

ANNUAL GRANT APPLICATION

KANSAS DEPARTMENT OF TRANSPORTATION

BUREAU OF TRAFFIC SAFETY – BEHAVIORAL SAFETY SECTION

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Part 1: Occupant Protection Grants

The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at: **Occupant Protection and Police Traffic Services Program Areas.**

Occupant Protection

The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 77% of adults in 2009 to 87% in 2023. This increase is due in large part to the adoption and implementation, in much of our programming, of the "Click it or Ticket Model" with its emphasis on high visibility education and enforcement, followed by reporting and evaluation. As such, there has been a steady increase in the level and diversity of media opportunities utilizing a trend we expect will continue in FFY 2024.

In addition to our educational efforts, participation by the law enforcement community in our Special Traffic Enforcement Program (STEP) continues to be quite strong. This program, over the years has grown from 16 to 110 contracted and 60 non-contracted police agencies. Over that period, participating agencies have issued some 300,000 occupant restraint citations.

Supplementing STEP has been the 2012 creation and continuation of a close derivative, the Nighttime Seat belt Enforcement Program (NSEP). In FFY 2022 the NSEP participating agency's ability to carry out enforcements were hampered greatly by manpower shortages, and this continues to be an issue. In addition to the NSEP, local and state law enforcement have and will continue the voluntary, no-cost, school day (30 minutes before & after classes) High School and Middle School Enforcement Campaigns (March and September), which begun in 2013.

The voluntary High School and Middle School Enforcement Campaigns statewide fall and spring school neighborhood activity engaged the efforts of over 100 agencies, which collectively issued over 500 restraint citations.

The direct observational survey also provides the state with specific county data. This data is used to program resources including media and enforcement. Observed county belt use in the 26 observed counties can be found in the Traffic Safety Enforcement Program (TSEP) of the HSP. Additional information in this survey includes rural vs. urban rates and confirms that male pick-up truck drivers have the lowest observed rate. The observational survey will continue in FFY 24.

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

In 2010, the state passed a primary seat belt law for all front seat occupants aged 18 and over. This law is actively enforced throughout the state throughout the year. Back seat occupants over the age of 18 are covered with a secondary law. A bill was passed in 2017 which raised the \$10

fine for not wearing a seat belt to \$30. The bill also established a seat belt safety fund, administered by the Secretary of Transportation, to be used for education of occupant protection among children.

Occupant Protection Program Area Plan:

I. Introduction

Using a safety belt is the most effective protection during a car crash. The simple truth is that a great majority of people ejected from a motor vehicle crash die. In 2021, 105,302 occupants in vehicle crashes in Kansas were wearing a safety belt. If more occupants in those crashes had chosen to wear a safety belt, they would have increased their chance of survival. The use of safety belts in pickup trucks can also increase the chance of survival even higher as can the use of child safety seats.

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

Children who meet the above height and weight criteria must be protected by a seat belt. Keep a child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by the car seat's manufacturer. Once a child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

Children Ages 8 – 13

Children ages 8 to 13 must be protected by a seat belt. Keep a child in a booster seat until he or she is big enough to fit in a seat belt properly. For a seat belt to fit properly the

lap belt must lie snugly across the upper thighs, not the stomach. The shoulder belt should lie snugly across the shoulder and chest and not cross the neck or face.

Teenagers Ages 14 – 18

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

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

Consequences of the Violation

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

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

Child Passengers

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

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

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

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

Adult Passengers

Air bags, combined with lap and shoulder safety belts, offer the most effective safety protection available today for adult passengers. All front seat passengers of motor vehicles designed to carry 10 or less passengers must wear safety belts. This includes pickup trucks registered for 12,000 pounds and farm trucks registered for 16,000 pounds. Under Kansas law, all vehicle manufacturers are required to carry full warranties on safety belts for 10 years.

II. Program Management

Kansas's Occupant Protection program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations.

Programs and activities are carried out under the Occupant Protection Strategic Plan and are guided by problem identification and monitored for effectiveness.

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

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

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

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

Observations were conducted by 9 qualified individuals who were provided training in observational methods, quality, safety standards, and the requirements of this study and sample. The observational data collection period of the study was between June 2, 2022, and August 7, 2022. Observer training exceeded the standards required by NHTSA under federal guidelines.

III. Legislation, Regulation and Policy

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

- 8-2501. Safety belt use act; citation. This act may be cited as the safety belt use act. History: L. 1986, ch. 35, § 1; July 1.
- 8-2502. Same; "passenger car" defined. As used in this act, "passenger car" means a motor vehicle, manufactured or assembled after January 1, 1968, or a motor vehicle manufactured or assembled prior to 1968 which was manufactured or assembled with safety belts, with motive power designed for carrying 10 passengers or fewer, including vans, but does

not include a motorcycle or a motor-driven cycle. History: L. 1986, ch. 35, § 2; L. 2005, ch. 175, § 2; L. 2007, ch. 140, § 10; July 1.

- 8-2503. Same; wearing of seat belt required; exceptions; educational program; evaluation of effectiveness of act; enforcement. (a) Except as provided in subsection (b):

(1) Each occupant of either a passenger car manufactured with safety belts in compliance with federal motor vehicle safety standard no. 208 or an auticycle, who is 18 years of age or older, shall have a safety belt properly fastened about such person's body at all times when the passenger car is in motion; and

(2) each occupant of either a passenger car manufactured with safety belts in compliance with federal motor vehicle safety standard no. 208 or an auticycle, who is at least 14 years of age but less than 18 years of age, shall have a safety belt properly fastened about such person's body at all times when the passenger car is in motion.

(b) This section does not apply to:

(1) An occupant of a passenger car who possesses a written statement from a licensed physician that such person is unable for medical reasons to wear a safety belt system;

(2) carriers of United States mail while actually engaged in delivery and collection of mail along their specified routes; or

(3) newspaper delivery persons while actually engaged in delivery of newspapers along their specified routes.

(c) The secretary of transportation shall initiate an educational program designed to encourage compliance with the safety belt usage provisions of this act.

(d) The secretary shall evaluate the effectiveness of this act and shall include a report of its findings in the annual evaluation report on its highway safety plan that it submits under 23 U.S.C. § 402.

(e) Law enforcement officers shall not stop drivers for violations of subsection (a)(1) by a back seat occupant in the absence of another violation of law. A citation for violation of subsection (a)(1) by a back seat occupant shall not be issued without citing the violation that initially caused the officer to effect the enforcement stop. History: L. 1986, ch. 35, § 3; L. 1989, ch. 40, § 4; L. 2007, ch. 140, § 11; L. 2010, ch. 157, § 1; L. 2011, ch. 45, § 9; L. 2015, ch. 48, § 8; May 14.

- 8-2504. Same; fines; violation not reported to department of revenue; failure to use seat belt not admissible to determine negligence or damages. (a) (1) Persons violating K.S.A. 8-2503(a)(1), and amendments thereto, shall be fined \$30 and no court costs; and

(2) persons violating K.S.A. 8-2503(a)(2), and amendments thereto, shall be fined \$60 and no court costs.

(b) No court shall report violation of this act to the department of revenue.

(c) Evidence of failure of any person to use a safety belt shall not be admissible in any action for the purpose of determining any aspect of comparative negligence or mitigation of damages.

(d) The provisions of this section shall be applicable and uniform throughout the state and no city, county, subdivision or local authority shall enact or enforce any law, ordinance, rule, regulation or resolution in conflict with, in addition to, or supplemental to, the provisions of this section. History: L. 1986, ch. 35, § 4; L. 2007, ch. 140, § 12; L. 2010, ch. 157, § 2; L. 2011, ch. 45, § 10; L. 2017, ch. 74, § 6; July 1.

- 8-2505. Same; act does not affect requirement of crash protection under federal law. The passage of this act shall not be interpreted to obviate the requirement of occupant crash protection as contained in 49 C.F.R. § 571.208, as authorized by 15 U.S.C. § 1392. History: L. 1986, ch. 35, § 5; July 1.
- 8-2506. Same; severability of act. If any provision of this act or the application thereof to any person or circumstance is held invalid, the invalidity does not affect other provisions or applications of the act which can be given effect without the invalid provision or application, and to this end the provisions of this act are severable. History: L. 1986, ch. 35, § 6; July 1.
- 8-2507. Same; manufacturer warranty on safety belts; "motor vehicle" defined. (a) From and after the effective date of this act, a manufacturer of a motor vehicle sold in this state which is equipped with safety belts in compliance with federal motor vehicle safety standard no. 208, shall provide for a ten-year warranty on such safety belts.(b) As used in this section, "motor vehicle" means a new motor vehicle which is sold in this state, and which is registered for a gross weight of 12,000 pounds or less, and does not include the customized parts of motor vehicles which have been added or modified by second stage manufacturers, first stage converters or second stage converters as defined in K.S.A. 8-2401, and amendments thereto. History: L. 1986, ch. 35, § 7; July 1.

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

Graduated Driver License Requirements for Teen Drivers

INSTRUCTION PERMIT - AGES 14, 15 AND 16

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

INSTRUCTION PERMIT - AGE 17 AND UP

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

FARM PERMITS - AGE 14 AND 15

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

- Time required to be held: At 16 will move to less restricted privileges if 50-hour affidavit has been turned in

LESS RESTRICTED FARM PERMIT PRIVILEGES - AGE 16

- Present acceptable proof of identity
- Age: Minimum 16 years old but less than 17
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No
- Instruction permit required: No
- 50 Hour affidavit required: Yes
- Driving restrictions: Anywhere from 5am to 9pm; anytime to or from farm job, employment or other farm related work; anytime going to or from authorized school activities; directly to or from any religious worship service held by a religious organization; anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted Farm Permit for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply

RESTRICTED DRIVER'S LICENSE - AGE 15

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

LESS RESTRICTED PRIVILEGES - AGE 16

- Present acceptable proof of identity
- Age: Minimum 16 years old but less than 17
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No
- Instruction permit required: Yes - must have held a state issued permit at least 1 year. This does not include driver's education permit slip time held. Please visit Kansas Department of Revenue - Reopening to schedule an appointment with the driver's license office to obtain the state issued permit.
- 50 hour affidavit required: Yes
- Driving restrictions: Anywhere from 5am to 9pm; anytime going to or from work; anytime going to or from authorized school activities; directly to or from any religious worship service held by a religious organization; anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted DL for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply.

