belt use rate for Kansas has hovered around the mid to high 80 percent but can improve.			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-4 Unrestrained passenger vehicle occupant fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$120,000**	**N/A**	**$120,000**
FUNDING SOURCE	**N/A**	**405b**	**N/A**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

NIGHTTIME SEAT BELT ENFORCEMENT PROGRAM (NSEP) **SP-4505-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Nighttime Seat Belt Enforcement Program is projected to fund overtime enforcement efforts of eight local law enforcement agencies consisting of after-dark saturation patrols and spotter call-out activities during the year (excluding STEP campaign dates). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Law Enforcement (Local and State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405b Low – HVE			
PROBLEM IDENTIFICATION	Every year in Kansas, about 50% of traffic fatalities are unbelted. As unrestrained drivers and passengers are more prevalent after sundown, NSEP enforcements will take place during the evening and nighttime hours when most unrestrained deaths occur			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Over the course of the Federal Fiscal Year, through law enforcement agencies participation in the NSEP program, along with other education and media efforts, we will contribute to the state's target of increasing the States seat belt usage.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$250,000**	**$650,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

Nighttime Seat Belt Enforcement Program Agencies, by County	
Ford County	Dodge City Police Department
Reno County	Hutchinson Police Department
Wyandotte County	Kansas City Police Department
Osage County	Osage County Sheriff's Office
Shawnee County	Topeka Police Department

OBSERVATIONAL SURVEY **SP-4506-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This contract is responsible for conducting a direct observational occupant protection survey in 26 counties in the state using the current NHTSA uniform criteria. For the Observational Survey, the 2022 study was comprised of 326,805 child observations at 378 unique sites. The 2022 adult survey was underway with 222 sites. 117 are completed to date, with 105 remaining sites to be monitored. The 2021 completed adult study contained 552 sites.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	405b OP Low – Uncommitted			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Observational Surveys is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities (C-4) and Observed Belt Use (B-1).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$248,241**	**$260,000**	**$260,000**	**$768,241**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Observational Surveys				

OCCUPANT PROTECTION INITIATIVES **SP-4501-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be allocated to promote seat belt laws in the state and assist in evaluation of our occupant protection program. These funds will also be available for new and innovative approaches to reach various target audiences, such as minority populations. Efforts will be made to utilize these funds in areas of the state with large populations in our target demographics, including those areas with low seat belt usage rates and high numbers of unbelted fatalities and serious injuries. This project supported Occupant Protection Assessment in 2023.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	405b Low – Public Education			
PROBLEM IDENTIFICATION	In 2021, 415 Kansans died in car crashes. Of those 134 were unrestrained. Meaning 32% of our fatalities were unrestrained in 2021. Between FFY 2024-2026, the state of Kansas estimates we will have 315 unrestrained fatalities (C-4).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaign coupled with select activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$300,000**	**$300,000**	**$300,000**	**$900,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

SAFE KIDS BUCKLE UP **SP-4503-25**

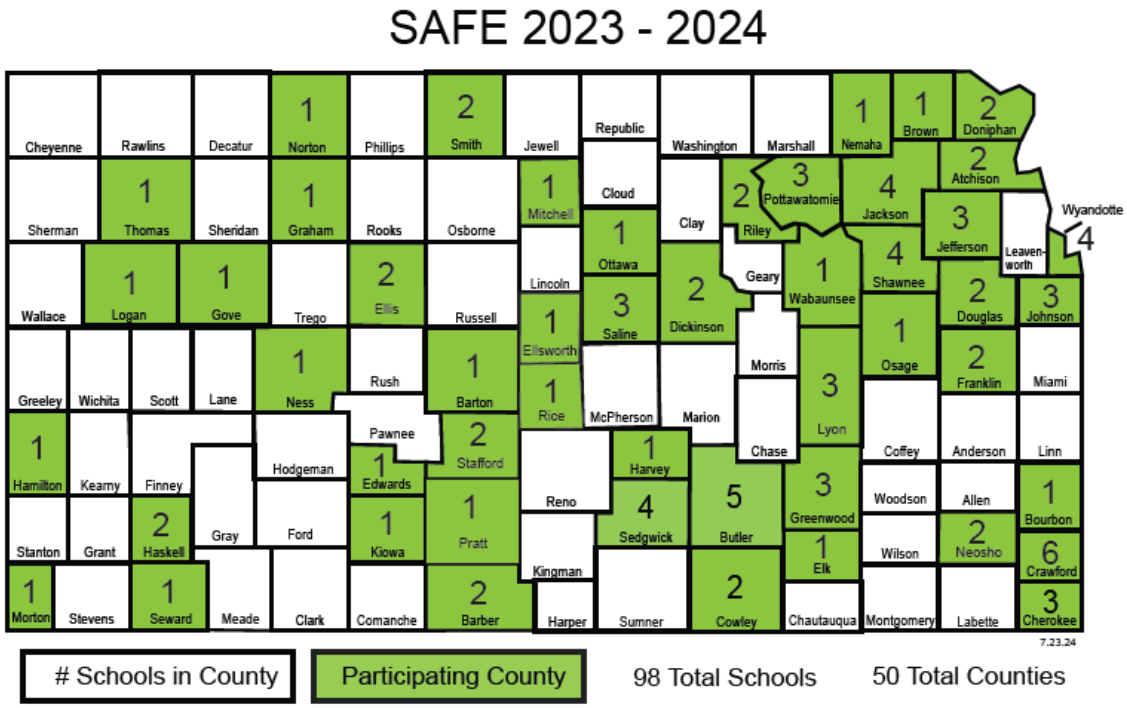
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will support local Safe Kids Coalitions initiatives that will facilitate Child passenger safety events/activities in their jurisdictions. Activities such as child safety check-up events, child restraint surveys, Booster Rooster events, etc. will be considered for funding.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Safe Kids Kansas Inc. (Non-Profit)			
ELIGIBLE USE OF FUNDS	405b Low – Community CPS Services			
PROBLEM IDENTIFICATION	Childhood unintentional injury remains the leading cause of death among Kansas children 1 to 19 years old. Motor vehicle traffic crashes are the leading cause of injury death and hospitalization of children in Kansas.			
COUNTERMEASURE JUSTIFICATION	Communication Campaigns are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication Campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures C-4 and B-1. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**405b**	**405b**	**405b**	**405b**
COUNTERMEASURE STRATEGY				
Communication Campaign				

State Funded Projects and Subrecipient Information

Occupant Protection

SAFE (SEATBELTS ARE FOR EVERYONE) **SP-1200-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be used to support the SAFE Program targeting selected high schools across the state. The SAFE coordinator interacts with high schools across the state and administers a state youth traffic safety conference.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	N/A			
PROBLEM IDENTIFICATION	Drivers aged 14 to 19 present a higher crash risk than other age groups. About 20% of all Kansas crashes involve a teen driver. This is a significant overrepresentation considering this group only comprises 5% of Kansas Drivers.			
COUNTERMEASURE JUSTIFICATION	Communication and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication and outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, C-9 – Number of Drivers 20 and or under, involved in a fatal crash. Based on the above problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$581,500**	**$425,000**	**$425,000**	**$1,431,500**
FUNDING SOURCE	**SBSF**	**SBSF**	**SBSF**	**SBSF**
COUNTERMEASURE STRATEGY				
Communication and Outreach				



Part 2: State Traffic Safety Information System Improvements Grants (23 CFR 1300.22)

You can find the states' intended use for these funds in Subrecipient Information: 405c.

Traffic Records Coordinating Committee

Member Name	Organization *Title*	Core Data Set Represented	Email Address
Aaron Bartlett	National Highway Traffic Safety Administration Regional Program Manager	FARS	aaron.bartlett@dot.gov
Amy Smith	Kansas Department of Transportation Traffic Records Coordinator	TRCC	amy.smith1@ks.gov
Anne Madden Johnson	Office of Judicial Administration OJA Administrator	Citation	anne.johnson@kscourts.org
Brooklynn Graves	Kansas Bureau of Investigation Incident Based Reporting Manager	Citation	brooklynn.graves@kbi.ks.gov
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Chris Bortz	Kansas Department of Transportation Assistant Bureau Chief	TRCC, Strategic Planning	chris.bortz@ks.gov
Corey Kenney	Kansas Attorney General's Office Kansas Traffic Safety Resource Prosecutor	Citation	corey.kenney@ag.ks.gov
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Ed Klumpp	KS Sheriffs, Chiefs of Police, Peace Officers Associations Legislative Committee	Crash/Citation	ed.klumpp@kslawenforcementinfo.com
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Haley Dougherty	Kansas Department of Transportation Traffic Safety Engineer	Roadway	haley.dougherty@ks.gov
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Joe House	Kansas Board of Emergency Medical Services Executive Director	Injury/Surveillance	joseph.house@ks.gov
John Koelsch	Lyon County Sheriff's Office Undersheriff	Crash/Citation	jkoelsch@lyoncounty.org
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Wes Ludolph	Kansas Highway Patrol Captain	Crash	wes.ludolph@ks.gov
William Sullivan	Kansas Department of Transportation EMS Liaison	Crash, Injury Surveillance	bsullylel@gmail.com

Meeting Dates for FFY 2025

The scheduled TRCC quarterly meetings for Federal Fiscal Year 2025 are:

- August 8, 2024,
- November 14, 2024,
- February 13, 2025, and
- May 8, 2025.

TRCC Coordinator

Amy Smith, Traffic Records Coordinator and Project Manager

TRCC Strategic Plan

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

2021 – 2025
Kansas
Traffic Records Coordinating Committee
Strategic Plan

Last Annual Update: 06/25/2024
(For Federal Fiscal Year 2025)

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The Plan: A Quick Reference

MISSION

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

VISION

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

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

Strategies:

- Data Capture: Develop means to capture traffic safety data more effectively.
- Data Completeness: Ensure data is captured as completely as possible even when the data may come from disparate sources or at different points in time.
- Data Collection: Promote innovative data collection solutions.
- Data Accuracy: Allow for information to be exchanged between stakeholders in an automated fashion and associated between disparate data sources accurately.
- Electronic Submission: Continue to invest towards the goal of achieving 100% electronic records.
- Support:
  - Ensure that systems have a long-term plan for sustainable funding and a plan for maintenance.
  - Strive to align individual agency priorities with TRCC and Drive to Zero goals.
  - Promote legislative agendas to support traffic records systems.

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

Strategies:

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

GOAL 3: Expand Crash Data Analysis Capabilities (Analytics)

Strategies:

- Data Collection: Promote innovative data collection solutions.
- Data Quality:
  - Improve timeliness and quality of traffic safety data.
  - Create an environment to support data quality reporting and feedback mechanisms to stakeholders.
- Modernization: Modernize traffic data systems.
- Support Law Enforcement:
  - Improve map-based crash intelligence for local law enforcement.
  - Develop predictive analytics tool for law enforcement.
- Decision Making: Allow for better decision making through maintaining and enhancing electronic DUI data.

GOAL 4: Promote Collaboration and Innovation (Collaboration)

Strategies:

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

OBJECTIVES

- *100% electronic traffic records data. [Goals 1 & 3]*
- *Accurate, timely, location-based data. [Goals 1 & 3]*
- *Advanced data analysis and research skills. [Goals 2, 3 & 4]*
- *Automated data capture. [Goal 1]*
- *Enhance the spirit of cooperation and collaboration among TRCC members. [Goal 4]*
- *Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4]*
- *High level of customer satisfaction with data. [Goals 1, 2, 3 & 4]*
- *Improve the ability to aggregate and statistically report on data collected. [Goal 2]*
- *Improve timeliness for entry of information into the central repositories. [Goal 1]*
- *Increase completeness of traffic data. [Goal 1]*
- *Increase data uniformity. [Goal 2]*
- *Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]*
- *Leverage available agency infrastructure tools. [Goal 4]*
- *Quality data collection for improved analysis. [Goals 3 &4]*
- *Reduce duplication of effort and data. [Goal 4]*
- *Sustainable traffic records systems. [Goals 1 & 3]*

Table of Acronyms

Acronym	Definition
AI	Artificial Intelligence
ANSI	American National Standards Institute
BAC	Blood Alcohol Content
CDLIS	Commercial Driver's License Information System
CIO	Chief Information Officer
CRE	Citation Record Entry
DASC	Data Access Support Center
DATA	Data and Analysis Technical Assistance
DUI	Driving Under the Influence
DUID	Driving Under Influence of Drugs
EMS	Emergency Medical Services
ESB	Enterprise Service Bus
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
GIS	Geographic Information System
HIPAA	Health Insurance Portability and Accountability Act
IEPD	Information Exchange Packet Documentation
KBI	Kansas Bureau of Investigation
KCDS	Kansas Crash Data System
KCJIS	Kansas Criminal Justice Information System
KDHE	Kansas Department of Health & Environment
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KHP	Kansas Highway Patrol
KLER	Kansas Law Enforcement Reporting
LIDAR	Light Detection and Ranging
LRS	Linear Referencing System
MIRE	Model Inventory of Roadway Elements
MMUCC	Model Minimum Uniform Crash Criteria
NEMSIS	National Emergency Medical Services Information System
NG911	Next Generation 911
NHTSA	National Highway Traffic Safety Administration
NIEM	National Information Exchange Model
OJA	Office of Judicial Administration
PDPS	Problem Driver Pointer System
QTOF	Quadrupole Time-of-Flight Mass Spectrometry
RAPID	Record and Police Impaired Drivers
TRCC	Traffic Records Coordinating Committee
TREF	Traffic Records Enhancement Fund
TRS	Traffic Records System
XML	Extensible Markup Language

Introduction

Purpose

This *Kansas Traffic Records Coordinating Committee Strategic Plan* document is designed to provide information about the structure, mission, vision, goals, and strategies of the Traffic Records Coordinating Committee (TRCC), provide feedback based on the most recent *Kansas Traffic Records System Performance Measurement Report* and NHTSA Traffic Records Self-Assessment Findings, and detail the proposed projects for the 5-year plan period that includes federal fiscal years 2021 through 2025.

Why are Traffic Safety Data Records Important?

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

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

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

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

Organizational Principles

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

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

TRCC Governance Structure

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

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

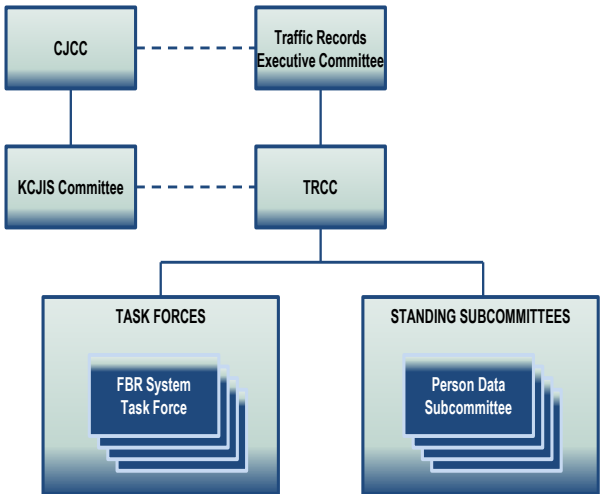

Figure 1: TRCC Organizational Structure

TRCC Membership

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

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

Member Name	**Organization** *Title*	**Core Data Set Represented**	**Email Address**
Aaron Bartlett	National Highway Traffic Safety Administration Regional Program Manager	FARS	aaron.bartlett@dot.gov
Amy Smith	Kansas Department of Transportation Traffic Records Coordinator	TRCC	amy.smith1@ks.gov
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Member Name	Organization *Title*	Core Data Set Represented	Email Address
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Ken Nelson	University of Kansas Center for Research Section Manager/DASC Manager	Roadway/Crash	nelson@ku.edu
Kevin Mapes	Kansas Bureau of Investigation Chief Information Officer	Citation/Crash	kevin.mapes@kbi.ks.gov
Lacey Hane	Kansas Department of Revenue Court Liaison	Driver/Vehicle	lacey.hane@ks.gov
Michael Ronin	Kansas Department of Transportation Crash Data Section Manager	Crash	michael.ronin@ks.gov
Mitch Sothers	Kansas Department of Transportation Director	Crash	mitch.sothers@ks.gov
Nancy Sanders	Kansas Bureau of Investigation Program Consultant II (eCitation)	Citation	nancy.sanders@kbi.ks.gov
Nicole Mattox	Kansas Bureau of Investigation Interim Director, Information Serv.	Citation	nicole.mattox@kbi.ks.gov
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Tim Kurowski	Kansas Highway Patrol Applications Development Supervisor	Crash	timothy.kurowski@ks.gov
Tom Catania	Kansas Highway Patrol Safety and Health Specialist	Crash	tom.catania@ks.gov
Tom Mai	Kansas Highway Patrol Interim Chief Information Officer	Crash/Vehicle	tom.mai@ks.gov
Vanessa Spartan	Kansas Department of Transportation Bureau Chief	All	vanessa.spartan@ks.gov

Member Name	Organization *Title*	Core Data Set Represented	Email Address
Wendy O'Hare	Kansas Department of Health and Environment KS Trauma Systems Director	Injury Surveillance	wendy.ohare@ks.gov
Wes Ludolph	Kansas Highway Patrol Captain	Crash	wes.ludolph@ks.gov
William Sullivan	Kansas Department of Transportation EMS Liaison	Crash, Injury Surveillance	bsullylel@gmail.com

TRCC Charter

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

TRCC Meetings

The committee meets quarterly and serves as the TRS program's steering committee. In the preceding 12 months, the TRCC met:

- May 9, 2024,
- February 8, 2024,
- November 9, 2023, and
- August 10, 2023.

The scheduled TRCC quarterly meetings for Federal Fiscal Year 2025 are:

- August 8, 2024,
- November 14, 2024,
- February 13, 2025, and
- May 8, 2025.

Kansas Criminal Justice Information System

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

Standing Subcommittees

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

Task Forces

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

Input received from these groups is used in the development of the state's *Traffic Records Coordinating Committee's Strategic Plan*.

Mission, Vision, Strategic Goals and Objectives

Mission

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

Vision

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

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

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

Strategic Goals and Objectives

Goal 1: Improve and Expand the Quantity and Quality of Traffic Safety Data	
Strategies:	*Objectives:*
• Develop means to capture traffic safety data more effectively. • Ensure data is captured as completely as possible even when the data may come from disparate sources. • Promote innovative data collection solutions. • Allow for information to be exchanged between stakeholders in an automated fashion and associated between disparate data sources accurately. • Continue to invest towards the goal of achieving 100% electronic records. • Ensure that systems have a long-term plan for sustainable funding and a plan for maintenance. • Strive to align individual agency priorities with TRCC and Drive to Zero goals. • Promote legislative agendas to support traffic records systems.	• 100% electronic traffic records data. • Accurate, timely, location-based data. • Automated data capture • High level of customer satisfaction with data. • Improve timeliness for entry of information into the central repositories. • Increase completeness of traffic data. • Sustainable traffic records systems.

Goal 2: Improve and Expand Information Sharing	
Strategies:	*Objectives:*
• Establish governance for traffic records data sharing and integration. • Develop data quality processes between partner agencies to improve information quality. • Support data integration for traffic records data sets. • Standardize fields to support data linkages. • Further develop guidelines for deduplication and linkage of data. • Pursue statutory changes to allow greater collection and access to traffic records systems.	• Advanced data analysis and research skills. • High level of customer satisfaction with data. • Improve the ability to aggregate and statistically report on data collected. • Increase data uniformity. • Increase integration and statistical analysis tools available to state and local agencies. • Provide accurate, timely, location-based data.

Goal 3: Expand Crash Data Analysis Capabilities	
Strategies:	*Objectives:*
• Promote innovative data collection solutions. • Improve timeliness and quality of traffic safety data. • Create an environment to support data quality reporting and feedback mechanisms to stakeholders. • Modernize traffic data systems. • Improve map-based crash intelligence for local law enforcement. • Develop predictive analytics tool for law enforcement. • Maintain and enhance electronic DUI data for analytical and reporting purposes and better decision making.	• 100% electronic traffic records data. • Accurate, timely, location-based data. • Advanced data analysis and research skills. • High level of customer satisfaction with data. • Increase integration and statistical analysis tools available to state and local agencies. • Quality data collection for improved analysis.

Goal 4: Promote Collaboration and Innovation	
Strategies:	*Objectives:*
• Continue to foster a shared vision and spirit of collaboration embraced by all stakeholders. • Provide on-going communication with TRCC members, and their internal and external stakeholders, about the TRCC traffic records vision and goals. • Support on-going training and communication tools to enable innovation and collaboration. • Identify key performance measures and develop a data dashboard that is accessible to all TRCC members.	• Advanced data analysis and research skills. • Enhance the spirit of cooperation and collaboration among TRCC members. • Ensure the system is compatible with the emerging national traffic records information standards. • High level of member satisfaction with data. • Leverage available agency infrastructure tools. • Quality data collection for improved analysis. • Reduce duplication of effort and data.

TRCC Alignment to National, State and Local Goals

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

Kansas Strategic Highway Safety Plan

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

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

National Agenda for Transportation Safety

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

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

Updating and Reporting Progress on the TRCC Strategic Plan

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

NHTSA Model Performance Measures

The NHTSA has identified 61 model performance measures for the six core state traffic records data systems -- Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Emergency Medical Services (EMS) / Injury Surveillance. These model performance measures address six data quality attributes -- timeliness, accuracy, completeness, uniformity, integration, and accessibility. The performance measures are utilized by the NHTSA and the TRCC to visualize fluctuations in reporting over time and for ongoing monitoring of data quality, development and implementation of traffic record data systems, strategic plans, and the overall data improvement grant processes. These common performance measures are expected to help stakeholders quantify systemic improvements to their traffic records systems.

Core Traffic Records Data Systems

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

1. Crash: The state repository for law enforcement reported motor vehicle crash reports. At a minimum, crash data includes who was involved in the crash, what types of vehicles were involved, when and where the crash occurred, how the sequence of events of the crash played out, and any related factors. Additional information about data related to crash records can be found in the *Model Minimum Uniform Crash Criteria* (NHTSA, 2024).
2. Driver: The state repository for personal information about motor vehicle operators and their driver history record. This is also known as the driver license and driver history system. The driver file also could contain a substantial number of records for drivers not licensed within the state—e.g., an unlicensed driver involved in a crash. Additional information about data related to driver records can be found in *American Association of Motor Vehicle Administrators Data Element Dictionary for Traffic Records Systems* (2020).

3. Vehicle: The state repository that stores information on registered vehicles within the state (also known as the vehicle registration system). This database can also include records for vehicles not registered in the state—e.g., a vehicle that crashed in the state but was registered in another state. Additional information about data related to driver records can be found in *American Association of Motor Vehicle Administrators Data Element Dictionary for Traffic Records Systems* (2020).
4. Roadway: The state repository for characteristics, conditions, operation, and ownership of roadways within the state. It should include information on all roadways within the state and is typically composed of discrete sub-files that include roadway centerline and geometric data, location reference data, geographical information system data, travel, and exposure data, etc. Additional information about data related to roadway records can be found in the *Model Inventory of Roadway Elements – MIRE 2.0* (Lefler et al., 2017).
5. Citation/Adjudication: The component repositories, managed by multiple state or local agencies, for traffic citation, arrest, and final disposition of charge data. Citation and adjudication data are used by driver and vehicle systems to maintain accurate driver history and vehicle records. This data is also used by national safety data repositories, such as Problem Driver Pointer System (PDPS) and the Commercial Driver's License Information System (CDLIS).
6. EMS/Injury Surveillance: The component repositories, managed by multiple state or local agencies, for several systems with data representative of the patient care cycle. These systems track frequency, severity, causation, cost, and outcomes of motor vehicle-related injuries and deaths. Typical components of an EMS/injury surveillance system are pre-hospital EMS data, hospital emergency department data systems, hospital discharge data systems, trauma registries, vital statistics data, and long-term care/rehabilitation patient data systems.

Performance Attributes

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

1. Timeliness: Timeliness is a measure of time between the occurrence of an event and entry of data into the appropriate database. Timeliness can also measure the time between receipt of the data and when the data is entered into the database or between when data is entered into the database and when it is available for analysis.
2. Accuracy: Accuracy reflects the degree to which the data is error-free, passes edit checks and validation rules, and does not exist in duplicate within a single database. Errors can be minimized through edit checks and validation rules. External sources can be utilized for data verification and as a method of detecting errors, although not all erroneous data can

be detected. Error means the recorded value for some data element of interest is incorrect, not that the data is missing from the record (see *completeness*).

3. Completeness: Completeness reflects both internal completeness (e.g., the number of records in a TRS database that are not missing data elements selections) and external completeness (e.g., the percentage of incidents that are entered into a TRS database out of all known incidents). Kansas utilizes performance measurements related to participation in certain programs as a way of indicating external completeness; however, it is not possible to precisely determine external completeness.
4. Uniformity: Uniformity reflects the consistency among the files or records and procedures for data collection across the state. In a TRS database, uniformity may be measured against some independent standard, preferably a national standard. If the same data elements are used in different files, they should be identical or at least compatible (e.g., names, addresses, geographic locations). Data collection procedures and data elements should also agree with nationally accepted guidelines and standards such as the *Model Minimum Uniform Crash Criteria (MMUCC)* or *American National Standard Manual on Classification of Motor Vehicle Traffic Crashes (ANSI D.16-2017)* for crash data, *National Emergency Medical Services Information System (NEMSIS)* for EMS data, *Model Inventory of Roadway Elements (MIRE)* for roadway data, and others.
5. Integration: Integration reflects the ability of records in a database to be linked to a set of records in another of the six core data systems—or components thereof—using common or unique identifiers. Integration differs in one important respect from the first four attributes of data quality. Integration is a performance attribute that always involves two or more traffic records subsystems (i.e., databases or files). Integration can be measured at the database level through linking of two source files (e.g., two source files are linked provides a performance value of "two"), or record level through linking of two or more data systems (e.g., crash and health data linking shows 600 of 800 expected patient records are successfully linked to crash records provides a performance value of 75%).
6. Accessibility: Accessibility reflects the ability of legitimate users to successfully obtain desired data. One method of measuring accessibility is in terms of customer satisfaction and a second method is by measuring unique users, logins, data queries, or data extracts over a set period. The accessibility of the database or sub file is determined by obtaining the users' perceptions of how well the system responds to their requests or through tracking of internal system data from public data dashboards available for electronic data reporting.

Current State

Traffic Records Grant Process

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

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

All project proposals for new or continuing projects are submitted through the TRCC annual grant process each year. Upon approval, the project proposals will either be awarded a NHTSA subgrant that aligns with the federal fiscal year (October 1 – September 30) or TREF funding.

