

State of Kansas

Highway Safety Plan FFY 2014

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The FFY 2014 Kansas Highway Safety Plan is being submitted to NHTSA and FHWA. The report describes the processes followed by the State of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402 and 405.

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The Kansas Department of Transportation

Program Administration

This one year planning document describes the processes followed by the state of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402, 405, 408, 410, 1906, 2010, and 2011.

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

Data Sources

The Kansas Department of Transportation, Traffic Safety Section (TSS) is responsible for preparation and execution of the National Highway Traffic Safety Administration Highways Safety Plan. Problem identification, performance goals and strategies are derived by utilization of Fatality Analysis Reporting System (FARS), the Kansas Crash Analysis and Reporting System (KCARS) and observational occupant protection surveys. The state of Kansas, Department of Transportation, compiles crash reports submitted by law enforcement that meet the minimum standards of:

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

The TSS utilizes information from the above mentioned data sources to identify general traffic safety problems and specific locations when planning programs and allocating resources. Outcome and behavior performance measures developed by NHTSA and GHSA (Governor's Highway Safety Administration) are used to plan and evaluate the overall effectiveness of the highway safety program, see table 1. The state of Kansas has chosen to use a five year average to determine baseline and development of data driven goals.

Beyond the core performance measures previously addressed, the state of Kansas will also establish a baseline and goals for distracted driving crashes. Data for this performance measure will be taken from the state database, KCARS and included in table 1.

Collaboration

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

Every year, KDOT hosts the Kansas Transportation Safety Conference. This conference attracts more than 300 professionals and 100 teens. The conference has four emphasis area tracts: Youth, Law Enforcement, Roadway Safety and Injury Control. While participants will gain a better understanding

on current programs, new and innovative solutions, it also provides an opportunity to discuss problems or new ideas.

The TSS is also actively involved in several Emphasis Area Teams that support the Strategic Highway Safety Plan. Each team is tasked with identifying solutions to curb the instance of their respective team. Currently, a member of the TSS is chairing the Occupant Protection, Impaired Driving and Older Driver teams.

Monthly, TSS staff, law enforcement liaisons, the Kansas Traffic Safety Resource Office, the Kansas Traffic Safety Resource Prosecutor, the Traffic Safety Media Contractor and other safety advocates meet to discuss upcoming activities, potential problem identification and possible solutions to problems.

Interaction with these diversified groups of professional and teen leads to increased traffic safety awareness around the state and also leads to new and innovative ideas geared toward saving lives. Periodically, the TSS staff will meet to discuss new ideas, determine if the idea is part of a proven countermeasure, assess resources and collaboratively, make a decision as to whether or not to implement.

Strategic Highway Safety Plan and Highway Safety Plan Coordination

The state of Kansas is fortunate in that the SHSP and HSP administrators are in the same bureau inside of the KDOT Bureau of Transportation Safety and Technology. The current HSP and SHSP both use five years of data to plan programs and track progress. Both plans rely heavily on the same data sources to establish strategies and goals. These data sources include, but are not limited to: FARS, the statewide crash database and observational surveys. As previously mentioned, several staff in the TSS unit chair emphasis area teams in support of the SHSP. As we move forward with implementation of both plans, the state will continue this great relationship and give each document similar looks and appearance with common goals and strategies.

Development of Strategies

The state of Kansas relies upon proven countermeasures when implementing programs. Kansas participates in national enforcement campaigns, Click it or Ticket, Alcohol crackdown and Thanksgiving. Each of the mobilizations follow the proven click it or ticket criteria, educate, enforce and report. The SAFE program, Seatbelts Are For Everyone, targeting teen seat belt use, uses the click it or ticket criteria. When implementing new programs, staff will utilize other state proven programs and can reference the latest countermeasures that work document prepared by NHTSA. Collaboration with the SHSP will also lead 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 overall performance measures.

FFY 13 Highway Safety Plan Progress

The bullets and table below represent the goals established in the FFY 13 Kansas Highway Safety Plan.

- Decrease traffic fatalities two percent annually from the 2006-10 calendar base year average of 417 to 392 by December 31, 2013.
- Decrease serious traffic injuries two percent annually from the 2006-10 calendar base year average of 1,731 to 1,630 by December 31, 2013.
- Decrease 2.5 percent annually fatalities/VMT from the 2006-10 calendar base year average of 1.39 to 1.28 by December 31, 2013.
- Decrease unrestrained passenger vehicle occupant fatalities by two percent annually from the 2006-10 calendar base year average of 187 to 176 by December 31, 2013.
- Decrease alcohol impaired driving fatalities two percent annually from the 2006-10 calendar base year average of 133 to 125 by December 31, 2013.
- Decrease speeding-related fatalities two percent annually from the 2006-10 calendar base year average of 108 to 102 by December 31, 2013.
- Decrease motorcyclist fatalities two percent annually from the 2006-10 calendar base year average of 49 to 46 by December 31, 2013.
- Decrease un-helmeted motorcycle fatalities three percent annually from the 2006-10 calendar base year average of 33 to 30 by December 31, 2013.
- Decrease drivers age 20 or younger involved in fatal crashes two percent annually from the 2006-10 calendar base year average of 76 to 72 by December 31, 2013.
- Reduce pedestrian fatalities one percent annually from the 2006-10 calendar base year average of 20 to 19 by December 31, 2013.
- Increase statewide observed seat belt use in passenger vehicles one percentage point annually from the 2007-11 calendar base year average usage rate of 78 to 80 percent by December 31, 2013.

Core Outcome Measures	2006-10 Baseline	2013 HSP Goal	2011 Actual
Number of Traffic Fatalities (FARS)	417	392	386
Number of Serious Injuries (KCARS)	1,731	1,630	1,581
Fatalities/VMT (FARS/FHWA)	1.39	1.28	1.29
Number of unrestrained fatalities all positions (FARS)	187	176	159
Number of fatalities, auto and motorcycle, with BAC of .08 or above (FARS)	133	125	108
Number of speeding fatalities (FARS)	108	102	109
Number of motorcyclist fatalities (FARS)	49	46	45
Number of un-helmeted motorcyclist fatalities (FARS)	33	30	32
Number of fatalities with driver 20 or under (FARS)	76	72	63
Number of pedestrian fatalities (FARS)	20	19	14
Observed seat belt use (State Survey) FFY 2007-11	78	80	83

2014 Performance Measures

The state of Kansas is using 2007 – 2011 FARS and the state crash database to establish baseline and goals for the 2014 Highway Safety Plan. Additionally, we are using the 2012 statewide observational survey information to establish a baseline and establish the 2014 goal. According to the IFR, each state is required to set a goal beyond the current maintenance of effort. Therefore, Kansas chose to show a 1 percent reduction in the lowest current rate. This reduction amount was established from a five year average or projection. Please see below for an example of each:

1. 5-year average goal:
 - a. Speeding fatalities: The 2014 projection based upon the trend line indicates 103 speeding fatalities. A 1% reduction in this projection would equal **102 speeding fatalities in 2014**. The 2007 – 2011 5-year average was 104. Given a 1% reduction in this rate per year, the **2014 fatality rate would be 101**. In this case, we chose 101 as our goal.

2. Projection goal:
 - a. Unrestrained fatalities: The 2007 – 2011 5-year average was 179 fatalities. A 1% reduction in this goal would set the fatality rate at 177. If we were to continue the 1% decrease to **2014, the total unrestrained fatalities would equal 174**. However, based upon the current trend line, we would expect to see 171 fatalities in 2014. A 1% reduction in this rate is **169 for 2014**. We chose 169 as our goal.

Please see below for a summary of 2014 Performance Measure Goals. As Stated above, the goals were either set based upon a 1% reduction of the 2014 trend projection, or a 3% reduction of the 2007 – 2011 baseline average (1% reduction per year from 2011 to 2014). The number of traffic fatalities and seatbelt usage charts utilized 2012 data so these projections only take 2 years of data into account. The goals that utilized the 5-year average method are identified in a bold font in the chart below in order to visually distinguish between the two methods.

Table 1

2014 Performance Measures				
Core Outcome Measures	2011 Actual	2014 Trend Projection	2007-11 Baseline	2014 HSP Goal
Number of Traffic Fatalities (FARS)*	405	411	398	390
Number of Serious Injuries (KCARS)	1,698	1,473	1,698	1,458
Fatalities/VMT (FARS/FHWA)	1.29	1.33	1.34	1.30
Rural Fatalities per 100 million VMT (FARS/FHWA)	2.16	2.28	2.21	2.14
Urban Fatalities per 100 million VMT (FARS/FHWA)	.47	.43	.53	.43
Number of unrestrained	159	171	179	169

fatalities all positions (FARS)				
Number of fatalities, auto and motorcycle, with BAC of .08 or above (FARS)	108	119	122	118
Number of speeding fatalities (FARS)	109	103	104	101
Number of motorcyclist fatalities (FARS)	45	39	45	39
Number of un-helmeted motorcyclist fatalities (FARS)	32	28	31	27
Number of fatalities with driver 20 or under (FARS)	63	55	72	54
Number of pedestrian fatalities (FARS)	14	8	19	8
Observed seat belt use (State Survey) FFY 2008-12*	80	82	80	82
Kansas Specific Measures				
Distracted Driving Crashes (KCARS)*	14,843	10,695	16,154	10,588

**2012 actual data utilized*

The TSS analyzed data to determine where all crashes as well as crashes in which the driver BAC was .08 or higher are occurring. The top 10 counties for all crashes and .08 crashes are listed below. Given this information, KDOT will deploy resources to these counties in order to target crash reduction.