NON-RESTRICTED DRIVER'S LICENSE

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

Proof of Identify



Getting Started

Are you planning to obtain a Kansas license, permit, or identification card? Please follow these steps to ensure your visit to the driver's license office goes smoothly.

1. Please use this checklist to verify you have all required documents. You must provide the documents from each number in the section of service needed.
Ex: Lawful presence document, 2 pieces of mail, SSN, and legal name change document (if applicable) would all be required to add the REAL ID indicator.
2. Make sure your documents are original or certified copies. Faxed, photocopied, laminated, or electronic copies cannot be accepted.
3. Verify mail has residential address, not a PO box or separate mailing address only. Mail is not limited to the 4 options on this list.
4. When you have all required documents for the service you are needing, please visit www.ksrevenue.gov/DOVAppointmentInfo/ to schedule an appointment to receive priority service.

Please visit <https://www.ksrevenue.gov/dovadl.html> for teen driver information and for online service options, <https://ksrevenue.gov/dovonlineservices.html>.

Renewal

1. Kansas Credential

- Driver's License
- Identification Card
- Learner's Permit

2. One Proof of Kansas Residential Address

Proof must be in your name

- Cancelled Mail
- USPS Change of Address Form
- Utility Bill
- Lease Agreement

Please note: If you surrendered your Kansas credential to another state, or your Kansas credential has been expired over 1 year, you will be required to present all documents from the First-Time Kansas Credential section.

Out of State Transfer or First Time Kansas Credential

1. One Proof of Lawful Presence

- State-Issued Birth Certificate
 - Unexpired Passport
 - Certificate of Citizenship or Naturalization
 - U.S. Consular Report of Birth Abroad
 - Valid Permanent Resident Card
 - Valid Employment Authorization Card
 - Foreign students must present I-20 or DS-2019
- Birth registration cards, hospital certificates, foreign-born birth certificates, and Bureau of Census registrations cannot be accepted.*

2. Two Proofs of Kansas Residential Address

Proof must be in your name

- Cancelled Mail
- USPS Change of Address Form
- Utility Bill
- Lease Agreement

3. One Proof of Social Security Number

- Social Security Card
- 1040, W-2, or Tax Return (Must show full SSN)

4. Legal Name Change Document (If applicable)

If the name on your lawful presence document is different than your current name, you will also need your legal name change document.

- Government-Issued Marriage Certificate
- Court Order of Legal Name Change
- Divorce Decree with Name Change Declaration
- Adoption Decree

5. Out of State Credential (If applicable)

If you have been issued a credential from another state, in addition to the above documents, you will need to present one document below.

- Most recently issued out of state credential
- Temporary copies or photocopies cannot be accepted
- MVR or Clearance letter dated in the last 30 days
- May be obtained by contacting the state that issued your out of state credential.

Replacement

1. Two Proofs of Identification

- State-Issued Birth Certificate
- Student or Employee Identification Card
- Expired License or Identification Card
- Medical or Immunization Records
- Unexpired Passport
- Department of Corrections identification
- Voter Registration Card
- Professional License
- W-2, Check Stub, or Tax Return
- Vehicle Registration or Title
- Disabled Identification Card
- Military ID, DD-214, or NGB22
- Certificate of Citizenship or Naturalization
- U.S. Consular Report of Birth Abroad
- Valid Permanent Resident Card
- Valid Employment Authorization Card
- Foreign students will also need to present I-20 or DS-2019

2. One proof of Kansas Residential Address

Proof must be in your name

- Cancelled Mail
- USPS Change of Address Form
- Utility Bill
- Lease Agreement

Address Change

1. Kansas Credential

- Driver's License
- Identification Card
- Learner's Permit

2. One Proof of Kansas Residential Address

Proof must be in your name

- Cancelled Mail
- USPS Change of Address Form
- Utility Bill
- Lease Agreement

Name Change

1. Kansas Credential

- Driver's License
- Identification Card
- Learner's Permit

2. One Proof of Kansas Residential Address

Proof may be in your previous name

- Cancelled Mail
- USPS Change of Address Form
- Utility Bill
- Lease Agreement

3. Legal Name Change Document

- Government-Issued Marriage Certificate
- Court Order of Legal Name Change
- Divorce Decree with Name Change Declaration
- Adoption Decree

Church or duplicate licenses cannot be accepted

Concealed Carry License

1. Kansas Credential

- Driver's License
- Identification Card
- Concealed Carry License

2. Attorney General Approval Letter

Must display current name and address

- License Renewal Approval
- License Reissue Approval

Adding Veteran Indicator

In addition to all required documents for your service needed, please present one document below if you would like to add "Veteran" to your Kansas credential.

- DD-214 or NGB-22 with honorable discharge
- VA Card
- Retired Military ID

Adding REAL ID Indicator

1. One Proof of Lawful Presence

- State-Issued Birth Certificate
 - Unexpired Passport
 - Certificate of Citizenship or Naturalization
 - U.S. Consular Report of Birth Abroad
 - Valid Permanent Resident Card
 - Valid Employment Authorization Card
 - Foreign students must present I-20 or DS-2019
- Birth registration cards, hospital certificates, foreign-born birth certificates, and Bureau of Census registrations cannot be accepted.*

2. Two Proofs of Kansas Residential Address

Proof must be in your name

- Cancelled Mail
- USPS Change of Address Form
- Utility Bill
- Lease Agreement

3. One Proof of Social Security Number

- Social Security Card
- 1040, W-2, or Tax Return (Must show full SSN)

4. Legal Name Change Document (If applicable)

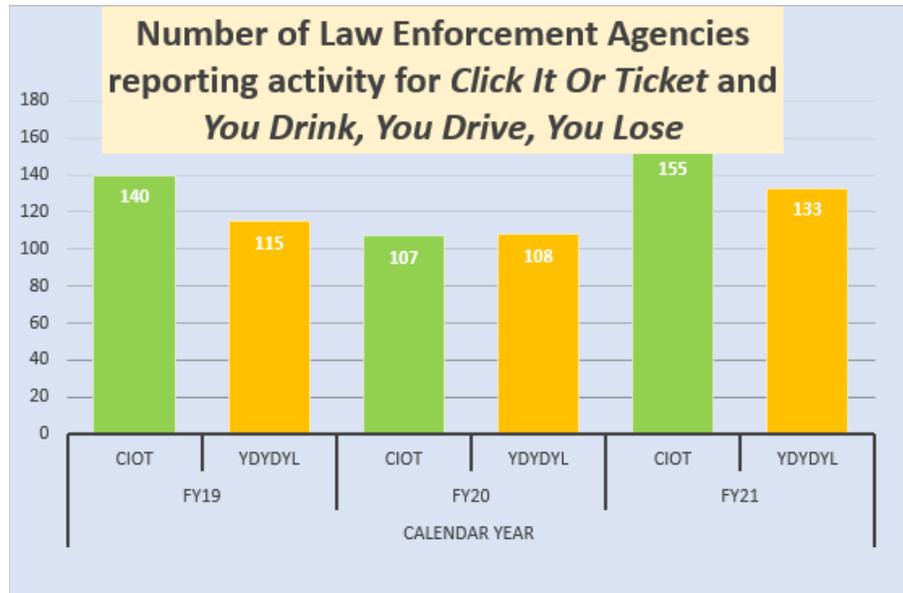
If the name on your lawful presence document is different than your current name, you will also need your legal name change document.

- Government-Issued Marriage Certificate
- Court Order of Legal Name Change
- Divorce Decree with Name Change Declaration
- Adoption Decree

Additional Information

- Proof of SSN is not required for temporary residents in the U.S. on a non-work authorized status.
- If you have completed an approved driver's education course, in addition to all required documents in this checklist, you will also need to provide your Certificate of Completion for office testing to be waived.
- If you have a DOT medical card, please present that at every driver's license office visit.

Questions? Please email KDOR_DL@KS.GOV



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

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

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

IV. Enforcement Program

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

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

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

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

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

V. Communication Program:

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

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

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

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

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

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

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

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

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

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

The Drive Safe Sedgwick campaign was selected because in 2021 Sedgwick County ranked first in: fatal crashes (63), alcohol-related crashes (428), unbelted fatalities (8), and unbelted fatalities and suspected serious injuries (46).

The data and local concern led to the Drive Safe Sedgwick Coalition which launched in FY 2022 with a media campaign *Drive Safe Sedgwick – Who do you make it home for?* (kansasdrivetozero.com, **Appendix 1**) of key concern for the Drive Sedgwick Coalition are these quick stats:

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

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

ride share service when leaving a sporting or other social event. Reference Appendix 1.