As a guideline, below is the timeline for TRCC grant proposals, evaluations, and agreements:

Milestone	Month
Grant Proposal & Applications due	January
Grant Proposal Evaluations conducted by TRCC Coordinator	April-May
Grant Proposal Evaluations presented to TRCC for approval consideration	May
Project agreement signed (state funded)	June
State funding available	July 1
Project agreements signed (federal funded)	September
Federal funding available	October 1

Strategies and Goals

The TRCC has made tremendous strides towards achieving its goals by following the strategies identified within those goals. During the 2021-2025 Strategic Plan implementation cycle, services and deliverables obtained through several agreements related to the TRCC strategies and the six core state traffic records data systems. The following scorecard indicates which specific data systems and strategies were impacted during the five (5) year implementation cycle.

	Strategy	Crash	Driver	Vehicle	Roadway	Citation / Adjudication	EMS / Injury Surveillance
Traffic Safety Data	Data Capture	■			■	■	
	Data Completeness	■			■		■
	Data Collection	■			■		
	Data Accuracy	■	■		■		
	Electronic Submission	■					
	Support						
Information Sharing	Governance						
	Data Quality					■	
	Data Integration	■				■	■
	Uniformity	■			■		
	Deduplication						
	Accessibility	■				■	
Analytics	Data Collection	■			■		
	Data Quality	■					
	Modernization					■	■
	Support Law Enforcement	■				■	
	Decision Making						
Collaboration	Collaboration	■	■		■	■	■
	Communication						
	Training					■	
	Innovation						

Affected Data System	N/A

Gaps and Barriers

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

- Progress on data sharing and integration remains slower than some expect, and some major barriers exist.
    - The TRCC is not able to leverage resources to the highest degree possible because the approach to seeking funding and investments to support the TRCC's efforts is not coordinated. The main driver is the stresses agencies face within their own

internal environments and the challenge of keeping attention focused on traffic records goals and projects amid competing policy, reduction in human capital, and budgetary priorities. Resource constraints and the priority some TRCC partners have had to place on the maintenance or replacement of legacy systems is a barrier to aligning the TRCC's resources to address significant issues of data collection, sharing, and integration.

- Access to different data sets residing in TRCC member agencies is significant. For example, the Kansas Department of Revenue (KDOR) continues to perform and complete system migration for the driver dataset. Getting the right expertise in the room to understand and address the issues of security, confidentiality, legal concerns, and technical capabilities/deficits is a key reason why progress is slow.
- With improved systems and tools, technical barriers are becoming fewer and the biggest data sharing hurdles are Health Insurance Portability and Accountability Act of 1996 (HIPAA) laws and public disclosure concerns. KDOR has a multi-year initiative to modernize its IT systems, which is affecting its ability to fully participate in this area in the short term, but the changes may contribute to higher data integrity and standardization. The Office of Office of Judicial Administration (OJA) has been resource constrained and the soon to be completed replacement of its legacy systems is its highest priority, making it difficult for the agency to participate in activities that would further data sharing. Data integration projects across and within agencies are slowed by lack of a common personal identifier. Data is collected and retention policies are driven more by compliance and not future utility.
- The relationships and level of collaboration among the partner agencies within the TRCC have been, and continue to be, strong. This has helped the TRCC sustain their inter-dependencies even under the strain of disagreements, particularly in data sharing. Even so, there is not a common understanding of "where we are going and how." This is even more apparent due to the turnover that has been experienced in the last few years. Several long-term TRCC members have recently retired or changed positions, and this increases the need for those that remain to build new relationships over time.
- The 2020 pandemic has presented significant issues with limited access to personnel and technological challenges. Many agencies were not prepared to transition to a fully remote workforce. It is expected that these issues will be exacerbated by the degradation of the state's revenues due to the state-wide shutdown.

- There are existing concerns about data timeliness. These concerns include several different data sets within several agencies that are part of the TRCC.
  - Efforts to address some of the identified timeliness issues are already underway; however, there is a need for continued focus and attention on this issue, as more agencies begin using the data for predictive analysis and decision-making. Systemically, the TRS was built to electronically accept a single file structure from the Kansas Highway Patrol (KHP). As local law enforcement agencies embrace systems for citations and crashes, the inability to accept an electronic file necessitates the need for data entry from paper reports sent to the state. In

addition, state agencies lack dedicated staff resources to sufficiently support data analysis and integration.

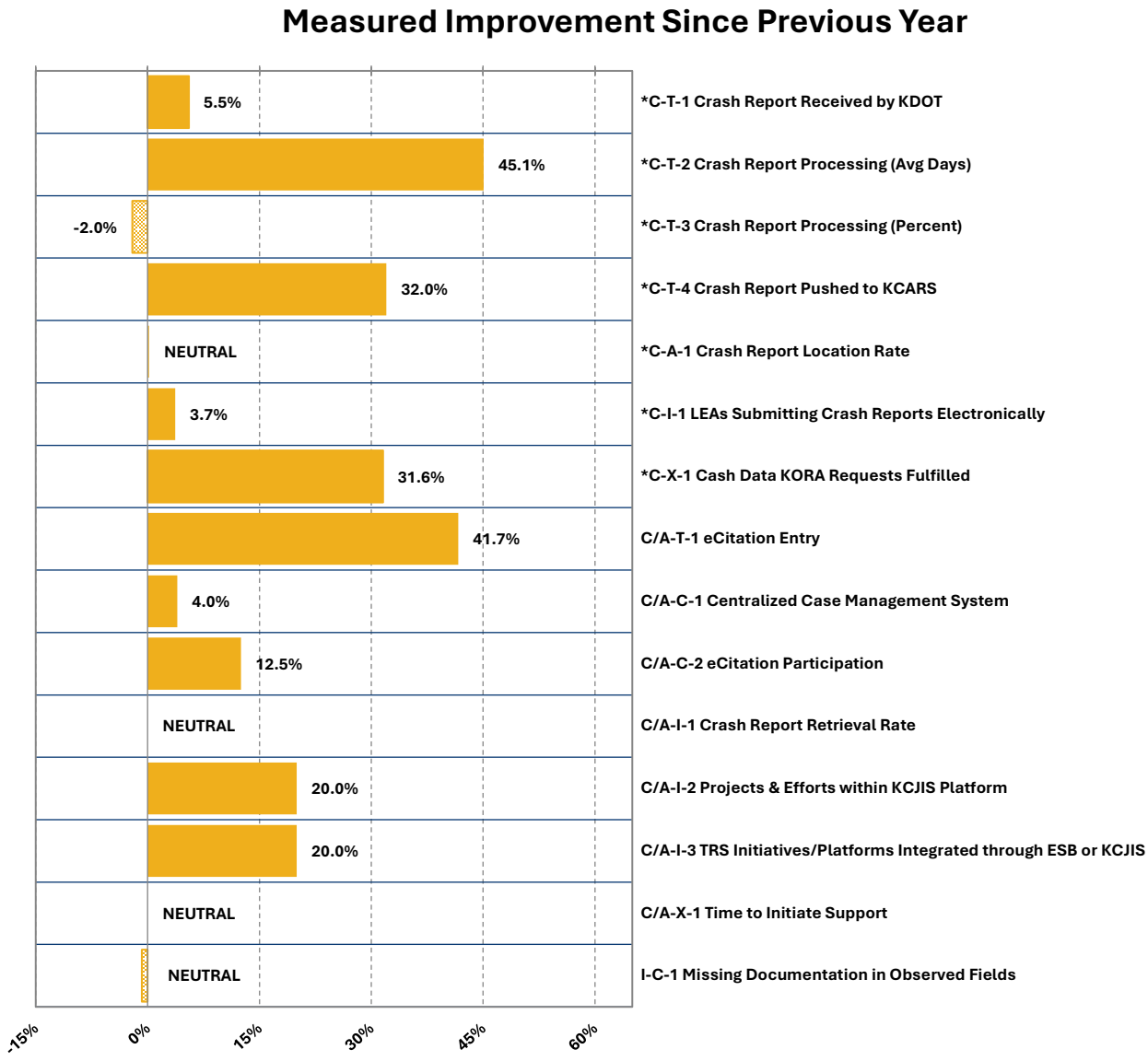
  - TRCC members also feel it is time for an infusion of new ideas into fulfilling the traffic records data mission. Now, the conversation needs to turn to: "What's is TRCC's next step?" The TRCC continues to monitor innovative integration methodologies and a few key states in specific areas for best practices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

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

TRCC Performance Measurements

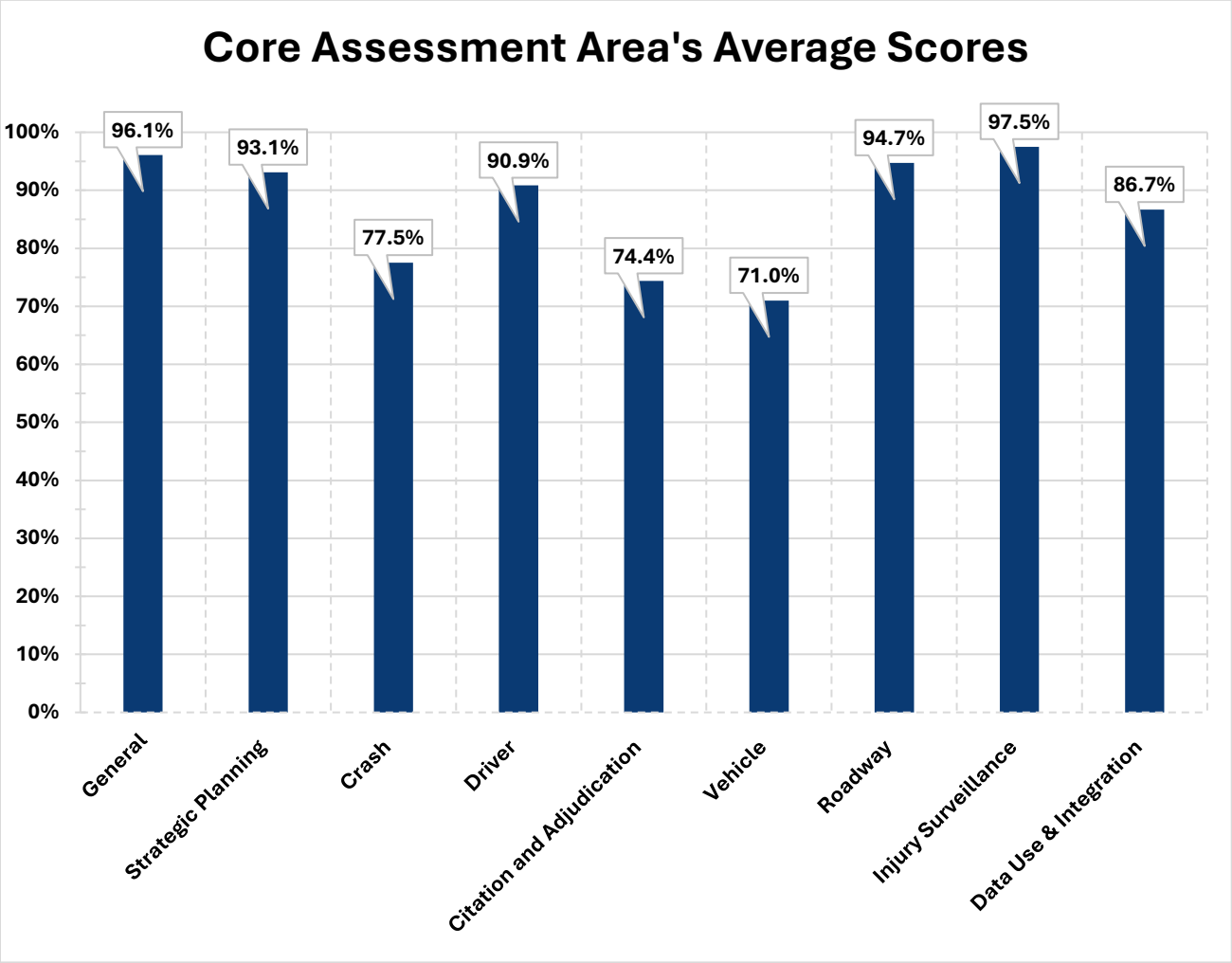
The TRCC utilizes the NHTSA traffic records model performance measures to gauge the timeliness, accuracy, completeness, uniformity, integration, and accessibility of traffic safety data. These measures are updated and reviewed annually as part of the Kansas Traffic Records System Performance Measurement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

The following graph summarizes the overall year-over-year percentage change of each measurement as reported in the *Kansas Traffic Records System Performance Measurement Report* that was submitted to NHTSA as part of Kansas' Federal Fiscal Year 2025 *Annual Grant Application*.



2020 NHTSA Traffic Records Self-Assessment Findings

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



2021-2025 Projects

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

Each project may have multiple agreements associated with it to accomplish its goals and objectives, and each agreement may have multiple annual contracts. The agreements listed under each project include those that have been completed, those that are currently underway, those that are planned for future years, and those that were planned and abandoned or delayed. Agreement details are listed immediately following the associated project and include the title, description, performance metrics, anticipated schedule, funding source, and anticipated (or actual, when known) cost.

Items marked with an (*) are anticipated new agreements for FY2025 that have not yet been executed. Details of these agreements are subject to change.

Project: Master Data Management

<table>
<tr><td colspan="2">Project Description: This project will improve the methods of receiving electronic crash information in the field more quickly and efficiently. This includes reviewing and documenting the current Information Exchange Packet Document (IEPD) for import to the Traffic Records System (TRS) and continuing support for the TRS system.
TRCC Goals:
• Goal 1: Traffic Safety Data
• Goal 2: Information Sharing
• Goal 3: Analytics
• Goal 4: Collaboration
TRCC Objectives:
• 100% electronic traffic records data. [Goals 1 & 3]
• Accurate, timely, location-based data. [Goals 1 & 3]
• Automated data capture. [Goal 1]
• Improve timeliness for entry of information into the central repositories. [Goal 1]
• Increase completeness of traffic data. [Goal 1]
• Increase data uniformity. [Goal 2]
• Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]
• Quality data collection for improved analysis. [Goals 3 &4]
• Sustainable traffic records systems. [Goals 1 & 3]</td><td>Core Data System: Crash
NHTSA 2020 Assessment Recommendations and Scores
Crash: Interfaces
<u>Recommendation</u>: Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
2020 Assessment Score: 53.3%
Crash: Procedures / Process Flow
<u>Recommendation</u>: Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
2020 Assessment Score: 74.2%
Crash: Data Quality Control Programs
<u>Recommendation</u>: Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
2020 Assessment Score: 91.8%
Total Project Cost: $1,874,512.24</td></tr>
<tr><td colspan="2">Agreements:</td></tr>
<tr><td rowspan="4">1.1</td><td colspan="2">Information Exchange Packet Document: This agreement provides for development of an updated IEPD to be supplied to crash data system vendors to enable digital input of the crash reports into the Crash Portal system.</td></tr>
<tr><td colspan="2"><u>Performance Metrics</u>:
Completeness: The IEPD will include the data required in the current state of the Crash Portal.
Uniformity: The data dictionary will include the data definitions required by the Crash Portal.
Integration: The IEPD will adhere to the NIEM 4.2 data schema and in a format ready for distribution to crash data vendors.
Agreement Expired: 09/30/2021.</td></tr>
<tr><td colspan="2">Anticipated Schedule: 10/1/2020 – 9/30/2021</td></tr>
<tr><td>Funding Source: NHTSA Grant Funding</td><td>Actual Agreement Cost: $17,347.50</td></tr>
</table>

1.2	**Paper Crash Reporting (Data Dash):** This agreement will provide for a company to transcribe scanned crash report PDFs from state and local law enforcement agencies into blank KLER report forms exactly as written and coded.	
	Performance Metrics: Accuracy: The contractor shall retain 98% or higher accuracy level with the data entry by spelling and placement of information. Timeliness: The contractor shall ensure that each report is submitted properly back to KDOT within 20 days from the date of receipt.	
	Anticipated Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $51,839.25
1.3	**Motor Vehicle Crash Report Conversion (BTCO):** This agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports received from state and local law enforcement agencies.	
	Performance Metrics: Accuracy: Maintain a 95% or higher accuracy level of the data entry of paper crash reports. Completeness: Maintain a 100% scan rate with zero loss of incoming mail.	
	Anticipated Schedule: 1/1/2021 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $478,271.48
1.4	**Kansas Crash Data Systems (KCDS):** This is the first phase of three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year's hosting. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: State TREF	Anticipated Agreement Cost: $753,460.00
1.5 and **1.6**	**KCDS Hosting and Maintenance:** This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through the end of this Strategic Plan period (9/30/2025). Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. The third phase covers the annual KCDS maintenance charges for a term of six (6) years; including at minimum, platform upgrades and training on new features for a term of six (6) years. [Note: Previously this agreement was listed as 1.5 and 1.6. Here they are combined as they are the same agreement.]	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $342,000.00
1.7	**Driver's License Readers (KHP)**: This agreement will reimburse the Kansas Highway Patrol (KHP) for the purchase of driver's license readers that will be deployed to KHP troopers. The driver's license readers are designed for reading and decoding 2D Bar Codes on ID Cards and Driver's Licenses and will automate data entry into SmartCop. This automated data entry will provide KHP with enhanced accuracy in driver's license information within crash data by removing, or significantly reducing manual entry.	
	Performance Metrics: Accuracy: KDOT will collaborate with KDOR to obtain a report showing the number of errors observed in driver's license information. Anticipated Schedule: 10/1/2022 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $207,648.00
1.8	**FARS Manual Update (GHSA)**: This agreement will provide for a consultant to review the current Fatality Analysis Reporting System (FARS) Manual and compare and recreate the Manual to contain the requirements as outlined in the five-year Cooperative Agreement between KDOT and NHTSA related to providing fatality crash information.	
	Performance Metrics: Accuracy: Completeness: Timeliness:	
	Anticipated Schedule: 01/02/2023 – 09/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $23,946.01

Agreement Expired: 09/30/2023.

Agreement Expired: 09/30/2023.

Agreement Expired: 09/30/2023.

1.9	**Overtime – Data Entry of Backlog Crash Reports (Wichita Police Department)**: This agreement will provide for reimbursement of overtime costs related to data entry and submission of crash reports to KDOT as part of Wichita Police Department's effort to reduce their backlog of crash reports.	
	Performance Metrics: Timeliness: As part of their reimbursement request each month, the Wichita Police Department will provide the total number of crash reports submitted to KDOT.	
	Anticipated Schedule: TBD – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $0.00

Agreement Not Executed.

Project: Geo-Location Capture/Recording

Description: The Geometric & Crash Data Unit of KDOT will record the geolocation of crashes that occur on the state's 130,000 miles of local roads. This project will generate the data to identify crash locations and provide data for crash analysis and reporting. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Accurate, timely, location-based data. [Goals 1 & 3] • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Increase completeness of traffic data. [Goal 1] • Leverage available agency infrastructure tools. [Goal 4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Crash** **NHTSA 2020 Assessment Recommendations and Scores** Crash: Interfaces *Recommendation: Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 53.3% Crash: Data Quality Control Programs *Recommendation: Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 91.8% Data Use and Integration *Recommendation: Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 86.7% **Total Project Cost: $979,413.78**

Agreements:

2.1	**Geographic Information System (GIS) Mapping Integration:** This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.	
	Performance Metrics: Accuracy: Compare automated results to a manual review of randomly sampled set of records that is representative of major crash types and locations; Calculate a spatial error for each crash subtype. Timeliness: All fatality crashes should be reviewed, and a *preliminary* location determined within two (2) weeks of receiving the records.	
	Anticipated Term: 10/1/2021 – 9/30/2024 [This contract currently expires on 9/30/2025; however, it is expected to be cancelled and replaced with a new contract (2.3 below) to encompass scope of work changes necessary for KDOT to bring the manual review of crash locations in-house.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $729,957.78
2.2.1	**Aerial Imagery:** This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.	
	Performance Metrics: Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.	
	Anticipated Term: 1/1/2021 – 9/30/2022	
	Funding Source: State TREF	Actual Agreement Cost: $100,000.00

Anticipated Termination: 09/30/2022.
See replacement Automated Crash Mapping Process

Agreement Expired: 09/30/2022.

2.2.2	***Kansas Statewide NG911 Imagery Program:** This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.	
	Performance Metrics: Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.	
	Anticipated Term: 10/01/2024 – 09/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $100,000.00
2.3	***Automated Crash Mapping Process:** This agreement will provide for monitoring and maintaining of an Automated Crash Mapping Process and the hosting and monitoring of locator (geocoding) web services in support of the Automated Crash Mapping Process. Additionally, the NG911 roads data will be updated on an annual basis, with smaller interim updates as required by changes to the State Highway System in LRS (e.g., rerouting/realignment of highways).	
	Performance Metrics: TBD	
	Anticipated Term: 10/1/2024 – 6/30/2025	
	Funding Source: State TREF	Anticipated Agreement Cost: $49,456.00

Project: Provide Ongoing Maintenance

Description: This project will support the maintenance for KBI / TRS systems. The work includes ensuring the operation of hardware, installation of software updates, and maintaining/ developing new interfaces as other systems evolve and are introduced. This ongoing effort is not designed to improve TRS specifically, the project is necessary to ensure that prior improvements are kept operational. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Improve the ability to aggregate and statistically report on data collected. [Goal 2] • Increase data uniformity. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Quality data collection for improved analysis. [Goals 3 &4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Crash & Citation/Adjudication** **NHTSA Assessment Recommendations and Scores** Crash: Procedures / Process Flow *Recommendation: Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 74.2% Crash: Data Quality Control Programs *Recommendation: Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 91.8% Citation/Adjudication: Interfaces *Recommendation: Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 40.5% **Total Project Cost: $439,359.85**

Agreements:

3.1	**TIRES Maintenance & Support**: This agreement will provide for the ability to add, hide, or remove the validation rules associated with data received from the Kansas crash reports submitted by law enforcement agencies within the vendor application TIRES.	
	Performance Metrics: Accuracy: Validation rules increase data accuracy and enable reliable reporting. Uniformity: Data validation rules ensure that incoming data conforms to the Crash Data Portal data structure requirements and identifies business rule violations. Integration: Validation rules promote integration with other KDOT and outside entities.	
	Anticipated Term: 10/1/2021 – 9/30/2023	
	Funding Source: State TREF	Actual Agreement Cost: $63,379.31

Agreement Expired: 09/30/2023.

3.2.1	**TRS 2.0 Support Staff (nka Architecture & Application Support & Enhancements):** This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.	
	Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/01/2020 – 09/30/2022	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $40,578.04
3.2.2	**Architecture & Application Support & Enhancements (fka TRS 2.0 Support Staff):** This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.	
	Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/01/2022 – 09/30/2025	
	Funding Source: State TREF	Anticipated Agreement Cost: $203,152.50
3.3	**KCJIS Identity Access Management:** This agreement will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. Incremental versions of the software are included with our current maintenance agreement, this agreement is for implementation costs only.	
	Performance Metrics: Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2022 – 9/30/2024	
	Funding Source: NHTSA Grant Funding, State TREF, State General Fund	Anticipated Agreement Cost: $132,250.00

Agreement Expired: 09/30/2022.
Agreement Expiring: 09/30/2024.