Top 10 Counties for Crashes in 2012			
Rank	COUNTY	Year	Total Crashes
1	JOHNSON	2012	10347
2	SEDGWICK	2012	9218
3	SHAWNEE	2012	3680
4	WYANDOTTE	2012	3426
5	DOUGLAS	2012	2837
6	RENO	2012	1295
7	BUTLER	2012	1276
8	RILEY	2012	1274
9	LEAVENWORTH	2012	1216
10	SALINE	2012	1058

**Top 10 Counties for Crashes Where Driver
BAC was .08 or Higher in 2012**

Rank	COUNTY	Year	Total Crashes where driver BAC is .08 or Above
1	SEDGWICK	2012	241
2	JOHNSON	2012	196
3	WYANDOTTE	2012	95
4	SHAWNEE	2012	88
5	DOUGLAS	2012	84
6	RILEY	2012	37
7	LEAVENWORTH	2012	29
8	CRAWFORD	2012	24
9	SALINE	2012	24
10	GEARY	2012	23

Safe Communities Grant

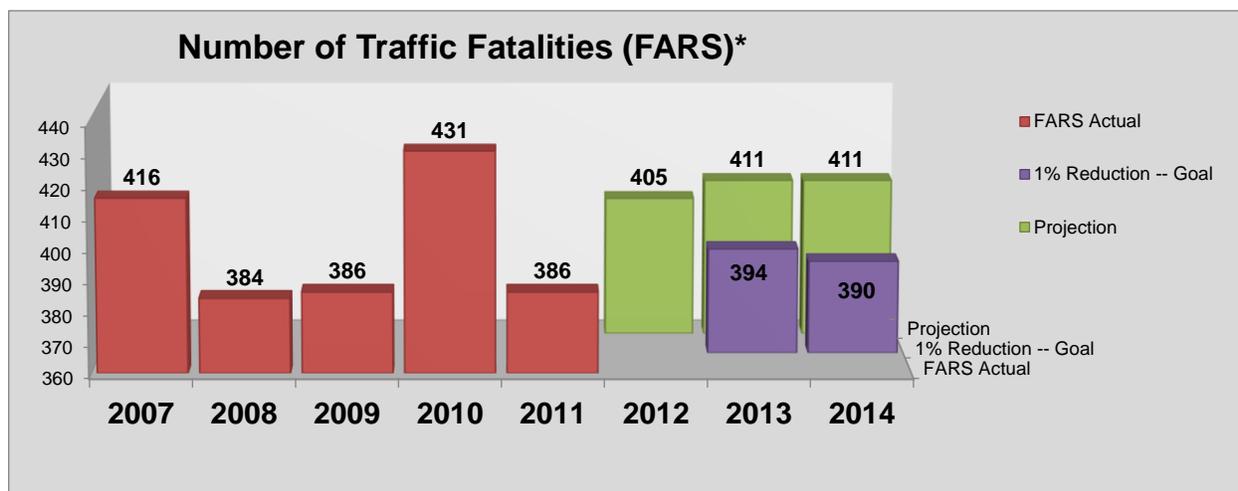
A traffic safety grant has been made to the Unified Government Public Health Department of Wyandotte County to sponsor a coalition of safety advocates – area police agencies, Children’s Mercy Hospital, the Kansas Traffic Safety Resource Office, Kansas Department of Transportation, Mid-America Regional Council, and others – to bring awareness of, and improvement in, the many traffic safety challenges that plague this very fluid and most ethnically- and racially-diverse of Kansas counties. For example, in a comparison of average fatality, injury, and crash rates (per 10K) for Kansas’ four metropolitan counties during the period, 2008-2011, Wyandotte County rates were significantly higher in each category than the four-county average. As for occupant restraint rates, Wyandotte County was substantially out-ranked by the other metro counties over the last two child survey cycles, 2010-2011 and 2011-2012, and over the last three adult surveys, 2010-2012.

Planning and Administration

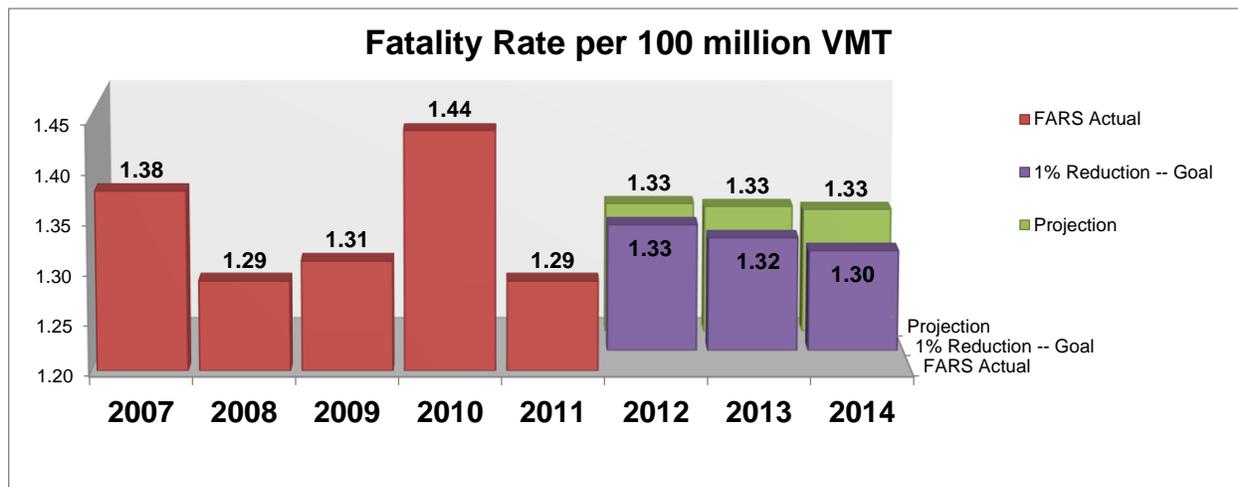
Goals:

- The 2014 projection based upon the trend line indicates 411 total fatalities. A 1% reduction in this projection would equal 407 total fatalities in 2014. The 2007 – 2011 5-year average was 398. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 390. Our 2014 goal is 390.
- The 2014 projection based upon the trend line indicates 1.33 fatalities per 100 million VMT. A 1% reduction in this projection would equal 1.32 fatalities per 100 million VMT in 2014. The 2007 – 2011 5-year average was 1.34. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 1.30. Our 2014 goal is 1.30.

Number of Traffic Fatalities (FARS)¹:



Fatality Rate per 100 million VMT:



¹ *2012 Projection reflects actual 2012 KCARS data

Funding Summary:

Planning and Administration	
Education	\$20,000
Total	\$20,000

Problem Statement

Program staff needs resources to receive additional training and travel opportunities to further the existing programs and potentially implement new strategies to address Traffic Safety in the state.

EDUCATION

Strategies

- Provide resources that allow staff to receive additional training opportunities in-state and out-of-state by organizations dedicated to traffic safety issues.
- The overall goal is to train the traffic safety staff in methods and best practices to administer programs that reduce the overall traffic fatality rate in the State of Kansas.

Project Summary

SP-1400-14

Travel and Training

\$20,000

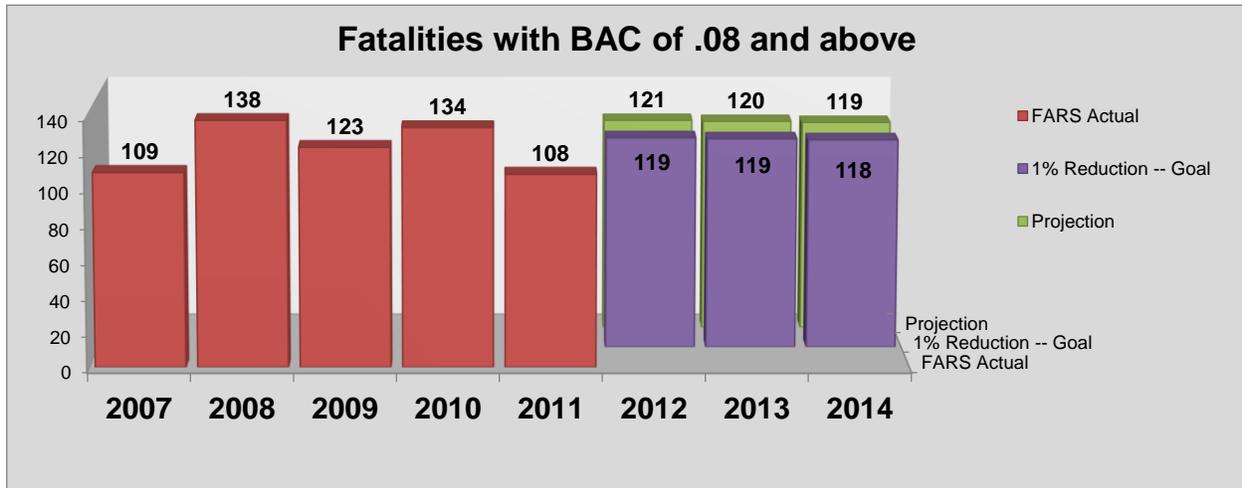
This project enables Section staff to obtain training, attend key conferences in other states and travel to monitor grantees. This will allow new staff training on the Grant Tracking System, Program Management and individual program area specialties.

Alcohol

Goals:

- The 2014 projection based upon the trend line indicates 119 alcohol-impaired fatalities. A 1% reduction in this projection would equal 118 alcohol impaired fatalities in 2014. The 2007 – 2011 5-year average was 122. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 118. Our 2014 goal is 118.

Number of fatalities, auto and motorcycle, with BAC of .08 or above (FARS):



Funding Summary:

Alcohol	
Education	\$1,045,000
Enforcement	\$2,546,542
Total	\$3,591,542

Education:

Strategies:

- Increase the amount of paid media dedicated to reducing impaired driving/riding and underage access to alcohol.
- Underwrite education for court system personnel on impaired driving laws and techniques used in removing impaired drivers.
- Maintain the number of Drug Recognition Experts in the state and provide opportunities for officers to maintain their certification.
- Provide education for high school students on the dangers of impaired driving.
- Develop materials and implement activities aimed at pre-teen prospective drivers (ages 12-14) to begin educating them about the risks of alcohol use and its effect on safe driving.
- Support efforts to reduce recidivism of DUI offenders and strengthen both the driver's license suspension program and the prosecution and adjudication of DUI's.

High-Risk Countermeasures:

Section 402

SP-1000-14

Kansas Traffic Safety Resource Office

\$295,000

This contract will emphasize reducing the number of drinking drivers, promote prevention of underage alcohol consumption and enhance current safe driving activities. The contractor will work closely with KDOT, local law enforcement, driver's education programs, SADD chapters, minority organizations, employers and other traffic safety advocates around the state. This office will continue to provide educational opportunities to all Kansas motor vehicle drivers and passengers regarding impaired driving. Another facet will be to identify and contact large employers in the state about the costs and benefits associated with promoting positive traffic safety efforts within their workforce. They will also work to identify and locate at-risk minority populations in the state and work to increase compliance with traffic safety laws. (This office will evenly split funding in 402 AL and 402 OP).

Section 410 and 405(d)

SP-3103-14

Public Information and Education

\$250,000

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

SP-3103-14

DUI Court/Judge's Training

\$500,000

This project will establish a DUI court in the state and support training for judges. The conference enhances and provides information to municipal and district court judges and court personnel on new laws and the current techniques and resources utilized to remove impaired drivers from Kansas roadways. This program will work in conjunction with the Office of Judicial Administration.

SP-3103-14/SP-3104-14

Traffic Safety Resource Prosecutor

\$187,050

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

SP-3103-14

Victim Impact Panels and Court Monitoring

\$137,944

This contract will assist the DUI Victim Center of Kansas to increase the number of localities in Kansas which offer a DUI victim impact panel, and to maintain and expand a durable, volunteer/student intern-based program for monitoring DUI trials and driver license suspension hearings in the Wichita metro area. These programs are aimed at, in the first case, reducing DUI recidivism and, in the second case, improving DUI prosecution and adjudication, and removing impairment-prone drivers from the roadways.