JNA FY23 KDOT PROJECT ROLL-UP

DATE: 6/5/2023



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

JNA FY23 KDOT PROJECT ROLL-UP

DATE: 6/5/2023



Public Relations	Drugged Driving	Drafting and sending media release 4/10	
Creative Production	Share the Road	Using a mix of new and existing creative (FY22) along with NHTSA.	4/3
	Print		
	Outdoor		
	Digital/Social		
Media	Share the Road	Mon, May 1 - Mon, May 29 - \$50,000 budget	
	Print	\$2,850 budget.	
	Outdoor	\$42,000 budget.	
	Digital/Social	\$15,150 budget.	
Public Relations	Share the Road	Drafting and sending media release 4/24	
Creative Production	Memorial Day CIOT - Occupant Protection	Using a mix of new and existing creative (FY22) along with NHTSA.	4/19
	Television		
	Print		
	Radio		
	Digital/Social		
Media	Memorial Day CIOT - Occupant Protection	Wed, May 17 - Mon, May 29 - \$160,000 budget	
	Television	\$59,250 budget.	
	Print	\$1,900 budget.	
	Radio	\$44,000 budget.	
	Digital/Social	\$54,750 budget.	
Public Relations	Memorial Day CIOT - Occupant Protection	Drafting and sending media release 5/10	
	Press Conference	Media event took place at St. Francis Hospital, Wichita, KS, 5/17	
Creative Production	Transportation Safety Conference Front Seat Interviews	JNA interviewed multiple law enforcement officials and impaired driving victims on a range of topics including impaired driving, distracted driving, drugged driving, and occupant protection.	4/26
Creative Production	Haskell University Transportation Safety Event Front Seat Interviews	JNA interviewed event attendees on range of topics including impaired driving, distracted driving, drugged driving, and occupant protection.	4/27
Reporting	Q2 Quarterly Report	Will complete Q2 (Jan-Mar) quarterly report in April	4/28
Creative Production	July 4th - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.	5/31
	Television		
	Print		
	Digital/Social		
Media	July 4th - Impaired Driving	Wed, Jun 28 - Tue, July 4 - \$50,000 budget	
	Television	\$25,800 budget.	
	Print	\$850 budget.	
	Digital/Social	\$23,250 budget.	
Public Relations	July 4th - Impaired Driving	Drafting and sending media release 6/21	
Creative Production	Speed Enforcement	Using a mix of new and existing creative (FY22) along with NHTSA.	6/12
	Radio		
	Print		
	Digital/Social		
Media	Speed Enforcement	Mon, July 10 - Sun, July 16 - \$50,000 budget	
	Radio	\$29,000 budget.	
	Print	\$20,050 budget.	
	Digital/Social	\$850 budget.	
Public Relations	Speed Enforcement	Drafting and sending media release 7/3	
Creative Production	Safety Corridor Program	Using a mix of existing creative (FY22, FY21, FY20) along with NHTSA.	7/4
	Television		
	Print		
	Radio		
	Digital/Social		
Media	Safety Corridor Program	Tues, Aug 1 - Sat, Sep 30 - \$150,000 budget	
	Television	Current budgets being recalculated for 8/1 start	
	Print	Current budgets being recalculated for 8/1 start	
	Radio	Current budgets being recalculated for 8/1 start	
	Digital/Social	Current budgets being recalculated for 8/1 start	
Creative Production	Local Roads	Using a mix of existing creative (FY22, FY21, FY20) along with NHTSA.	7/4
Media	Local Roads	Campaign Flight TBD, Budget TBD	
Creative Production	Labor Day - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.	
	Television		
	Print		
	Outdoor		

JNA FY23 KDOT PROJECT ROLL-UP

DATE: 6/5/2023



	Radio		
	Digital/Social		
Media	Labor Day - Impaired Driving	Wed, Aug 16 - Mon, Sep 4 - \$180,000 budget	7/19
	Television	\$48,000 budget	
	Print	\$2,850 budget	
	Outdoor	\$29,000 budget	
	Radio	\$46,000 budget	
	Digital/Social	\$54,150 budget	
Public Relations	Labor Day - Impaired Driving	Drafting and sending media release 8/9	
	Press Conference	Media event to take place in Topeka on 8/16	
Reporting	Q3 Quarterly Report	Will complete Q3 (April-June) quarterly report in July	7/31
Creative Production	Child Passenger Safety Week	Using a mix of existing creative (FY22 + FY21) along with NHTSA.	
	Digital/Social		
	Print		
	Outdoor		
	Radio		
Media	Child Passenger Safety Week	Mon, Sep 18 - Sun, Sep 24 - \$50,000 Budget	8/21
	Print	\$950 budget	
	Outdoor	\$10,000 budget	
	Radio	\$24,000 budget	
	Digital/Social	\$15,050 budget	
Public Relations	Child Passenger Safety Week	Drafting and sending media release 9/11	
Creative Production	Drive Safe Sedgwick	Using a mix of new and existing creative (FY22 + FY21) along with NHTSA.	
	Television		
	Outdoor		
	Digital/Social		
Media	Drive Safe Sedgwick	10/1/2022 - 9/30/2023 - \$246,000 budget	10/1
	Television	\$55,950 budget	
	Outdoor	\$59,000 budget	
	Digital/Social	\$131,050 budget	
Creative Production	Sustained - Occupant Protection / Impaired	Using a mix of existing creative (FY22 + FY21) along with NHTSA.	
	Print		
	Digital/Social		
Media	Sustained - Occupant Protection / Impaired	10/1/2022 - 9/30/2023 - \$115,000 budget	10/1
	Print	\$41,950 budget	
	Digital/Social	\$63,050 budget	
Reporting	Q4 Quarterly Report/Annual Report	Will complete Q4 (Jul-Sep) quarterly report in October - Will also provide final annual report for distribution	10/31

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

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

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

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

VI. Occupant Protection for Children Program

Kansas law requires the driver of any vehicle to be legally responsible for ensuring that these laws are obeyed.

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

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

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

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

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

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

VII. Health, Medical, and Emergency Services

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

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

VIII. Schools

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

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

IX. Employers

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

X. Data and Program Evaluation

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

Data on child safety seat use, safety belt use and air bag deployment in fatal crashes through observational usage surveys and crash statistics will continue to

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

Conclusion

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

Robyn Meinholdt is the state of Kansas designated Occupant Protection Coordinator. The most recent Occupant Protection Assessment was completed on February 15, 2023.

2024 ROSTER OCCUPANT PROTECTION EMPHASIS AREA TEAM (EAT)

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

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

OCCUPANT PROTECTION SHSP STRATEGY
DRAFT PRIORITIZATION RESULTS

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

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

End of Multi-Year Occupant Protection Strategic Plan

Project and subrecipient information

Project Name & Description:	Education and Awareness These project funds will enable the Behavioral Safety Section to purchase and distribute printed materials and signs which support occupant protection initiatives that have an occupant protection message to both the public as well as various target populations. Counties in Kansas identified as having the biggest problem in occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program. This project also enables KDOT to administer our statewide law enforcement recruitment engagement. These lunches serve as a building block for KDOT to promote the STEP and other federal aid programs designed to increase belt use and reduce crashes. This project will also support outreach opportunities in KDOT field offices. Resources allocated to these statewide locations will include but are not limited to exit signs and informational items that can be placed inside KDOT vehicles.			
Sub-Recipient:	KDOT			
Location Served:	Statewide			
Community:	Throughout the four Law Enforcement Liaison regions: Northeast, northwest, southwest, and southeast.			
Project Number	SP-1301-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	Occupant Protection BIL			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$200,000	\$200,000	\$200,000	\$600,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Occupant Protection Initiatives These funds will be allocated to promote seat belt laws in the state and assist in evaluation of our occupant protection program. These funds will also be available for new and innovative approaches to reach various target audiences, such as minority populations. Efforts will be made to utilize these funds in areas of the state with large populations in our target demographics, including those areas with low seat belt usage rates and high numbers of unbelted fatalities and serious injuries. This project supported Occupant Protection Assessment in 2023.			
Sub-Recipient:	KDOT			
Location Served:	Statewide			
Community:	Communities with low seat belt usage rates and high unbelted fatalities and serious injuries			
Project Number	SP-4501-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	BIL 405b OP Low			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
<u>Estimated 3-year funding</u>	\$300,000	\$300,000	\$300,000	\$900,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Child Passenger Safety Outreach This project will strive to educate the traveling public about the importance of booster seats and raise awareness of all child occupant protection issues. KDOT is working with local advocates to determine needs and proper utilization of these funds. Utilizing crash data as the basis for selection, this program is designed to raise awareness to children, parents, and care givers on the importance of child passenger safety and occupant protection.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Location Served:	Statewide			
Community:	Statewide			
Project Number	SP-4502-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	BIL 405b OP Low			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
<u>Estimated 3-year funding</u>	\$50,000	\$50,000	\$50,000	\$150,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	<p>KHP Rollovers/Convincers</p> <p>This project assigns troopers to engage community groups, schools, and special events to press upon them the importance of buckling up in a vehicle. Rollover simulators are used to simulate the forces within a vehicle as it rolls over and tumbles. The convincers simulate the force applied to a human occupant during a low-speed crash scenario.</p> <p>The Convincers are a popular educational item at community gatherings because it is dynamic, involves active participation, and provides a visual, as well as auditory, example of the importance of wearing a seat belt on every trip, every time.</p>			
Sub-Recipient:	Kansas Highway Patrol			
Location Served:	Statewide			
Community:	Statewide. All age groups and demographics are educationally targeted but primary focus is for ages 14 – 25.			
Project Number	SP-4502-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Public Education (FAST)			
Problem Identification	While the unrestrained fatalities in Kansas have decreased from 167 (2017) to 134 (2021) this project promotes the importance of wearing seat belts for all occupants. The seat belt use rate for Kansas has hovered around the mid to high 80 percent but can improve.			
Countermeasure Justification	According to the Countermeasures that Work manual, seat belt strategies and demonstrations as well as school-based program education are effective strategies and funding is applicable.			
Target (link to strategy)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-4 Unrestrained passenger vehicle occupant fatalities.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405	BIL 405	BIL 405	FY24-26
<u>Estimated 3-year funding</u>	\$ 40,000	\$ 40,000	\$ 40,00	\$ 120,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Safe Kids Buckle Up This project will support local Safe Kids Coalitions initiatives that will facilitate Child passenger safety events/activities in their jurisdictions. Activities such as child safety check-up events, child restraint surveys, Booster Rooster events, etc. will be considered for funding.			
Sub-Recipient:	Safe Kids Kansas			
Location Served:	Statewide			
Community:	Specific support for local Safe Kids Coalitions targeting child passenger safety events for parents, caregivers, guardians, and children age 1 – 18.			
Project Number	SP-4503-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Community CPS Services BIL			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
<u>Estimated 3-year funding</u>	\$50,000	\$50,000	\$50,000	\$150,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Child Passenger Safety The awarded agency will support child passenger safety efforts around the state. Support will include promotion of CPS technician classes and updates, CPS check lanes and educational materials designed to increase child passenger safety compliance rates.			
Sub-Recipient:	KTSRO			
Location Served:	Statewide			
Community:	Statewide			
# of planned classes:	TBD			
# of planned trained technicians:	TBD			
Project Number	SP-4504-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Public CPS Education (FAST)			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
<u>Estimated 3-year funding</u>	\$ 40,000	\$ 40,000	\$ 40,000	\$ 120,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Child Seat Distribution and Inspection Stations Approximately 1,700 seats will be purchased and distributed each year to inspection stations throughout the state. These inspection stations work with low-income families and must have National Certified Child Passenger Safety Technicians to install the seats and instruct parents on their use.			
Sub-Recipient:	TBD			
Location Served:	Statewide			
Community:	Statewide			
# of planned inspection stations/events:	TBD			
	Of total inspection stations/events, how many serve the following populations:			
	Urban populations: TBD			
	Rural populations: TBD			
Project Number	SP-1304-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	Child Restraint BIL			
Problem Identification	Data evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Child safety seat distribution is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Data evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$100,000	\$100,000	\$100,000	\$300,000