Project: MMUCC Alignment

Project Description: The MMUCC Alignment project will support Kansas' efforts to increase alignment to MMUCC, 6th Edition. The project includes creation of a gap analysis and gap closure plan to attain High to Full compatibility ratings. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Increase completeness of traffic data. [Goal 1] • Increase data uniformity. [Goal 2] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Crash** **NHTSA Assessment Recommendations and Scores** Crash: Applicable Guidelines *Recommendation: Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 80.0% **Total Project Cost: $150,000.00**

Agreements:		
4.1	**MMUCC 6th Edition Mapping:** This undertaking is not technically an agreement; however, it is being tracked due to the MMUCC Alignment agreement being dependent upon its completion. Kansas submitted appropriate documentation to NHTSA in February 2024, and the related mapping of Kansas crash data elements (State Crash Report and Crash Database) is currently underway.	
	Performance Metrics: Uniformity:	
	Anticipated Schedule: 10/1/2023 – 9/30/2025	
	Funding Source:	Anticipated Agreement Cost: $0.00
4.2	***MMUCC Alignment:** This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Uniformity:	
	Anticipated Schedule: 10/1/2024 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $150,000.00

Project: Security Modernization Phase 2

Project Description: This project supports integration in Citation/Adjudication data systems. Included in this project are integration of core security applications into the Identity and Access Management solution; development of marketing and training material with the intent of promoting the security solution to a broader base of users that includes court clerks, emergency management organizations and other user groups seeking summarized KCJIS data; and implementation of the Kansas Supreme Court's eCourt plan. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Improve the ability to aggregate and statistically report on data collected. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Quality data collection for improved analysis. [Goals 3 &4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Citation/Adjudication** **NHTSA Assessment Recommendations and Scores** Citation/Adjudication – Applicable Guidelines *Recommendation: Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 88.9% Citation/Adjudication – Interfaces *Recommendation: Improve the interfaces of the citation and adjudication data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 40.5% Citation/Adjudication – Data Quality Control Programs *Recommendation: Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score 68.4% **Total Project Cost: $988,165.59**

Agreements:

5.1	KCJIS Security Architecture: This agreement will continue to provide support for the execution of KBI's strategic plan as adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture in a phased manner. It will provide flexibility to our stakeholders, establish itself as a trusted security domain, and maintain strong security protocols.	
	Performance Metrics: Integration: Percentage of records linked to another system or file.	**Agreement Expired: 09/30/2022.**
	Anticipated Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $60,200.00
5.2	KBI Systems Architect Position: This agreement will provide for a position to research, develop, and document current and future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart.	
	Performance Metrics: Integration: Increase ease of integration between partner agencies Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $677,965.59
5.3	KBI Integration Developer for ESB and KBI Applications: This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.	
	Performance Metrics: Integration: Number of new integrations initiated. Integration: Number of total integrations supported.	
	Anticipated Schedule: 10/1/2023 – 9/30/2026 [Agreement will extend past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $250,000.00
5.4	Centralized Case Management System: This undertaking is not technically an agreement through the TRCC as this was undertaken by the Office of Judicial Administration. A vendor was contracted to provide a centralized case management system to allow all district and appellate case data to reside on a single web-based platform and transform the way the state court system serves the people of Kansas.	
	Performance Metrics: Completeness: The percentage of counties within the state that have been brought online to the centralized case management system.	
	Anticipated Schedule: September 2017 – November 2024	
	Funding Source: Office of Judicial Administration	Anticipated Agreement Cost: $0.00

Project: Citation Automation Deployment

Project Description: This project provides ongoing support for the citation automation system and focuses on developing data capture mechanisms to capture arrest and offense data electronically as close to the sources as possible. While the system currently supports the KHP Kansas Law Enforcement Reporting (KLER) transactions, additional citation systems are in place in many local agencies. This project will provide the foundation for incorporating any number of citation systems which adhere to national incident-based reporting standards. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Improve the ability to aggregate and statistically report on data collected. [Goal 2] • Improve timeliness for entry of information into the central repositories. [Goal 1] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Citation/Adjudication** **NHTSA Assessment Recommendations and Scores** Citation/Adjudication – Interfaces *Recommendation: Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 40.5% Citation/Adjudication – Data Quality Control Programs *Recommendation: Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 68.4% **Total Project Cost: $514,708.71**

Agreements:

6.1	**KBI eCite Vendor:** The existing platform of KCJIS's technical and information sharing infrastructure is managed by the Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. This agreement will provide software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.	
	Performance Metrics: Integration: Problem identification in aligning enforcement's data with crash data and to help determine the effect of enforcement as one element of road safety. Integration: Quarterly report detailing the number and percentage of total entities integrated into the KCJIS information sharing infrastructure. Completeness: Quarterly report detailing the percentage of total Kansas entities integrated into the KCJIS information sharing infrastructure.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $115,000.00
6.2	**KBI eCitation Position:** The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the TRS 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This agreement provides for the salary and benefits for a Program Consultant I with KBI's Information Services Division. This position conducts training to instruct law enforcement on use of the electronic form, provides reports to partners, and works with eCitation vendors.	
	Performance Metrics: Timeliness: Query principal users for timeliness satisfaction. Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2020 – 9/30/2025	
	Funding Source: NHTSA Grant Funding, State TREF	Anticipated Agreement Cost: $358,904.96
6.3	**eCitation & eStatute:** The eCitation portion of this agreement has a couple of distinct objectives. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a KCJIS production environment. Current work for this agreement is related to Change Order 2, which will include Officer Last Name and First Name as required fields for Citation Record Entry (CRE) and eCitation Submission Service.	
	Performance Metrics: Timeliness: Reporting for date of citation issuance and date entered for citation database system. Accuracy: Reporting providing number of data element error or missing information.	**Agreement Expired: 09/30/2023.**
	Anticipated Schedule: 10/1/2020 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: $40,803.75

Project: Model Inventory of Roadway Elements (MIRE) Alignment

Project Description: The MIRE Alignment project coincides with an Agency-wide effort to align KDOT's roadway elements and reporting systems with the Federal Highway Administration's Model Inventory Roadway Elements (MIRE) initiative. By adopting MIRE, state and local transportation agencies will be able to link safety data to non-safety data, making it easier to collect, store, link, and use all types of data. Having these additional data can help better identify where the safety problems are, what those problems are, and how best to treat them. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Accurate, timely, location-based data. [Goals 1 & 3] • Ensure the system is compatible with the emerging national traffic records information standards. [Goal 4] • Increase completeness of traffic data. [Goal 1] • Increase data uniformity. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]	**Core Data System: Roadway** **NHTSA Assessment Recommendations and Scores** Roadway – Description & Contents *Recommendation: Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 93.3% Roadway – Applicable Guidelines *Recommendation: Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 83.3% Roadway – Interfaces *Recommendation: Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 91.7% Roadway – Procedures and Process Flows *Recommendation: Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 100% **Total Project Cost: $2,209,216.81**

Agreements:

7.1	**Lidar Data Capture**: This agreement will provide for utilizing a vendor to physically drive the 130,000 miles of Kansas highways and capture several roadway elements utilizing LIDAR to accurately measure road and shoulder widths, intersection elements, and bridge heights among others. The element capture will also provide an accurate inventory of all roadway elements such as guardrail heights and lengths. This data will be used for providing highly accurate data to KDOT analysts to formulate safety measures to prevent crashes and fatalities.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. **Agreement Expired: 09/30/2021.**	
	Anticipated Schedule: 10/1/2020 – 9/30/21	
	Funding Source: NHTSA Grant Funding, State TREF, State General Funds	Actual Agreement Cost: $1,500,378.61
7.2	**LIDAR Data Collection (Statewide)**: This agreement will provide for utilizing a vendor to configure the data capture to enable the integration into KDOT databases.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. **Agreement Expired: 09/30/2022.**	
	Anticipated Schedule: 10/1/2020 – 9/30/2022	
	Funding Source: NHTSA Grant Funding, State TREF	Actual Agreement Cost: $708,838.20
7.3	**MIRE Compliance Tech Assistance**: This agreement will obtain technical assistance through Federal Highway Administration's (FHWA) DATA Teams. This data will be used to ultimately progress KDOT towards access of a complete collection of MIRE FDE on all public roads by the 2026 deadline.	
	Performance Metrics: Accuracy: Completeness: **Agreement Expired: 08/01/2023.**	
	Anticipated Schedule: 03/28/2023 – 08/01/2023	
	Funding Source: N/A	Actual Agreement Cost: $0.00

7.4	***MIRE Collaboration**: This agreement will provide for a collaboration between the KS911 Coordinating Council and/or the University of Kansas - Data Access Support Center (KUCR-DASC), who is responsible for running the portal to gather and update data for Next Generation 911 call location systems. The goal is to confirm whether roads are public or private. This is one of the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) that KDOT will be required by FHWA to maintain for all roads in the state by 2026.	
	Performance Metrics: ??? **Agreement Not Executed.**	
	Anticipated Schedule: 10/1/2023 – 9/30/2024	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: $0.00

Project: EMS/Injury Integration

Project Description: This project will develop interfaces related to EMS and/or trauma and will include data from both Kansas and border states. This sharing of data will allow EMS and the Kansas Trauma Program to run reports and provide the ability to link data sources with disparate fields, compare data between jurisdictions, and highlight missing values. **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics • Goal 4: Collaboration **TRCC Objectives:** • Increase completeness of traffic data. [Goal 1] • Increase data uniformity. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3] • Leverage available agency infrastructure tools. [Goal 4] • Sustainable traffic records systems. [Goals 1 & 3]	**Core Data System: Injury/Surveillance** **NHTSA Assessment Recommendations and Scores** Injury/Surveillance – Applicable Guidelines *Recommendation: Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 93.9% Injury/Surveillance – Procedures / Process Flow *Recommendation: Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 94.1% **Total Project Cost: $300,000.00**

Agreements:

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

Project: Toxicology

Project Description: This project will provide for the purchase of equipment for Kansas laboratories. This equipment is not intended to improve TRS directly; however, increased capacity and other benefits provided by this project will lead to better data sharing related to toxicology (e.g., BAC results). **TRCC Goals:** • Goal 1: Traffic Safety Data • Goal 2: Information Sharing • Goal 3: Analytics **TRCC Objectives:** • Improve the ability to aggregate and statistically report on data collected. [Goal 2] • Improve timeliness for entry of information into the central repositories. [Goal 1] • Increase completeness of traffic data. [Goal 1] • Increase data uniformity. [Goal 2] • Increase integration and statistical analysis tools available to state and local agencies. [Goals 2 &3]	**Core Data System: Crash** **NHTSA Assessment Recommendations and Scores** Crash: Procedures / Process Flow *Recommendation: Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.* 2020 Assessment Score: 74.2% **Total Project Cost: $550,000.00**

Agreements:

9.1	***Laboratory Equipment (QTOF)**: This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center's capacity to thoroughly screen biological samples from suspected Driving Under Influence of Drugs (DUID) cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory's screening procedures and allowing "untargeted" screenings and screenings of oral fluid using testing of evidentiary oral fluid samples in the future.	
	Performance Metrics: TBD	
	Anticipated Schedule: 10/01/2024 – 09/30/2025	
	Funding Source: State TREF	Anticipated Agreement Cost: $550,000.00

IMPLEMENTATION SCHEDULE & ANTICIPATED COSTS (FFY21 – FFY25)

Agreement #	Project Title	Agency	2021	2022	2023	2024	2025	Anticipated* Costs
1.1	Information Exchange Packet Document	KDOT	■					$17,347.50
1.2	Paper Crash Reporting (Data Dash)	KDOT	■	■	■			$51,839.25
1.3	Motor Vehicle Crash Report Conversion	KDOT	■	■	■	■	■	$478,271.48
1.4	Kansas Crash Data System (KCDS)	KDOT		■	■	■	■	$753,460.00
1.5	KCDS Hosting & Maintenance	KDOT		■	■	■	■	$342,000.00
1.7	Driver's License Readers	KHP			■			$207,648.00
1.8	FARS Manual Update	KDOT			■			$23,946.01
1.9	Overtime – Data Entry for Backlog…	KDOT						$0.00
Master Data Management Sub-Total								$1,874,512.24
2.1	GIS Mapping Integration	KUCR	■	■	■	■		$729,957.78
2.2.1	Aerial Imagery	KUCR	■					$100,000.00
2.2.2	Aerial Imagery	KUCR					■	$100,000.00
2.3	Automated Crash Mapping Process	KUCR					■	$49,456.00
Geo-Location Capture/Recording Sub-Total								$979,413.78
3.1	TIRES Maintenance & Support	KDOT	■	■	■			$63,379.31
3.2.1	TRS 2.0 Support Staff	KDOT	■	■				$40,578.04
3.2.2	Architecture & Application Support…	KBI			■	■	■	$203,152.50
3.3	KCJIS Identity Access Management	KBI			■	■		$132,250.00
Provide Ongoing Maintenance Sub-Total								$439,359.85
4.1	MMUCC 6th Edition Mapping	KDOT				■	■	$0.00
4.2	MMUCC Alignment	KDOT					■	$150,000.00
MMUC Alignment Sub-Total								$150,000.00
5.1	KCJIS Security Architecture	KBI	■	■				$60,200.00
5.2	KBI Systems Architect Position	KBI	■	■	■	■	■	$677,965.59
5.3	KBI Integration Developer for ESB…	KBI				■	■	$250,000.00
5.4	Centralized Case Management System	OJA	■	■	■	■	■	$0.00
Security Modernization – Phase 2 Sub-Total								$988,165.59
6.1	KBI eCite Vendor	KBI	■	■	■	■	■	$115,000.00
6.2	KBI eCite Position	KBI	■	■	■	■	■	$358,904.96
6.3	eCitation & eStatute (AIC)	KBI	■	■	■			$40,803.75
Citation Automation Deployment Sub-Total								$514,708.71
7.1	LIDAR Data Capture	KDOT	■					$1,500,378.61
7.2	LIDAR Data Collection (Statewide)	KDOT	■	■				$708,838.20
7.3	DATA Team – MIRE Compliance Tech…	KDOT			■			$0.00
7.4	MIRE Collaboration	KDOT						$0.00
MIRE Alignment Sub-Total								$2,209,216.81
8.1	Bio-spatial Interstate Trauma Database	EMS			■	■	■	$0.00
8.2	Kansas Trauma Registry Gen 6 Operations	KDHE				■	■	$300,000.00
EMS / Injury Integration Sub-Total								$300,000.00
9.1	Lab Equipment (QTOF)	KDOT					■	$550,000.00
Toxicology Sub-Total								$550,000.00
*Anticipated Costs are based on actual expenditures for previous years and anticipated costs for future years.								$8,005,376.98

APPENDIX A: 2020 Assessment Recommendations

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

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

Interfaces		
Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		53.3%
Master Data Management • 1.4: Kansas Crash Data System (KCDS) • 1.5: KCDS Hosting and Maintenance • 1.7: Driver's License Readers (KHP) Geo-location Capture/Recording • 2.1: GIS Mapping Integration • 2.3: Automated Crash Mapping Process	Performance Measures: Timeliness Accuracy Completeness	
Data Quality Control Programs		
Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.8%
Master Data Management • 1.1: Information Exchange Packet Document • 1.8: FARS Manual Update (GHSA) Geo-location Capture/Recording • 2.1: GIS Mapping Integration • 2.3: Automated Crash Mapping Process	Performance Measure(s): Completeness Uniformity Integration	
Driver		**90.9%**
Description & Contents		
Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Applicable Guidelines		
Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Dictionary		
Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		98.2%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Interfaces		
Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Quality Control Programs		
Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		76.9%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Citation/Adjudication		**74.4%**
Description & Contents		
Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		52.6%
No current project/agreement.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	

Applicable Guidelines		
Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		88.9%
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture	Performance Measure(s): Integration	
Data Dictionary		
Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		95.8%
No current project/agreement.	*The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the procedures/process flow of the Citation and Adjudication data systems for traffic safety improvements.*	
Interfaces		
Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		40.5%
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture • 5.3: Integration Developer for ESB and KBI Applications • 5.4: Centralized Case Management System Citation Automation Deployment • 6.2: KBI eCitation Position • 6.3: eCitation & eStatute Provide Ongoing Maintenance • 3.3: KCJIS Identity Access Management	Performance Measure(s): Timeliness Accuracy Integration Accessibility	
Data Quality Control Programs		
Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		68.4%
Security Modernization Phase 2 • 5.2: KBI Systems Architect Position Citation Automation Deployment • 6.1: KBI eCite Vendor	Performance Measure(s): Completeness Integration Accessibility	
Vehicle		**71.0%**
Description & Contents		
Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Applicable Guidelines		
Improve the applicable guidelines for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		51.5%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Dictionary		
Improve the data dictionary for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		70.0%
No current project/agreement.	*Stolen vehicles are not flagged or reported through their system. The TRCC will take this recommendation for potential strategies to improve procedures and process flows of traffic safety data.*	

Interfaces		
Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		33.3%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Data Quality Control Programs		
Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		87.8%
No current project/agreement.	*The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.*	
Roadway		**94.7%**
Description & Contents		
Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.3%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.1: LIDAR Data Capture	Performance Measure(s): Accuracy Completeness	
Applicable Guidelines		
Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide)	Performance Measure(s) Accuracy	
Data Dictionary		
Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.3: MIRE Compliance Tech Assistance	Performance Measure(s): Accuracy Completeness	
Interfaces		
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.7%
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide)	Performance Measure(s): Accuracy	
Data Quality Control Programs		
Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.*	
EMS/Injury Surveillance		**97.5%**
Description & Contents		
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Description and Contents of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Applicable Guidelines		
Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.9%
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	

Data Dictionary		
Improve the data dictionary for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Dictionary of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Procedures & Process Flows		
Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		94.1%
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	
Interfaces		
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Interfaces of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Data Quality Control Programs		
Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		97.0%
No current project/agreement.	*The TRCC will continue to work to identify potential strategies that continue to improve the Data Quality Control Programs of the EMS/Injury Surveillance data systems for traffic safety improvements.*	
Data Use & Integration		**86.7%**
Data Use & Integration		
Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7%
Geo-Location Capture/Recording • 2.1: GIS Mapping Integration • 2.3: Automated Crash Mapping Process • 2.2.1: Aerial Imagery • 2.2.2: Aerial Imagery Provide Ongoing Maintenance • 3.1: TIRES Maintenance & Support	Performance Measure(s): Timeliness Accuracy Uniformity Integration	

APPENDIX B: TRCC Charter

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMITTEE

TRCC CHARTER
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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

I. INTRODUCTION

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

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

II. OVERVIEW AND PURPOSE

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

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

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

III. ORGANIZATIONAL STRUCTURE

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

A. **Leadership.**

1. Chairperson. The TRCC Chairperson shall:

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

   (b) Preside over TRCC votes.

   (c) Approve new Partner Agencies.

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

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

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

(i) The TRCC Membership.

(ii) The TRCC Coordinator.

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

2. Coordinator. The TRCC Coordinator shall:

(a) Be appointed by the TRCC Chairperson.

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

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

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

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

B. **Membership.**

1. Overview.

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

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

2. Representatives.

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

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

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

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

(c) Representatives shall:

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

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

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

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

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

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

3. Roster of Membership.

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

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

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

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

4. New Members.

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

5. Withdrawal of Membership.

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

IV. FUNCTIONS

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

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

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

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

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

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

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

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

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

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

V. MEETINGS

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

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

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

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

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

VI. AMENDMENTS

A. This Charter may be amended from time to time and such amendments shall take effect upon the TRCC Chairperson's dated signature.

VII. TRANSPARENCY

A. **Open Public Meetings.**

1. All TRCC meetings shall be open to the public in accordance with the Kansas Open Meetings Act (KOMA), K.S.A. 75-4317 *et seq.*, and amendments thereto.

B. **Open Records.**

1. TRCC records shall be subject to the Kansas Open Records Act and maintained in accordance with records retention laws and policies.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER

DECLARATION OF ADOPTION

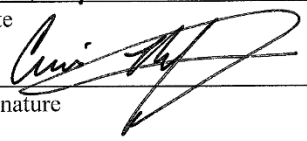
The undersigned hereby certifies that the foregoing Charter is adopted by the Kansas Traffic Records Coordinating Committee.

TRCC CHAIRPERSON:

Chris Bortz
Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety
Title

6/29/23
Date


Signature

(Rev. 06.28.2023)

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX A – LEADERSHIP

TRCC CHAIRPERSON:

Chris Bortz
Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety
Title

6/29/23
Date

Signature

TRCC COORDINATOR:

Amy Smith
Printed Name

Traffic Records Coordinator
Title

6-29-23
Date

Signature

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX B – ROSTER OF MEMBERSHIP
FEDERAL FISCAL YEAR 2023

Partner Agency	Core Safety Database Represented	Name and Title of Executive Representative	Name(s) and Title(s) of Technical Representative(s)
Kansas 911 Coordinating Council (KS911)	Crash EMS/Injury Surveillance	Scott Ekberg, NG 911 Administrator	
Kansas Association of Chiefs of Police (KACP)	Crash Citation/Adjudication		Ed Klumpp, Legislative Committee
Kansas Attorney General's Office	Citation/Adjudication		Corey Kenney, Kansas Traffic Safety Resource Prosecutor
Kansas Board of Emergency Medical Services (EMS)	EMS/Injury Surveillance	Joe House, Executive Director	
Kansas Bureau of Investigation (KBI)	Citation/Adjudication	Laura Bohnenkemper, Asst. CIO of Delivery Services Brooklynn Graves, IBR Manager Joe Mandala, Chief Information Officer Leslie Moore, Director of Information Services	<vacant position>, Program Support
Kansas Criminal Justice Information System (KCJIS)	Crash Citation/Adjudication EMS/Injury Surveillance	David Marshall, Executive Director	
Kansas Department of Health and Environment (KDHE)	Crash EMS/Injury Surveillance	Wendy O'Hare, Trauma Program Director	Danielle Sass, Epidemiologist

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STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX B – ROSTER OF MEMBERSHIP
FEDERAL FISCAL YEAR 2023

Partner Agency	Core Safety Database Represented	Name and Title of Executive Representative	Name(s) and Title(s) of Technical Representative(s)
Kansas Department of Revenue (KDOR)	Driver Vehicle	LeeAnn Phelps, Vehicle Services Manager	Lacey Hane, Court Liaison Donald Lee, Compliance Reviewer
Kansas Department of Transportation (KDOT)	Crash Roadway	Chris Bortz, Assistant Bureau Chief Shawn Brown, Interim Chief Information Officer Haley Dougherty, Traffic Safety Engineer Gary Herman, Behavioral Safety Manager Jim Hollingsworth, Safety Data Manager Vanessa Spartan, Bureau Chief	Carla Anderson, State Highway Safety Engineer Chase Hull, Traffic Safety Analyst Michael Ronin, Crash Data Section Manager Scott Schiller, Applications Developer Supervisor Terri Slater, Applications Developer Amy Smith, Traffic Records Coordinator James Stewart, Information System Manager
Kansas Highway Patrol (KHP)	Crash Vehicle	Tom Mai, Interim Chief Information Officer	Tom Catania, Safety and Health Specialist Tim Kurowski, Applications Developer Stephen LeRow, Lieutenant Wes Ludolph, Captain Omar Macias, Information Systems Manager
KUCR-Kansas Geological Survey (KGS)	Crash Roadway	Ken Nelson, Section Manager/DASC Manager	Shawn Saving, GIS Specialist
Lyon County Sheriff's Office	Crash Citation/Adjudication		John Koelsch, Undersheriff
Office of Judicial Administration (OJA)	Citation/Adjudication	Kelly O'Brien, Director Anne Madden Johnson, OJA Administrator	

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Kansas Traffic Records System Performance Measurement Report

State of Kansas
Traffic Records Coordinating Committee
Traffic Records Strategic Plan Implementation

Kansas Traffic Records System
Performance Measurement Report

Prepared: 06/25/2024
(For Federal Fiscal Year 2025)

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INDEX OF ACRONYMS

ABIS	Automated Biometric Identification System
BAC	Blood Alcohol Content
CCH	Computerized Criminal History
CMV	Commercial Motor Vehicle
DASC	Data Access and Support Center
DNA	Deoxyribonucleic acid
EMS	Emergency Medical Services
ESB	Enterprise Service Bus
GPS	Global Positioning System
KBI	Kansas Bureau of Investigation
KCARS	Kansas Crash Analysis & Reporting System
KCJIS	Kansas Criminal Justice Information System
KDOR	Kansas Department of Revenue
KDOT	Kansas Department of Transportation
KIBRS	Kansas Incident Based Reporting System
KORA	Kansas Open Records Act
KUCR	University of Kansas Center for Research
LEA	Law Enforcement Agency
MVC	Motor Vehicle Crash
NHTSA	National Highway Traffic Safety Administration
PDF	Portable Document Format
RAPID	Record and Police Impaired Drivers
RMS	Records Management System
TRCC	Traffic Records Coordinating Committee
TRS	Traffic Records System
XML	Extensible Markup Language

INTRODUCTION

This *Kansas Traffic Records System Performance Measurement Report* is prepared annually and presents performance measurement results from the Traffic Records Coordinating Committee (TRCC).

NHTSA Report Purpose

Selected measurements within the *Kansas Traffic Records System Performance Measurement Report* will be submitted to the National Highway Traffic Safety Administration (NHTSA) on an annual basis. NHTSA will use the performance measurement results to assess the effectiveness of the *2021-2025 Kansas Traffic Records Coordinating Committee Strategic Plan* (TRCC Strategic Plan) and to provide oversight of the 405(c) grant funding.

TRCC Report Purpose

The *Kansas Traffic Records System Performance Measurement Report* enables the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements results also provide a holistic view of the TRCC Strategic Plan's progress towards achieving the TRCC's goals and objectives. Kansas TRCC leaders utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance.

Report Structure

The performance measures listed in this report are organized by data system, and then by data quality attribute. Each performance measure includes three sections; the base components, performance values, and details for the current year.

- **Base Components:** This section lists the title, associated data system, data quality attribute, TRCC goal(s), TRCC objective(s), the reporting period, performance measure statement, baseline value, and performance target.
- **Performance Values:** This section shows planned values, actual values, and performance trend indicator for five (5) reporting periods.

  NOTE: The five (5) reporting periods that are shown for each performance measure are those that directly precede the end of the current 5-year TRCC Strategic Plan. Kansas plans to evaluate existing performance measures and determine new performance targets and planned values for the next five (5) year period during the first year following a new Traffic Records Coordinating Committee Strategic Plan.

Trend Indicator	Trend Indicator	Trend Indicator
Description	Description	Description
Signifies a materially positive trend in the performance measurement.	Signifies no change, or a neutral trend, in the performance measurement. *(less than 1% change)*	Signifies a materially negative trend in the performance measurement.

- **Details for Current Year:** This section provides a narrative with additional information related to the observed performance values for the current and previous year. Trend analysis, observations, and graphs may also be included in this section.

SUMMARY OF PERFORMANCE MEASURES

Model Performance Measures

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

One goal of the TRCC this reporting period was to continue measuring its performance in improving traffic records based on the NHTSA traffic records review. Those areas that appear to have the greatest need are targeted by the updated TRCC Strategic Plan, which in turn makes them monitoring priorities.

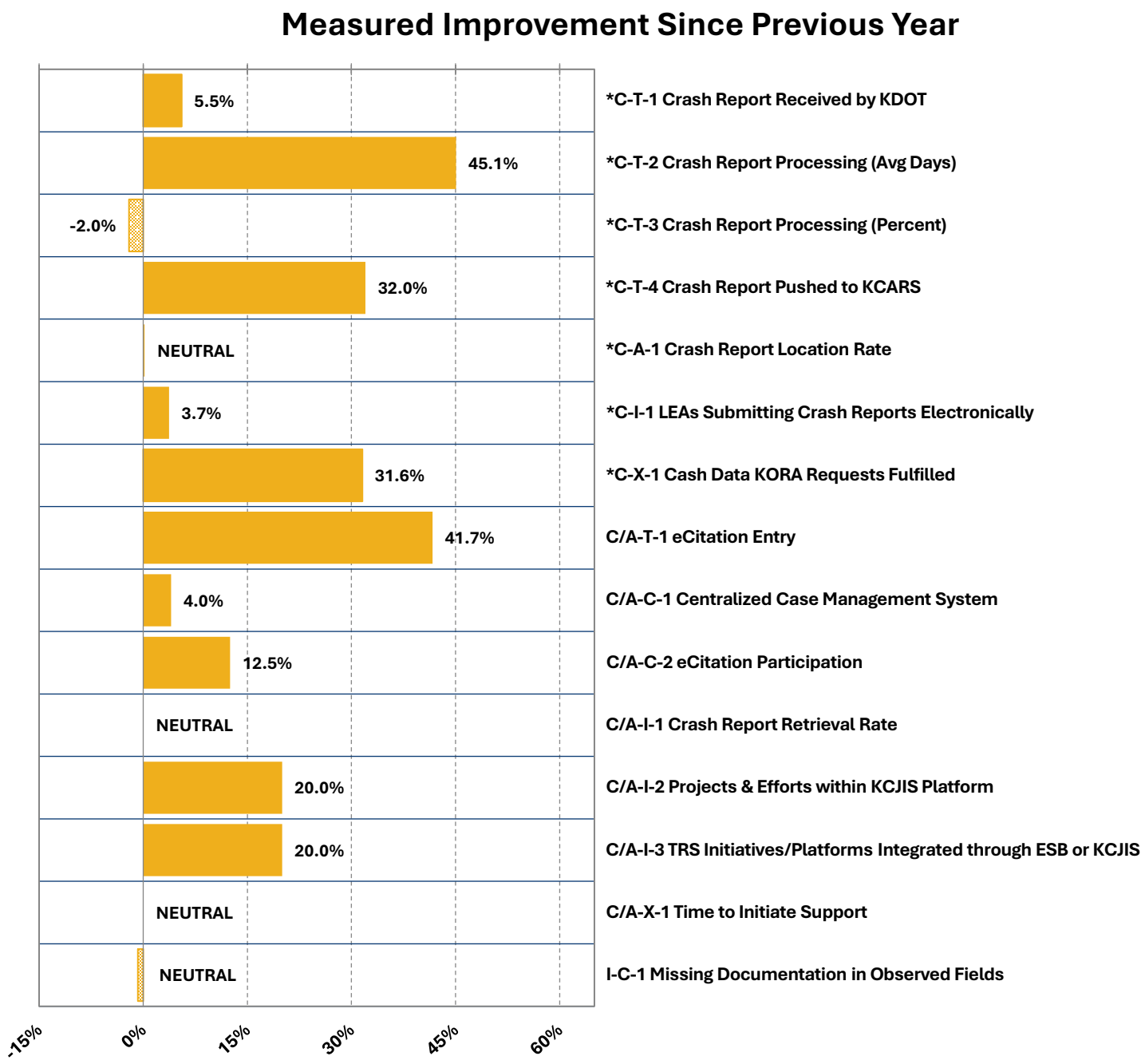
Current Distribution

The following table depicts the traffic records database and quality attribute pairs that are currently measured in this report.