Enforcement:

Strategies:

- Provide local law enforcement with training and resources for conducting sobriety checkpoints.
- Recruit additional local law enforcement participation in the Impaired Driving Deterrence Program (IDDP).
- Research and begin process of establishing a pilot DUI court in Kansas.

Table 1

Special Traffic Enforcement Program (STEP) Grantees			
Funding Source			Amount
402 OP	SP-1300-14	Allen Co SO	\$ 3,000.00
402 OP	SP-1300-14	Altamont PD	\$ 1,700.00
402 OP	SP-1300-14	Anderson County Sheriff's Office	\$ 2,500.00
402 OP	SP-1300-14	Andover PD	\$ 3,000.00
402 OP	SP-1300-14	Arkansas City PD	\$ 13,400.00
402 OP	SP-1300-14	Atchison County Sheriff	\$ 2,800.00
402 OP	SP-1300-14	Atchison Police Department	\$ 6,000.00
402 OP	SP-1300-14	Baldwin City PD	\$ 2,500.00
402 OP	SP-1300-14	Barton Co SO	\$ 1,500.00
402 OP	SP-1300-14	Basehor PD	\$ 2,800.00
402 OP	SP-1300-14	Bel Aire PD	\$ 3,000.00
402 OP	SP-1300-14	Beloit PD	\$ 1,500.00
402 OP	SP-1300-14	Bonner Springs PD	\$ 4,500.00
402 OP	SP-1300-14	Brown County Sheriff's Office	\$ 1,600.00
402 OP	SP-1300-14	Butler Co SO	\$ 3,000.00
402 OP	SP-1300-14	Cherokee Co SO	\$ 4,000.00
402 OP	SP-1300-14	Clay Center Police Department	\$ 2,500.00
402 OP	SP-1300-14	Clay County Sheriff's Department	\$ 2,000.00
402 OP	SP-1300-14	Cloud County Sheriff's Office	\$ 2,500.00
402 OP	SP-1300-14	Coffeyville PD	\$ 5,000.00
402 OP	SP-1300-14	Concordia PD	\$ 2,000.00
402 OP	SP-1300-14	Cowley County Sheriff	\$ 3,000.00
402 OP	SP-1300-14	Crawford Co So	\$ 6,500.00
402 OP	SP-1300-14	Derby PD	\$ 4,000.00
402 OP	SP-1300-14	Dodge City PD	\$ 4,500.00
402 OP	SP-1300-14	Douglas County SO	\$ 4,000.00
402 OP	SP-1300-14	Edwardsville PD	\$ 3,500.00
402 OP	SP-1300-14	El Dorado PD	\$ 4,500.00
402 OP	SP-1300-14	Ellis County Sheriff's Office	\$ 2,700.00
402 OP	SP-1300-14	Elwood PD	\$ 1,800.00
402 OP	SP-1300-14	Emporia PD	\$ 3,500.00
402 OP	SP-1300-14	Eudora PD	\$ 3,000.00
402 OP	SP-1300-14	Fort Scott Dept of Public Safety	\$ 3,000.00
402 OP	SP-1300-14	Franklin County SO	\$ 5,000.00
402 OP	SP-1300-14	Fredonia Police Department	\$ 2,000.00
402 OP	SP-1300-14	Frontenac Police Department	\$ 2,000.00
402 OP	SP-1300-14	Galena PD	\$ 2,000.00

402 OP	SP-1300-14	Garden City PD	\$ 7,000.00
402 OP	SP-1300-14	Gardner Dept of Public Safety	\$ 3,200.00
402 OP	SP-1300-14	Garnett PD	\$ 3,200.00
402 OP	SP-1300-14	Geary County Sheriff	\$ 3,500.00
402 OP	SP-1300-14	Goddard PD	\$ 1,500.00
402 OP	SP-1300-14	Halstead Police Department	\$ 2,500.00
402 OP	SP-1300-14	Harvey Co So	\$ 3,000.00
402 OP	SP-1300-14	Hays PD	\$ 3,500.00
402 OP	SP-1300-14	Haysville PD	\$ 3,000.00
402 OP	SP-1300-14	Hiawatha PD	\$ 2,000.00
402 OP	SP-1300-14	Highland PD	\$ 2,000.00
402 OP	SP-1300-14	Holcomb PD	\$ 2,000.00
402 OP	SP-1300-14	Horton PD	\$ 2,000.00
402 OP	SP-1300-14	Humboldt PD	\$ 1,500.00
402 OP	SP-1300-14	Hutchinson PD	\$ 10,200.00
402 OP	SP-1300-14	Iola PD	\$ 2,500.00
402 OP	SP-1300-14	Jackson County Sheriff Office	\$ 2,000.00
402 OP	SP-1300-14	Johnson County Sheriff	\$ 6,000.00
402 OP	SP-1300-14	Junction City Police Department	\$ 4,200.00
402 OP	SP-1300-14	Kansas City PD	\$ 34,000.00
402 OP	SP-1300-14	Kansas State University Police	\$ 2,500.00
402 OP	SP-1300-14	Kansas University Office of Public Safety	\$ 2,600.00
402 OP	SP-1300-14	Kechi Police Department	\$ 1,600.00
402 OP	SP-1300-14	La Cygne PD	\$ 1,200.00
402 OP	SP-1300-14	Labette County Sheriff's Dept	\$ 2,000.00
402 OP	SP-1300-14	Lansing PD	\$ 2,000.00
402 OP	SP-1300-14	Lawrence PD	\$ 28,000.00
402 OP	SP-1300-14	Leavenworth PD	\$ 7,500.00
402 OP	SP-1300-14	Leawood PD	\$ 6,700.00
402 OP	SP-1300-14	Lenexa PD	\$ 7,000.00
402 OP	SP-1300-14	Leon PD	\$ 1,200.00
402 OP	SP-1300-14	Liberal PD	\$ 5,000.00
402 OP	SP-1300-14	Linn County SO	\$ 3,000.00
402 OP	SP-1300-14	Linn Valley PD	\$ 2,200.00
402 OP	SP-1300-14	Logan County SO	\$ 1,600.00
402 OP	SP-1300-14	Lyon County SO	\$ 4,000.00
402 OP	SP-1300-14	Lyons PD	\$ 1,000.00
402 OP	SP-1300-14	Maize Police Department	\$ 2,500.00
402 OP	SP-1300-14	Marysville PD	\$ 2,000.00
402 OP	SP-1300-14	McPherson PD	\$ 7,000.00

402 OP	SP-1300-14	Merriam PD	\$ 4,000.00
402 OP	SP-1300-14	Miami County Sheriff	\$ 2,700.00
402 OP	SP-1300-14	Mission PD	\$ 5,800.00
402 OP	SP-1300-14	Montgomery County SO	\$ 3,500.00
402 OP	SP-1300-14	Moran PD	\$ 1,500.00
402 OP	SP-1300-14	Neodesha PD	\$ 1,500.00
402 OP	SP-1300-14	Neosho County SO	\$ 4,000.00
402 OP	SP-1300-14	Newton PD	\$ 4,000.00
402 OP	SP-1300-14	Norton PD	\$ 2,000.00
402 OP	SP-1300-14	Oakley Police Department	\$ 2,000.00
402 OP	SP-1300-14	Olathe PD	\$ 30,000.00
402 OP	SP-1300-14	Osawatomie Police Department	\$ 2,500.00
402 OP	SP-1300-14	Ottawa PD	\$ 2,800.00
402 OP	SP-1300-14	Overland Park PD	\$ 38,000.00
402 OP	SP-1300-14	Paola PD	\$ 5,200.00
402 OP	SP-1300-14	Park City PD	\$ 3,000.00
402 OP	SP-1300-14	Parsons PD	\$ 4,200.00
402 OP	SP-1300-14	Pittsburg PD	\$ 4,000.00
402 OP	SP-1300-14	Plainville PD	\$ 1,700.00
402 OP	SP-1300-14	Prairie Village Police Department	\$ 6,200.00
402 OP	SP-1300-14	Pratt County Sheriff's Office	\$ 2,000.00
402 OP	SP-1300-14	Reno County Sheriff	\$ 4,500.00
402 OP	SP-1300-14	Roeland Park Police Department	\$ 3,000.00
402 OP	SP-1300-14	Rooks County SO	\$ 1,000.00
402 OP	SP-1300-14	Rossville PD	\$ 1,500.00
402 OP	SP-1300-14	Salina PD	\$ 8,400.00
402 OP	SP-1300-14	Saline County Sheriff	\$ 7,200.00
402 OP	SP-1300-14	Sedgwick County Sheriff	\$ 18,000.00
402 OP	SP-1300-14	Shawnee County Sheriff	\$ 8,000.00
402 OP	SP-1300-14	Shawnee PD	\$ 8,200.00
402 OP	SP-1300-14	South Hutchinson PD	\$ 2,000.00
402 OP	SP-1300-14	Spring Hill PD	\$ 4,000.00
402 OP	SP-1300-14	Sterling PD	\$ 1,300.00
402 OP	SP-1300-14	Tonganoxie PD	\$ 3,500.00
402 OP	SP-1300-14	Topeka PD	\$ 34,000.00
402 OP	SP-1300-14	Udall Police Department	\$ 2,000.00
402 OP	SP-1300-14	Valley Center Police Department	\$ 2,500.00
402 OP	SP-1300-14	Wakefield PD	\$ 2,000.00
402 OP	SP-1300-14	Wathena PD	\$ 2,600.00
402 OP	SP-1300-14	Wellington PD	\$ 2,500.00

402 OP	SP-1300-14	Westwood PD	\$ 5,000.00
402 OP	SP-1300-14	Wichita PD	\$ 52,000.00
402 OP	SP-1300-14	Winfield PD	\$ 5,300.00
402 OP	SP-1300-14	Wyandotte County SO	\$ 4,000.00
402 OP	SP-1302-14	Kansas Highway Patrol	\$ 135,000.00
		Total	\$ 628,300.00

Note: The HSP shows STEP participation in the Alcohol and Occupant Protection program areas. STEP grantees have one contract for the year to participate in up to three national mobilizations. About one-third of the grant funds are used for impaired driving measures and the other two-thirds focus on occupant protection.