Countermeasure Strategy:

Child Safety Seat Distribution Data Evaluation

Project and subrecipient information

Project Name & Description:	<p>Observational Survey This contract is responsible for conducting a direct observational occupant protection survey in 26 counties in the state using the current NHTSA uniform criteria. For the Observational Survey, the 2022 study was comprised of 326,805 child observations at 378 unique sites. The 2022 adult survey was underway with 222 sites. 117 are completed to date, with 105 remaining sites to be monitored. The 2021 completed adult study contained 552 sites.</p>			
Sub-Recipient:	TBD			
Location Served:	Statewide			
Community:	Statewide			
Project Number	SP-4506-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	Observational Survey BIL			
Problem Identification	<p>Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.</p>			
Countermeasure Justification	<p>Observational survey is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.</p>			
Target (link to strategy)	<p>Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.</p>			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
<u>Estimated 3-year funding</u>	\$248,241	\$248,241	\$248,241	\$744,723

Countermeasure Strategy:

Observational Survey

Project and subrecipient information

Project Name & Description:	Occupant Protection Advertising This project will allow KDOT to utilize Click it or Ticket and Child Passenger Safety paid media at venues or mediums that cater to our target audience of 18 to 34-year-old males and parents. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with lack of restraint use. This project will also support our media effort surrounding the national Click it Or ticket enforcement mobilization.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Location Served:	Statewide			
Community:	Targeted community of 18 – 34 year-old males and parents			
Project Number	SP-4500-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Public Education BIL			
Problem Identification	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
<u>Estimated 3-year funding</u>	\$350,000	\$350,000	\$350,000	\$1,050,000

Countermeasure Strategy:

Mass Media Campaign

Project and subrecipient information

Project Name & Description:	Nighttime Seat Belt Enforcement Program (NSEP) The Nighttime Seat Belt Enforcement Program is projected to fund overtime enforcement efforts of eight local law enforcement agencies consisting of after-dark saturation patrols and spotter call-out activities during the year (excluding STEP campaign dates). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.			
Sub-Recipient:	Local law enforcement agencies			
Location Served:	In communities with participating law enforcement agencies			
Community:	Both urban and rural communities with participating local law enforcement agencies			
Project Number	SP-4505-24			
Match:	\$200,000			
Local Benefit:	\$200,000			
Federal Equipment:	No			
Eligible Use of Funds:	BIL 405b			
Problem Identification	Every year in Kansas, about 50% of traffic fatalities are unbelted. As unrestrained drivers and passengers are more prevalent after sundown, NSEP enforcements will take place during the evening and nighttime hours when most unrestrained deaths occur			
Countermeasure Justification	High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Suspected Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Target (link to strategy)	Over the course of the Federal Fiscal Year, through law enforcement agencies participation in the NSEP program, along with other education and media efforts, we will contribute to the state’s target of increasing the States seat belt usage.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	\$200,000	\$200,000	\$250,000	\$650,000

Countermeasure Strategy:

Data empirically proves that at night, seat belt use declines. Data also shows that the fatalities from unbelted crashes rise sharply at night. Tables 4, 5 and 6 contain a column noting the KS counties where a NSEP agency has a presence. The Nighttime Seat Belt Enforcement Program, initiated in FFY 2012, is projected to fund overtime enforcement efforts of eight local law enforcement agencies consisting primarily of after-dark saturation patrols and spotter call-out activities during the year (excluding STEP

campaign dates). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.

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

Local Partnerships:

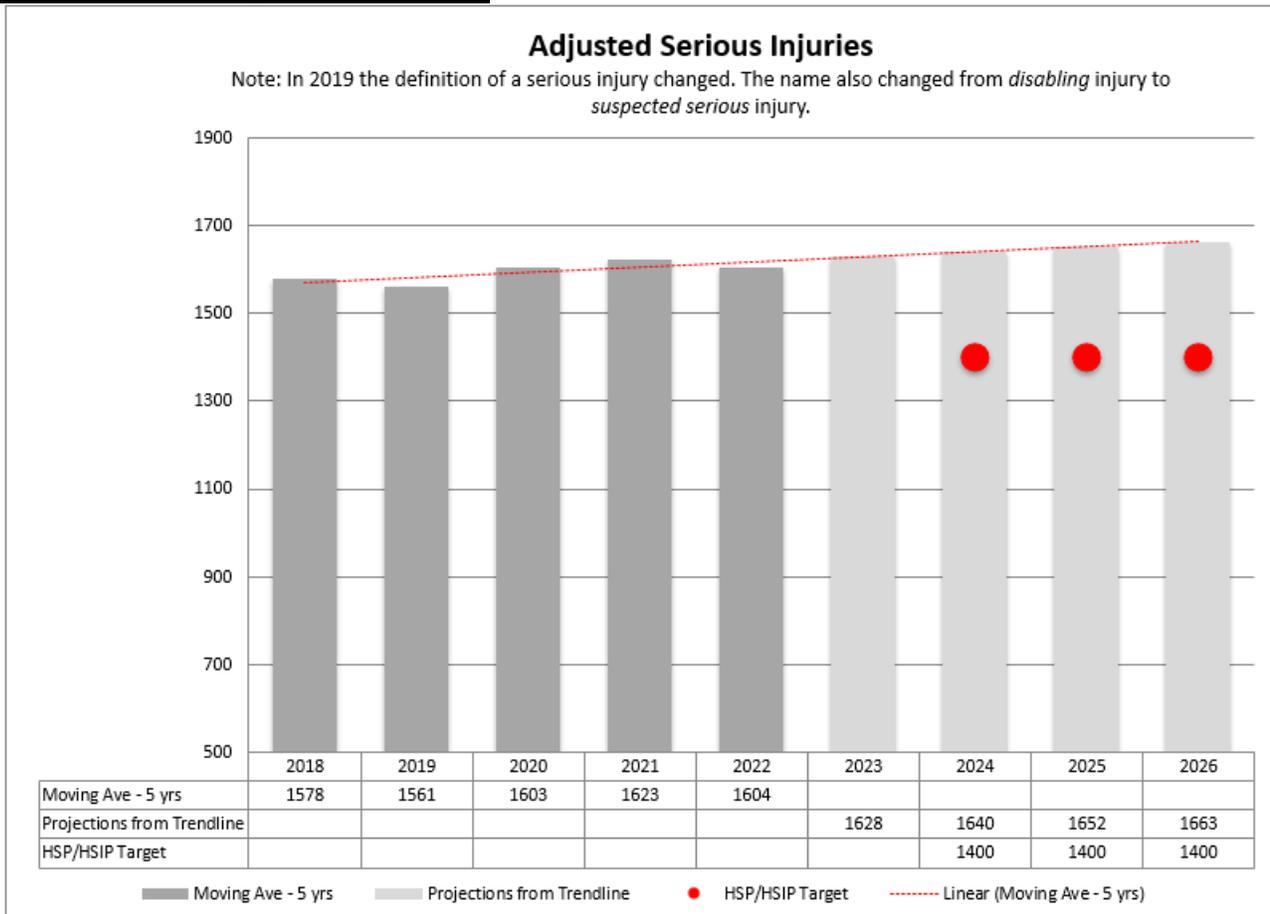
Agency/Entity	Funding Source	Funded Activities
AAA Kansas – Traffic Safety Fund	Business based	Provides funding in support of the SAFE program, as well as strong educational and enforcement messages stressing proper seat belt and child safety restraint use.
State Farm Insurance	Business based	Provides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

Police Traffic Services

Partnerships and engagement with law enforcement play a crucial role in changing risky driver behavior by enforcing Kansas traffic laws and supporting education activities. This is especially critical with speeding becoming a major traffic safety concern. Data from citations and remarks by community members show that speeding is an ongoing threat to all road users. Making a significant impact in all traffic safety areas requires additional enforcement resources beyond those available to communities by their local law enforcement agencies who are already stretched to cover for day-to-day police operations.