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

MEASURED IMPROVEMENT/DIMINISHMENT FROM PREVIOUS YEAR

The following graph indicates the year-over-year percentage change of each performance measure. The measures for each year are calculated for the period of performance from April 1, 2023, to March 31, 2024, unless noted with an (*).



PERFORMANCE MEASURES DETAILS

Crash Database Measures

C-T-1: CRASH REPORT RECEIVED BY KDOT

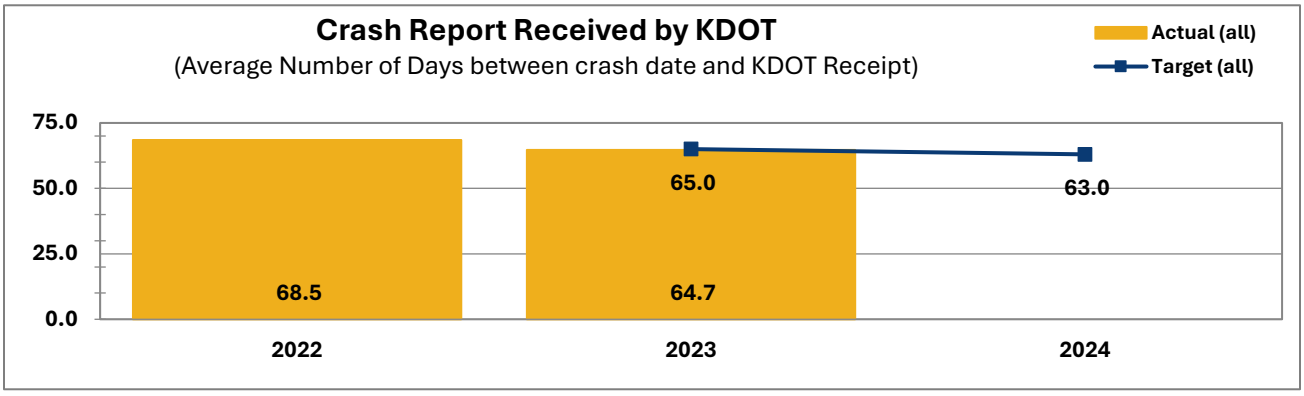
Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data. Automated data capture.
Reporting Period:	January 1st – December 31st
Performance Measure:	Decrease the average number of days between the crash date and the "KDOT Receipt" date for crash reports that were processed during the calendar year, from 68.5 days in 2022 to 63.0 days in 2024.
Baseline (1/1/2022-12/31/2022):	68.5 days
Performance Target:	63.0 days

Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	68.5	
Year 4 (1/1/2023 – 12/31/2023)	**65.0**	**64.7**	**5.5% improvement**
Year 5 (1/1/2024 – 12/31/2024)	63.0		

Details For Current Year (Year 4):

A key factor in collecting accurate crash data is ensuring crash reports are submitted to KDOT by the Law Enforcement Agency (LEA) quickly after the investigation of a crash. By law, any crash occurring on, or involving a public roadway, which results in death or injury to a person or total property damage of $1,000 or more must be reported to the Kansas Department of Transportation (KDOT) within ten (10) days after investigation. The sooner KDOT receives crash reports, the sooner the information can be submitted to the Traffic Records System (TRS) and pushed to Kansas Crash Analysis & Reporting System (KCARS) for reporting and analysis.

For measurements in this report, "KDOT Receipt" is the first date associated with a crash report and is generally the date that an electronic/PDF copy of the crash report is created. This "Crash Report Received by KDOT" measurement shows the average number of days between a crash date and the KDOT Receipt date for crash reports that were processed during the calendar year. For this measurement, crash reports that had an unknown crash date were excluded. During the 2023 calendar year, KDOT processed 61,120 crash reports with a known crash date. The observed average between the crash date and when the crash report was received by KDOT was 64.7 days. The average number of days between the date of a crash to the date of KDOT Receipt decreased from 68.5 days to 64.7 days during calendar year 2023.



Crash Database Measures (continued)

C-T-2: Crash Report Processing (AVG Days)

Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Improve timeliness for entry of information into the central repositories.
Reporting Period:	January 1st – December 31st
Performance Measure:	Decrease the average number of days between the "KDOT Receipt" date and the most recent "submitted to TRS" date for crash reports that were processed during the calendar year, from 16.2 days in 2022 to 15.0 days in 2024.
Baseline (1/1/2022-12/31/2022):	16.2 days
Performance Target:	15.0 days

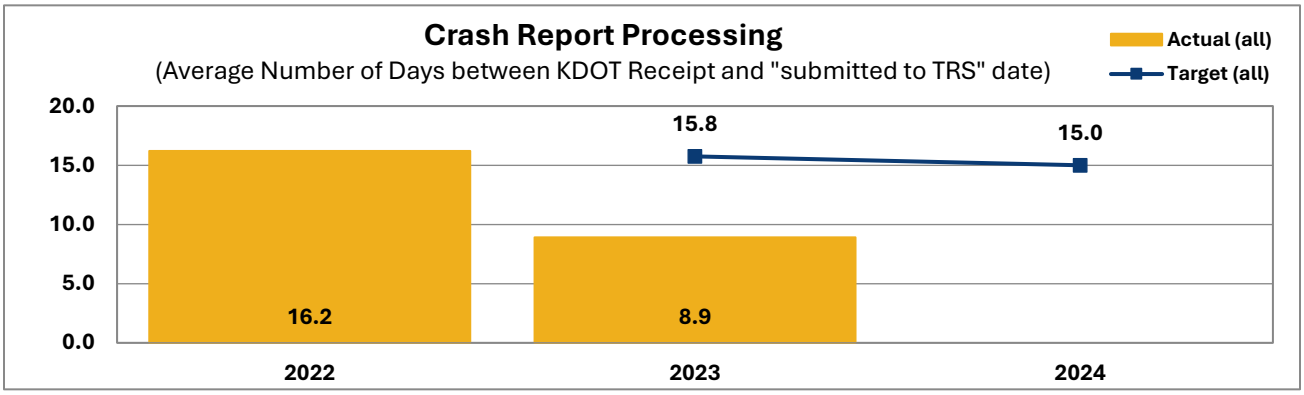
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	16.2	
Year 4 (1/1/2023 – 12/31/2023)	**15.8**	**8.9**	**45.1% improvement**
Year 5 (1/1/2024 – 12/31/2024)	15.0		

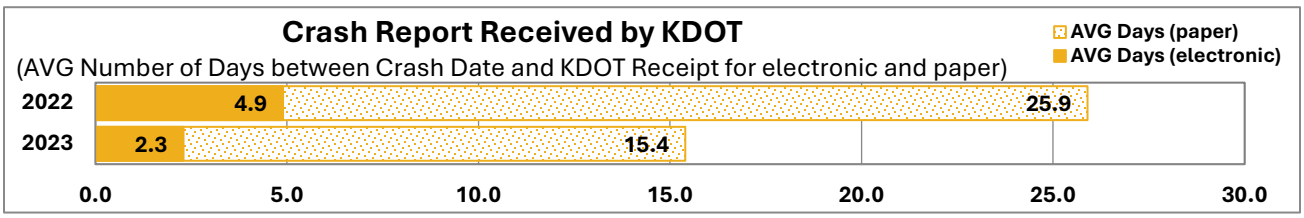
Details For Current Year (Year 4):

Crash reports that are received in paper format go through a data entry process and are then submitted to the TRS. Reducing the average number of days between KDOT receipt of a crash report and when the crash report is submitted to the TRS allows faster analysis of the results of TRCC programs and other roadway safety goals. For measurements in this report, the "submitted to TRS" date is the date that a crash report was accepted into the TRS, or in the case of an amended report, the date that it was last amended.

This "Crash Report Processing (Avg Days)" measurement shows the average number of days between KDOT's receipt of a crash report and the most recent "submitted to TRS" date for crash reports that were processed during calendar year 2023. During calendar year 2023, the average number of days observed for this measurement decreased by 7.3 days, from 16.2 to 8.9 days.

As part of this "Crash Report Processing (Avg Days)" measurement, KDOT was also able to analyze the data to determine the average number of days for both methods of submission (i.e., electronic or paper). The observed average number of days for electronic and paper crash reports was 2.3 and 15.4 days, respectively, with electronic format crash reports passing through this data entry process significantly faster than paper format crash reports.





Crash Database Measures (continued)

C-T-3: Crash Report Processing (Percent)

Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data. Improve timeliness for entry of information into the central repository.
Reporting Period:	January 1st – December 31st
Performance Measure:	Increase the percentage of crash reports that were submitted to the TRS less than 30 days after the crash date for crash reports that were submitted to the TRS during the calendar year, from 55.6% in 2022 to 57.0% in 2024.
Baseline (1/1/2022-12/31/2022):	55.6%
Performance Target:	57.0%

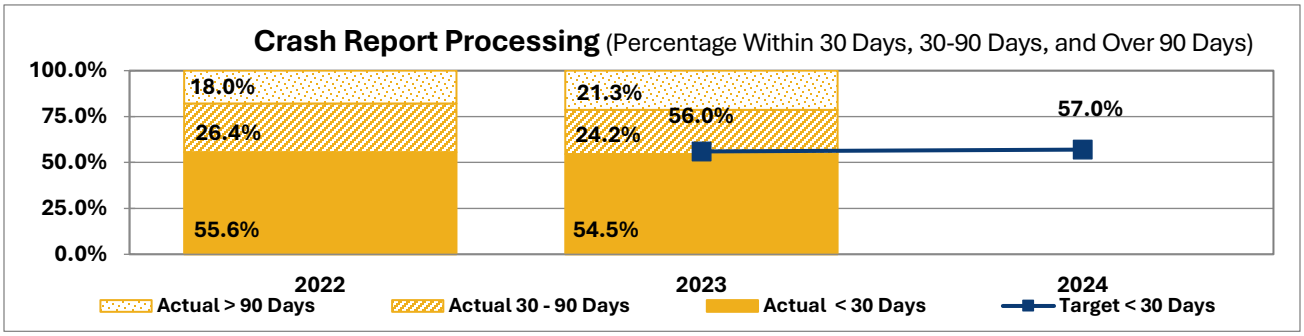
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	55.6%	
Year 4 (1/1/2023 – 12/31/2023)	**56.0%**	**54.5%**	1.7% diminishment
Year 5 (1/1/2024 – 12/31/2024)	57.0%		

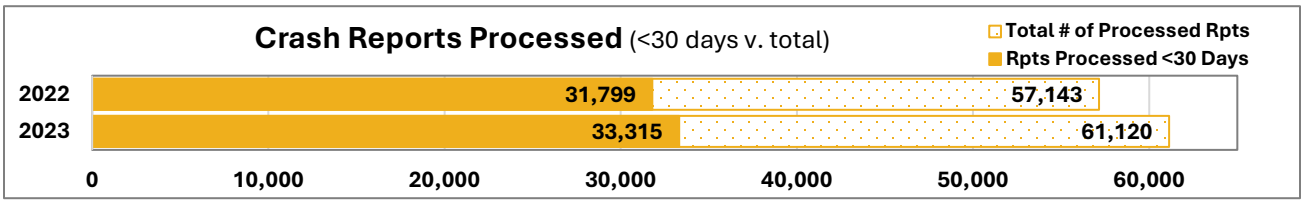
Details For Current Year (Year 4):

Kansas currently tracks the number of days between a crash date and the date a crash report is submitted to the TRS. This tracking encompasses both the number of days between the crash date and the date of KDOT Receipt, see C-T-1 Crash Report Received by KDOT, and the number of days between KDOT Receipt and when the crash report is submitted to the TRS, C-T-2 Crash Report Processing (Avg Days).

This "Crash Report Processing (Percent)" measurement shows the percentage of crash reports that were submitted to the TRS in less than 30 days, 30-90 days, and more than 90 days after the crash date (when the crash date was known) for crash reports that were processed during the calendar year. During the calendar year 2023, the number of crash reports submitted to the TRS increased by 3,977 from the prior year. Additionally, the number of crash reports that were submitted to the TRS in less than 30 days after the crash date increased by 1,516. This calculates to 53.3% percent of the crash reports accepted by the TRS system with a known crash date were submitted to the TRS system within 30 days of the crash date, compared to the 54.2% that was observed in calendar year 2023.

This measurement was at least partially affected by a few LEAs experiencing issues where their electronic crash reports were not validating and being submitted to KDOT as expected during 2023. Kansas worked with these LEAs, and the hope is that this measurement will show improvement in the coming years.





Crash Database Measures (continued)

C-T-4: Crash Report Pushed to KCARS

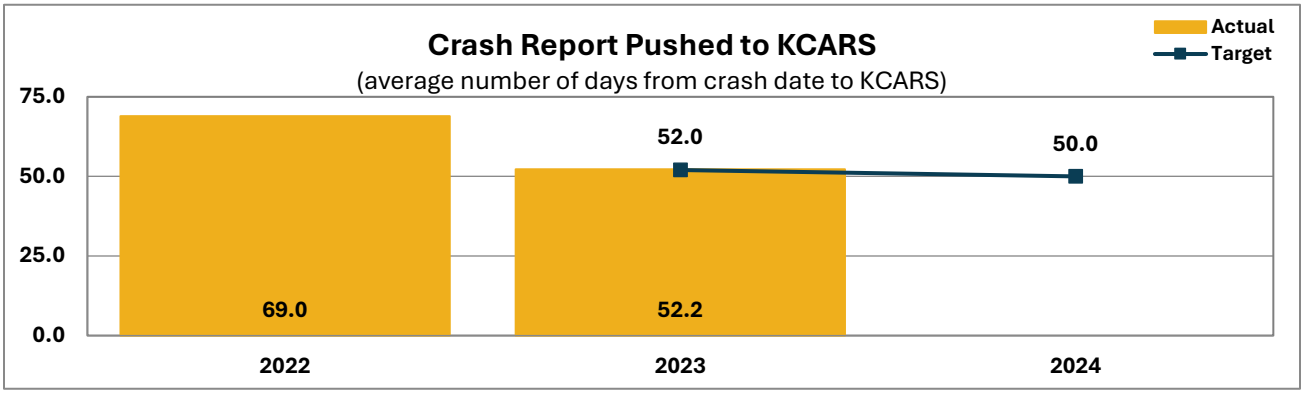
Data System:	**Crash**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Improve timeliness for entry of information into the central repository.
Reporting Period:	January 1st – December 31st
Performance Measure:	Decrease the average number of days between the crash date and the date when the crash report is pushed to KCARS for crashes that occurred during the calendar year, from 69.0 days in 2022 to 50.0 days in 2024.
Baseline (1/1/2022-12/31/2022):	69.0 days
Performance Target:	50.0 days

Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2025 – 12/31/2025)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	69.0	
Year 4 (1/1/2023 – 12/31/2023)	**52.0**	**52.2**	**32.0% improvement**
Year 5 (1/1/2024 – 12/31/2024)	50.0		

Details For Current Year (Year 4):

Narrative: Once a crash report has been validated, it is pushed to KCARS where the data is available for reporting and analysis. Reducing the average number of days between the crash date and the date it is pushed to KCARS enables faster analysis of the results of TRCC programs and other roadway safety goals. Kansas expects to improve the timeliness of both reporting and processing of the State reportable motor vehicle crash data, which will be influential in improving the timeliness related to crash reports being pushed to KCARS.

This "Crash Report Pushed to KCARS" measurement shows the average number of days from the crash date to the pushed to KCARS date for crash reports with a crash date during each calendar year. Crash reports with an unknown crash date were excluded from this dataset. For the 2023 reporting period, there was a decrease of 16.7 days in the observed average number of days from crash date to the date that a crash report was "pushed to KCARS." The average number of days between the crash date and the date a report was "pushed to KCARS" decreased from 69.0 days to 52.2 days during calendar year 2023.



Crash Database Measures (continued)

C-A-1: Crash Report Location Rate

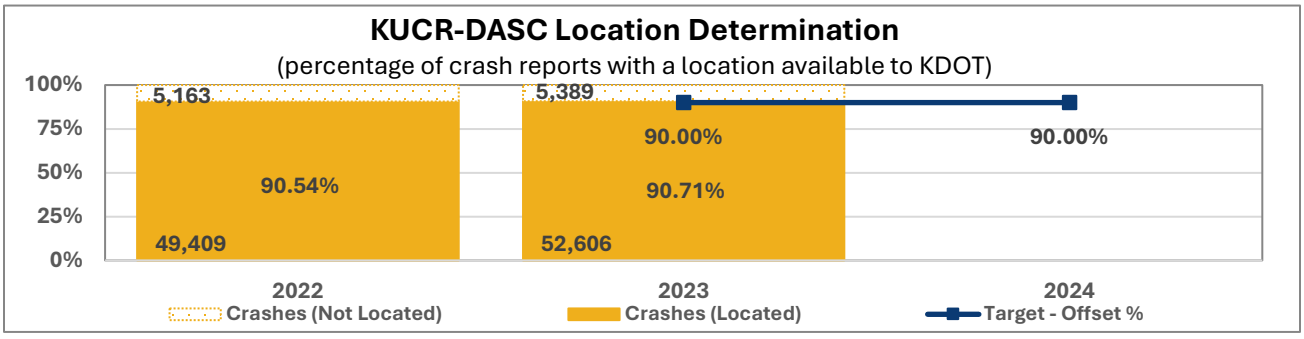
Data System:	**Crash**
Data Quality:	**Accuracy**
Goal:	Improve and expand the quantity and quality of traffic safety data. Expand crash data analysis capabilities.
Objective:	Accurate, timely, location-based data. Quality data collection for improved analysis.
Reporting Period:	January 1st – December 31st
Performance Measure:	Maintain a 90.0% percent overall location rate by late April of each year for crash reports of crashes that occurred during the previous year. The timing and percentage target allow for the "final push" prior to the June 30th contractual expectations for fatality, highway, and injury crash location determination: • 100% location determination for Fatality crashes by June 30th • 95% location determination for Highway crashes by June 30th, and • 90% location determination for Injury crashes by June 30th.
Baseline (1/1/2022-12/31/2022):	90.5%
Performance Target:	90.0%

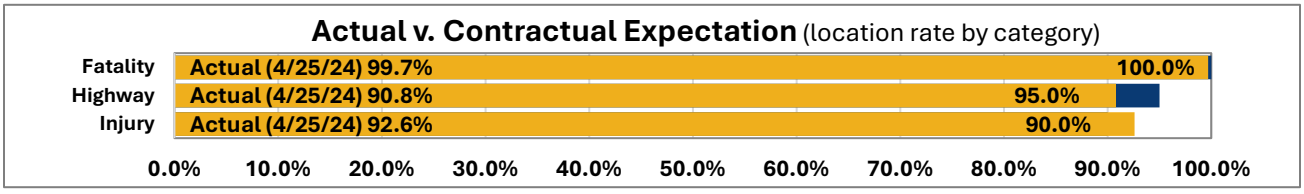
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	90.5%	
Year 4 (1/1/2023 – 12/31/2023)	**90.0%**	**90.7%**	= **0.2% improvement**
Year 5 (1/1/2024 – 12/31/2024)	90.0%		

Details For Current Year (Year 4):

The University of Kansas – Data Access and Support Center (KUCR-DASC) tracks the number and percentage of crash reports that have been geocoded and offset to their corresponding intersection for both fatality and non-fatality crash reports. Obtaining accurate location information allows crash locations to be displayed to internal and external audiences and supports decision making related to Kansas infrastructure and roadway safety measures.

This "Crash Report Location Rate" measurement shows the percentage of crash reports that occurred during the 2023 calendar year that have a location determination available to KDOT. As of April 25th, the overall location rate for the 2023 calendar year is 90.7%. When comparing this rate with the 90.5% that was observed on April 24, 2022, there was a 0.2% improvement which is classified as neutral.





Crash Database Measures (continued)

C-I-1: LEAs Submitting Crash Reports Electronically

Data System:	**Crash**
Data Quality:	**Integration**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data.
Reporting Period:	January 1st – December 31st
Performance Measure:	Increase the percentage of LEAs that submitted one or more crash reports electronically for crashes that occurred during the calendar year, from 42.1% in 2022 to 44.0% in 2024.
Baseline (1/1/2022–12/31/2022):	42.1%
Performance Target:	44.0%

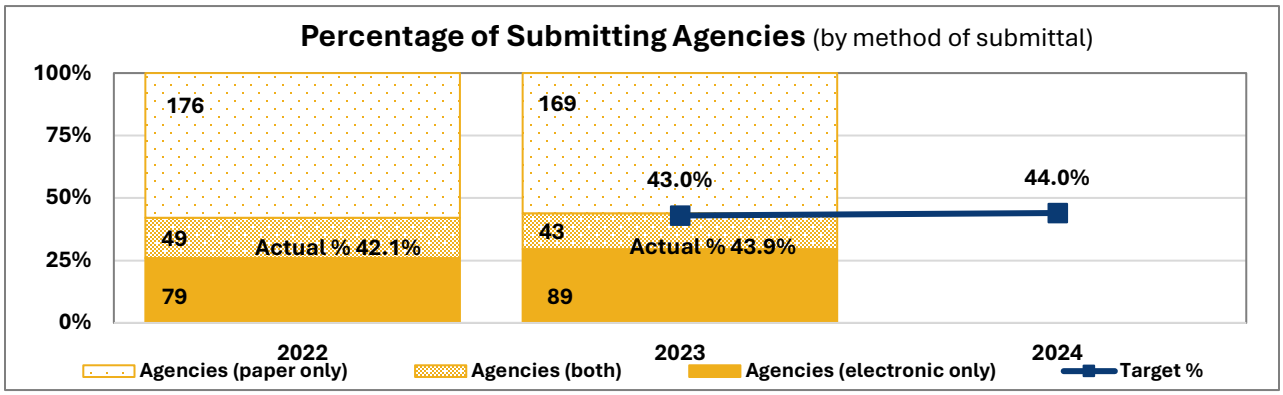
Performance Values	Planned	Actual	Indicator
Year 1 (1/1/2020 – 12/31/2020)	N/A	N/A	
Year 2 (1/1/2021 – 12/31/2021)	N/A	N/A	
Year 3 (1/1/2022 – 12/31/2022)	N/A	42.1%	
Year 4 (1/1/2023 – 12/31/2023)	**43.0%**	**43.9%**	4.2% improvement
Year 5 (1/1/2024 – 12/31/2024)	44.0%		

Details For Current Year (Year 4):

Each year, KDOT processes crash reports that are submitted by LEAs either in electronic format or on the historical paper-based forms. When crash reports are submitted in electronic format improved data timeliness and quality through an improved workflow is often observed; along with more readily accessible data from the KCARS database and a reduction of duplicate data entry.

This "LEAs Submitting Crash Reports Electronically" measurement shows, based on crash year, the percentage of LEAs that submitted at least one crash report in an electronic format. During crash year 2023, 301 LEAs submitted crash reports; this is a decrease of 3 LEAs from the prior year. Additionally, the number of LEAs that submitted at least one crash report in electronic format also decreased, from 176 to 169 LEAs. These combined decreases calculated to an increase from 42.1% to 43.9% of LEAs submitting at least one crash report electronically during calendar year 2023.

As part of the KCDS design and implementation, KDOT plans to work with some of the larger Records Management System (RMS) vendors to support XML submission of crash reports. This measurement of integration should improve as more options are made available for LEAs to submit crash reports electronically.



Crash Database Measures (continued)

C-X-1: Crash Data KORA Requests Fulfilled

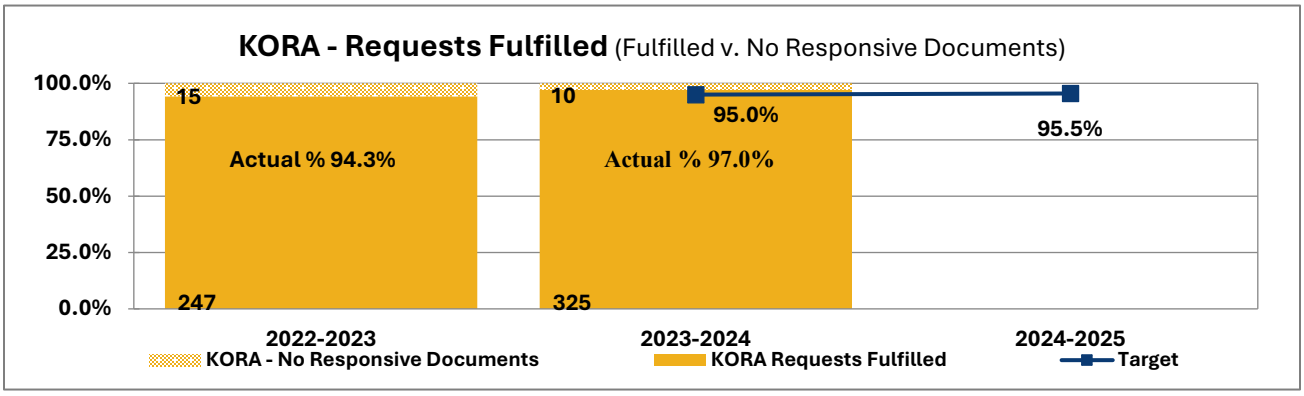
Data System:	**Crash**
Data Quality:	**Accessibility**
Goal:	Improve and expand information sharing.
Objective:	High level of customer satisfaction with data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase percentage of Crash Data Kansas Open Records Act (KORA) Requests submitted during the reporting period that received a response with either a PDF or data from crash reports, from 94.3% in the 2022-2023 reporting period to 95.5% in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	94.3%
Performance Target:	Kansas's target is to increase the percentage of Crash Data KORA requests that receive a response with either a PDF copy of a crash report or an export of the data from several crash reports by 1% each year.

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	N/A	
Year 3 (4/1/2022 – 3/31/2023)	N/A	94.3%	
Year 4 (4/1/2023 – 3/31/2024)	**95.0%**	**97.0%**	**31.6% improvement**
Year 5 (4/1/2024 – 3/31/2025)	95.5%		

Details For Current Year (Year 4):

KORA allows the public to inspect and copy certain records kept by public agencies, including KDOT. KDOT assigns KORA requests received to an appropriate area based on the specific description of the record(s) desired. Generally, requests related to traffic records and crash statistics are assigned to KDOT's Bureau of Transportation Safety as Crash Data KORA Requests. KORA does not require an agency to answer questions or to create a record to respond to a request; therefore, KDOT's responses to KORA requests are limited to three options 1) requested documents (or data) are provided, 2) the request is denied (in whole or in part) based on a specific legal authority, and 3) a response of "No Responsive Documents" is provided.