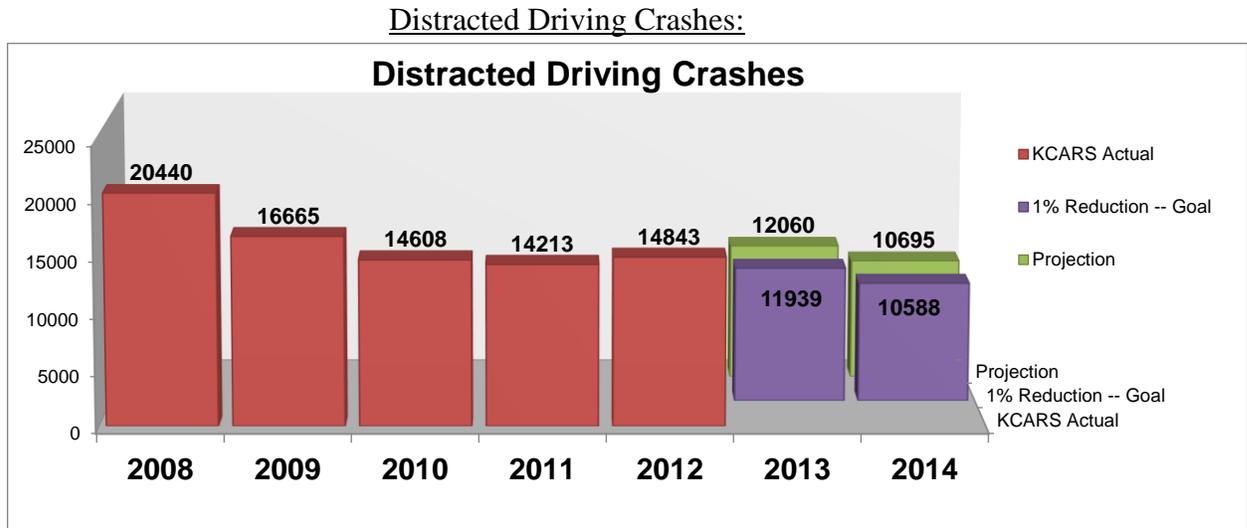
Table 2

Impaired Driving Deterrence Program Grantees			
Funding Source			Amount
410	SP-3103-14	Coffeyville Police Department	\$ 5,773.40
410	SP-3103-14	Dodge City Police Department	\$ 7,077.80
410	SP-3103-14	Douglas County Sheriff	\$ 7,636.92
410	SP-3103-14	Garden City Police Department	\$ 6,635.00
410	SP-3103-14	Hays Police Department	\$ 5,460.00
410	SP-3103-14	Hutchinson Police Department	\$ 7,638.00
410	SP-3103-14	Johnson County Sheriff's Office	\$ 9,670.08
410	SP-3103-14	Junction City Police Department	\$ 6,715.64
410	SP-3103-14	Leavenworth PD	\$ 5,822.52
410	SP-3103-14	Mission Police Department	\$ 8,430.36
410	SP-3103-14	Olathe Police Department	\$ 9,845.96
410	SP-3103-14	Overland Park Police Department	\$ 11,979.20
410	SP-3103-14	Pittsburg Police Department	\$ 5,321.22
410	SP-3103-14	Reno County Sheriff	\$ 7,235.96
410	SP-3103-14	Riley County Police Department	\$ 7,506.48
410	SP-3103-14	Salina Police Department	\$ 8,347.40
410	SP-3103-14	Saline County Sheriff	\$ 5,700.24
410	SP-3103-14	Sedgwick County Sheriff	\$ 7,863.92
410	SP-3103-14	Shawnee County Sheriff	\$ 7,031.88
410	SP-3103-14	Shawnee Police Dept	\$ 8,834.00
410	SP-3103-14	Topeka Police Department	\$ 10,376.60
410	SP-3103-14	Wichita Police Department	\$ 8,925.00
		Total	\$ 169,828.00

Distracted Driving

Goals:

- The 2014 projection based upon the trend line indicates 10,695 distracted driving crashes. A 1% reduction in this projection would equal 10,588 distracted driving crashes 2014. The 2008 – 2012 5-year average was 16,154. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 15,832. Our 2014 goal is 10,588.



Funding Summary:

Distracted Driving	
Education	\$100,000
Total	\$100,000

Education:

Strategies:

- Promote traffic safety awareness in order to reduce distracted driving crashes in the State of Kansas.

High-Risk Countermeasures:

Section 405(e)

SP-5300-14

Distracted Driving

\$100,000

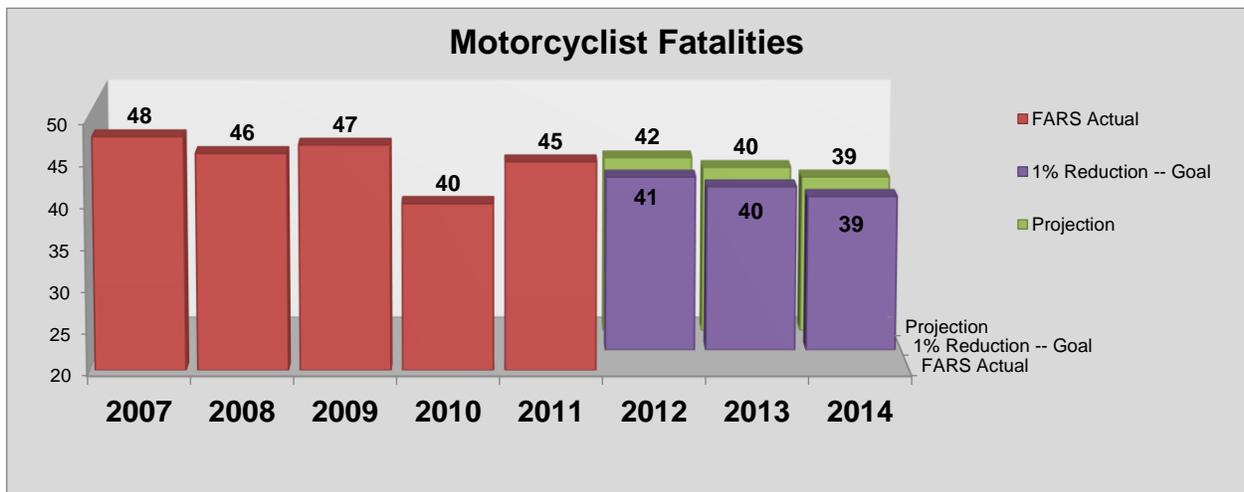
These funds will assist in efforts to emphasize the dangers of distracted driving through paid media, public awareness and promotional initiatives.

Motorcycle Safety

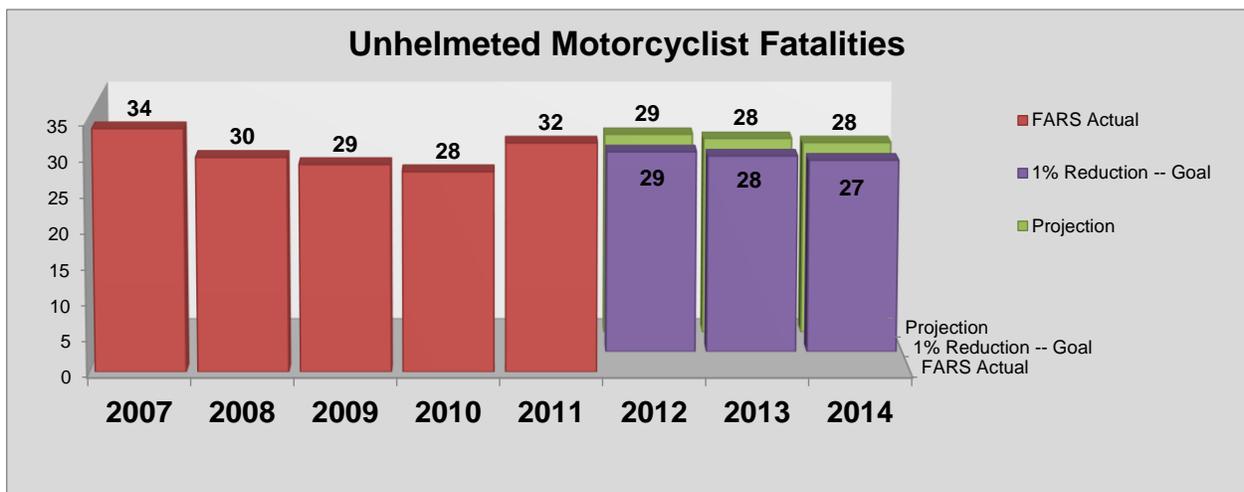
Goals:

- The 2014 projection based upon the trend line indicates 39 motorcyclist fatalities. A 1% reduction in this projection would equal 39 motorcyclist fatalities in 2014. The 2007 – 2011 5-year average was 45. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 44. Our 2014 goal is 39.
- The 2014 projection based upon the trend line indicates 28 un-helmeted motorcyclist fatalities. A 1% reduction in this projection would equal 27 un-helmeted motorcyclist fatalities in 2014. The 2007 – 2011 5-year average was 31. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 30. Our 2014 goal is 27.

Number of Motorcyclist Fatalities (FARS):



Number of un-helmeted Motorcyclist Fatalities (FARS):



Funding Summary:

Motorcycle Safety	
Education	\$350,000
Enforcement	\$17,688
Total	\$367,688

Education:

Strategy:

- Work with local law enforcement to promote motorcycle safety to all drivers
- Work with media to support share the road with motorcycles

High-Risk Countermeasures:

Section 2010 and 405(f)

SP-1200-14

Motorcycle Safety

\$320,000

This project will enable KDOT, with the assistance of an established task force, to promote motorcycle awareness to all drivers. A media effort including outdoor signage and/or TV and Radio ads, as well as non-traditional advertising, focusing on motorcycle conspicuity will be coordinated with this funding. These initiatives will be targeted in counties with high numbers of motorcycle crashes and fatalities.

SP-1200-14

Kansas Traffic Safety Resource Office (KTSRO)

\$30,000

The KTSRO will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will provide educational material at public events, as well as providing hand-outs such as reflective “Share the Road” stickers and yard signs.

Enforcement:

Strategy:

- Work with law enforcement agencies to coordinate efforts to target aggressive driving behavior

High-Risk Countermeasures:

Section 402

This funding will provide overtime for law enforcement in the Kansas City area. The enforcement program will consist of two mobilizations in the summer of 2014 targeting aggressive driving behaviors.