In Kansas, the BSS will continue to develop programs and funds available for overtime traffic enforcement activities, traffic enforcement training, and traffic enforcement equipment and commodities. A key support component is its Law Enforcement Liaison (LEL) program which utilizes four strategically placed retired law enforcement officers to partnership with each of the 300+ law enforcement agencies in the state. These individuals retain and recruit additional law enforcement partners, assist in identifying and addressing traffic enforcement problem areas in their jurisdictions, provide much needed access to educational and training resources, and work to garner collaboration between agencies and their communities. Other enforcement efforts include a grant with the Kansas Highway Patrol designed to target aggressive driving behaviors.

Performance Target Justification



Goal Statement

C-2 Number of Suspected Serious Injuries:

The 2024 five-year moving average projection based upon the trendline indicates 1640 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.4% percent reduction would derive our goal of 1600 serious injuries in 2024. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 1652 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.4% percent reduction would derive our goal of 1611 serious injuries in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 1663 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.4% percent reduction would derive our goal of 1623 serious injuries in 2024. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational. The 2026 HSP and 2026 HSIP five-year moving average targets are equal.

**Countermeasure Strategy: Communications and Outreach
Project Safety Impacts**

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	Law Enforcement Liaison (LEL) KDOT has a complement of four LELs, one for each geographic quadrant of Kansas. These retired traffic enforcement veterans represent KDOT Behavioral Safety and its programming to a diverse group of over 300 law
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	<p>enforcement agencies, rural and urban, and scattered over 82,000 square miles.</p> <p>The LELs are actively involved in the promotion of traffic enforcement as the most efficient way to reduce serious roadway injury, while at the same time reducing the incidence of multiple types of crime. Our LELs are members of and/or chair Operation Impact meetings and host several annual law enforcement appreciation luncheons which offer different training topics (i.e., Traffic Incident Management).</p> <p>A fifth LEL is being created to handle statewide initiatives, the Kansas City metropolitan area specifically, and assist as an emergency medical services liaison. This LEL will reach out to the emergency medical services community to assist them to identify and address gaps in their ability to respond to crashes. The time from notification of emergency services to transportation to a hospital is crucial to the probability of survival for the patient. The more time that elapses between crash occurrence and arrival to a hospital, the higher probability the patient will suffer serious injury or succumb to their injuries.</p>
Sub-Recipient:	Law Enforcement
Location Served:	Statewide Northwest region Northeast region Southwest region Southeast region
Community:	Northwest region (mostly rural) Northeast region (mostly urban) Southwest region (rural and urban) Southeast region (rural and urban)
Project Number	SP-1700-24
Match:	\$ 0
Local Benefit:	100%
Federal Equipment:	NO
Eligible Use of Funds:	BIL 402
Problem Identification	<p>Law enforcement agencies, as well as communities, are diverse entities which need to be engaged with mindful thoughtfulness as to their unique problems, resources, and expectations. Coalition building cannot be accomplished by just one person but by a group of mission focused individuals willing to sit and discuss their individual problems, solutions, options, and goals.</p>
Countermeasure Justification	<p>According to the Countermeasures that Work manual, our LELs address all safety issues (i.e., vulnerable road user issues, impaired driving, drowsy driving, distracted driving, etc.) with our partnered agencies and communities. Addressing these issues through partnerships, education, enforcement, and community engagement are effective strategies and funding is appropriate.</p>
Target (link to strategy)	<p>This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle</p>

	occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$ 450,000	\$ 450,000	\$ 450,000	\$ 1,350,000

Countermeasure Strategy:

Communication and Outreach

Law Enforcement Liaisons		
SP-1700-24	Ackerman, Al	\$90,000
SP-1700-24	Kiser, Daniel	\$90,000
SP-1700-24	Wells, Troy	\$90,000
SP-1700-24	Hughes, Don	\$90,000
SP-1700-24	Part-Time (Statewide Initiatives/EMS Liaison)	\$90,000
Total		\$405,000

Project and subrecipient information

Project Name & Description:	PT Communication and Community Engagement This contract supports Operation Impact programs in Kansas City and Sedgwick County. These funds may also be used in other regions of the state where community engagement and data determine a need. This contract also supports the annual law enforcement recruitment luncheons and reimburses local jurisdictions for special traffic-related training opportunities to benefit their communities.
Sub-Recipient:	Local Law Enforcement
Project Number	SP-1701-24
Location Served:	Kansas City region and Sedgwick County or as determined by data
Community:	Primarily urban and at-risk areas
Match:	\$ 0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	BIL 402
Problem Identification	Resources for communities and local law enforcement agencies are spread thin and to encourage coalition building, partnerships, and traffic safety KDOT continues to offer support towards these common goals. The Drive Safe Sedgwick campaign was selected because in 2021 Sedgwick County ranked first in: fatal crashes (63), alcohol-related crashes (428),

	unbelted fatalities (8), and unbelted fatalities and suspected serious injuries (46).			
Countermeasure Justification	According to the Countermeasures that Work manual, these community and law enforcement partnerships address all safety issues (ie. vulnerable road user issues, impaired driving, drowsy driving, distracted driving, etc.) and this engagement is effective, and funding is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$ 80,000	\$ 80,000	\$ 80,000	\$ 240,000

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

Project Name & Description:	<p>Crash Reconstruction Training</p> <p>This contract supports the Kansas Highway Patrol crash reconstruction training of its troopers and any law enforcement agency with a need. This training assists KHP and local law enforcement in keeping current on best practices and most up-to-date training and equipment utilized to investigate and conduct crash reconstruction.</p> <p>This training is vital to keep law enforcement on the cutting edge of investigating and collecting vital evidence at the crash scene. Crash scenes can be extremely challenging and technical and keeping our crash investigators armed with the best practices and current standards leads to better evidentiary outcomes as well as allowing technicians to properly determine causation. This crash reconstruction allows technicians to follow the causation to either human error or negligence all the way to design flaws or lack of proper safety design.</p>
Sub-Recipient:	Kansas Highway Patrol
Project Number	SP-1702-24
Location Served:	Statewide
Community:	All communities benefit from their local law enforcement agencies being provided this training
Match:	\$0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	BIL 402

Problem Identification	In 2021 Kansas experienced almost 60,000 crashes of which 381 were fatal. Crash investigation, especially fatal and serious injury crashes, are a technical and resource challenge for all law enforcement agencies and the technology and best practices are always evolving.			
Countermeasure Justification	By providing crash reconstruction training to local agencies throughout the state, especially to those without the necessary resources, is vital to properly investigate crashes. This funding is appropriate and necessary.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$ 42,000	\$ 42,000	\$ 42,000	\$ 126,000

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

Project Name & Description:	Traffic Fatality Reduction Program The primary goal of this initiative is to increase the percentage of drivers and passengers that are properly restrained. This positive increase should lead to a decrease in the number of serious injuries and fatalities in Kansas. The Highway Patrol is encouraged to plan activities around dates not already included in the Specialized Traffic Enforcement Program (STEP) holidays or mobilizations. Target holidays for mobilizations for this grant may include, but are not limited to: St. Patrick's Day, 4/20 in April, 4 th of July and Back to School. This program targets non-belted drivers and passengers on high crash corridors using roving saturation patrol techniques, as supported by crash statistics, KHP troop data, and input from local law enforcement agencies.
Sub-Recipient:	Kansas Highway Patrol
Location served:	Statewide
Community:	Statewide
Project Number	SP-1703-24
Match:	\$ 0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	BIL 402
Problem Identification	By using data collected and supported by crash statistics, local law enforcement agencies, KHP troop data, and affected communities' problem high crash corridors are identified. After identification these areas are

	addressed with high visibility saturation patrols enforcing traffic laws while educating the motoring public through messaging and media coverage.			
Countermeasure Justification	High visibility enforcement and pre-deployment media messaging has been shown to be an effective countermeasure to risky driver behavior and resource allocation is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, and C-9 Drivers aged 20 or younger involved in fatal crashes.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	Crash Investigation Equipment This contract supports the Johnson County Sheriff's Office Accident Investigation Unit (JCSO AIU) with mapping software to reconstruct vehicle crashes for their agency as well as surrounding agencies. Crashes are complex investigations and can be taxing on agency resources but innovations in technology can capture more evidence, clear roadways sooner, and provide increased safety to both law enforcement and the motoring public on the roadway.
Sub-Recipient:	Johnson County Sheriff's Office
Location served:	Johnson County
Community:	Urban
Project Number	SP-1705-24
Match:	\$0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	402
Problem Identification	In 2021 Kansas experienced almost 60,000 crashes of which 381 were fatal. Crash investigation, especially fatal and serious injury crashes, are a technical and resource challenge for all law enforcement agencies and the technology and best practices are always evolving.

Countermeasure Justification	By providing crash reconstruction equipment and technology to local agencies throughout the state is vital to properly investigate crashes. This funding is appropriate and necessary.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$ 600	\$ 600	\$600	\$ 1,800

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

Project Name & Description:	Special Traffic Enforcement Program (STEP) This program will provide funds for approximately 140 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2023: Thanksgiving Safe Arrival, New Year's DUI Crackdown, Click It or Ticket and the Labor Day Alcohol Crackdown. Depending on location, some of these agencies may also participate in other overtime enforcement activities targeting specific corridors. The population they serve accounts for more than 90 percent of the state population.
Sub-Recipient:	Local law enforcement agencies
Location served:	Statewide but location is dependent upon local law enforcement agency participation
Community:	Urban and rural communities
Project Number	SP-1300-24
Match:	\$1,300,000
Local Benefit:	\$1,300,000
Federal Equipment:	No
Eligible Use of Funds:	BIL 402
Problem Identification	The cause of crashes on our roads is mainly in the hands of the driver. Speeding, impaired, distractions are all major causes of serious crashes. These causes are due to failure to comply with Kansas traffic laws.
Countermeasure Justification	High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Suspected Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Target (link to strategy)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$1,300,000	\$1,500,000	\$1,650,000	\$1,750,000

Countermeasure Strategy:

High Visibility Enforcement

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

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

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

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

Part 2: State Traffic Safety Information System Improvements Grants

Traffic Records

State Data Systems Improvement

The TRCC utilizes available NHTSA grant funds, Homeland Security grants, state Traffic Records Enhancement Fund (TREF) funds, and the state general fund to support the development, coordination, and availability of current traffic records. This program provides an avenue to promote the collection and sharing of relevant traffic safety data. The TRCC has representatives from many state and local entities all striving to break down existing silos of information. The TRCC Strategic Plan and Kansas Traffic Records System Performance Measurement Report can be found in the state of Kansas Section 405(c) application and are both attached at the end of this document.