This "Crash Data KORA Requests Fulfilled" measurement shows the percentage of Crash Data KORA Requests during the reporting period that received a KDOT response with either a PDF copy of a crash report or an export of the data from several crash reports. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), a total of 335 Crash Data KORA Requests were received. Of those, ten (10) had a response provided to the requestor that "no responsive documents" were available and 325 had a response of documentation or data being provided. This calculates out to 97.0% of Crash Data KORA Requests receiving a response with documentation. Compared to the 2022-2023 reporting period, with 94.3% receiving a response with documentation.



Citation/Adjudication Database Measures (continued)

C/A-T-1: eCitation Entry

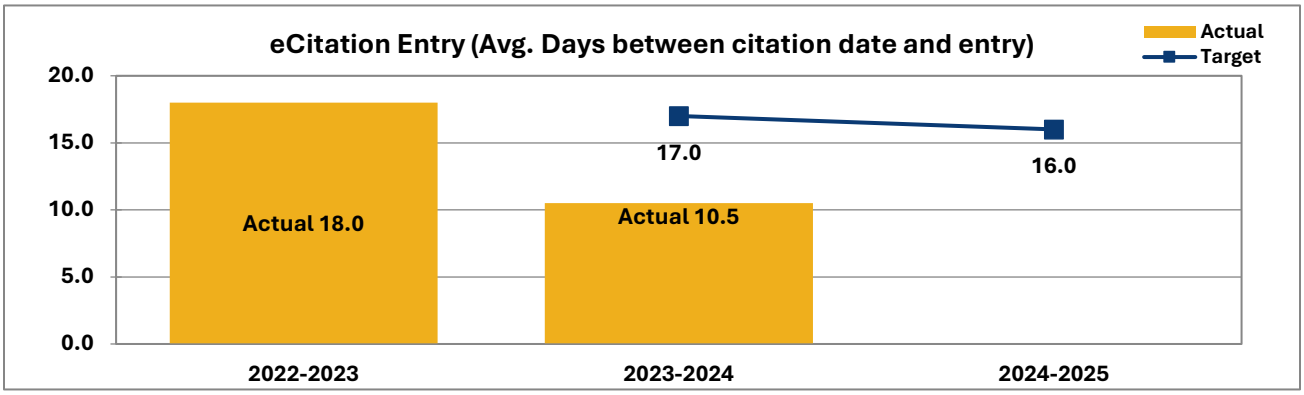
Data System:	**Citation/Adjudication**
Data Quality:	**Timeliness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	100% electronic traffic records data. Improve timeliness for entry of information into the central repositories.
Reporting Period:	April 1st – March 31st
Performance Measure:	Decrease the average number of days between the date of a citation and the date the citation was entered into the eCitation Repository, from 18.0 days in the 2022-2023 reporting period to 16.0 days in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	18.0 days
Performance Target:	15.0 days

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	N/A	
Year 3 (4/1/2022 – 3/31/2023)	N/A	18.0	
Year 4 (4/1/2023 – 3/31/2024)	**17.0**	**10.5**	**41.7% improvement**
Year 5 (4/1/2024 – 3/31/2025)	16.0		

Details For Current Year (Year 4):

The statewide eCitation Repository allows participating agencies to share and query citation data. Kansas tracks the length of time it takes for citations to be entered by the Kansas Bureau of Investigation (KBI) into the eCitation Repository. Citations are submitted by both paper and electronic methods, and through large data dumps of historical data when an agency is first interfaced.

This "eCitation Entry" measurement shows the average number of days between the date of a citation and the date that the citation is entered into the eCitation Repository. For the 2023 reporting period, there was a decrease of 7.5 days to enter citations into the eCitation Repository. The average number of days between the date of a citation and the date that the citation was entered into the eCitation Repository decreased from 18 days to 10.5 days in the 2023-2024 reporting period.



Citation/Adjudication Database Measures (continued)

C/A-C-1: Centralized Case Management System

Data System:	**Citation/Adjudication**
Data Quality:	**Completeness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Increase completeness of traffic data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the cumulative percentage of Kansas counties that are online and part of the Centralized Case Management System, from 21.9% in the 2020-2021 reporting period to 100% in the 2024-2025 reporting period. NOTE: This performance measure is based on the rollout schedule provided by the Office of Judicial Administration.
Baseline (4/1/2022-3/31/2023):	95.2%
Performance Target:	100%

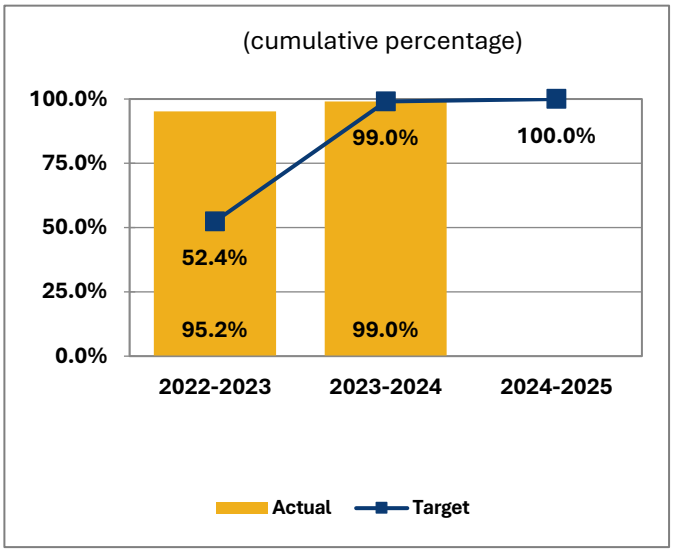
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	21.9%	
Year 2 (4/1/2021 – 3/31/2022)	41.4%	24.8%	
Year 3 (4/1/2022 – 3/31/2023)	52.4%	95.2%	
Year 4 (4/1/2023 – 3/31/2024)	**99.0%**	**99.0%**	**4.0% improvement**
Year 5 (4/1/2024 – 3/31/2025)	100%		

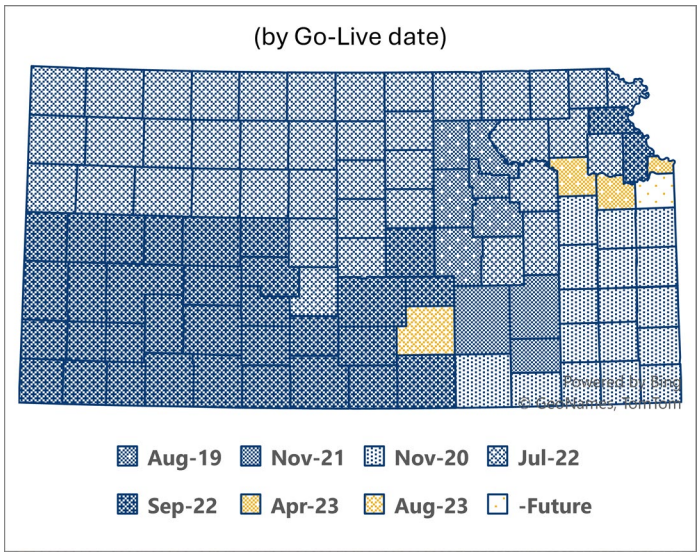
Details For Current Year (Year 4):

The Centralized Case Management System is a key component to the Kansas Supreme Court's eCourt plan and will complete the conversion from local, paper-driving processes to a statewide electronic one. This will allow improved access to case information, details, and records from across the state to authorized users (attorneys, judges, and court personnel) by increasing the number of Kansas counties and judicial districts that are participating.

This "Centralized Court Management System" measurement shows the percentage of Kansas counties that have been brought online to the Centralized Case Management System. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), an additional 4 counties were brought online. Cumulatively, this amounts to 104 of Kansas' 105 counties being online. The Appellate courts and the remaining county are scheduled to be brought online in 2024 (June and November, respectively). The cumulative percentage of Kansas counties that are online and part of the Centralized Case Management System increased from 95.2% to 99.0% in the 2023-2024 reporting period.

Kansas Counties on the Centralized Case Management System





Citation/Adjudication Database Measures (continued)

C/A-C-2: eCitation Participation

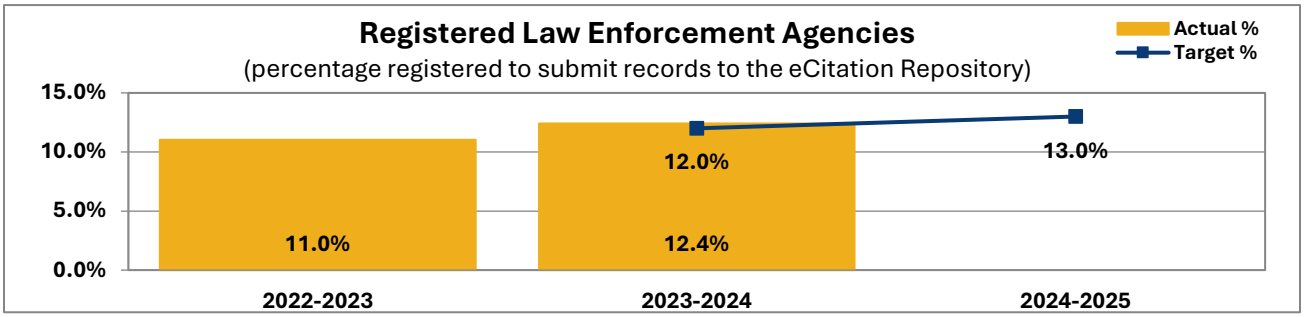
Data System:	**Citation/Adjudication**
Data Quality:	**Completeness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Increase completeness of traffic data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository, from 11.0% in the 2022-2023 reporting period to 13.0% in the 2024-2025 reporting period.
Baseline (4/1/22-3/31/23):	11.0%
Performance Target:	13.0%

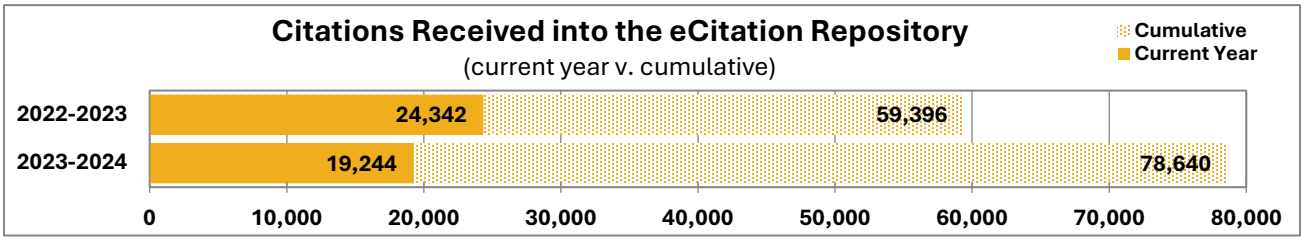
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	9.1%	
Year 3 (4/1/2022 – 3/31/2023)	N/A	11.0%	
Year 4 (4/1/2023 – 3/31/2024)	**12.0%**	**12.4%**	**12.5% improvement**
Year 5 (4/1/2024 – 3/31/2025)	13.0%		

Details For Current Year (Year 4):

Participating agencies can share and query citation data through Kansas' statewide eCitation application. Currently, Huber is the only RMS interface that allows users to electronically upload citation data directly to the eCitation Repository with the remaining citations being entered manually through a web-based form.

This "eCitation Participation" measurement shows the percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository, along with the number of citations received during each year. When comparing the 2022-2023 and 2023-2024 reporting periods, there was an increase of six (6) agencies registered to submit citations and a decrease of 5,098 citations received during the reporting period. As additional RMS vendor interface options are enabled, Kansas expects an increase in both the number of agencies registered and the number of citations received. The percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository increased from 11.0% to 12.4% in the 2023-2024 reporting period.





Citation/Adjudication Database Measures (continued)

C/A-I-1: Crash Report Retrieval

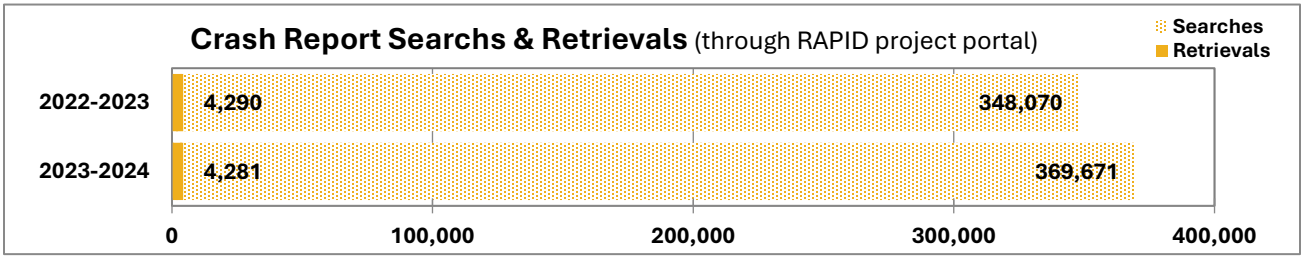
Data System:	**Citation/Adjudication**
Data Quality:	**Integration**
Goal:	Improve and expand information sharing. Promote collaboration and innovation.
Objective:	Improve the ability to aggregate and statistically report on data collected. Leverage available agency infrastructure tools. Reduce duplication of effort and data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the percentage of crash report searches within the Report and Police Impaired Driving (RAPID) project portal that result in a crash report retrieval, from 1.2% in the 2022-2023 reporting period to 1.4% in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	1.2%
Performance Target:	1.4%

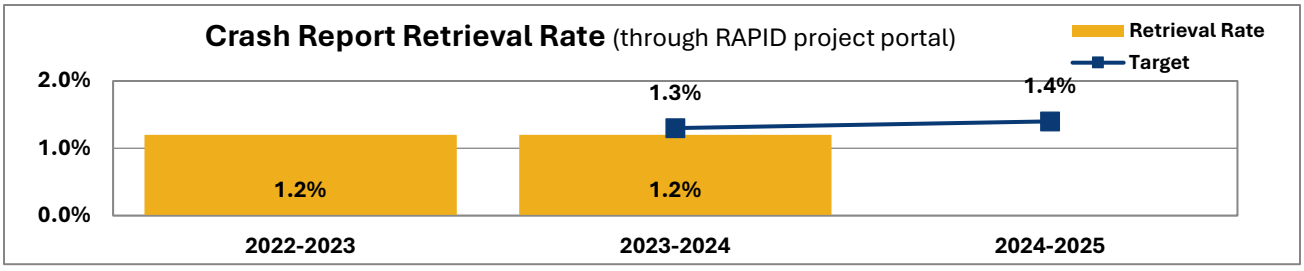
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	1.0%	
Year 3 (4/1/2022 – 3/31/2023)	N/A	1.2%	
Year 4 (4/1/2023 – 3/31/2024)	**1.3%**	**1.2%**	= 0.0% changes
Year 5 (4/1/2024 – 3/31/2025)	1.4%		

Details For Current Year (Year 4):

For several years, the State's crash reports have been preserved as both raw data and document images inside privately accessed systems within KDOT. A previous TRS project made this rich historical record set available to the traffic safety community through a search function in the Kansas Criminal Justice Information System (KCJIS) portal hosted by KBI. In 2015, the KBI added enhanced crash report query capabilities through its RAPID project portal providing more robust and efficient query functionality.

This "Crash Report Retrieval Rate" shows the percentage of crash report searches through the RAPID project portal that resulted in a crash report retrieval. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), the number of searches (including both simple and advanced searches) within the RAPID portal increased by 21,601 searches from the prior year. And the number of crash reports retrieved as a result of those searches remained relatively stable, decreasing by 9 from 4,290 to 4,281. The calculated retrieval rate for the 2023-2024 reporting period is 1.2% and remains steady from the 1.2% that was observed in the 2022-2023 reporting period; therefore, this measurement is classified as neutral.





Citation/Adjudication Database Measures (continued)

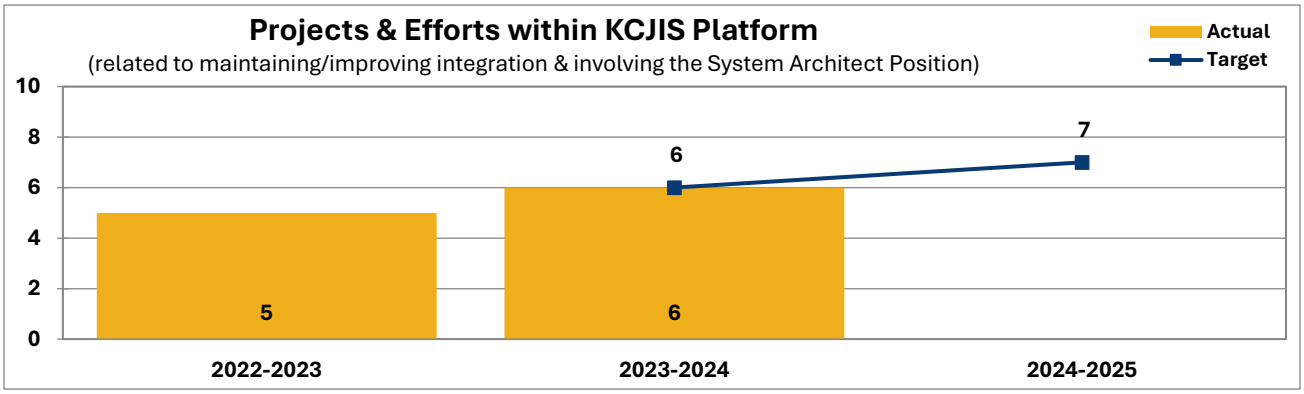
C/A-I-2: Projects & Efforts within KCJIS Platform

Data System:	**Citation/Adjudication**
Data Quality:	**Integration**
Goal:	Improve and expand information sharing. Promote collaboration and innovation.
Objective:	Increase integration and statistical analysis tools available to state and local agencies. Leverage available agency infrastructure tools.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the number of projects/efforts within the KCJIS platform that involve the Systems Architect Position and are related to maintaining and improving integration with the TRS, from 5 projects/efforts in the 2022-2023 reporting period to 7 projects/efforts in the 2024-2025 reporting period.
Baseline (4/1/2022-3/31/2023):	4 projects/efforts
Performance Target:	7 projects/efforts

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2025 – 3/31/2026)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	4	
Year 3 (4/1/2022 – 3/31/2023)	5	5	
Year 4 (4/1/2023 – 3/31/2024)	**6**	**6**	**20.0% improvement**
Year 5 (4/1/2024 – 3/31/2025)	7		

Details For Current Year (Year 4):

The TRCC funded a contract with the KBI for a project titled "Systems Architect Position" to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the KCJIS Platform, along with supporting ongoing modernization of KCJIS and TRS integration. This "Projects & Efforts within KCJIS Platform" measurement shows the number of projects/efforts within the KCJIS Platform that involved the Systems Architect Position and were related to maintaining and improving integration with the TRS. In the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were six (6) projects and/or efforts that involved the Systems Architect and were also related to maintaining or improving integration of KCJIS and TRS. These tasks are listed below. This number is an increase of one (1) from the 2022-2023 reporting period and calculates to a 20.0% improvement.



Project & Efforts within KCJIS Platform
· Completed integrating the eStatute interface in the DNA System replacement.
· Completed KDOR driver restriction code issue for the KCJIS Portal and central message switch.
· Kansas Department of Revenue (KDOR) driver Emergency Notification for the KCJIS Portal and central message switch.
· Integration planning and development consultation for the new Kansas Incident Based Reporting System (KIBRS).
· AFIS Replacement integration design through the ESB for Arrest data.
· Completed ESB upgrade.

Citation/Adjudication Database Measures (continued)

C/A-I-3: TRS Initiatives Integrated through ESB or KCJIS Portal

Data System:	**Citation/Adjudication**
Data Quality:	**Integration**
Goal:	Improve and expand information sharing. Promote collaboration and innovation.
Objective:	Increase integration and statistical analysis tools available to state and local agencies. Leverage available agency infrastructure tools.
Reporting Period:	April 1st – March 31st
Performance Measure:	Increase the number of initiatives/platforms that are integrated through the ESB or KCJIS Portal, from 10 initiatives/platforms in the 2022-2023 reporting period to 13 initiatives/platforms in the 2025-2026 reporting period.
Baseline (4/1/2022-3/31/2023):	10 initiatives/platforms
Performance Target:	13 initiatives/platforms

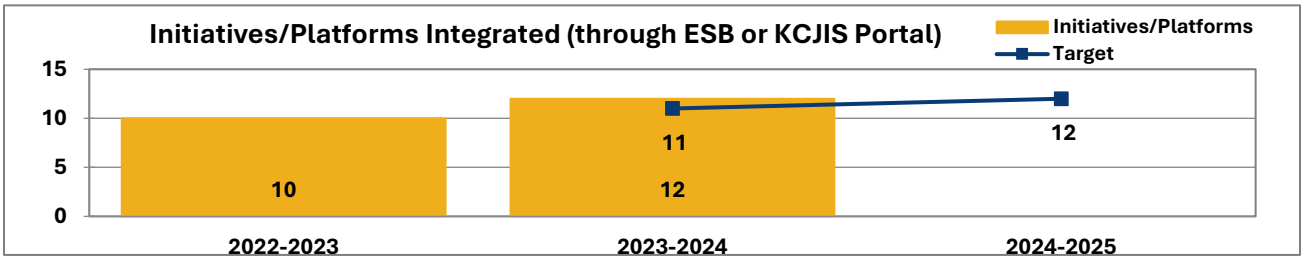
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2025 – 3/31/2026)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	10	
Year 3 (4/1/2022 – 3/31/2023)	11	10	
Year 4 (4/1/2023 – 3/31/2024)	**11**	**12**	**20.0% improvement**
Year 5 (4/1/2024 – 3/31/2025)	12		

Details For Current Year (Year 4):

The TRCC provided funding for an "Architecture & Application Support & Enhancements" contract with the KBI. This contract allowed for KBI to contract with a consultant/contractor to support the TRS initiatives and platforms put in place by previous and ongoing TRCC-funded grants (e.g., eCitation, KCJIS Portal, Master Entity Index) and TRS-related system integration.

This "TRS Initiatives Integrated through ESB or KCJIS Portal" measurement shows the number of the TRS initiatives and platforms that are integrated through either ESB or the KCJIS Portal. In the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were 12 TRS initiatives and platforms integrated through ESB or KCJIS Portal which is an increase of two (2) initiatives/platforms, and a 20.0% improvement from the previous year.

The TRS initiatives and platforms that were reported as integrated through ESB and the KCJIS Portal during the 2023-2024 reporting period are listed below.



ESB	KDOR Driver queries
	KDOR Vehicle queries
	KIBRS Use of Force module
	eStatute
	Automated Biometric Identification System (ABIS)
	Computerized Criminal History (CCH)
KCJIS Portal	Master Search for different data sources including Crash, KIBRS, KDOR Vehicle and Driver
	Offender Summary – includes rap sheet (CCH info) and KDOR Driver info
	KDOR Driver License Search
	KDOR Vehicle Search
	Electronic Disposition Processing
	Record Alert System

Citation/Adjudication Database Measures (continued)

C/A-X-1: Time to Initiate Support

Data System:	**Citation/Adjudication**
Data Quality:	**Accessibility**
Goal:	Promote collaboration and innovation.
Objective:	Leverage available agency infrastructure tools.
Reporting Period:	April 1st – March 31st
Performance Measure:	Maintain an average of 4.0 days, or less, between when a necessary change to a TRS-related system, architecture, or platform is identified and when the change is initiated.
Baseline (4/1/2022-3/31/2023):	3.0 days
Performance Target:	4.0 days, or less

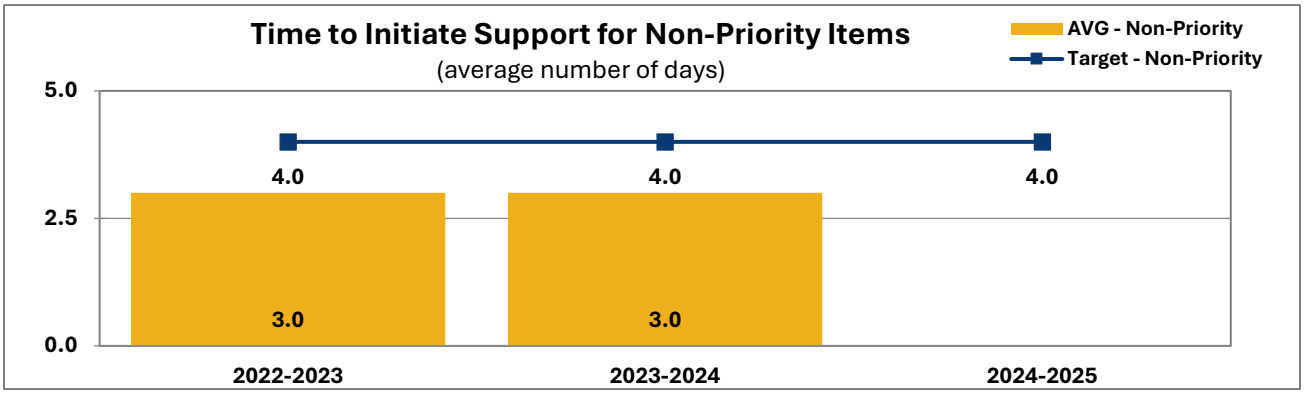
Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	N/A	
Year 3 (4/1/2022 – 3/31/2023)	4.0	3.0	
Year 4 (4/1/2023 – 3/31/2024)	**4.0**	**3.0**	= 0.0% changes
Year 5 (4/1/2024 – 3/31/2025)	4.0		

Details For Current Year (Year 4):

In addition to C/A-I-4 TRS Initiatives Integrated through ESB or KCJIS Portal, the support provided by the "Architecture & Application Support & Enhancements" consultant/contractor is also expected to lead to faster response times to address identified necessary changes to TRS-related systems, architecture, and platforms.

This "Time to Initiate Support" measurement shows the average number of days needed to initiate support items for any identified necessary changes to a TRS-related system, architecture, or platform. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were three (3) identified necessary changes, and the average response time to initiate support items was three (3) days. When compared to the 2022-2023 reporting period, the average days needed to initiate support items remained the same therefore, this measurement is classified as neutral.

The identified necessary changes that were initiated during the 2023-2024 reporting period are listed below.



Identified necessary changes to TRS-related systems
· Began the remediation of non-production disposition records submitted to production in eDisposition.
· Add the ability to view emergency contact info on KDOR driver records requested through the switch.
· eDisposition search timeout error.