Motorcycle Enforcement		
SP-1100-14	Johnson County Sheriffs Office	\$ 1,200.00
SP-1100-14	Lenexa Police Department	\$ 2,000.00
SP-1100-14	Olathe Police Department	\$ 4,000.00
SP-1100-14	Overland Park PD	\$ 5,280.00
SP-1100-14	Shawnee Police Department	\$ 5,208.00
	Total	\$ 17,688.00

Local Partnerships:

Members of the Motorcycle Safety Task Force include representatives from KDOT and:

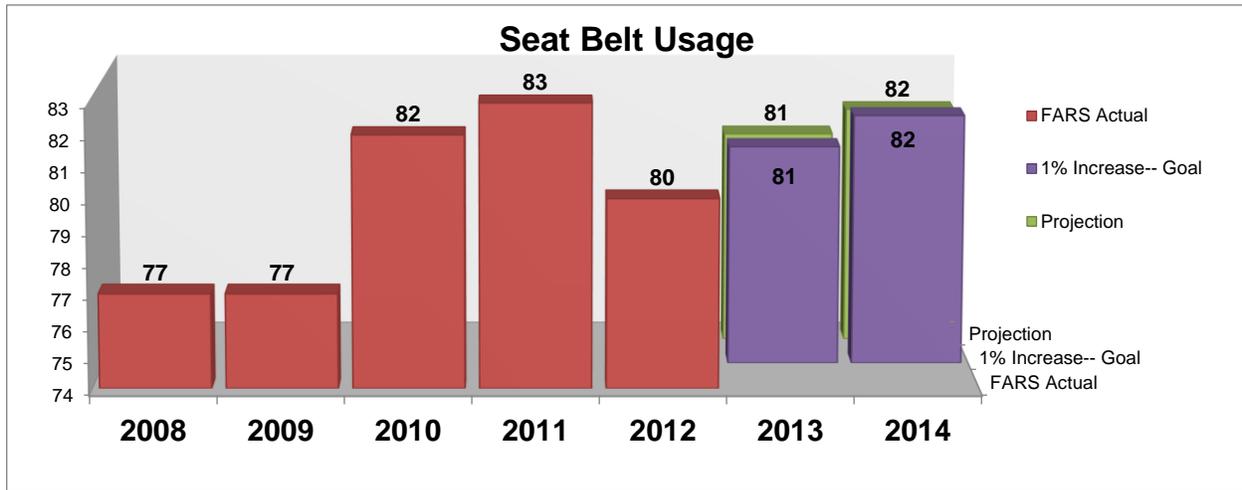
- NHTSA
- Kansas Traffic Safety Resource Office
- Motorcycle Rider Organizations (ABATE, GWRRA, CMA)
- Motorcycle Safety Instructors
- Kansas Department of Education
- Kansas Department of Revenue
- Kansas Highway Patrol/Local Law Enforcement Agencies

Occupant Protection

Goals:

- Increase the observed seat belt use rate by 1% per year from 80% in 2012 to 82% or higher by the end of 2014. This increase is critical as we move towards our goal of obtaining a High Use Seatbelt Rate state status in the future.

Seatbelt Use Rate²:



Seatbelt Use by County:

2012 Belt Use by County, Weighted by Road Type		
		% Belted
Top 10	1 Seward	91.74%
	2 Sedgwick	91.38%
	3 Douglas	89.27%
	4 Geary	88.07%
	5 Shawnee	88.03%
	6 Saline	87.80%
	7 Ford	87.06%
	8 Leavenworth	86.66%
	9 Johnson	85.95%
	10 Lyon	85.93%
Bottom 10	1 Ness	68.10%
	2 Gray	68.42%
	3 Greenwood	69.87%
	4 Miami	70.83%
	5 Butler	75.70%
	6 Franklin	77.96%
	7 Kearny	78.04%
	8 Atchison	79.15%
	9 Rush	79.44%
	10 McPherson	80.18%

² 2012 Data is based upon new NHTSA data collection method

Funding Summary:

Occupant Protection	
Education	\$1,635,900
Enforcement	\$538,444
Total	\$2,174,344

Education:

Strategies:

- Paid Media targeting seat belt usage
- Attend events promoting seatbelt usage
- Support Child Passenger Safety Technicians and Stations
- Participate in annual nationwide campaigns such as “Click it or Ticket”
- Target minority population seatbelt usage through bilingual campaigns
- Provide continued support of the SAFE program to increase seatbelt use among teens.

High-Risk Countermeasures:

Section 402

SP-1301-14

Kansas Traffic Safety Resource Office (KTSRO)

\$295,000

This contract will emphasize increasing the occupant protection rate for all ages and enhance current safe driving activities. The contractor will work closely with KDOT, local law enforcement, driver’s education programs, Safe Kids Kansas, SADD chapters, minority organizations, employers, and other traffic safety advocates around the state. This office will continue to provide educational opportunities to all Kansas motor vehicle drivers and passengers regarding occupant protection and child passenger safety. They will also provide a coordinator for the SAFE (Seatbelts Are For Everyone) program targeting selected high schools across the state. Another facet will be to identify and contact large employers in the state about the costs and benefits associated with promoting positive traffic safety efforts within their workforce. They 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 produce a bi-monthly e-newsletter. They will provide translation for all publications and news releases.

SP-1301-14

Public Information and Education

\$30,000

These project funds will enable the Traffic Safety Section to purchase and distribute promotional items and printed materials that have an occupant protection message to both the general public as well as various target populations. Counties in Kansas identified as having the biggest problem in the area of occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program.

SP-1301-14

Observational Seatbelt Surveys

\$223,900

This contract is responsible for conducting a direct observational occupant protection survey in 35 counties in the state using the current NHTSA uniform criteria. The adult survey has a total of 544 sites. In addition, this contract will administer an observational survey for ages 0 to 18 in 20 identified counties.

High-Risk Countermeasures:

Section 402

SP-1300-14

Special Traffic Enforcement Program

\$400,000

This program provides funds for almost 150 local police agencies and the Kansas Highway Patrol to participate in as many as three overtime traffic enforcement campaigns in FFY 2014 – each linked to a federal holiday. Each campaign has a principal focus – impaired driving, occupant protection, or both – and each goes after speeders and texters, as well. Occupant protection is the principal focus of the two-week Click It or Ticket campaign which straddles Memorial Day, and shares priority with impaired driving over Thanksgiving week. See table 1 in Alcohol Program area for listing of grantees.

Section 405 and 405(b)

SP-4205-14

Nighttime Seatbelt Enforcement

\$138,444

This program will expand upon the nighttime seatbelt enforcement program started in FFY 2012 by funding approximately 26 local law enforcement agencies of various sizes to conduct nine evenings (one per month, excluding May, August and September) of seatbelt enforcement for a contract year. Efforts will be 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. See table three at end of section for list of grantees.

Local Partnerships:

AAA Kansas – Traffic Safety Fund: provides funding to the SAFE program, as well as strong promotional messages stressing proper seatbelt and child safety restraint use.

State Farm Insurance: provides funding to the SAFE program, as well as staffing for the Bucks for Buckles program.

KDHE Trauma Program: provides funding to the SAFE program.

Local Law Enforcement and Kansas Highway Patrol: provide non-KDOT funded enforcement of seatbelt laws for SAFE and other targeted enforcements that are not part of the national campaign. Many agencies also have CPS Inspection Stations, and Technicians and Instructors who assist at CPS check-up events.

County Health Agencies/local hospitals: provide personnel for CPS Inspection Stations and CPS check-up events.

Schools/SROs: provide support of the SAFE program.

Safe Kids Kansas: provides support of the CPS Inspection Stations and CPS check-up events.

State-Wide Partnerships:

Child Restraint Inspection Stations and Child Passenger Safety Technicians

Inspection stations are located throughout the state and reach over 90 percent of the population. While the goal is to meet the needs of every driver/caregiver in the state, special emphasis is placed in reaching those in the high risk population, with specific emphasis on providing seats to children in low income families.

The state of Kansas has more than 550 current CPS Technicians to meet the need of each inspection station and check-up event. Additionally, the Kansas Highway Patrol has a certified technician in each of the troop locations and is able to reach out to assist counties with current inspection stations and the

small number of counties that currently don't have an inspection station. In order to meet the needs, each inspection station has the ability to schedule regular times and/or be available by appointment.

The Kansas Traffic Safety Resource Office recruits and maintains a list of all CPS technicians and instructors around the state. Through correspondence, the KTSRO keeps this group of specialized individuals apprised of upcoming trainings, seat recalls and other important information relating to child passenger safety. The KTSRO plans to host or assist with 4 to 8 CPS Technician classes, one or two Technician renewal classes and a couple Technician updates. Through the KTSRO newsletter, promotion of the CPS program at our annual Transportation Safety Conference, Safe Kids events, medical and law enforcement communities and check lanes conducted around the state, the instructors and technicians are able to identify new professionals to be recruited.

Teen Drivers

More than five years ago, the state of Kansas implemented the Seatbelts Are For Everyone (SAFE) program in one county. In FFY 13, the state has expanded this program to 42 counties which encompass more than 100 schools. KDOT will continue to promote and expand the program in FFY 2014 and beyond. In 2009, the 14-17 age seat belt use rate was 61 percent. The 2012 observational survey now shows this rate at 78 percent. In 2007, the state of Kansas recorded 91 traffic fatalities involving drivers/passengers in the 14-20 age group. Since 2007, the number of teen fatalities has steadily decreased and the state recorded 68 in 2011. The expansion of the SAFE program has been the main ingredient in improving seat belt use and has contributed to the reduction of teen fatalities over the past several years.

SAFE is a program jointly administered by the students and local and state law enforcement. Monthly, students receive reminders of the importance of seat belt use and are eligible for a gift card drawing if they sign a pledge card stating they will wear their seat belt. Each school conducts an observational use survey administered by the students, one in the fall and one in the late spring. These surveys not only give baseline data, but also aid in determining the rate change for the year. Students at the school with the highest use rate and largest increase per county are eligible for the grand prizes. Grants with the Kansas Department of Health and Environment, AAA Kansas, State Farm Insurance, local prosecutors and local businesses fund the monthly and grand prizes. Through the KTSRO grant, KDOT funds a full-time coordinator for this program. The SAFE program has an enforcement component targeting high school students.