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

Countermeasure Strategy:

Project Safety Impacts

Planned activities will positively impact demonstrated problem identification. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Planned activities will positively impact demonstrated problem identification. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

TRCC Membership

TRCC Member Name	Agency Title	Core Data Set Represented
Aaron Bartlett	National Highway Traffic Safety Administration (NHTSA) -Regional Program Manager	FARS
Laura Bohnenkemper	Kansas Bureau of Investigation - Assistant CIO of Delivery Services	Citation
Chris Bortz	Kansas Department of Transportation (KDOT) - Assistant Bureau Chief	TRCC, Strategic Planning

TRCC Member Name	Agency Title	Core Data Set Represented
Shawn Brown	Kansas Department of Transportation (KDOT) - Interim Chief Information Officer	Crash/Roadway
Tom Catania	Kansas Highway Patrol - Safety and Health Specialist	Crash
Haley Dougherty	Kansas Department of Transportation (KDOT) - Traffic Safety Engineer	Roadway
Robert Eichkorn	National Highway Traffic Safety Administration (NHTSA) - Regional Program Manager	FARS
Scott Ekberg	Kansas 911 Coordinating Council - NG 911 Administrator	Crash/Injury
Brooklynn Graves	Kansas Bureau of Investigation - Incident Based Reporting Manager	Citation
Lacey Hane	Kansas Department of Revenue (KDOR) - Court Liaison	Driver/Vehicle
Gary Herman	Kansas Department of Transportation (KDOT) - Behavioral Safety Manager	Crash
Jim Hollingsworth	Kansas Department of Transportation (KDOT) - Safety Data Manager	TRCC, Strategic Planning
Joe House	Kansas Board of Emergency Medical Services (EMS) -Executive Director	Injury/Surveillance
Chase Hull	Kansas Department of Transportation (KDOT) - Traffic Safety Analyst	Roadway
Anne Madden Johnson	Office of Judicial Administration - OJA Administrator	Citation
Corey Kenney	Kansas Attorney General's Office - Kansas Traffic Safety Resource Prosecutor	Citation
Ed Klumpp	Kansas Association of Chiefs of Police - Legislative Committee	Crash/Citation
John Koelsch	Lyon County Sheriff's Office - Undersheriff	Crash/Citation
Tim Kurowski	Kansas Highway Patrol - Applications Development Supervisor	Crash
David LaRoche	Federal Highway Administration - Safety Specialist	Roadway
Stephen LaRow	Kansas Highway Patrol - Lieutenant	Crash
Donald Lee	Kansas Department of Revenue (KDOR) - Compliance Reviewer	Driver/Vehicle
Wes Ludolph	Kansas Highway Patrol - Captain	Crash

TRCC Member Name	Agency Title	Core Data Set Represented
Omar Macias	Kansas Highway Patrol - Information Systems Manager	Crash
Tom Mai	Kansas Highway Patrol - Interim Chief Information Officer	Crash/Vehicle
Joe Mandala	Kansas Bureau of Investigation - Chief Information Officer	Citation/Crash
David Marshall	Kansas Criminal Justice Information Systems - Executive Director	Crash/Citation/Injury
Leslie Moore	Kansas Bureau of Investigation - Director, Information Serv.	Citation
Ken Nelson	University of Kansas Center for Research (KUCR) - Section Manager/DASC Manager	Roadway/Crash
Kelly O'Brien	Office of Judicial Administration - Director	Citation/Adjudication
Wendy O'Hare	Kansas Department of Health and Environment (KDHE) - KS Trauma Systems Director	Injury/Surveillance
LeeAnn Phelps	Kansas Department of Revenue (KDOR) - Vehicle Services Manager	Driver/Vehicle
Michael Ronin	Kansas Department of Transportation (KDOT) - Crash Data Section Manager	Crash
Danielle Sass	Kansas Department of Health and Environment (KDHE) - Epidemiologist	Crash/Injury
Shawn Saving	University of Kansas Center for Research (KUCR) - GIS Specialist	Roadway/Crash
Scott Schiller	Kansas Department of Transportation (KDOT) - Application Developer Supervisor	Crash/Roadway
Terri Slater	Kansas Department of Transportation (KDOT) - Applications Developer	Crash
Amy Smith	Kansas Department of Transportation (KDOT) - Traffic Records Coordinator	TRCC
Vanessa Spartan	Kansas Department of Transportation (KDOT) - Bureau Chief	All
James Stewart	Kansas Department of Transportation (KDOT) - Information System Manager	Crash
[vacant position]	<i>Kansas Bureau of Investigation - Program Support</i>	<i>Citation</i>

TRCC Meeting Dates

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

Traffic Records Assessment

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

Achievement of the Quantitative Improvement (Interim Progress Report)

Completeness of Citation/Adjudication Data

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

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

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

Traffic Records Projects

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

Agreement 1.3

Project and subrecipient information

Project Name & Description:	Motor Vehicle Crash Report Conversion The agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports from state and local law enforcement agencies.			
Sub-Recipient:	Business Technology Career Opportunities (BTCO)			
Project Number:	SP-4605-24			
Location served:	Statewide			
Community:	Statewide			
Match:	\$0.00			
Local Benefit:	\$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification:	The Crash Data Unit within KDOT receives approximately 30,000 paper motor vehicle crash reports annually. These crash reports arrive in the mail to KDOT in paper format and the Crash Data Unit manually opens, sorts, prepares, scans, converts to PDF digital format, and then distributes these digital PDF crash reports for manual input and further processing. The scanning and data entry process is a manual task that, if compromised, can disrupt the flow of crash data processing and availability of crash data.			
Countermeasure Justification:	KDOT has contracted with BTCO to perform the scanning and data entry process for approximately 30,000 paper motor vehicle crash reports annually to improve the timeliness and accessibility of paper crash reports. The volume per month varies and is dependent on the number of report submissions provided by participating LEAs. The services of this agreement include receiving paper crash reports through the mail, preparing and scanning the paper crash reports to digital PDF format, and sending the digital PDF to KDOT for further processing. KDOT creates a blank KLER file for each scanned report and sends both back to BTCO who then manually performs data entry using a KLER client provided by KDOT, transmits the KLER file to KDOT, and securely disposes of the paper crash report.			
Target (link to strategy):	The expectations for this agreement are a 100% scan rate with zero loss of incoming mail and a 95% or above accuracy level of data entry of the paper crash report. This would positively impact the crash database by targeting accuracy and completeness.			
Funding Source ID:	FY24	FY25	FY26	Total
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding:	\$96,893.30	\$90,620.20	\$100,000.00	\$287,513.50

Countermeasure Strategy:

Crash database – accuracy and completeness

Agreement: 1.4

Project and subrecipient information

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

Countermeasure Strategy:

Crash database – accuracy, completeness, and timeliness

Agreement: 1.5

Project and subrecipient information

Project Name & Description:	KCDS Hosting and Maintenance This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through September 30, 2025. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. This agreement will focus on increasing timeliness, integration, and accessibility of crash reports. The third phase covers the annual KCDS maintenance charges; including at minimum, platform upgrades and training on new features.			
Sub-Recipient:	Affinity Global Solutions (AGS)			
Location served:	Statewide			
Community:	Statewide			
Project Number	SP-4607-24			
Match:	\$0.00			
Local Benefit:	\$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	The current crash data processing system was developed and implemented in 2009 using VB.Net Version 6 and runs on an instance of SQL Server Version 2008. Approximately 60,000 crash reports are received annually by KDOT. Crash reports received are in paper, .PDF, and electronically via KLER file format. Current paper reports require manual entry of crash data into a KLER client before submission to the Traffic Records System. KDOT is responsible for the complete, accurate, and timely collection, processing, and compilation of statewide traffic crash data.			
Countermeasure Justification	The crash data processing system will have the capacity to be connected to a State of Kansas private cloud service or to a State-approved public infrastructure cloud service. All hosting options must meet all state IT Security requirements.			
Target (link to strategy)	This crash data processing system is expected to increase the number of crash reports that are submitted electronically by LEAs which would positively impact the crash database by targeting accuracy, completeness, and timeliness.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24 – FY26
Estimated 3-year Funding	\$299,400.00	\$304,962.00	\$310,691.00	\$915,053.00

Countermeasure Strategy:

Crash database – accuracy, completeness, and timeliness

Agreement: 1.9

Project and subrecipient information

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

Countermeasure Strategy:

Crash database - timeliness

Agreement: 2.1

Project and subrecipient information

Project Name & Description:	Geographic Information System (GIS) Mapping Integration This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.
Sub-Recipient:	University of Kansas – Data Access & Support Center (KUCR-DASC)
Project Number	SP-4608-24
Location served:	Statewide
Community:	Statewide
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	There are approximately 60,000 crashes per year that qualify for reporting to KDOT. KDOT needs an efficient method to accurately identify and display crash locations to internal and external audiences. During the past few years, the University of Kansas’ Center for Research Data Access and Support Center (KUCR-DASC) has worked with KDOT to implement a variety of automated and semi-automated routines to locate (geocode) crash records to their corresponding intersection. In addition to the automated and semi-automated routines, manual review of automated determined crash locations is necessary.
Countermeasure Justification	KUCR-DASC monitors and maintains the daily crash record geocoding routines and locating methods; including intersection/offset, decimal milepost/offset, whole number milepost/offset, officer provided coordinates, and manual. Additionally, this agreement provides for manual review of up to 10,000 records per year. This includes all fatality crashes, with the balance being comprised of other categories (e.g., crashes that geocode to the intersection but fail to offset, crashes occurring at the junction of concurrent highways, etc.).
Target (link to strategy)	KUCR-DASC will provide a summary report to KDOT detailing any maintenance/enhancement of crash location procedures implemented during the year along with providing a real-time statistical summary report dashboard with the number of records edited (scrubbed), number of records which contain logical inconsistencies in the offset information, number of records where the matched address reflects a different zone than the original crash record, number of unmatchable/mappable records, current match rates by crash type, location methodology per record.