EMS/Injury Surveillance Measures

I-C-1: Missing Documentation in Observed Fields

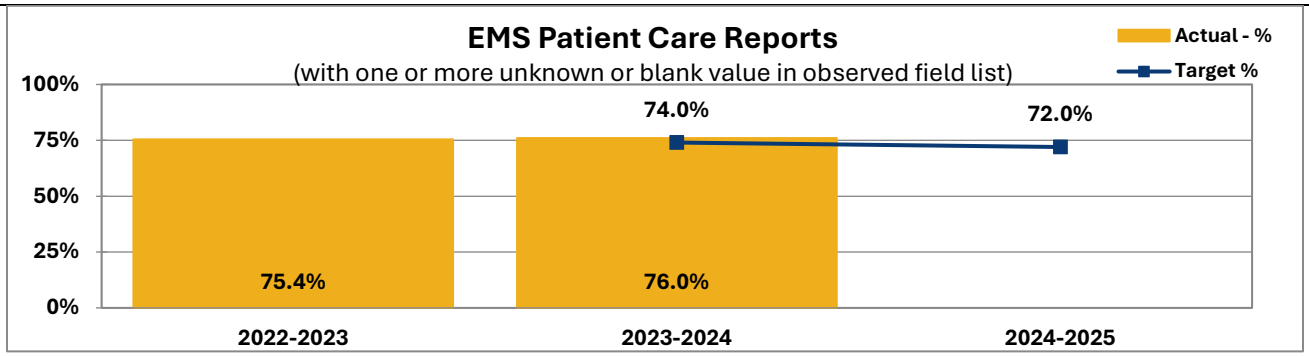
Data System:	**EMS/Injury Surveillance**
Data Quality:	**Completeness**
Goal:	Improve and expand the quantity and quality of traffic safety data.
Objective:	Increase completeness of traffic data.
Reporting Period:	April 1st – March 31st
Performance Measure:	Decrease the percentage of Emergency Medical Services (EMS) Motor Vehicle Crash (MVC) responses with missing documentation in any of the identified fields (shown below), from 75.4% in the 2022-2023 reporting period to 72.0% in the 2024-2025 reporting period.
Baseline:	75.4%
Performance Target:	72.0%

Performance Values	Planned	Actual	Indicator
Year 1 (4/1/2020 – 3/31/2021)	N/A	N/A	
Year 2 (4/1/2021 – 3/31/2022)	N/A	77.4%	
Year 3 (4/1/2022 – 3/31/2023)	N/A	75.4%	
Year 4 (4/1/2023 – 3/31/2024)	**74.0%**	**76.0%**	〓 **0.8% diminishment**
Year 5 (4/1/2024 – 3/31/2025)	72.0%		

Details For Current Year (Year 4):

EMS play an integral role in post-crash care as they respond to the scene and provide life-saving care to those injured. Documentation of the care provided by EMS providers is necessary to allow continuous quality improvement ensuring those injured in crashes have the best possible chance at a positive outcome. Patient care documentation must be as complete as possible to help identify how the elements of a motor vehicle crash impact the patient's injury severity. Having a complete understanding of the elements of the crash along with the vitals sign status of the patient can lead to improved outcomes. While some of the necessary information is documented, it is imperative EMS agencies work to include all necessary elements in their patient care reports.

This "Missing Documentation" measurement shows the percentage of EMS MVC responses with missing documentation in any of the fields listed below. In order to obtain a meaningful sample, responses with a disposition of "Agency Assist" or "Treated, Transferred" were excluded as duplicate patient records and responses where the crew was cancelled or the patient DOA were excluded as patient records where the observed fields were not expected to be completed. During the 2023-2024 reporting period (April 1, 2023 – March 31, 2024), there were 21,948 EMS MVC responses, with 16,684 of those responses having at least one unknown or blank value in the observed fields. This resulted in an observed 76.0% of the EMS MVC responses having missing documentation, which is a diminishment of 0.8% from the previous year, therefore, this measurement is classified as neutral.



Observed Fields for this Measurement	
Location of Patient in Vehicle	Respiratory Rate
Occupant Safety Equipment Documented	Systolic Blood Pressure
Primary Location of Impact	Glascow Coma Score
Heart Rate	Scene GPS Documented

FEDERAL FISCAL YEAR 2025

ANNUAL GRANT APPLICATION

KANSAS DEPARTMENT OF TRANSPORTATION

BUREAU OF TRAFFIC SAFETY

BEHAVIORAL SAFETY SECTION

405 National Priority Safety Program

405c State Traffic Safety Information System Improvements

AGREEMENT: 1.3 **PROJECT 1: MASTER DATA MANAGEMENT**

MOTOR VEHICLE CRASH REPORT CONVERSION				**SP-4605-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports from state and local law enforcement agencies.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Business Technology Career Opportunities (BTCO) (Non-Profit Organization)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	The Crash Data Unit within KDOT receives approximately 30,000 paper motor vehicle crash reports annually. These crash reports arrive in the mail to KDOT in paper format and the Crash Data Unit manually opens, sorts, prepares, scans, converts to PDF digital format, and then distributes these digital PDF crash reports for manual input and further processing. The scanning and data entry process is a manual task that, if compromised, can disrupt the flow of crash data processing and availability of crash data.			
COUNTERMEASURE JUSTIFICATION	KDOT has contracted with BTCO to perform the scanning and data entry process for approximately 30,000 paper motor vehicle crash reports annually to improve the timeliness and accessibility of paper crash reports. The volume per month varies and is dependent on the number of report submissions provided by participating LEAs. The services of this agreement include receiving paper crash reports through the mail, preparing and scanning the paper crash reports to digital PDF format, and sending the digital PDF to KDOT for further processing. KDOT creates a blank KLER file for each scanned report and sends both back to BTCO who then manually performs data entry using a KLER client provided by KDOT, transmits the KLER file to KDOT, and securely disposes of the paper crash report.			
TARGET (LINK TO STRATEGY)	The expectations for this agreement are a 100% scan rate with zero loss of incoming mail and a 95% or above accuracy level of data entry of the paper crash report. This would positively impact the crash database by targeting accuracy and completeness.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$121,893.30**	**$115,620.20**	**$100,000.00**	**$337,513.50**
FUNDING SOURCE	**405c**	**405c**	**405c**	**405c**
COUNTERMEASURE STRATEGY				
Crash Database – accuracy and completeness				

AGREEMENT: 2.3 **PROJECT 2: GEO-LOCATION CAPTURE/RECORDING**

GEOGRAPHIC INFORMATION SYSTEM (GIS) MAPPING INTEGRATION				**SP-4608-24**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	University of Kansas Data Access Support Center (KUCR-DASC) (Non-Profit Organization)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	There are approximately 60,000 crashes per year that qualify for reporting to KDOT. KDOT needs an efficient method to accurately identify and display crash locations to internal and external audiences. During the past few years, the University of Kansas' Center for Research Data Access and Support Center (KUCR-DASC) has worked with KDOT to implement a variety of automated and semi-automated routines to locate (geocode) crash records to their corresponding intersection. In addition to the automated and semi-automated routines, manual review of automated determined crash locations is necessary.			
COUNTERMEASURE JUSTIFICATION	KUCR-DASC monitors and maintains the daily crash record geocoding routines and locating methods; including intersection/offset, decimal milepost/offset, whole number milepost/offset, officer provided coordinates, and manual. Additionally, this agreement provides for manual review of up to 10,000 records per year. This includes all fatality crashes, with the balance being comprised of other categories (e.g., crashes that geocode to the intersection but fail to offset, crashes occurring at the junction of concurrent highways, etc.).			
TARGET **(LINK TO STRATEGY)**	KUCR-DASC will provide a summary report to KDOT detailing any maintenance/enhancement of crash location procedures implemented during the year along with providing a real-time statistical summary report dashboard with the number of records edited (scrubbed), number of records which contain logical inconsistencies in the offset information, number of records where the matched address reflects a different zone than the original crash record, number of unmatchable/mappable records, current match rates by crash type, location methodology per record. The contractual expectation is that on an annual basis, by June 30th each year, KUCR-DASC will meet certain location rates. 100% - fatality; 95% - highway; 95% - injury; 90% - all other crash types. Both the reporting and expectations should both lead to a positive impact on the crash database by targeting accuracy and timeliness.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$261,872.00**	**N/A**	**N/A**	**$261,872.00**
FUNDING SOURCE	**405c**	**N/A**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Crash database – accuracy and timeliness				

AGREEMENT: 2.2.2 **PROJECT 2: GEO-LOCATION CAPTURE/RECORDING**

KANSAS NG911 STATEWIDE IMAGERY PROGRAM				**SP-4602-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	Statewide This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas 911 Coordinating Council (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	The statewide imagery collection was last refreshed in 2022, while these previous imagery collections are valuable data resources, it is now time to acquire a statewide imagery update. Without current, accurate, and authoritative road centerline data, it would be difficult to achieve the geocoding match criteria established by KDOT.			
COUNTERMEASURE JUSTIFICATION	This agreement includes acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the NG911 road centerline database, the primary geographic reference dataset for crash location mapping. Orthoimagery specifications and timelines are: new statewide leaf-off acquisition in late winter/early spring over a two year period with approximately 50% of the state will be acquired in each year, 1-foot pixel resolution, natural color & Color Infrared (CIR), deliverable file formats - GeoTIFF and MrSID.			
TARGET (LINK TO STRATEGY)	The vendor will provide a web-based project management portal to allow for real-time acquisition and imagery processing status monitoring. SurCheck, a web-based quality assistance application, will be shared among state and local jurisdictions to provide the maximum number of GIS professionals the opportunity to review the data prior to acceptance and delivery. DASC will support the publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. This agreement supports the ongoing maintenance of the crash mapping geodatabase driven by the statewide NG911 road centerline database and will positively impact the crash and roadway databases by targeting accuracy, integration, and uniformity.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$100,000**	**N/A**	**$100,000**
FUNDING SOURCE	**N/A**	**405c**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Crash database – accuracy, integration, and uniformity Roadway database – accuracy, integration, and uniformity				

AGREEMENT: 3.3 **PROJECT 3: PROVIDE ONGOING MAINTENANCE**

KCJIS IDENTITY ACCESS MANAGEMENT				**SP-4612-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included with our current maintenance agreement, this agreement is for implementation costs only.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	There are 10,000 plus KCJIS users managed through the Identity and Access Management (IAM) system. The IAM manages authorization and authentication for those users to applications and repositories on KCJIS. This allows management of access for those users to Crash records, Incident and Offense records, Citation records, and Disposition records, just to name a few. The version that was deployed to production was version 11. Since the initial implementation, there have been two more versions (12 and 14) of the product released, and a third version (15) is due to be released in the third quarter of 2022. The vendor will no longer support version 11 after version 15 is released. In order to make the current product easier to configure, user friendly, and upgrade technical elements, the vendor made significant changes to the user interface, workflows, and processes in version 12 of their software. Those revisions will require significant changes to our current configuration in order to upgrade to version 12. The vendor will need to be engaged in order to facilitate upgrading the product to version 15.			
COUNTERMEASURE JUSTIFICATION	KCJIS Identity and Access Management (IAM) will need to be upgraded with custom configuration changes by the product's vendor.			
TARGET (LINK TO STRATEGY)	Ultimately, the objectives are to bring the platform into compliance with current standards, to increase flexibility in adding new agencies and users to the KCJIS enterprise, and to lower administrative overhead in management of the expanding KCJIS agency and user base. This expansion has been, in part, a direct result of the success of previous TRCC-funded projects as non-criminal justice agencies have been directly added to the IAM systems of the enterprise – a core goal of the original project. This agreement will positively impact the citation/adjudication database by targeting accessibility.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$132,250**	**$132,250**	**N/A**	**$132,250***
FUNDING SOURCE	**405c**	**405c**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Citation/Adjudication database - Accessibility				

***** Previously the **KCJIS Identity Access Management** agreement had an expiration date of September 30, 2024. Due to the *Statement of Work* detailing an estimated 26-week timeline for completion, a "no cost, time extension only" Supplemental Agreement is being processed to allow utilization of the original $132,250 through the close of FFY25 (September 30, 2025).

AGREEMENT: 4.2 **PROJECT 4: MMUCC ALIGNMENT**

MMUCC ALIGNMENT				**SP-4617-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This agreement will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	Sharing and comparing data between localities, States, and the federal government can be difficult when data elements used in State crash data is often lacking in uniformity. To encourage greater uniformity, the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) cooperatively developed a voluntary data collection guideline, Model Minimum Uniform Crash Criteria (MMUCC). The most recent version is MMUCC, 5th Edition, which is dated 2017.			
COUNTERMEASURE JUSTIFICATION	After completion of the MMUCC 6th Edition Mapping through NHTSA, this agreement will provide for a contractor to create a gap analysis and gap closure plan to attain high to full compatibility ratings.			
TARGET (LINK TO STRATEGY)	This agreement is designed to allow Kansas to prioritize those data elements and attributes that need to be changed when the State or locality updates their crash report and will positively impact the crash database by targeting accuracy, completeness, and uniformity.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$150,000.00**	**N/A**	**$150,000**
FUNDING SOURCE	**N/A**	**405c**	**N/A**	**405c**
COUNTERMEASURE STRATEGY				
Crash database – Accuracy, Completeness, and Uniformity				

AGREEMENT: 5.3 **PROJECT 5: SECURITY MODERNIZATION PHASE 2**

KBI INTEGRATION DEVELOPER FOR ESB AND KBI APPLICATIONS				**SP-4618-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Bureau of Investigation (KBI) (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	In a past grant to the KBI from TRCC, the current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented. The ESB within the KCJIS infrastructure is uniquely positioned to act as an intermediary between state, local, and federal stakeholders for the purposes of secure information sharing. The development of the integrations between systems has been very slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. This in turn is significantly slowing the ability to receive and share information critical to the Traffic Record Safety Plan.			
COUNTERMEASURE JUSTIFICATION	With increased funding the KBI would contract to bring in a qualified integration developer for a fixed duration, of three years, to push forward the current timeline for developing interfaces and assisting in maintenance and support of our current TRS related integrations.			
TARGET (LINK TO STRATEGY)	The results expected from this agreement are creation of points of submission to state systems, normalizing the submission stream from local agencies, and easing the burden on those local agencies that are required to submit the same or similar information to multiple state agencies or to federal agencies with a single point of submission. These results will positively impact the citation/adjudication database by targeting integration.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$130,000**	**$120,000**	**$120,000**	**$370,000**
FUNDING SOURCE	**405c**	**405c**	**405c**	**405c**
COUNTERMEASURE STRATEGY				
Citation/Adjudication database - Integration				

AGREEMENT: 8.2 **PROJECT 8: EMS/INJURY INTEGRATION**

KANSAS TRAUMA REGISTRY GEN 6 OPERATIONS				**SP-4620-25**
WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This agreement will secure Kansas trauma registry updates and maintenance, allowing for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Health and Environment (KDHE) (State Government)			
ELIGIBLE USE OF FUNDS	405c – Data Program			
PROBLEM IDENTIFICATION	According to the National Road Safety Strategy (NRSS), an estimated 38,680 individuals died in motor vehicle crashes in the US in 2020. Making roadways safer is a priority on the federal level. Crash data injury severity is based on non-medical assessment at the scene. Having a robust and complete trauma registry allows for more accurate data on injuries due to motor vehicle crashes in Kansas. Currently, the Kansas trauma registry does not have the means to collect data for patients injured in roadway crashes but are transported to hospitals in border states. Outcomes from all incidents are vital to learning optimal improvements to Kansas roadways.			
COUNTERMEASURE JUSTIFICATION	Having the funding to secure the Kansas trauma registry updates and maintenance will allow for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).			
TARGET **(LINK TO STRATEGY)**	The data obtained through this agreement will allow for sharing of data with multiple partners (e.g., TRCC, Kansas Board of EMS) and will positively impact the EMS/Injury Surveillance database by targeting completeness and integration.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$150,000**	**$150,000**	**$150,000**	**$450,000**
FUNDING SOURCE	**405c**	**405c**	**405c**	**405c**
COUNTERMEASURE STRATEGY				
EMS/Injury Surveillance database – Completeness and Integration				

Part 3: Impaired Driving Countermeasures (23 CFR 1300.23 (D)-(F))

Implementation of Programs

The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j). You will find the States intended use for 405d in the Project Subrecipient Information: 405d. Each project details their eligible use of funds.

The State's Statewide Impaired Driving Plan

The state has previously submitted a statewide impaired driving plan on 7/1/2023 as a part of the current Kansas Highway Safety Plan. The State's Impaired Driving Task Force's plan is included and can be found in the Impaired Driving (Drug and Alcohol) program area of the Approved Kansas 2024-2026 Triennial Highway Safety Plan.

FY 2025 Impaired Driving Countermeasure Grant Classifications (23 CFR 1300.23)

ALCOHOL-IMPAIRED-DRIVING FATALITY RATES* PER 100 MILLION VMT

FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2019-2021 FINAL

STATE	2019-2021			
	Fatalities	VMT	Rate**	Classification
Kansas	285	91,390	0.3118503	Mid-Range

*Alcohol-impaired driving fatalities are estimates derived from a sophisticated statistical procedure.

**These determinations identify States as either low-, mid- or high-range States in accordance with statutory requirements. States with low-range States are those with an average impaired driving fatality rate of 0.30 or lower; mid-range States are those with an average impaired driving fatality rate that is higher than 0.30 and lower than 0.60; and high-range States are those that have an average impaired driving fatality rate of 0.60 or higher. The agency will not round any rates for the purposes of determining how a State should be classified among these ranges.

405 National Priority Safety Program

405d Impaired Driving Countermeasures

ADULT EDUCATION AND AWARENESS **SP-4700-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Project enables the KBSS to print selected materials, coordinate public information and education committees, conduct, or help sponsor special events and support activities related to prevention of impaired driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Agency)			
ELIGIBLE USE OF FUNDS	405d – Impaired Driving Low Uncommitted			
PROBLEM IDENTIFICATION	In 2021, Kansas had 109 fatal crashes with the drivers exhibiting a BAC of 0.08 or above.			
COUNTERMEASURE JUSTIFICATION	Communication Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communication campaign coupled with selected planned activities will positively impact the number of fatality crashes involving a driver of automobile or motorcycle operator, with a BAC of 0.08 or above (C-5).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$200,000**	**$600,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communications Campaign				

BLUE WINDOW SPORTS MEDIA – IMPAIRED DRIVING **SP-4708-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will secure airtime, as well as non-traditional media, for a targeted effort at sporting venues that cater to our target audience of 18 to34-year-old male. This project will be coordinated by KDOT media contractor, Blue Window. Messaging like *Fans with a Plan* will be used to deter impaired driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Blue Window			
ELIGIBLE USE OF FUNDS	405d Low– Media/ID Training/Enforcement Related Expenses			
PROBLEM IDENTIFICATION	In 2021, Kansas had 109 fatal crashes with the drivers exhibiting a BAC of 0.08 or above.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$500,000**	**$500,000**	**$500,000**	**$1,500,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communications Campaign				

BREATH ALCOHOL UNIT (BAU) **SP-4706-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This program provides numerous impaired driving resources throughout all regions and counties of the state. Local sobriety checkpoints, saturation patrols, Standard Field Sobriety Testing (SFST) training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training are just a few of the resources this unit offers to local agencies based upon their respective needs. In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. In FFY 23 the KHP has cleared the way for a small rollout of sixteen oral fluid testing devices to be used by experienced DREs throughout the state. These DREs have been selected to represent both urban and rural communities and areas in most need of resources. Currently there are 91 DREs serving Kansas. In the International Association of Chiefs of Police 2022 Annual Report, our 91 Kansas DREs performed 322 enforcement evaluations which ranked them 5th in evaluations per DRE (3.54 ratio) for our NHTSA counterparts in regions 6, 7, and 8.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Throughout 2016-2020 (and projected through 2024-2026) alcohol impaired driving fatalities account for at least twenty percent of fatalities. Data also shows that impairment is not limited to alcohol but drugs, as well as polydrug use (more than one substance in the system), has become more prevalent.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement, including high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving, are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project targets impaired drivers by providing support, education, and enforcement to local law enforcement and communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$950,000**	**$950,000**	**$833,130**	**$2,733,130**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

FAKE ID **SP-4701-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project includes the active involvement of local media and law enforcement at every stage. The grant will provide the funding for press releases, media contacts, radio, posters, and signage for liquor establishments. In addition, social media ads will run through the campaign specifically targeting 16–20-year-olds in targeted counties and any other counties identified for each enforcement period. A coalition of law enforcement will begin targeted enforcement of liquor establishments and social hosting/underage drinking parties. The enforcement activities will be routine enforcement with tickets issued and investigation of the production or sources of the fake IDS will also be conducted.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	DCCCA (Non-Profit)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement and Communications and Outreach are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$30,000**	**$30,000**	**$30,000**	**$90,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

IGNITION INTERLOCK DEVICE COORDINATORS **SP-4703-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The State of Kansas instituted an Ignition Interlock Device (IID) program in 2016 to help stem the tide of Driving Under the Influence and prevent offender recidivism. Since 2013 over 60,000 devices have been installed in offender vehicles. This project funds two KHP troopers as Statewide IID Coordinators to train law enforcement officers on Ignition Interlock Devices, host community and victim-offender panels, and investigate and enforce Ignition Interlock compliance. These Coordinators also educate offenders at every Victim Impact Panel (VIP) that is facilitated by Mothers Against Drunk Driving (MADD). They provide an educational outreach presentation at the end of every VIP which addresses when and where a required IID should be used. It gives them the opportunity to answer any questions from the community (offenders, victims, and/or attendees). Each year these presentations reach nearly 500 offenders. These Coordinators not only educate during their outreach in our communities but also investigate compliance complaints from vendors, civilians, and court staff regarding the over 30,000 IID drivers across the state.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Government)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Since 2013 over 60,000 devices have been installed in offender vehicles. Local and state law enforcement need to know how to find the 4,000 offenders who do not comply with the Courts, how to identify circumvention, and what statues to use when arresting offenders. Additionally, this grant will provide funding to ensure offenders that have the interlock installed are following the guidelines established by this license sanction.			
COUNTERMEASURE JUSTIFICATION	Alcohol Ignition Interlocks and DWI Offender Monitoring are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project monitors court ordered ignition interlock drivers, habitual impaired drivers, and provides educational and impactful presentations to DUI offenders and impacted communities. This project addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY 23 these two coordinators instructed over 120 courses to over 1,900 students as well as presented at 34 engagements to over 750 attendees.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$350,000**	**$350,000**	**$350,000**	**$1,050,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement and Training				

IMPAIRED DRIVING DETERRENCE AND COMMODITIES PROGRAM (IDDP) **SP-4704-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Supported overtime enforcement targeting impaired driving utilizing sat patrols or check lanes. An allowance is also provided at the beginning of the FFY for traffic safety commodities needed to conduct impaired driving traffic activities.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Local law enforcement agencies. (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Approximately 65% of drivers involved in serious injury and fatal crashes test positive for at least one impairing drug (based on studied trauma centers).			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate. During FFY 2023-2025, IDDP agencies are forecasted to make over 6,500 contacts and 700 DUI/ DUID arrests while performing saturation patrols and check lanes. While IDDP agencies are in both rural and urban areas, most are situated in counties where data analysis shows the majority of impaired driving crashes occur.			
TARGET (LINK TO STRATEGY)	Provide funding for support of the education efforts and overtime enforcement consisting of saturation patrols and check lanes directed at upholding and increasing compliance with Kansas' impaired driving laws and thereby decreasing the number of impaired drivers on Kansas roads.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$250,000**	**$250,000**	**$250,000**	**$750,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

Impaired Driving Deterrence Program (IDDP) Grantees, by County	
Cherokee County	Baxter Springs Police Department
Douglas County	KU (University of Kansas) Police Department
Douglas County	Lawrence Police Department
Ford County	Dodge City Police Department
Harvey County	Harvey County Sheriff's Office
Johnson County	Johnson County Sheriffs Office
Johnson County	Mission Police Department
Johnson County	Olathe Police Department
Johnson County	Overland Park Police Department
Johnson County	Prairie Village Police Department
Leavenworth County	Leavenworth County Sheriff's Office
Montgomery County	Coffeyville Police Department
Osage County	Osage Co Sheriff's Office
Reno County	Hutchinson Police Department
Reno County	Reno County Sheriff's Office
Woodson County	Yates Center Police Department
Wyandotte County	Kansas City Kansas Police Department

JNA – IMPAIRED DRIVING **SP-4708-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* Secure airtime, as well as non-traditional media, for a targeted effort to support local law enforcement's Labor Day and New Year's Eve and 4/20 campaigns combating impaired driving/drugged driving. Utilization of other media outlets which encompass our target audience of 18 to 34-year-old males will also be targeted with our impaired driving message. This project will be coordinated by the KDOT mass media contractor, John Nohe & Associates.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405d Low– Media/ID Training/Enforcement Related Expenses			
PROBLEM IDENTIFICATION	In 2021, Kansas had 109 fatal crashes with the drivers exhibiting a BAC of 0.08 or above.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$725,000**	**$725,000**	**$725,000**	**$2,175,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communications Campaign				

JUDGE'S TRAINING **SP-4710-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration and be administered by the Kansas Department of Transportation. The curriculum will target the drug impaired driver and highlight the additional training and expertise in our law enforcement community.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Office of Judicial Administration (State Government)			
ELIGIBLE USE OF FUNDS	405d – Impaired Driving Int Uncommitted			
PROBLEM IDENTIFICATION	The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol. Kansas judges are confronted with complicated impaired driving cases that require extra training and expertise to successfully and equally adjudicate.			
COUNTERMEASURE JUSTIFICATION	Impaired driving sanctions and alcohol impaired driving legislative review are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	The Kansas Attorney General's Traffic Safety Resource Prosecutor will administer and implement a statewide program providing technical assistance and training to municipal judges in the aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$10,000**	**$12,000**	**$15,000**	**$37,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communication Campaign				

KDHE BREATH ALCOHOL PROGRAM **SP-4702-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Kansas Department of Health Breath Alcohol Program (KDHE BAP) will continue to provide initial certification and re-certification training to law enforcement officers across Kansas in the proper use and calibration of breath testing instrumentation (i.e., Intoxilyzer 9000). The KDHE BAP will continue law enforcement operator training to new recruits attending the Kansas Law Enforcement Training Center (KLETC) as well as an annual training workshop for law enforcement instructors to review curriculum changes, updates, or training materials.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	405d Low – BAC Testing/Reporting			
ELIGIBLE USE OF FUNDS	Training and Certification for over 800 law enforcement officers in the proper use of breath testing instrumentation.			
PROBLEM IDENTIFICATION	Alcohol impaired driving remains a significant traffic safety issue in Kansas. In 2021, Kansas had 2,158 alcohol-related crashes which resulted in 86 fatalities and caused almost 1,200 injuries. To effectively identify and prosecute drivers operating vehicles while under the influence of alcohol, Kansas utilizes the Intoxilyzer 9000 evidential breath alcohol testing device. The Kansas Department of Health and Environment (KDHE) Breath Alcohol Program (BAP) has been statutorily tasked to provide law enforcement (LE) with breath testing instrumentation and any necessary calibration standards used during testing. In addition, the BAP provides training and certification for those LE operators conducting breath testing.			
COUNTERMEASURE JUSTIFICATION	During the FFY 2023-2025 contract years, over 800 Kansas LE officers will be trained and certified on the proper operation of the Intoxilyzer 9000 instrument. All LE officers will be provided adequate resources during their training classes. Approved LE trainers will be informed of all changes and updates to the curriculum for courses being conducted the following calendar year. This grant will allow the KDHE BAP to maintain an appropriate level of certified LE officers as operators of the approved evidential breath alcohol testing device in Kansas. These LE officers are from all over Kansas, rural and urban areas as well as large and small departments.			
TARGET (LINK TO STRATEGY)	Training and a communication campaign coupled with selected planned activities will positively impact the number of fatality crashes involving a driver of automobile or motorcycle operator, with a BAC of 0.08 or above (C-5).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$15,000**	**$15,000**	**$15,000**	**$45,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Communication Campaign				