Table 3

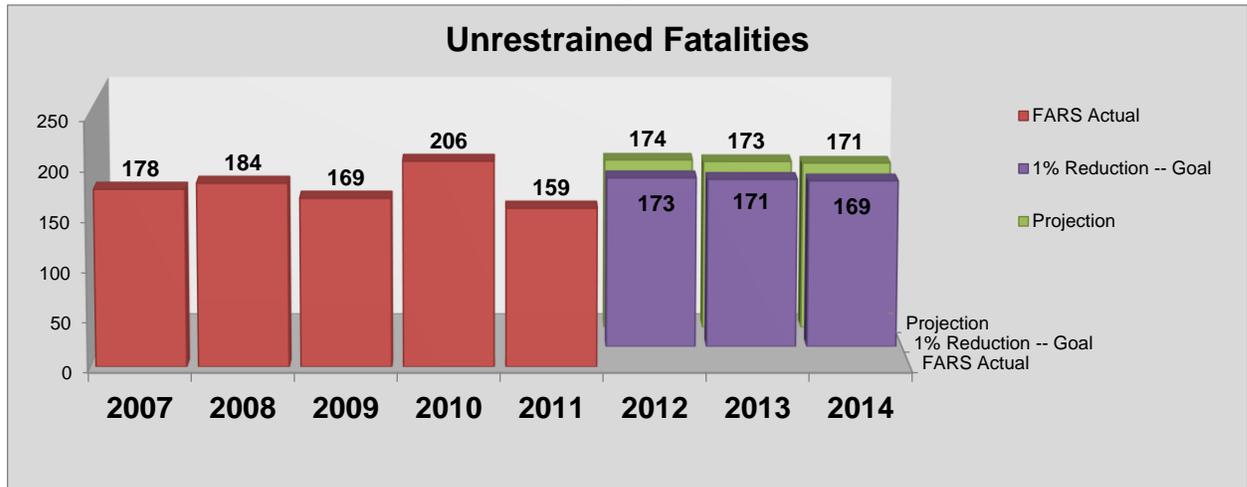
Night-Time Enforcement Grantees			
405 OP	SP-4205-14	Coffeyville PD	\$ 4,986.90
405 OP	SP-4205-14	Derby PD	\$ 5,724.00
405 OP	SP-4205-14	Dodge City PD	\$ 5,830.92
405 OP	SP-4205-14	Garden City PD	\$ 5,694.30
405 OP	SP-4205-14	Hays PD	\$ 5,373.00
405 OP	SP-4205-14	Hutchinson PD	\$ 7,074.00
405 OP	SP-4205-14	Independence PD	\$ 4,322.70
405 OP	SP-4205-14	Junction City PD	\$ 6,161.94
405 OP	SP-4205-14	Kansas City PD	\$ 8,844.66
405 OP	SP-4205-14	Lawrence PD	\$ 9,115.20
405 OP	SP-4205-14	Leavenworth PD	\$ 5,743.98
405 OP	SP-4205-14	Liberal PD	\$ 7,886.16
405 OP	SP-4205-14	Olathe PD	\$ 7,886.16
405 OP	SP-4205-14	Parsons PD	\$ 4,374.00
405 OP	SP-4205-14	Pittsburg PD	\$ 5,030.64
405 OP	SP-4205-14	Reno Co Sheriff's Office	\$ 6,616.08
405 OP	SP-4205-14	Salina PD	\$ 7,721.46
405 OP	SP-4205-14	Sedgwick Co Sheriff's Office	\$ 6,248.88
405 OP	SP-4205-14	Shawnee PD	\$ 8,181.00
405 OP	SP-4205-14	Topeka PD	\$ 7,954.20
405 OP	SP-4205-14	Wichita PD	\$ 7,673.40
			Total \$ 138,443.58

Paid Media

Goals:

- The 2014 projection based upon the trend line indicates 171 rural fatalities. A 1% reduction in this projection would equal 169 rural fatalities in 2014. The 2007 – 2011 5-year average was 179. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 174. Our 2014 goal is 169.

Unrestrained fatalities all positions (FARS):



Funding Summary:

Paid Media	
Education	\$1,637,419
Total	\$1,637,419

Education:

Strategies:

- Advertise seatbelt & alcohol messages during sporting events at the state's three Division I colleges
- Advertise at special events/venues in Kansas to reach target audiences for seatbelt and alcohol messages (i.e. Country Stampede, Hummer Sports Park)
- Continue our media messages during the national mobilizations and specialized corridor activities
- Continue motorcycle awareness media
- Implement non-traditional media methods, such as banner ads on internet and other forms of social media

High-Risk Countermeasures:

Section 402

SP-1500-14 **General/University Advertising** **\$872,419**

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

SP-1500-14 **Click It Or Ticket Ads** **\$300,000**

This project will support another major media effort during our Click It Or Ticket Campaign in May 2014. This campaign will rely significantly on TV and radio spots. KDOT has recently expanded into on-line media outlets and will continue this effort, along with other non-traditional media opportunities.

Section 405 and 405(b)

SP-1308-14 **Occupant Protection Advertising** **\$615,000**

Utilize Click it or Ticket paid media at dirt race tracks around the state and other venues that cater to our target audience of 18 to 34 year old males. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with lack of restraint use.

Section 410 and 405 (d)

SP-3103-14 **Impaired Driving/Riding Ad Campaign** **\$150,000**

Secure air time, as well as non-traditional media, for a targeted effort to support local law enforcement's Labor Day campaign combating impaired driving and riding. This project will be coordinated by the KDOT media contractor.

Evaluation

Evaluations will be conducted to support the media efforts described in the Paid Media section. Each paid media buy will include the reach/frequency, gross rating points, total audience reached for each media outlet focusing on the target audience, and will be approved by KDOT prior to any placement agreement. Typically, the "buys" generate free media space due to the large amount of funds expended. KDOT will detail the buy plans and results in the annual report.

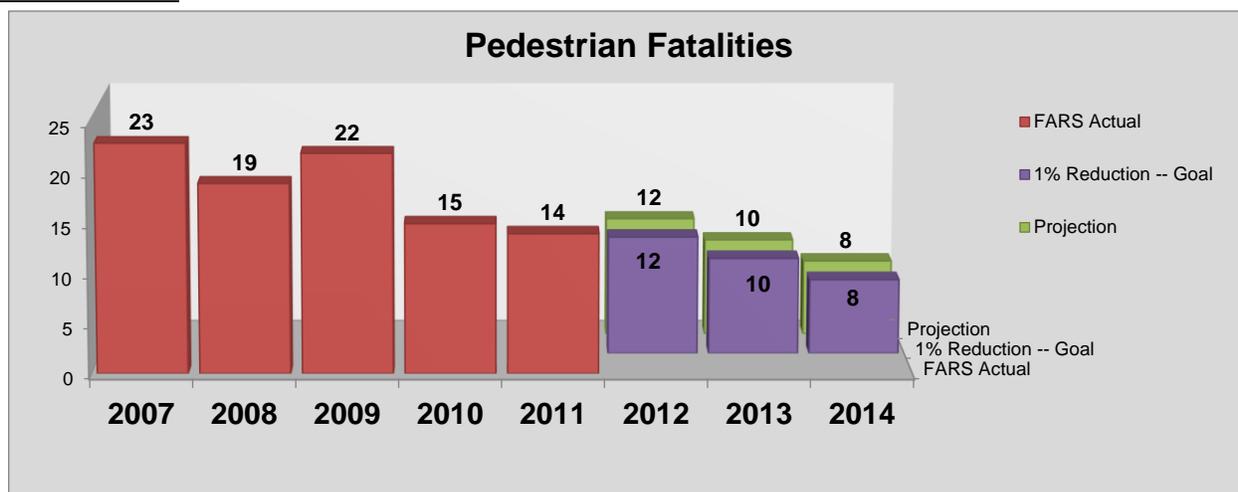
Earned media plays an important role in promoting positive driver behavior. KDOT will strive to maximize earned media in all the campaigns we administered with particular emphasis on Click it or Ticket and the Alcohol crackdown.

Pedestrian and Bicycle Safety

Goals:

- The 2014 projection based upon the trend line indicates eight pedestrian fatalities. A 1% reduction in this projection would equal eight pedestrian fatalities in 2014. The 2007 – 2011 5-year average was 19. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 18. Our 2014 goal is eight.

Pedestrian Fatalities:



Funding Summary:

Pedestrian and Bicycle Safety	
Education	\$23,000
Total	\$23,000

Education:

Strategies:

- Publish and distribute a frequently updated bicycle safety card aimed at families, retailers, bicycle clubs, and bicycle rodeo organizers.
- Publish and distribute a downloadable share-the-road poster aimed at raising motorist awareness of bicyclists and pedestrians.
- Provide promotional items in support for the Annual Walk Your Child to School Day.

High-Risk Countermeasures:

Section 402

SP-1600-14

Pedestrian and Bike Public Info and Education

\$8,000

These project funds enable Traffic Safety staff to produce and distribute printed materials and other promotional items on 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, and events like the spring Kansas Kids Fitness and Safety Day. 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 as many as 13,000 light-reflecting identification tags for zippers.

SP-1601-14

Bike Helmets

\$15,000

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

Local Partnerships:

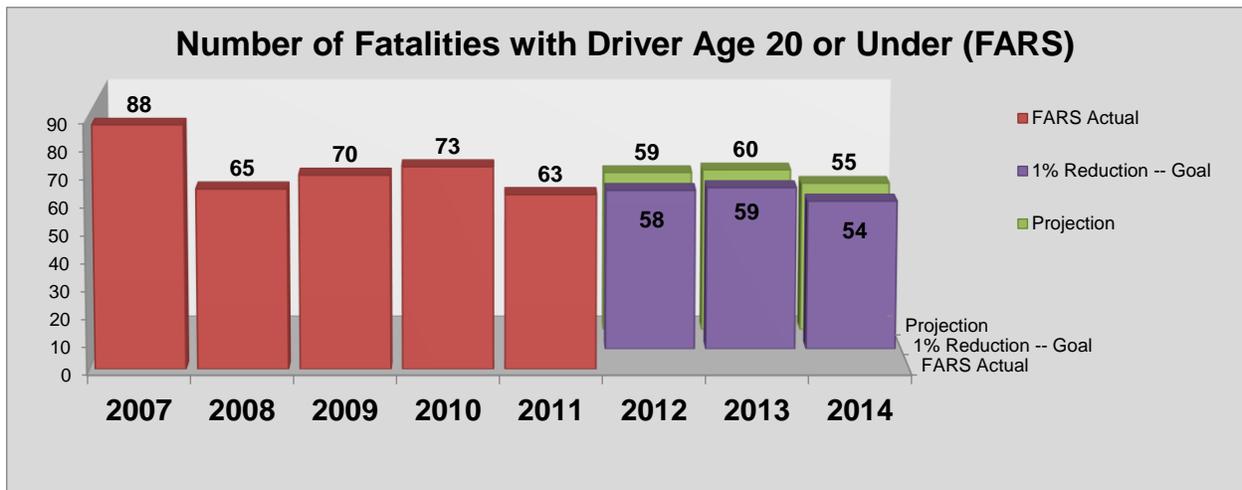
Local Safe Kids Kansas Chapters

Police Traffic Services

Goals:

- The 2014 projection based upon the trend line indicates 55 fatalities with a driver age 20 or under. A 1% reduction in this projection would equal 54 fatalities with a driver age 20 or under in 2014. The 2007 – 2011 5-year average was 72. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 70. Our 2014 goal is 54.

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



Funding Summary:

Police Traffic Services	
Education	\$220,263
Enforcement	\$700,000
Total	\$920,263

Education:

Strategies:

- Provide funding for local law enforcement to attend training in the latest techniques of traffic enforcement.
- Continue to promote occupant protection and impaired driving issues around the state.
- Continue the Law Enforcement Liaison (LEL) program.

High-Risk Countermeasures:

Section 402

SP-1700-14 **Local Travel & Training** **\$20,000**

These funds enable KDOT to reimburse local jurisdictions for special traffic-related training opportunities.

SP-1700-14 **Law Enforcement Liaison** **\$180,263**

In addition to the two full-time LEL's, KDOT has one-part-time LEL to maintain and enhance the good working relationship with the nearly 450 diverse local law enforcement agencies in promoting occupant protection and impaired driving issues around the state.