	<p>The contractual expectation is that on an annual basis, by June 30th each year, KUCR-DASC will meet certain location rates. 100% - fatality; 95% - highway; 95% - injury; 90% - all other crash types.</p> <p>Both the reporting and expectations should both lead to a positive impact on the crash database by targeting accuracy and timeliness.</p>			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding	\$261,872.00	\$267,531.00	\$275,000.00	\$804,403.00

Countermeasure Strategy:

Crash database – accuracy and timeliness

Agreement: 2.2.2

Project and subrecipient information

Project Name & Description:	<p>Kansas NG911 Statewide Aerial Imagery Program</p> <p>This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.</p>
Sub-Recipient:	Kansas 911 Coordinating Council
Location served:	Statewide
Community:	Statewide
Project Number	TBD
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	<p>The statewide imagery collection was last refreshed in 2022, while these previous imagery collections are valuable data resources, it is now time to acquire a statewide imagery update. Without current, accurate, and authoritative road centerline data, it would be difficult to achieve the geocoding match criteria established by KDOT.</p>
Countermeasure Justification	<p>This agreement includes acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the NG911 road centerline database, the primary geographic reference dataset for crash location mapping. Orthoimagery specifications and timelines are: new statewide leaf-off acquisition in late winter/early spring over a two year period with approximately 50% of the state will be acquired in each year, 1-foot pixel resolution, natural color & Color Infrared (CIR), deliverable file formats - GeoTIFF and MrSID.</p>
Target (link to strategy)	<p>The vendor will provide a web-based project management portal to allow for real-time acquisition and imagery processing status</p>

	<p>monitoring. SurCheck, a web-based quality assistance application, will be shared among state and local jurisdictions to provide the maximum number of GIS professionals the opportunity to review the data prior to acceptance and delivery.</p> <p>DASC will support the publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives.</p> <p>This agreement supports the ongoing maintenance of the crash mapping geodatabase driven by the statewide NG911 road centerline database and will positively impact the crash and roadway databases by targeting accuracy, integration, and uniformity.</p>			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	-	BIL 405(c)	-	FY25
Estimated 3-year Funding	-	\$100,000.00	-	\$100,000.00

Countermeasure Strategy:

<p>Crash database – accuracy, integration, and uniformity</p> <p>Roadway database – accuracy, integration, and uniformity</p>

Project 3: Provide Ongoing Maintenance Citation/Adjudication

Core Database: CRASH -and-

Agreement: 3.2.2

Project and subrecipient information

Project Name & Description:	Architecture & Application Support & Enhancement This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.
Sub-Recipient:	Kansas Bureau of Investigation (KBI)
Project Number	SP-4200-24
Location served:	Statewide
Community:	Statewide
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	N/A – State TREF Funds
Problem Identification	Development of the Traffic Records System (TRS) 2.0 / Kansas Crash Data System (KCDS) is proceeding per the architectural plan, and components of the planned technical architecture (Enterprise Service Bus (ESB) and SharePoint/Portal) have been deployed in production and populated with developed code and configurations. Per this architectural plan, staff will continue to be needed at the KBI to support TRS initiatives completed or performed on behalf of the State TRS plan for the long term. These initiatives include, but are not limited to, KCDS, the Kansas Criminal Justice Information System (KCJIS) web portal, eCitation, KBI repositories, ESB, and SharePoint. There is a

	desire to reimburse the Project Agency for work completed and expenses incurred in the support of these TRS initiatives.			
Countermeasure Justification	The KBI will contract for a consultant/contractor as augmentation of staff to support the TRS initiatives and platforms put in place by previous and ongoing TRCC-funded grants (i.e., eCitation, The KCJIS web portal, Master Entity Index) and TRS-related system integration (i.e., Crash, Driver/Vehicle, and Citation/Adjudication). The KBI is tasked with monitoring employee time, approving invoices, and submitting invoices to KDOT for staff augmenting the TRS initiatives. The KCJIS web portal enables electronic submissions of dispositions from the criminal justice community and Offender Notifications. It also provides the Master Search for searching disposition information including those for DUI offenses and other traffic-related incidents, crash reports and DMV data including driver history and access to incident bases reporting data. The SharePoint version the KCJIS web portal is currently running on is 'End of Life' and a plan needs to be created to determine how to modernize it. Outside of the maintenance described here, a portion of this funding will be aimed at the discovery portion of updating the KCJIS web portal to supported architecture.			
Target (link to strategy)	Support of these TRS initiatives will lead to improvement of response times required to address identified necessary changes to TRS-related systems, architecture, and platforms which are supported by the Project Agency. The support provided by this agreement will positively impact the crash database by targeting integration and accessibility.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	State TREF	State TREF	State TREF	FY24 – FY26
Estimated 3-year Funding	\$90,000.00	\$90,000.00	\$90,000.00	\$270,000.00

Countermeasure Strategy:

Crash database – Integration and Accessibility

Agreement: 3.3

Project and subrecipient information

Project Name & Description:	KCJIS Identity Access Management This agreement will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included with our current maintenance agreement, this agreement is for implementation costs only.
Sub-Recipient:	Kansas Bureau of Investigation (KBI)
Project Number	SP-4612-24
Location served:	Statewide
Community:	Statewide
Match:	\$0.00
Local Benefit:	\$0.00

Federal Equipment:	No			
Eligible Use of Funds:	405(c) Data Program			
Problem Identification	<p>There are 10,000 plus KCJIS users managed through the Identity and Access Management (IAM) system. The IAM manages authorization and authentication for those users to applications and repositories on KCJIS. This allows management of access for those users to Crash records, Incident and Offense records, Citation records, and Disposition records, just to name a few.</p> <p>The version that was deployed to production was version 11. Since the initial implementation, there have been two more versions (12 and 14) of the product released, and a third version (15) is due to be released in the third quarter of 2022. The vendor will no longer support version 11 after version 15 is released.</p> <p>In order to make the current product easier to configure, user friendly, and upgrade technical elements, the vendor made significant changes to the user interface, workflows, and processes in version 12 of their software. Those revisions will require significant changes to our current configuration in order to upgrade to version 12. The vendor will need to be engaged in order to facilitate upgrading the product to version 15.</p>			
Countermeasure Justification	KCJIS Identity and Access Management (IAM) will need to be upgraded with custom configuration changes by the product's vendor.			
Target (link to strategy)	Ultimately, the objectives are to bring the platform into compliance with current standards, to increase flexibility in adding new agencies and users to the KCJIS enterprise, and to lower administrative overhead in management of the expanding KCJIS agency and user base. This expansion has been, in part, a direct result of the success of previous TRCC-funded projects as non-criminal justice agencies have been directly added to the IAM systems of the enterprise – a core goal of the original project. This agreement will positively impact the citation/adjudication database by targeting accessibility.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 405(c)	-	-	FY24 – FY26
Estimated 3-year Funding	\$132,250.00	-	-	\$132,250.00

Countermeasure Strategy:

Citation/Adjudication database - Accessibility

Project 4: MMUCC Alignment

Core Database: CRASH

Agreement: 4.1

Project and subrecipient information

Project Name & Description:	<p>MMUCC 6th Edition Mapping</p> <p>This agreement is related to the mapping of Kansas crash data elements (State Crash Report and Crash Database) that will be performed as part of NHTSA's update of MMUCC to the 6th Edition.</p>
Sub-Recipient:	National Highway Traffic Safety Administration (NHTSA)
Project Number	N/A

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

Countermeasure Strategy:

Crash database – Uniformity

Agreement: 4.2

Project and subrecipient information

Project Name & Description:	MMUCC Alignment This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This agreement will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.
Sub-Recipient:	TBD
Location served:	Statewide
Community:	Statewide
Project Number	SP-4617-24
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	Sharing and comparing data between localities, States, and the federal government can be difficult when data elements used in State crash data is often lacking in uniformity. To encourage greater

	uniformity, the National Highway Traffic Safety Administration (NHTSA) and the Governors Highway Safety Association (GHSA) cooperatively developed a voluntary data collection guideline, Model Minimum Uniform Crash Criteria (MMUCC). The most recent version is MMUCC, 5th Edition, which is dated 2017.			
Countermeasure Justification	After completion of the MMUCC 6 th Edition Mapping through NHTSA, this agreement will provide for a contractor to create a gap analysis and gap closure plan to attain high to full compatibility ratings.			
Target (link to strategy)	This agreement is designed to allow Kansas to prioritize those data elements and attributes that need to be changed when the State or locality updates their crash report and will positively impact the crash database by targeting accuracy, completeness, and uniformity.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 405(c)	-	-	FY24
Estimated 3-year Funding	\$150,000.00	-	-	\$150,000.00

Countermeasure Strategy:

Crash database – Accuracy, Completeness, and Uniformity

Project 5: Security Modernization Phase 2 Core Database: Citation/Adjudication

Agreement: 5.2

Project and subrecipient information

Project Name & Description:	KBI Systems Architect Position This agreement will provide for a position to research, develop, and document current and future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart.
Sub-Recipient:	Kansas Bureau of Investigation (KBI)
Project Number	SP-4200-24
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	N/A – State TREF Funds
Problem Identification	The various systems and platforms utilized by Traffic Records System (TRS) to integrate interfaces and data exchanges to and from public safety and law enforcement participants in the TRS environment requires skilled and knowledgeable staff to manage and support them.
Countermeasure Justification	This agreement provides funding for the Kansas Bureau of Investigation (KBI) to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the Kansas Criminal Justice Information System (KCJIS) platform, and to support ongoing modernization of KCJIS and TRS integration.