ROVING AGGRESSIVE VIOLATION ENFORCEMENT (RAVE) **SP-4705-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Kansas Highway Patrol (KHP) conducts impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE) in areas selected by local communities as problem areas. The concept of RAVE is to reduce the incidences of impaired drivers and other hazardous moving violations which are the primary contributors to traffic crashes on Kansas roadways. RAVE seeks to deploy saturation patrols in locations where DUIs are prevalent, as supported by crash data, KHP data, and input from local community stakeholders. RAVE also extends local resources by responding to local priority traffic problems through collaboration and intelligence sharing. RAVE also liaisons with courts, prosecuting attorneys and other criminal justice professionals to encourage the vigorous prosecution of DUI offenders who frequent our roadways.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Highway Patrol (State Government)			
ELIGIBLE USE OF FUNDS	405d Low – HVE			
PROBLEM IDENTIFICATION	Alcohol and Drug- related crashes continue to plague Kansas roadways. Impaired driving represents a serious traffic safety hazard for the traveling public. DUI arrests over the last two years under the RAVE grant have increased to 287 arrests. In 2021, alcohol played a factor in 2,158 crashes and led to 77 people being killed in alcohol related crashes. Kansas alcohol related crashes represented approximately 4% of all crashes and 20% of all fatalities. Research is showing a growing percentage of drug impaired drivers would test positive for more than one drug category as well as alcohol.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcements, including high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving are proven strategies identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	This project targets impaired drivers in communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY22 the KHP conducted almost 4,000 public contacts, drove over 42,000 miles, made 160 DUI arrests, issued over 1,300 speeding warnings/citations, and issued over 150 seat belt citations.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$200,000**	**$200,000**	**$200,000**	**$600,000**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

TRAFFIC SAFETY RESOURCE PROSECUTOR (TSRP) **SP-4709-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Traffic Safety Resource Prosecutor (TSRP) shall provide continued legal educational training, technical assistance, and other services to all partners in the criminal justice community (prosecutors, judges, and law enforcement). This training will help participants to investigate, prosecute and adjudicate impaired driving (drug and alcohol) cases. The TSRP shall also represent Kansas as an impaired driving subject matter expert not only on the state level but on the national level through attending and/or presenting at training sessions, conferences, and workshops. On occasion the TSRP may assist local prosecutors with the prosecution of impaired driving cases which are extremely complex or are of high notoriety.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Attorney General's Office (State Government)			
ELIGIBLE USE OF FUNDS	405d Low – Impaired Driving			
PROBLEM IDENTIFICATION	The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol. Kansas law enforcement officers and prosecutors are confronted with complicated impaired driving cases that require extra training and expertise to successfully prosecute.			
COUNTERMEASURE JUSTIFICATION	Impaired driving sanctions, prosecutor training, and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
TARGET **(LINK TO STRATEGY)**	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$378,600**	**$378,600**	**$378,600**	**$1,135,800**
FUNDING SOURCE	**405d**	**405d**	**405d**	**405d**
COUNTERMEASURE STRATEGY				
Prosecutor Training				

TRAFFIC SAFETY RESOURCE PROSECUTOR(S)

SP-4709-25	Kenney, Corey	$189,300
SP-4709-25	TBD	$189,300
TOTAL		$378,600

Project and Subrecipient Information

Impaired Driving

UNDERAGE DRINKING ENFORCEMENT **SP-2253-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project provides overtime funding for Alcohol Beverage Control (ABC) agents to assist local law enforcement agencies by enforcing Kansas' underage drinking laws at youth events that advertise alcohol use. Alcohol Beverage Control agents average at least one event per month enforcing underage drinking laws and checking establishments for underage drinking violations.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Revenue – Alcoholic Beverage Control (State Government)			
ELIGIBLE USE OF FUNDS	402AL – Impaired Driving			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$62,896**	**$62,896**	**$62,896**	**$188,688**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

EVERY 15 MINUTES **SP-2250-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Local* This project is a comprehensive educational program on the dangers and consequences of drinking and driving. This project takes a systematic view at fatal crashes from EMS, Law Enforcement, Media, Judicial System, Medical Professionals, and community members prospectives. This project includes a mock crash and a two-day educational program for students participate in.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -Douglass Highschool (Local School) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	402AL – Impaired Driving			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Utilizing data, we have identified several communities that have had underage drinking crashes. This project will utilize community engagement with the schools to identify students who are more at-risk.			
COUNTERMEASURE JUSTIFICATION	Educational Youth Programs is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET **(LINK TO STRATEGY)**	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through education efforts and selected planned activities. Will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$3,000**	**$3,000**	**$3,000**	**$9,000**
FUNDING SOURCE	**State Funded**	**402**	**402**	**State Funded/402**
COUNTERMEASURE STRATEGY				
Youth Programs				

TEEN ANGEL **SP-2254-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Overland Park, KS* Support overtime enforcement targeting underage drinking. The Overland Park Police Department will utilize this grant, through a coordinated effort, to focus on reducing access, provide education, and enforce the underage drinking laws in their jurisdiction.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Overland Park Police Department (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	402AL – Impaired Driving			
PROBLEM IDENTIFICATION	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Overland Park is the second largest city in the state and is in the most populous county in the state. In Overland Park, underage individuals were arrested for driving under the influence through this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$17,400**	**$17,400**	**$17,400**	**$52,200**
FUNDING SOURCE	**402**	**402**	**402**	**402**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

Part 6: Distracted Driving Grants (23 CFR 1300.24)

Distracted Driving Questions on State's Driver's License Exam

The KBSS confirmed with the Kansas Department of Revenue's Division of Vehicles that two questions appear on the State Driver's License exam. Those questions can be found below.

1. A driver distraction is:
    a. anything that causes you to pay more attention to driving.
    b. anything that takes your attention away from driving.
    c. anything that causes evasive action while driving.
2. To keep you from getting distracted:
    a. avoid arguments and stressful conversations
    b. turn the radio on
    c. talk to other passengers

All of KBSS' planned projects utilizing 405e can be found in Subrecipient Information: 405e.

405e Distracted Driving

JNA – DISTRACTED DRIVING **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be used to educate the public through advertising that contains information about the dangers of texting or using a cell phone while driving.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates, LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405e – Paid Advertising			
PROBLEM IDENTIFICATION	Between 2019 and 2022, the state of Kansas had 56,600 distracted driving crashes averaging around 14,150 a year. Of those crashes, the state of Kansas had 308 fatal crashes and averaged around 77 distracted driving crashes a year. Although our distracted driving crashes are on a decline, our fatal distracted driving crashes are increasing in trend. In 2022, Kansas had 80 fatalities in distracted driving crashes.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media Campaign coupled with selected activities will positively impact demonstrated problem identification.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$459,381**	**$450,000***	**$450,000***	**$1,359,381***
FUNDING SOURCE	**405e**	**405e**	**405e**	**405e**
COUNTERMEASURE STRATEGY				
Communication Campaign				

*State of Kansas will be reapplying for 405e in Federal Fiscal Year 2025 and Federal Fiscal Year 2026. These project funding amounts are an estimate and will be updated at a later date.

Part 7: Motorcyclist Safety Grants (23 CFR 1300.25)

List of counties in the state where motorcycle rider training courses will be conducted during the fiscal year

Sedgwick County, Johnson County, Shawnee County, Leavenworth County, Wyandotte County, Reno County, and Douglas County make up 50% of the states registered vehicles. 5 of the 6 Counties just mentioned have motorcycle rider training courses available. The Kansas Department of Education identified the following counties as having training available:

Butler County

Cloud County

Cowley County

Johnson County

Leavenworth County

Reno County

Sedgwick County

Shawnee County

Wyandotte County

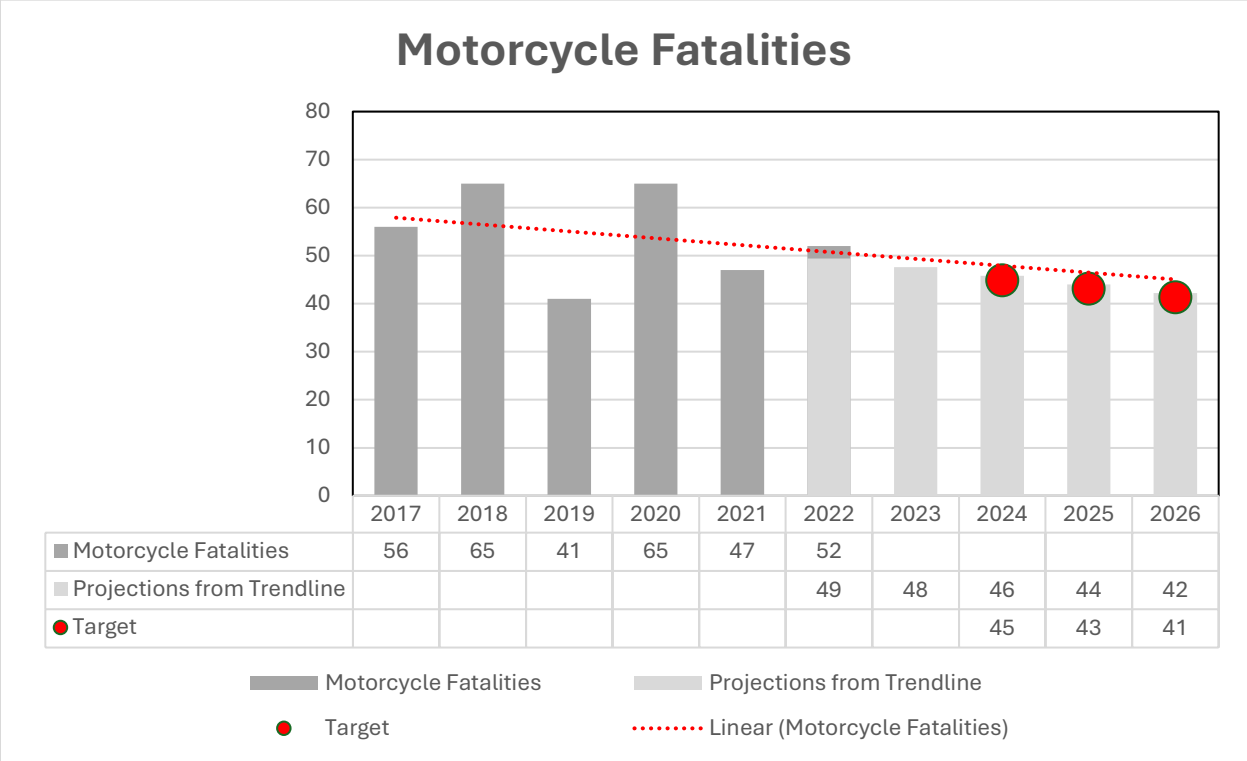
Number of Registered motorcycles in each county

The below data showcases state data for State Fiscal Year 2023

COUNTY	REGISTERED MOTORCYCLES	1	COUNTY	REGISTERED MOTORCYCLES
ALLEN	455		Linn	568
ANDERSON	269		Logan	142
ATCHISON	502		Lyon	787
BARBER	178		Marion	499
BARTON	842		Marshall	420
BOURBON	528		McPherson	1,303
BROWN	367		Meade	145
BUTLER	2,407		Miami	1,460
CHASE	92		Mitchell	271
CHAUTAUQUA	114		Montgomery	1,029
CHEROKEE	606		Morris	148
CHEYENNE	121		Morton	101
CLARK	63		Nemaha	400
CLAY	371		Neosho	531
CLOUD	403		Ness	116
COFFEY	351		Norton	290
COMANCHE	57		Osage	690
COWLEY	1,134		Osborne	170
CRAWFORD	1,119		Ottawa	298
DECATUR	150		Pawnee	210
DICKINSON	895		Phillips	241
DONIPHAN	274		Pottawatomie	919
DOUGLAS	2,440		Pratt	356
EDWARDS	143		Rawlins	136
ELK	108		Reno	2,688
ELLIS	1,192		Republic	171
ELLSWORTH	273		Rice	303
FINNEY	853		Riley	1,478
FORD	833		Rooks	222
FRANKLIN	1,183		Rush	138
GEARY	1,264		Russell	294
GOVE	143		Saline	2,173
GRAHAM	98		Scott	238
GRANT	233		Sedgwick	13,958
GRAY	258		Seward	347
GREELEY	36		Shawnee	5,171
GREENWOOD	203		Sheridan	116
HAMILTON	92		Sherman	237
HARPER	178		Smith	137
HARVEY	1,373		Stafford	158
HASKELL	125		Stanton	76
HODGEMAN	64		Stevens	150
JACKSON	500		Sumner	885
JEFFERSON	1,011		Thomas	401
JEWELL	151		Trego	141
JOHNSON	12,468		Wabaunsee	231
KEARNY	128		Wallace	64
KINGMAN	292		Washington	203
KIOWA	60		Wichita	108
LABETTE	650		Wilson	322
LANE	85		Woodson	95
LEAVENWORTH	3,176		Wyandotte	3,088
LINCOLN	103			

TOTAL NUMBER OF REGISTERED MOTORCYCLES IN KANSAS	85,837

Performance Measures and Corresponding Performance Targets



	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Motorcycle Fatalities	56	65	41	65	47	52				
Projections from Trendline						49	48	46	44	42
Target								45	43	41

Goal Statement:

C-7 Number of Motorcycle Fatalities

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

Crash Data by Counties Ranked Highest to Lowest

2022 State Motorcycle Crash Data

RANK	COUNTY NAME	COUNT OF CRASHES	COUNT OF FATALITIES	RANK	COUNTY NAME	COUNT OF CRASHES	COUNT OF FATALITIES
1	SEDGWICK	244	17	41	JACKSON	1	1
2	JOHNSON	142	4	42	REPUBLIC	3	0
3	WYANDOTTE	69	1	43	CLAY	3	0
4	SHAWNEE	66	5	44	COFFEY	3	0
5	DOUGLAS	40	1	45	ELK	3	0
6	RENO	35	0	46	KINGMAN	3	0
7	SALINE	30	2	47	MARION	3	0
8	LEAVENWORTH	29	3	48	MARSHALL	3	0
9	RILEY	28	1	49	NEOSHO	3	1
10	CRAWFORD	21	0	50	STAFFORD	2	0
11	FRANKLIN	14	2	51	ANDERSON	2	0
12	BUTLER	14	0	52	CHASE	2	0
13	CHEROKEE	13	0	53	CHAUTAUQUA	2	0
14	COWLEY	13	0	54	LABETTE	2	0
15	LYON	12	1	55	LINN	2	0
16	SUMNER	12	1	56	NORTON	2	0
17	MONTGOMERY	11	2	57	ROOKS	2	0
18	JEFFERSON	10	3	58	BARBER	1	0
19	GEARY	10	1	59	BARTON	1	0
20	ELLIS	10	0	60	EDWARDS	1	0
21	HARVEY	10	0	61	GOVE	1	0
22	MCPHERSON	9	2	62	GRAY	1	0
23	MIAMI	9	0	63	HARPER	1	0
24	ATCHISON	8	0	64	HASKELL	1	0
25	BROWN	7	1	65	JEWELL	1	0
26	RICE	7	1	66	KEARNY	1	0
27	POTTAWATOMIE	6	0	67	LANE	1	0
28	DICKINSON	5	0	68	LINCOLN	1	0
29	GREENWOOD	5	0	69	LOGAN	1	0
30	ALLEN	4	0	70	MEADE	1	0
31	FINNEY	4	0	71	MORRIS	1	0
32	FORD	4	0	72	NEMAHA	1	0
33	OSAGE	4	0	73	NESS	1	0
34	RUSSELL	4	0	74	OSBORNE	1	0
35	SEWARD	4	0	75	PAWNEE	1	0
36	WABAUNSEE	4	0	76	PRATT	1	0
37	WILSON	4	0	77	RUSH	1	0
38	BOURBON	3	1	78	SMITH	1	0
40	CLOUD	3	1	79	WICHITA	1	0

Projects that will be deployed where the motorcycle crashes are highest

In 2022, there were 992 motorcycle/moped operator crashes involving another motor vehicle. 521 of these crashes occurred in 4 counties: Sedgwick, Johnson, Wyandotte, and Shawnee. These 4 counties accounted for more than 50% of the total. Utilizing 405f funds, the state will target and deploy a Share the Road campaign through our motorcycle media contract (SP-4802-25) and our motorcycle awareness contract (SP-4801-25). Our motorcycle awareness contract will deploy educational material and resources with special consideration and emphasis on the top four counties. In FFY 2024, the state implemented a mobile training unit in Sedgwick County under our Ride to Live contract (SP-4803-24). This project's location was determined through the problem identification listed above and evaluated and supported by the Kansas Motorcycle Safety Task force which is our motorcycle safety contract (SP-4801-25). In FFY 2025 the state will continue to support the Ride to Live Program. In FFY 2025 the KBSS will utilize our Motorcycle Enforcement Project (SP-1300-25) to engage the Kansas Highway Patrol and local agencies in Kansas City, Wichita, and Topeka in an effort to reduce crashes. These partners will use High Visibility Enforcement techniques to improve safety for motorcyclists in Kansas. All programs that utilize 405f can be found in Subrecipient Information: 405f. All of these projects will take into special consideration of the counties experiencing the highest number of crashes including but not limited to, Sedgwick, Johnson, Wyandotte, and Shawnee.

Total Number of Motor Vehicle Crashes Involving Motorcycles & Total Number of Crashes involving an Alcohol Impaired & and Drug Impaired Motorcycle Operator

Table 1

STATE FINAL DATA								
STATE	Calendar Year							
	2021				2022			
	Total crashes involving a motorcycle	Crashes involving a motorcycle Rider with a BAC =.08+	Total fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+	Total crashes involving a motorcycle	Crashes involving a motorcycle Rider with a BAC =.08+	Total fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+
Kansas	947	14	47	3	992	23	53	11

Table 2

MOTORCYCLIST FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES

AND REGISTERED MOTORCYCLES, BY STATE AND YEAR

FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020 & 2021 FINAL

REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

STATE	Calendar Year			
	2020		2021	
	Motorcyclist Fatalities	Registered Motorcycles	Motorcyclist Fatalities	Registered Motorcycles
Kansas	65	90,643	47	90,671

Table 3

FY 2025 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

FATALITIES IN MOTOR VEHICLE TRAFFIC CRASHES INVOLVING A MOTORCYCLE RIDER WITH BAC = .08+*

AND REGISTERED MOTORCYCLES, BY STATE AND YEAR

FATALITY ANALYSIS REPORTING SYSTEM (FARS) 2020-2021 FINAL

REGISTERED MOTORCYCLES - FEDERAL HIGHWAY ADMINISTRATION (FHWA)

STATE	Calendar Year					
	2020			2021		
	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC = .08+	Registered Motorcycles	Total Fatalities in Crashes *Involving* a Motorcycle	Fatalities *Involving* a Motorcycle Rider With BAC=.08+	Registered Motorcycles
Kansas	66	14	90,643	47	9	90,671

Analyzing the Data

Table 3 shows that the State of Kansas experienced 19 less fatalities involving motorcycles between 2020 and 2021. This table and its data reflects the most recent calendar year available via FARS.

Table 3 shows that the State of Kansas experienced 5 less fatalities involving a motorcycle rider with a BAC equal to or above 0.08. This table and its data reflects the most recent calendar year available via FARS.

Table 2 showcases the reduction in the rate of fatal crashes involving motorcycles. Despite the number of registered motorcycles growing from 2020 to 2021, the number of fatal crashes decreased at a rate of 1.98.

Table 2 showcases the reduction in the rate of fatalities involving a motorcycle rider with a BAC at or above 0.08. Again, despite the number of registered motorcycles growing from 2020 to 2021, the number of fatal crashes involving an impaired rider decreased at a rate of 1.

Description of Methods for Collecting Data

The methodology for collecting crash reports in Kansas is through law enforcement agencies only. The law requirement concerning reportable crashes includes State Reportable Crashes and Data Collection Law.

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

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

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

- Form 850A is the Motor Vehicle Crash Report which contains location information, responding law enforcement agency, county, city, severity, short narrative, weather conditions, if DUI suspected, work zone, road class, time of crash, diagram, etc.
- Form 850B includes driver and occupant data, such as driver's license information, contributing circumstances, driver impairment, etc., vehicle data specific to each vehicle in the crash and vehicle sequence of events.
- Form 851 is the narrative report which contains an officer's complete description of the event, including witness statements, crash reconstruction data, and any other relevant crash investigation information. This form is required for fatality crashes and is strongly recommended for all crashes.
- Form 852 is used only if large/heavy vehicles (GCVWR over 10,000 lbs.) are involved.

- Form 854 is used to list additional passengers that were not listed on 850B and pedestrians.

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

405 National Priority Safety Program

405f Motorcyclist Safety

JNA – MOTORCYCLE MEDIA **SP-4802-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will be expected to purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations. This project will deliver a Share the Road Campaign to bring awareness to motorcyclists.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Awareness			
PROBLEM IDENTIFICATION	In 2021, there were 47 Kansans involved in fatal motorcycle crashes (C-7).			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures That Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$50,000**	**$50,000**	**$50,000**	**$150,000**
FUNDING SOURCE	**405f**	**405f**	**405f**	**405f**
COUNTERMEASURE STRATEGY				
Mass Media Campaign				

MOTORCYCLE AWARENESS **SP-4801-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* The Kansas Traffic Safety Educational Contractor will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will continue to provide educational materials at public events. Educational materials may include cards with Share the Road, Rider Safety Course listings and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road and offered a $200 reimbursement for new traffic cones to the motorcycle schools. In Kansas, in 2020, more than 50 percent of fatal motorcycle operators were not properly endorsed. Maintaining qualified statewide instructors is crucial to addressing the problem. KDOT will offer mini grants to motorcycle riders that have not earned their endorsement. Not only will the mini grants provide a reduced rate on the $400 training but will aid in the retention of qualified instructors across the state that may choose to forgo their instructor status if classes are not well attended. Retention of motorcycle instructors is one of the eligible uses of Section 405(f) funding.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	FFY 2024 -DCCCA (Non-Profit) FFY 2025 & 2026 – TBD (TBD)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Awareness			
PROBLEM IDENTIFICATION	In 2021, there were 47 Kansans involved in fatal motorcycle crashes (C-7).			
COUNTERMEASURE JUSTIFICATION	Communication Campaign and Education are proven strategies identified in the *Countermeasures That Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications campaigns coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$40,000**	**$40,000**	**$40,000**	**$120,000**
FUNDING SOURCE	**405f**	**405f**	**405f**	**405f**
COUNTERMEASURE STRATEGY				
Communication Campaign and Education				

MOTORCYCLE ENFORCEMENT **SP-1300-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Wichita, KS, Kansas City KS, and Topeka, KS* Funding will be provided to fund overtime to the Kansas Highway Patrol and local law enforcement in the greater Kansas City, Wichita, and Topeka metro areas which, together, represent over 50% of the state's impaired motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2024 aimed at deterring impaired driving behaviors for all motorcycle operators.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas High Patrol (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Programs			
PROBLEM IDENTIFICATION	In 2021, there were 869 Motorcycle Crashes, of those 47 Kansans perished (C-7). Wichita, Topeka, and Kansas make up over 50% of the state's total motorcycle crashes.			
COUNTERMEASURE JUSTIFICATION	High Visibility Enforcement is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$240,000**	**$240,000**	**$240,000**	**$720,000**
FUNDING SOURCE	**405f**	**405f**	**N/A**	**405f**
COUNTERMEASURE STRATEGY				
High Visibility Enforcement				

IMPAIRED MOTORCYCLE OPERATOR ENFORCEMENT

SP-1300-24	Gardner Police Department	$8,000
SP-1300-24	Johnson County Sheriff's Office	$12,000
SP-1300-24	Kansas City Police Department	$13,000
SP-1300-24	Lenexa Police Department	$7,000
SP-1300-24	Olathe Police Department	$10,000
SP-1300-24	Overland Park Police Department	$20,000
SP-1300-24	Sedgwick County Sheriff's Office	$25,000
SP-1300-24	Shawnee County Sheriff's Office	$15,000
SP-1300-24	Shawnee Police Department	$15,000
SP-1300-24	Topeka Police Department	$25,000
SP-1300-24	Wichita Police Department	$35,000
SP-1300-24	Kansas Highway Patrol	$55,000
	TOTAL	**$240,000**

PI&E 405 MOTORCYCLE **SP-4800-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will allow KDOT to develop and purchase educational material as well as support Motorcycle Safet Awareness efforts across the state.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Department of Transportation (State Government)			
ELIGIBLE USE OF FUNDS	405f – Motorcycle Uncommitted			
PROBLEM IDENTIFICATION	In 2021, there were 47 Kansans involved in fatal motorcycle crashes (C-7).			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications and Outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$100,000**	**$100,000**	**$100,000**	**$300,000**
FUNDING SOURCE	**405f**	**405f**	**405f**	**405f**
COUNTERMEASURE STRATEGY				
Communications and Outreach				

RIDE TO LIVE **SP-4803-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Wichita, KS* The Ride to Live Program provides communities with free motorcycle rider training to improve their riding skills, enhance their safety and control, and learn techniques taught at law enforcement schools. This training is used to promote safe riding skills to reduce motorcycle crashes.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Wichita Police Department (Local Law Enforcement)			
ELIGIBLE USE OF FUNDS	405f – Motorcyclist Training			
PROBLEM IDENTIFICATION	In 2021, there were 869 Motorcycle Crashes, of those 47 Kansans perished (C-7). Wichita is a major metropolitan area in Sedgwick County. Sedgwick is overrepresented in crashes in the state of Kansas.			
COUNTERMEASURE JUSTIFICATION	Communications and Outreach is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Communications and Outreach coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-7: Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**$14,800**	**$14,800**	**N/A**	**$29,600**
FUNDING SOURCE	**405f**	**405f**	**N/A**	**405f**
COUNTERMEASURE STRATEGY				
Motorcycle Rider Training				

Part 9: Preventing Roadside Death Grants (23 CFR 1300.27)

State's Plan for 405h Funds

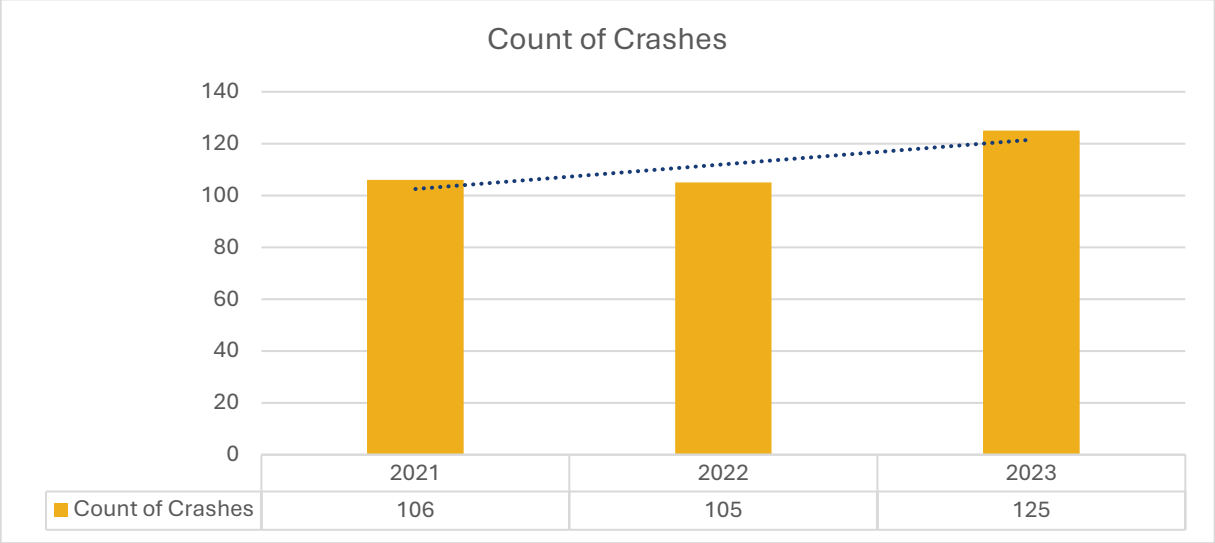
Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 10 fatalities and 114 injuries. This is an increasing trend and more disturbingly, due to the nature of a crash like these, the probability of these crashes resulting in injuries or fatal are high. Data shows us that between 2021 and 2023, almost 40% of these crashes resulted in a fatality or injury.