Law Enforcement Liaisons		
SP-1700-14	Corp, David	\$ 79,893.00
SP-1700-14	Hamilton, Robert	\$ 34,090.00
SP-1700-14	Parks, Terry	\$ 66,280.00
		\$ 180,263.00

SP-1700-14 **LEL Luncheons/Operation Impacts** **\$20,000**

Expenditures in this contract will support the two current Operation Impacts in Kansas City and Sedgwick County. Funds may also be utilized to expand the program to other regions of the state and provide support for the annual spring law enforcement recruitment lunches.

Enforcement:

Strategies:

- Continue funding for the KHP RAVE program to remove impaired drivers and target aggressive driving habits.
- Continue to enforce occupant protection and impaired driving violations around the state.

High-Risk Countermeasures:

SP-0931-14 **Local Law Enforcement Incentives** **\$280,000**

KDOT plans to purchase and distribute equipment to Special Traffic Enforcement Program (STEP) law enforcement agencies that promote and participate in traffic safety enforcement efforts based on level of participation.

Section 410 and 405(d)

SP-1702-14 **Kansas Highway Patrol R.A.V.E. Program** **\$420,000**

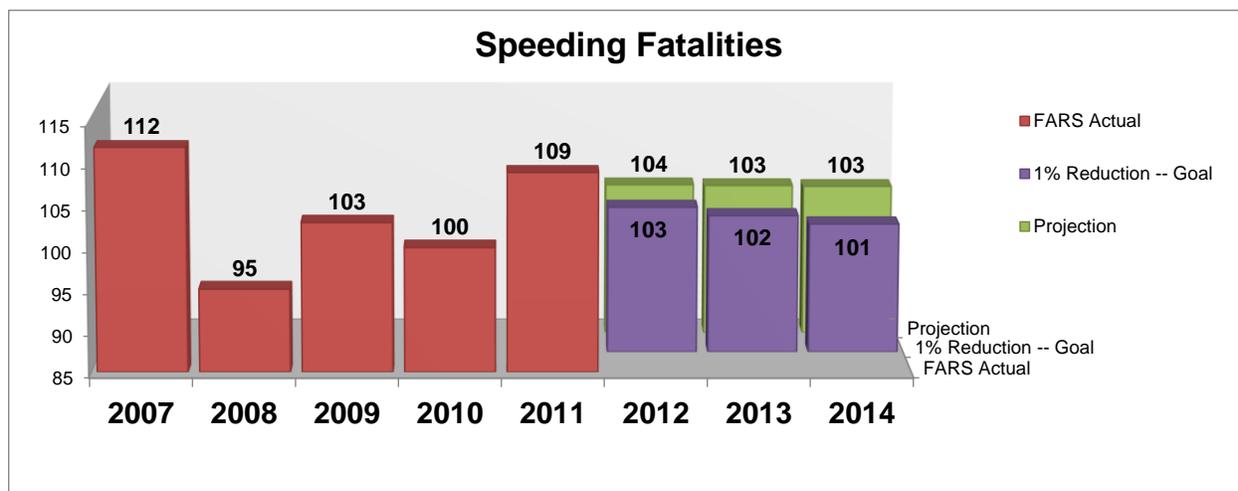
The Kansas Highway Patrol supports impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE). Very often this is done in concert with scheduled patrols or checkpoints conducted by local law enforcement agencies. This program is directed to schedule a majority of their efforts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

Roadside Safety

Goals:

- Speeding fatalities: The 2014 projection based upon the trend line indicates 103 speeding fatalities. A 1% reduction in this projection would equal 102 speeding fatalities in 2014. The 2007 – 2011 5-year average was 104. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 101. The 2014 goal is 101.

Speeding Fatalities:



Funding Summary:

Roadway Safety	
Education	\$180,000
Engineering	\$100,000
Total	\$280,000

Education:

Strategy:

- Continue support of local and state officials' ability to provide safer roadways through training and materials

High-Risk Countermeasures:

Section 402

SP-1402-14

Kansas State University

\$100,000

Provide training for Kansas public works employees who have traffic safety responsibilities. A secondary objective is to develop and/or update workshop materials and handbooks to be used in these trainings and on-the-job activities.

Engineering:

Strategy:

- Continue to provide traffic engineering services to local units of government that do not have traffic engineering expertise

High-Risk Countermeasures:

Section 402

Roadside Safety		
SP-0618-14	Lochner Corp	\$ 75,000.00
SP-0618-14	Parsons Brinckerhoff	\$ 30,000.00
SP-0618-14	TranSystem Corporation	\$ 75,000.00
	Total	\$ 180,000.00

Engineering Consultants

In order for the State to realize the highest possible pay off in funds allocated for highway safety it is necessary that traffic engineering services be provided to local government units who currently do not have traffic engineering expertise. Traffic expertise can best be provided to those governmental units on an individual project basis by utilizing consulting firms engaged in traffic, transportation, engineering and planning activities to analyze the problem and develop a solution.

Local Partnerships:

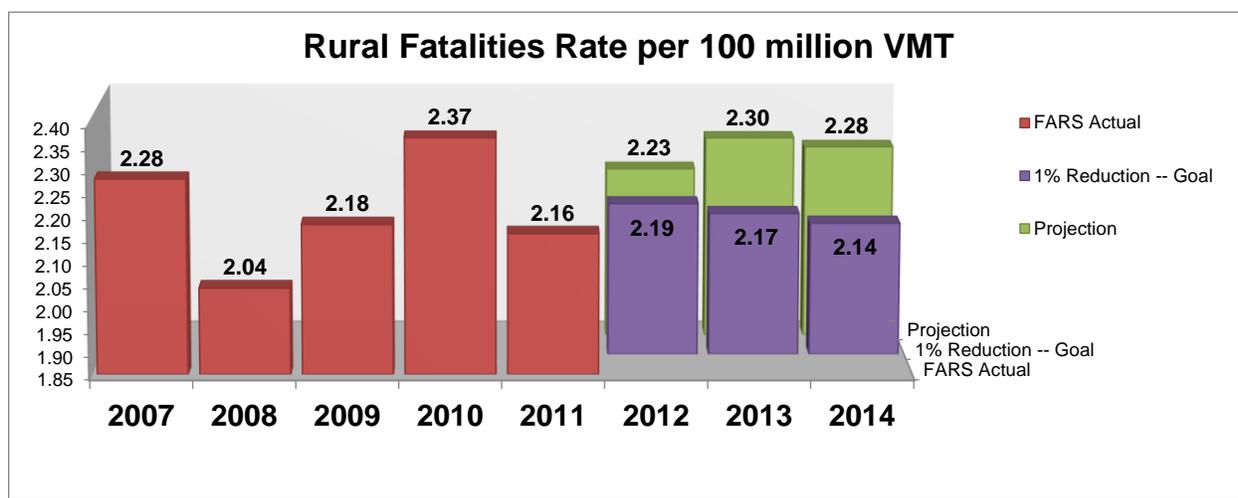
Local entities across the state

Safe Communities

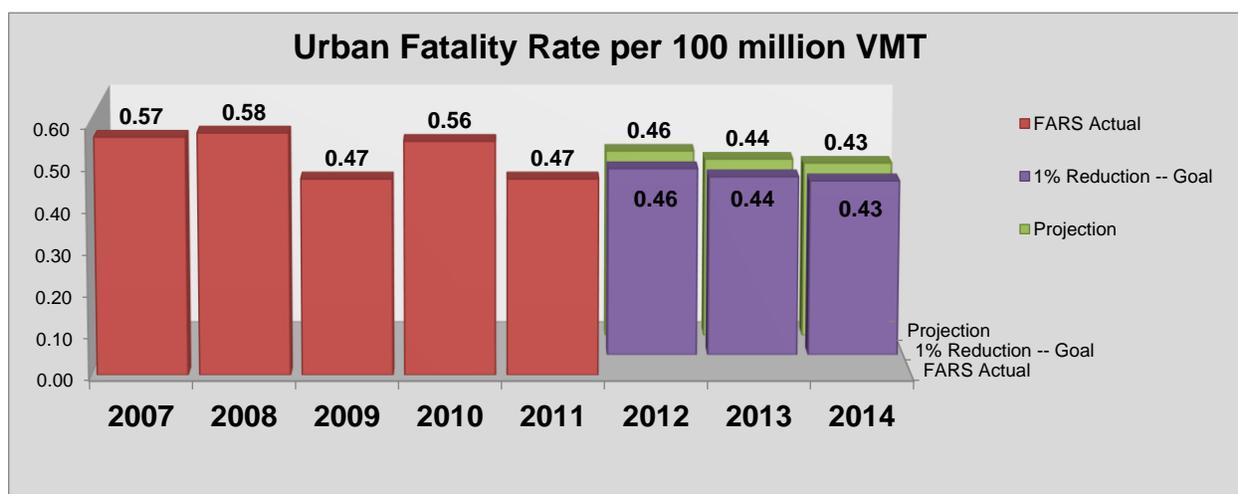
Goals:

- The 2014 projection based upon the trend line indicates 2.28 rural fatalities per 100 million VMT. A 1% reduction in this projection would equal 2.26 rural fatalities per 100 million VMT in 2014. The 2007 – 2011 5-year average was 2.21. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 2.14. Our 2014 goal is 2.14.
- The 2014 projection based upon the trend line indicates .43 urban fatalities per 100 million VMT. A 1% reduction in this projection would equal .43 urban fatalities per VMT in 2014. The 2007 – 2011 5-year average was .53. Given a 1% reduction in this rate per year, the 2014 fatality rate would be .51. Our 2014 goal is .43.

Rural Fatalities:



Urban Fatalities:



Funding Summary:

Safe Communities	
Education	\$622,697
Total	\$622,697

Education:

Strategies:

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

High-Risk Countermeasures:

Section 402

SP-1900-14 Kansas Transportation Safety Conference \$124,897

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

SP-1900-14 Public Information & Education \$17,000

These funds enable KDOT to purchase safe driving promotional items, reproduce and distribute educational materials produced by media contractor, NHTSA, or other reputable sources.

SP-1900-14 Wyandotte County Safe Communities \$40,000

A traffic safety grant has been made to the Unified Government Public Health Department of Wyandotte County. That agency partners with a coalition of safety advocates, including area law enforcement, Children’s Mercy Hospital, the Kansas University Medical Center, the Kansas Traffic Safety Resource Office, Mid-America Regional Council, and others to bring awareness of, and improvement in, the many traffic safety challenges that continue to plague this most demographically diverse and fluid of Kansas counties.

SP-1900-14 Novice Driver \$10,000

This project is designed for KDOT to partner with the SROs statewide to provide consistent, thorough and reputable education and resources for novice drivers. The projects, focusing on topics such as impaired driving, seat belts, distracted driving, and other driver behaviors, will run in conjunction with major events such as holidays, Spring Break, Prom and the start and end of the school year.

SP-1900-14 **Comprehensive Media Campaign** **\$400,000**

This contract provides for professional development of our messages concerning safe driving, occupant protection, 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 also monitor and update social media pages (i.e. Facebook, YouTube, Twitter), and will assist in promoting KDOT's safety messages through other non-traditional media efforts. The contractor will be expected to purchase air time and print space in a manner that optimizes our media dollar by successfully reaching the target populations. Assessment and evaluation activities will also be conducted under this program.

SP-1900-14 **Kansas Operation Lifesaver, Inc.** **\$15,000**

Kansas Operation Lifesaver, Inc. (KS OL) strives to reduce the number of injuries and fatalities at highway-rail grade crossings and on railroad rights-of-way through various methods of Public Service Announcements, education, and videos. While the number of fatalities and injuries has been reduced significantly throughout the state during the last 38 years, the last few years have been on the increase. 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 this year through handouts, brochures, and other safety-specific materials. "Always Expect a Train! Stay Off! Stay Away! Stay Alive!" "Look, Listen, Live!" Remember "Any Time is Train Time!"

SP-1900-14 **Awareness/Perception Survey** **\$20,000**

As part of the Performance Measures adopted by NHTSA and GHSA, KDOT will conduct an awareness/perception survey around the state. This survey will be designed to gauge the awareness of the programs offered by the state, specifically Click it or Ticket and You Drink, You Drive, You Lose.

SP-1900-14 **Graduated Driver's License Research** **\$30,000**

The state of Kansas has had a graduated driver's license law for the past several years. This program will engage a researcher to determine the effectiveness of this law through analysis of crash data and/or other sources for information on novice drivers. The vendor is expected to report on this research in the Spring of 2014 and give insight into the effectiveness and potential areas of improvement that could be implemented in the 2015 Highway Safety Plan.

SP-1900-14 **Research Foundation** **\$5,800**

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 and the risks associated with impaired driving.

SP-2300-14 **Racial Profiling** **\$458,995**

Through this grant, Kansas will focus on gathering and making any racial profiling traffic stop data available for public viewing through the Attorney General's website. Additionally, KDOT has entered into agreements with the Attorney General's office for an investigator and the Kansas Law Enforcement Training Center to educate law enforcement on racial profiling. Dr. Birzer conducted the first evaluation of racial profiling in the state and this contract will allow him to conduct the follow-up research to determine progress or other needs.

Racial Profiling

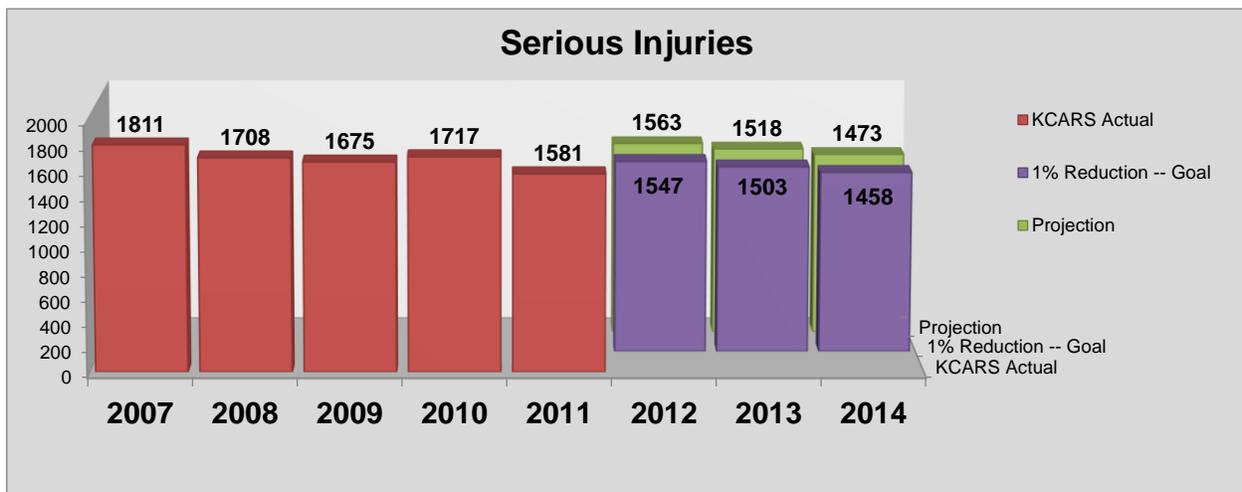
SP-2300-14	Dr. Michael Birzer	\$	16,110.00
SP-2300-14	Ks Attorney General's Office	\$	85,234.00
SP-2300-14	KU Center for Research	\$	157,651.00
SP-2300-14	Racial Profiling Training	\$	200,000.00
		\$	458,995.00

Traffic Records

Goals:

- The 2014 projection based upon the trend line indicates 1,473 serious injuries. A 1% reduction in this projection would equal 1,458 serious injuries in 2014. The 2007 – 2011 5-year average was 1,698. Given a 1% reduction in this rate per year, the 2014 fatality rate would be 1,648. Our 2014 goal is 1,458.

Serious Injuries:



Strategies:

- Implement TRCC Strategic Plan
- Provide resources and expertise in electronic data transmission.
- Develop linkage between other state data systems
- Provide Criminal Justice users with timely, accurate and complete data

High-Risk Countermeasures:

Section 408 and 405(c)

SP-2100-14

Traffic Records Coordinating Committee

\$1,600,000

These funds will allow KDOT to proceed with the TRS 2.0 implementation. The TRCC has started the eCitation project to develop the TRS 2.0 foundation. High level designs and prototypes have been completed and design phase is near completion with testing underway, prior to production rollout. The detail design phase included all stakeholders from local law enforcement agencies to state agencies to vendors.

SP-2100-14

Traffic Records System Maintenance

\$25,000

These funds will provide for Traffic Records System maintenance and support through a consultant programmer. This includes problem identification, proposed solutions, and implementation to insure system availability.

SP-2100-14**Traffic Records Rules/COM****\$75,000**

These funds will provide for programming changes to support business rule changes and enhancements to the rules and COM/validation package utilized by the Traffic Records System and the KLER (Kansas Law Enforcement Reporting) software. The goal is to improve data quality and timeliness of data entered into KCARS. Improving capture of this data should lead to better resource allocation for KDOT and other entities that rely heavily upon crash data.

SP-2100-14**Traffic Records Equipment****\$500,000**

These funds will be utilized to support and procure hardware and software for the implementation of the Traffic Records System.

Local Partnerships:**Agencies/Entities and Current TRCC Members**

Kansas Department of Transportation, Jeff Neal, Chief Information Officer

Kansas Department of Revenue, Donna Shelite, Division of Motor Vehicles Program Manager

Kansas Highway Patrol, Mark Thurman, Chief Information Officer

Office of Judicial Administration, Kelly O'Brien, Chief Information Officer

Kansas Criminal Justice Information System, Gordon Lansford, Executive Director

Kansas Board of Emergency Medical Services, Joe Moreland, EMS Program Manager

Kansas Bureau of Investigation, Steve Montgomery, Chief Information Officer

Kansas Department of Health and Environment, Rosanne, Rutkowski, Kansas Trauma Program Manager

Kansas Association of Chiefs of Police, Ed Klumpp, Executive Director and Legislative Liaison

Kansas Sheriff's Association, Lance Royer, Captain, Shawnee County Sheriff's Office

Kansas Peace Officers Association, Ed Klumpp, Executive Director and Legislative Liaison

Mid America Regional Council, Aaron Bartlett, Data Program Manager

Federal Motor Carrier Safety Administration, Ed Boring, Kansas Division, State Program Manager

Federal Highway Administration, J. Michael Bowen, Division Administrator

National Highway Traffic Safety Administration, Randy Bolin, Regional Program Manager

State of Kansas

HSP Cost Summary - FFY 14

Program Area Codes	Approved Program Funds	Match %	State & Local Funds	Federally-Funded Programs			40 % Federal Share to Local
				Previous Balance	Modification	Current Balance	
PA	\$20,000	20%	\$600,000	\$20,000		\$20,000	
AL	495,000			495,000		495,000	
MC	17,688			17,688		17,688	
OP	948,900			948,900		948,900	\$900,000
PM	1,172,419			1,172,419		1,172,419	
PS	23,000			23,000		23,000	23,000
PT	500,263		1,500,000	500,263		500,263	445,000
RS	280,000			280,000		280,000	280,000
SA	662,697			662,697		662,697	
402 Total	\$4,119,967		\$2,100,000	\$4,119,967		\$4,119,967	\$1,648,000
408 TR	\$2,200,000			\$2,200,000		\$2,200,000	
2010 and 405(f)	350,000			350,000		350,000	
2011 and 405(b)	1,225,444			1,225,444		1,225,444	
410 and 405(d)	3,117,529			3,117,529		3,117,529	
405 and 405(b)	615,000			615,000		615,000	
1906 RP	458,995			458,995		458,995	
405(e)	100,000			100,000		100,000	
Total Other	\$8,066,968			\$8,066,968		\$8,066,968	
Total	\$12,186,935			\$12,186,935		\$12,186,935	

June 27, 2013

**APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES
FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)**

State: Kansas Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to sub-recipients are noted under the applicable caption.)

In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following certifications and assurances:

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.)

The Governor is the responsible official for the administration of the State Highway Safety Program through 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.

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
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant 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 Sub-ward 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 www.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;
- A unique identifier (DUNS);
- 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
 - a. 80 percent or more of its annual gross revenues in Federal awards;
 - b. \$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 sub-recipients as well as States)

The State Highway Safety Agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to:

- (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21);
- (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex;
- (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, *et seq.*), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27);
- (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age;
- (e) The Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all sub-recipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities;

- (f) The Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
- (g) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
- (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records;
- (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing;
- (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and
- (k) The requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41USE 8103)

The State will provide a drug-free workplace by:

- 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;
- Establishing a drug-free awareness program to inform employees about:
 - o The dangers of drug abuse in the workplace.
- The grantee's policy of maintaining a drug-free workplace.
- Any available drug counseling, rehabilitation, and employee assistance programs.
- The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- 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).
- Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - o Abide by the terms of the statement.
 - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
- Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - o Taking appropriate personnel action against such an employee, up to and including termination.
 - o 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.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(Applies to sub-recipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases 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. Clear justification for the purchase of non-4 domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(Applies to sub-recipients 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 sub recipients 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-award at all tiers (including subcontracts, sub grants, and

contracts under grant, loans, and cooperative agreements) and that all sub recipients 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 sub-recipients 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 The National Highway Traffic Safety Administration (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 sub-recipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
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 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 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 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.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. 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 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 participant further agrees by submitting this proposal that it will include the clause titled "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.
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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
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 this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

- (1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:
 - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded 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 record, 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 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 Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
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 and/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*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. 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 "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. (See below)
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 may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

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 and/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 participation in this transaction 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.

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. NHTSA is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

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 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.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State Highway Safety Program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

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))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E)).

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;
- 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;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

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))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6-19-13

Date

Mike King

Printed name of Governor's Representative for Highway Safety