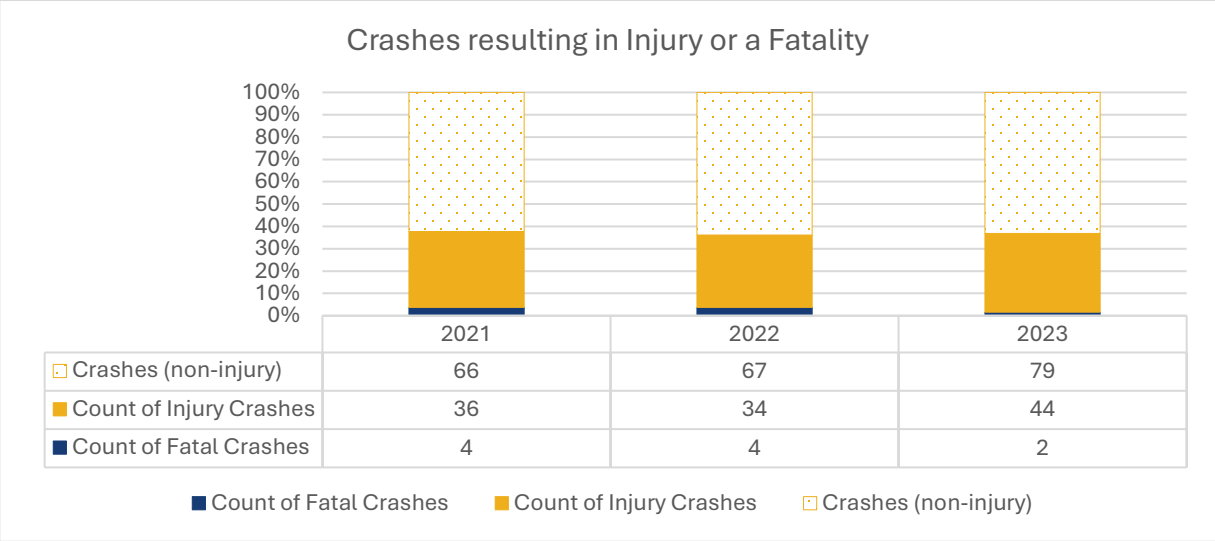
To address the above problem statement, the KBSS is exploring all eligible use of funds for 405h funding including public awareness efforts, digital alerting systems, and visual enhancement efforts. These proposed projects can be found in section Subrecipient Information: 405h: Preventing Roadside Death.

The KBSS intends to utilize our media contractor JNA to purchase paid media to educate the public regarding the safety of vehicles and individuals stopped at the roadside. This contract will achieve this through public information campaigns with the purpose of reducing roadside death and injury.

The KBSS intends to identify a contractor/subrecipient to purchase and deploy digital alert technology that is capable of receiving alerts regarding nearby first responders; and in the case of a motor vehicle that is used for emergency response activities, is capable of sending alerts to civilian drivers to protect first responders on the scene and in route. If deployed this will be done with the purpose of reducing roadside death and injury.

The KBSS intends to identify a contractor/subrecipient to purchase visual enhancement measures to increase the visibility of the stopped and disabled vehicles. If deployed, the state will implement this with the purpose of reducing roadside death and injury.


Count of Crashes
140
120
100
80
60
40
20
0
2021
2022
2023
Count of Crashes
106
105
125


Crashes resulting in Injury or a Fatality
100%
90%
80%
70%
60%
50%
40%
30%
20%
10%
0%
2021
2022
2023
Crashes (non-injury)
66
67
79
Count of Injury Crashes
36
34
44
Count of Fatal Crashes
4
4
2
Count of Fatal Crashes
Count of Injury Crashes
Crashes (non-injury)

405 National Priority Safety Program

405h Preventing Roadside Deaths

JNA – ROADSIDE DEATHS **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* This project will be expected to purchase airtime and print space in a manner that optimizes our media dollar by successfully reaching the target populations. This project will deliver preventing roadside death media campaign			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	John Nohe & Associates LLC (For-Profit)			
ELIGIBLE USE OF FUNDS	405h – Public Education			
PROBLEM IDENTIFICATION	Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 114 injuries and 10 fatalities.			
COUNTERMEASURE JUSTIFICATION	Mass Media Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Mass Media Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-10: Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$50,000***	**$50,000***	**$100,000***
FUNDING SOURCE	**N/A**	**405h**	**405h**	**405h**
COUNTERMEASURE STRATEGY				
Public Education through Mass Media Campaign				

*State of Kansas will be reapplying for 405h in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

DIGITAL ALERT SYSTEM **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Local* These funds will be used to support a Digital Alert System to reduce roadside deaths.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405h – Digital Alert Technology			
PROBLEM IDENTIFICATION	Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 114 injuries and 10 fatalities.			
COUNTERMEASURE JUSTIFICATION	Digital Alert Systems are a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Digital Alert Systems coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-10: Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$200,000***	**$200,000***	**$400,000***
FUNDING SOURCE	**N/A**	**405h**	**405h**	**405h**
COUNTERMEASURE STRATEGY				
Digital Alert System				

*State of Kansas will be reapplying for 405h in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

BE SEEN **SP-XXXX-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* These funds will be used to purchase visual enhancement measures, to increase the visibility of stopped and disabled vehicles.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	TBD (TBD)			
ELIGIBLE USE OF FUNDS	405h – Increased Visibility			
PROBLEM IDENTIFICATION	Between 2021 and 2023 Kansas had 336 crashes involving disabled cars in the roadway. Of those 336 crashes, Kansas had 114 injuries and 10 fatalities.			
COUNTERMEASURE JUSTIFICATION	Conspicuity Campaign is a proven strategy identified in the *Countermeasures that Work* document. The funds allocated are appropriate.			
TARGET (LINK TO STRATEGY)	Conspicuity Campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure; C-10: Pedestrian Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$15,000***	**$15,000***	**$30,000***
FUNDING SOURCE	**N/A**	**405h**	**405h**	**405h**
COUNTERMEASURE STRATEGY				
Conspicuity Campaign				

*State of Kansas will be reapplying for 405h in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

Part 10: Driver and Officer Safety Education Grants (23 CFR 1300.28)

State's Plan for 405i Funds

In 2013, the Kansas Commission developed standards and training for Peace Officers. Policies defining how officers should interact with civilians are notated in "Policy 101: Racial and Other Biased Policing". The BSS will expand the scope of this policy to expand the KLETC Law Enforcement Trainings to more officers and ensure that civilian and police traffic interactions are more positive and meaningful through new curriculum and educational materials if needed. The state's project supporting this can be found in Subrecipient Information: 405i.

Supporting Documentation

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing
Issue/Rev: March 27, 2013 **Page 1 of 5**

Issuing Authority: Executive Director Gary Steed

I. Purpose

A. The purpose of this policy is to prohibit the practice of racial and other biased-based policing by members of the Kansas Commission on Peace Officers' Standards and Training.

B. Individuals are free to walk and drive our streets, highways, and other public places without law enforcement interference so long as they obey the law. They also are entitled to enjoy personal safety and an expectation the government will engage in the prevention of crime and the apprehension of those persons who violate the law. This includes an expectation to drive and walk our public ways without subjection to risks posed by law breakers including drivers violating traffic laws.

C. The government, including law enforcement, is charged with protecting these rights for all persons, regardless of race, ethnicity, national origin, gender, or religion.

D. Members of KSCPOST are required to be observant of unusual occurrences and suspected or actual law violations, and to act upon those observations. It is this proactive enforcement that keeps people free from crime, our streets and highways safe to drive upon, and leads to the detection and apprehension of criminals.

E. This policy is intended to assist the officers of KSCPOST to safely accomplish their law enforcement mission in compliance with legal and constitutional requirements and in a manner respecting the dignity of all persons and to enhance positive relationships with the public. It is intended to support a strong deterrent message to actual and potential offenders that they are likely to be detected, identified, and prosecuted if they violate the law. This policy is also intended to protect our members from unwarranted accusations when they act within the dictates of the law and policy.

II. Policy Statement

A. It is the policy of KSCPOST to function in a proactive manner, to aggressively investigate suspicious persons and circumstances, and to only stop or detain persons when reasonable suspicion exists to believe they have committed, are committing, or are about to commit a violation of the law and to do so without interjecting personal biases into the law enforcement decision process.

III. Scope

A. This policy applies to all employees of the Kansas Commission on Peace Officers' Standards and Training.

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IV. Definitions

A. "Crime" means an act or omission defined by law and classified as felonies, misdemeanors, traffic infractions, or cigarette or tobacco infractions as provided in K.S.A. 21-5102.

B. "Enforcement action" means any law enforcement act during a nonconsensual contact with an individual(s) in 1) determining the existence of probable cause to take into custody or to arrest an individual; 2) constituting a reasonable and articulable suspicion that an offense has been or is being committed so as to justify the detention of an individual or the investigatory stop of a vehicle; or 3) determining the existence of probable cause to conduct a search of an individual or a conveyance.

C. "Probable Cause" means reasonable grounds to believe a person has committed or is

committing a crime or that a place contains specific items connected with a crime, supported by specific and articulable facts, based on the officer's observation, knowledge, training and experience, including information from a reliable source.

D. "Racial or other biased-based policing" means the unreasonable use of race, ethnicity, national origin, gender or religion by a law enforcement officer in deciding to initiate an enforcement action. It is not racial or other biased-based policing when race, ethnicity, national origin, gender or religion is used in combination with other identifying factors as part of a specific individual description to initiate an enforcement action.

E. "Reasonable suspicion" means a particularized and objective basis, supported by specific and articulable facts, to suspect a person has committed, is committing or is about to commit a crime. Reasonable suspicion may be based on the officer's observations, knowledge, and experience as well as reasonably trustworthy information known to the officer at the time an action is taken.

F. "Stop" is a seizure occurring when a law enforcement officer, by force or some show of authority, restrains a person's liberty.

G. Acts that constitute racial or other biased-based policing include but are not limited to:

1. Using race, ethnicity, national origin, gender, or religion as a general indicator or predictor of criminal activity.
2. Using the race, ethnicity, national origin, gender, or religion of a person in the course of any law enforcement action unless the officer is seeking to detain, apprehend, or otherwise be on the lookout for a suspect sought in connection with a crime who has been identified or described in part by race, ethnicity, national origin, gender, or religion.
3. Using the race, ethnicity, national origin, gender, or religion of a person in the course of any reasonable action in connection with a status offense, such as, runaways, child in need of care, missing persons, and other noncriminal care taker functions unless the person is identified or described in part by race, ethnicity, national origin, gender, or religion.
4. Using race, ethnicity, national origin, gender or religion shall not be motivating factors in making law enforcement decisions and/or actions, unless the person is identified or described in part by race, ethnicity, national origin, gender, or religion.
5. Using race, ethnicity, national origin, gender, or religion as the basis for discretionary law enforcement i.e. who they will cite, arrest, warn, search, release or which person(s) to treat with respect and dignity.

V. Procedures

A. Members of KSCPOST are prohibited from engaging in racial or other biased-based policing as provided in this policy or prohibited by law.

B. Members of KSCPOST shall report to their supervisor any incidents of racial or other biased-based policing they have direct knowledge of.

C. Any member violating the provisions of this policy or the state or federal statutes pertaining to racial or other biased-based policing or violating the constitutional rights of any person as provided in this policy is subject to corrective action or discipline. Such discipline includes actions appropriate in response to the nature of the violation based on facts revealed in the investigation of the complaint and consistent with applicable laws, rules and not limited to, demerits, suspension or termination of employment. Discipline may also include retraining, counseling, or any other action deemed appropriate to deter repeated violations.

D. All members of the agency are responsible for oversight to ensure all officers use reasonableness and properly apply the legal standards for taking enforcement actions or applying law enforcement discretion.
E. The Executive Director shall review citizen complaints and reports filed on stops by officers of KSCPOST and randomly observe officers actions on vehicle and pedestrian stops.
F. The Executive Director shall take appropriate action, including but not limited to coaching and discipline to assure compliance with this policy and related state and federal statutes.
G. All KSCPOST members should be cognizant of any pattern or practice of possible discriminatory treatment by individual officers or groups of officers. If such pattern or practice is observed, the agency member must take immediate steps to further investigate; to intervene in such activity; take corrective action; and report the activity and action taken to superiors.

VI. TRAINING

A. All law enforcement officers of KSCPOST shall attend and successfully complete annual racial or other biased-based policing training.

1. Distance learning training technology is allowed for racial or other biased-based policing training.
2. The required racial and other biased-based policing training may include directly or indirectly related to training intended to address racial and biased-based policing issues.

B. Training exemptions referenced in KSA 22-4610 subsection (d)(2)(F) shall be in accordance with the authority granted to the Executive Director of the Kansas Commission on Peace Officers' Standards and Training per KSA 74-5607a, which in pertinent part provides "The director may extend, waive or modify the annual continuing education requirement, when it is shown that the failure to comply with the requirements was not due to the intentional avoidance of the law.

VII. COMPLAINTS OF RACIAL OR OTHER BIASED-BASED POLICING BY KSCPOST

A. Any person who believes they have been subjected to racial or other biased based policing by a member of KSCPOST may file a complaint with KSCPOST and/or the attorney general's office.
B The Executive Director shall communicate directly with the complainant of any allegation of Racial or Bias-Based Policing by KSCPOST staff. The Executive Director shall ensure that a citizen complaint form is filled out and the complainant shall be assured that the allegation will be fully investigated. Sustained complaints shall result in appropriate disciplinary action that include, but not limited to, remedial training, censure, reprimand, probation, suspension and/or termination.
C. No person who believes they have been subjected to racial or other biased based policing shall be discouraged, intimidated, or coerced from filing such a complaint.
D. No person will be discriminated against or subjected to retribution because they have filed such a complaint.

VIX. AGENCY REQUIREMENTS

A. KSCPOST may conduct ongoing community outreach and communications efforts:

1. Such outreach and communications shall include:

a) A statement of the person's right to file a complaint with the agency and/or the Office of the Attorney General.

b) An explanation of how to file a complaint with the agency.

c) An explanation of how to file a complaint with the Office of the Attorney General, and

d) A description of the agency's complaint process.

B. This policy is a public document and any person requesting to see it during normal business hours will be provided an opportunity to examine it.

C. KSCPOST shall file a report no later than July 31 of each year to the Attorney General as required by statute. Such report shall be for the period beginning July 1 of the previous year through June 30 of the current year. Such a report shall be available for examination by any person requesting to see it during normal business hours.

405 National Priority Safety Program

405i Driver and Officer Safety Education

PEACE OFFICER TRAINING **SP-4400-25**

WILL THIS PROJECT BE USED TO MEET THE REQUIREMENTS OF § 1300.41(B) RELATING TO DEOBLIGATION OF FUNDS: **NO** WILL THIS PROJECT'S COST BE PLANNING AND ADMINISTRATION COST PERSUANT (ACCORDING TO § 1300.13 (A): **NO**				
PROJECT LOCATION & DESCRIPTION	*Statewide* KDOT will utilize these funds to support the production of educational materials and support training in relation to the role of law enforcement and duties and responsibilities of peace officers.			
SUB-RECIPIENT (AND TYPE OF ORGANIZATION)	Kansas Law Enforcement Training Center (KLETC) (State Law Enforcement)			
ELIGIBLE USE OF FUNDS	405i – Education and Training			
PROBLEM IDENTIFICATION	Traffic stops are a common activity for law enforcement officers. It is possible for Traffic Stops to have a level of danger involved.			
COUNTERMEASURE JUSTIFICATION	Traffic stops are necessary for traffic safety. Linking officer training with traffic stops may reduce complaints, decrease citizen dissatisfaction on traffic stops, and potentially provide mutually positive outcomes for both the officer and the citizen.			
TARGET (LINK TO STRATEGY)	Free online training will be provided to law enforcement personnel utilizing the KLETC Law Enforcement Training on Citizen Interaction on Traffic Stops. Outcomes of these efforts may result in reduced complaints, a decrease in citizen dissatisfaction, and potentially provide mutually positive outcomes for both the officer and the citizen. These outcomes will improve driver behavior and positively impact state measures C-1 – C-11.			
	FFY 2024	**FFY 2025**	**FFY 2026**	**Total**
FUNDING AMOUNT	**N/A**	**$200,000***	**$200,000***	**$400,000***
FUNDING SOURCE	**N/A**	**405i**	**405i**	**405i**
COUNTERMEASURE STRATEGY				
Peace Officer Training.				

*State of Kansas will be reapplying for 405i in Federal Fiscal Year 2025 and beyond. These funding amounts will be updated at a later date.

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Kansas _____ Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, Public Law 109-59, as amended by Sec. 25024, Public Law 117-58;
- 23 CFR part 1300—Uniform Procedures for State Highway Safety Grant Programs;
- 2 CFR part 200—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- 2 CFR part 1201—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
    - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  (i) the entity in the preceding fiscal year received—
    (I) 80 percent or more of its annual gross revenues in Federal awards;
    (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION
(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination ("Federal Nondiscrimination Authorities"). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* (42 U.S.C. 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- *49 CFR part 21* (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- *28 CFR 50.3* (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,* (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), and Title IX of the Education Amendments of 1972,* as amended (20 U.S.C. 1681-1683 and 1685-1686) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973,* (29 U.S.C. 794 *et seq.*), as amended, (prohibits discrimination on the basis of disability) and 49 CFR part 27;
- *The Age Discrimination Act of 1975,* as amended, (42 U.S.C. 6101 *et seq.*), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* (42 U.S.C. 12131-12189) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and 49 CFR parts 37 and 38;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government (*advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each "activity," "facility," or "program," as defined in § 21.23(b) and (e) of 49 CFR part 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
   "The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award."
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) [1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
   a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
   b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:
    a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
    b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
b. Establishing a drug-free awareness program to inform employees about:
    1. The dangers of drug abuse in the workplace;
    2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);

c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
   1. Abide by the terms of the statement;
   2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
   1. Taking appropriate personnel action against such an employee, up to and including termination;
   2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act (5 U.S.C. 1501-1508), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.,* "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
    a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
    b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
    d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of 2 CFR parts 180 and 1200.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded,** as used in this clause, are defined in 2 CFR parts 180 and 1200. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Instructions for Lower Tier Participant Certification" including the "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with 2 CFR parts 180 and 1200.
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (*https://www.sam.gov/*).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA
(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement (23 U.S.C. 313) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST
(applies to subrecipients as well as States)

General Requirements

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
    a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
    b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

Disclosure Requirements

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at *www.trafficsafety.org*. The NHTSA website (*www.nhtsa.gov*) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under 23 U.S.C. 402 is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))
3. At least 40 percent of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C)) or 95 percent by and on behalf of Indian tribes (23 U.S.C. 402(h)(2)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. (23 U.S.C. 402(b)(1)(E))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
- Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands

7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under 18 U.S.C. 1001. I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

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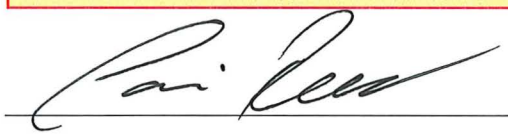

7/31/2024

Signature Governor's Representative for Highway Safety — Date

Secretary Calvin Reed

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under **23 U.S.C. 405** or Section 1906, **Public Law 109-59**, as amended by Section 25024, **Public Law 117-58**, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: KANSAS Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

☑ **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Part 1, pg. 106 - 119 and Occupant Protection Program Area, starting at pg. 29 & 52 & 93 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Part 1, pg. 120 and 402 Subrecipient Information STEP (SP-1300-25) pg. 45 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Part 1, pg. 120 (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Part 1, pg. 121 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of $25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
  - Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

    _____
  - Coverage of all passenger motor vehicles;

    _____
  - Minimum fine of at least $25;

    _____
  - Exemptions from restraint requirements.

    _____

☑ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at
Part 1, pg. 121-122 (location).

☑ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at
TSEP, pg. 123, Occupant Protection Program Area, starting at pg. 29 & 52 & 93 (location).

☑ The State's comprehensive occupant protection program is provided as follows:

- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 2/15/23 (date);
- Multi-year strategic plan: annual grant application or triennial HSP at
  Part 1, pg. 106 (location);
- The name and title of the State's designated occupant protection coordinator is
  Maura Fitzgerald, Behavioral Safety Coordinator.
- The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at
  Part 1, pg. 111 and pg. 125 (location).

☑ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 2/15/23 (date) (within 5 years of the application due date);

☑ PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.

☑ The State has designated a TRCC coordinator.

☑ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.

☑ [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

Part 2, pg. 175 (location).

☑ PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

☑ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

☑ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 7/1/23 (date) and continues to use this plan.

[*For fiscal year 2024 grant applications only*.]

☐ The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[*For fiscal year 2024 grant applications only.*]

☐ The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

☐ The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

☑ PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

☑ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 7/1/88 (date) and last amended on 6/1/22 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
    KANSAS HB 2377 (2022), K.S.A. 8-1017 K.S.A. 8-1567
  - Identify all alcohol-ignition interlock use exceptions.
    N/A

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Identify all alcohol-ignition interlock use exceptions.

    _____

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

    _____

  - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

    _____

  - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

    _____

- Identify list of alcohol-ignition interlock program use violations;

_____

- Identify all alcohol-ignition interlock use exceptions.

_____

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

[Check at least one of the boxes below and fill in all blanks under that checked box.]

☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____

☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

☑ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

☑ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.,* the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

☑ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at
Part 6, pg. 197 (location).

DISTRACTED DRIVING LAW GRANTS

☑ **Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 7/1/10 (date) and last amended on 7/1/10 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on texting while driving;
    8-15,111
  - Definition of covered wireless communication devices;
    K.S.A. § 8-15,111 (a)(1)
  - Fine for an offense;
    K.S.A. § 8-2118 (c)
  - Exemptions from texting ban.
    8-15,111 (c) and (d)

☑ **Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 7/1/10 (date) and last amended on 7/1/10 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on handheld phone use;
    8-15,111 (2)
  - Definition of covered wireless communication devices;
    8-15,111 (1)
  - Fine for an offense;
    Determined by the courts.
  - Exemptions from handheld phone use ban.
    8-15,111 (c) (d)

☑ **Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 5/27/09 (date) and last amended on 5/27/09 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
  - Prohibition on youth cell phone use while driving;
    K.S.A. § 8-2,100(b)(4)
  - Definition of covered wireless communication devices;
    K.S.A. § 8-15,111(a)(1)
  - Fine for an offense;
    K.S.A. § 8-291(a)(1) and K.S.A. § 8-291(a)(2)
  - Exemptions from youth cell phone use ban
    K.S.A. § 8-2,100(b)(4) and K.S.A. § 8-2,101(e)

☑ **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 7/1/10 (date) and last amended on 7/1/10 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
  - Prohibition on viewing devices while driving;
    8-15,111
  - Definition of covered wireless communication devices;
    8-15, 111 (1)

☑ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]

☑ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Leslie Richards, Kansas Department of Revenue
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
  [*Check at least one of the following boxes below and fill in any blanks.*]
  - ☑ Motorcycle Safety Foundation Basic Rider Course;
  - ☐ TEAM OREGON Basic Rider Training;
  - ☐ Idaho STAR Basic I;
  - ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
  - ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at Part 7, pg. 198-199 (location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

☑ **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Maura Fitzgerald, Kansas Department of Transportation.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Part 7, pg. 200 (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Part 7, pg. 201 (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

☐ **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*

    _____

☑ **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at Part 7, pg. 202 (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at Part 7, pg. 203 (location).

☑ **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at Part 7, pg. 200 (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at Part 7, pg. 201 (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☑ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at Part 7, pg. 202 (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at Part 7, pg. 203 (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

[*Check one box only below and fill in all blanks under the checked box only.*]

☐ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
  Legal citation(s):
  _____.

  AND

  The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
  Legal citation(s):
  _____.

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

☐ **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at

_____ (location(s)).

☑ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at

Part 9, pg. 205 and Subrecipient Information: 405h Preventing Roadside Death, starting at pg. 86 (location(s)).

☑ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

☐ **Driver Education and Driving Safety Courses**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*

  _____.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at

  _____ (location).

☑ **Peace Officer Training Programs**

[Check one box only below and fill in all blanks under the checked box only.]

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*

  _____.

☑ Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at Part 10, pg. 208 (location).

☐ Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at

  _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at

  _____ (location).

☐ PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

☐ The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at

_____ (location).

☐ The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances —

- ☑ I have reviewed the above information in support of the State's application for 23 U.S.C. 405 and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☑ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☑ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature

Signature Governor's Representative for Highway Safety

7/31/2024

Date

Calvin Reed

Printed name of Governor's Representative for Highway Safety