	This agreement is designed to positively impact the citation/adjudication database and targets integration and accessibility through providing management and maintenance of existing architecture and infrastructure, and ongoing support and modernization.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	State TREF	State TREF	State TREF	FY24 – FY26
Estimated 3-year Funding	\$150,000.00	\$150,000.00	\$150,000.00	\$450,000.00

Countermeasure Strategy:

Citation/Adjudication database – Integration and Accessibility

Agreement: 5.3

Project and subrecipient information

Project Name & Description:	KBI Integration Developer for ESB and KBI Applications This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.
Sub-Recipient:	Kansas Bureau of Investigation (KBI)
Location served:	Statewide
Community:	Statewide
Project Number	SP-4618-24
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	In a past grant to the KBI from TRCC, the current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented. The ESB within the KCJIS infrastructure is uniquely positioned to act as an intermediary between state, local, and federal stakeholders for the purposes of secure information sharing. The development of the integrations between systems has been very slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. This in turn is significantly slowing the ability to receive and share information critical to the Traffic Record Safety Plan.
Countermeasure Justification	With increased funding the KBI would contract to bring in a qualified integration developer for a fixed duration, of three years, to push forward the current timeline for developing interfaces and assisting in maintenance and support of our current TRS related integrations.

Target (link to strategy)	The results expected from this agreement are creation of points of submission to state systems, normalizing the submission stream from local agencies, and easing the burden on those local agencies that are required to submit the same or similar information to multiple state agencies or to federal agencies with a single point of submission. These results will positively impact the citation/adjudication database by targeting integration.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding	\$130,000.00	\$120,000.00	\$120,000.00	\$370,000.00

Countermeasure Strategy:

Citation/Adjudication database - Integration

Project 6: Citation Automation Deployment Core Database: Citation/Adjudication

Agreement: 6.1

Project and subrecipient information

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

	State TREF	-	-	FY24 – FY26
Estimated 3-year Funding	\$100,000.00	-	-	\$100,000.00

Countermeasure Strategy:

Citation/Adjudication database – Completeness and Integration

Agreement: 6.2

Project and subrecipient information

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

Countermeasure Strategy:

Citation/Adjudication database – Timeliness and Accessibility

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

Agreement: 7.4

Project and subrecipient information

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

Countermeasure Strategy:

Roadway database – Accuracy and Completeness

Agreement: 8.1

Project and subrecipient information

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

Countermeasure Strategy:

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

Agreement: 8.2

Project and subrecipient information

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

Countermeasure Strategy:

EMS/Injury Surveillance database – Completeness and Integration
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Project 9: Toxicology

Core Database: CRASH

Agreement: 9.1

Project and subrecipient information

Project Name & Description:	Laboratory Equipment (QTOF)
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	This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center’s capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory’s screening procedures, allowing “untargeted” screenings, and allowing screening of oral fluid with testing of evidentiary oral fluid samples in the future.			
Sub-Recipient:	Sedgwick County Regional Forensics Science Center			
Location served:	South central Kansas			
Community:	Urban and rural			
Project Number	SP-4200-24			
Match:	\$0.00			
Local Benefit:	\$0.00			
Federal Equipment:	No			
Eligible Use of Funds:	N/A – State TREF Funds			
Problem Identification	Funding is desired to go toward analytical instrumentation supporting Driving Under the Influence of Drugs (DUID) investigations. In the past, these conversations have centered around Liquid Chromatography with tandem mass spectrometry (LC-MS/MS) instrumentation necessary for drug confirmation and quantitation that couldn’t be obtained through federal grants due to the Buy American Act.			
Countermeasure Justification	Obtaining a Quadrupole Time-of-flight Mass Spectrometry (QTOF) will increase the Sedgwick County Regional Forensic Science Center’s capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment current capabilities. The QTOF features ion mobility, QuanTof, Fast DDA and MSE technologies, providing the highest UPLC-MS/MS performance to meet the needs of challenging qualitative and quantitative applications.			
Target (link to strategy)	The expected outcome of having a QTOF available is enhanced sensitivity of the laboratory’s screening procedures. This would allow consumption of smaller volumes of evidentiary samples and detection of more potent drugs. It would also allow what is called an “untargeted” screen, which means the laboratory can detect drugs that aren’t typically being looked for. With the rise of novel drugs, especially benzodiazepines and fentanyl analogs, an untargeted screening method is important to detect impairing substances that aren’t a part of the laboratory’s existing panels. And finally, having a QTOF available would allow for screening of oral fluid in the future as the lab moves toward testing of evidentiary oral fluid samples submitted to the laboratory. This agreement will positively impact the crash database by targeting accuracy and completeness.			
Funding Source ID (Year)	FY24	FY25	FY26	Total

	State TREF	-	-	FY24
Estimated 3-year Funding	\$550,000.00	-	-	\$550,000.00

Countermeasure Strategy:

Crash database – Accuracy and Completeness

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

Kansas Traffic Records Coordinating Committee Strategic Plan



2021 – 2025

Last update: 06/22/2023

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The Plan: A Quick Reference

MISSION

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

VISION

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

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

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

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

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

GOAL 3: Expand Crash Data Analysis Capabilities (Analytics)

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

GOAL 4: Promote Collaboration and Innovation (Collaboration)

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

OBJECTIVES

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

Purpose

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

Why are Traffic Safety Data Records Important?

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

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

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

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

Organizational Principles

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

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

TRCC Governance Structure

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

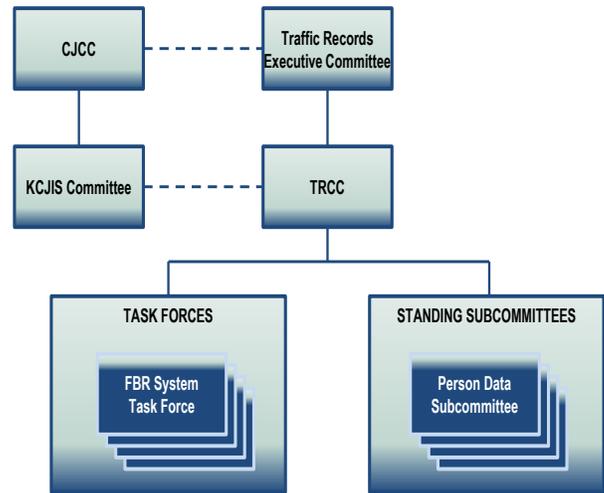


Figure 1: TRCC Organizational Structure

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

TRCC Membership

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

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

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

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

TRCC Member Name	Agency Title	Core Data Set Represented
Wendy O'Hare	Kansas Department of Health and Environment (KDHE) - KS Trauma Systems Director	Injury/Surveillance
LeeAnn Phelps	Kansas Department of Revenue (KDOR) - Vehicle Services Manager	Driver/Vehicle
Michael Ronin	Kansas Department of Transportation (KDOT) - Crash Data Section Manager	Crash
Danielle Sass	Kansas Department of Health and Environment (KDHE) - Epidemiologist	Crash/Injury
Shawn Saving	University of Kansas Center for Research (KUCR) - GIS Specialist	Roadway/Crash
Scott Schiller	Kansas Department of Transportation (KDOT) - Application Developer Supervisor	Crash/Roadway
Terri Slater	Kansas Department of Transportation (KDOT) - Applications Developer	Crash
Amy Smith	Kansas Department of Transportation (KDOT) - Traffic Records Coordinator	TRCC
Vanessa Spartan	Kansas Department of Transportation (KDOT) - Bureau Chief	All
James Stewart	Kansas Department of Transportation (KDOT) - Information System Manager	Crash
<i>[vacant position]</i>	<i>Kansas Bureau of Investigation - Program Support</i>	<i>Citation</i>

TRCC Charter

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

TRCC Meetings

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

Kansas Criminal Justice Information System

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

Standing Subcommittees

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

Task Forces

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

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

Mission, Vision, Goals and Strategies

Mission

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

Vision

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

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

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

Strategic Goals and Objectives

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

Strategies:

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

- Ensure that systems have a long-term plan for sustainable funding and a plan for maintenance.

Objectives:

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

GOAL 2: Improve and Expand Information Sharing

Strategies:

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

Objectives:

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

GOAL 3: Expand Crash Data Analysis Capabilities

Strategies:

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

- Create an environment to support data quality reporting and feedback mechanisms to stakeholders.

Objectives:

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

GOAL 4: Promote collaboration and innovation.

Strategies:

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

Objectives:

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

TRCC Alignment to National, State and Local Goals

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

Updating and Reporting Progress on the TRCC Strategic Plan

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

Kansas Highway Safety Plan

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

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



National Agenda for Transportation Safety

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



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

NHTSA Model Performance Measures

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

Core Traffic Records Data Systems

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

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

3. **Driver:** The State repository that stores information on licensed drivers within the State and their driver histories. This is also known as the driver license and driver history system. The driver file also could contain a substantial number of records for drivers not licensed within the State—e.g., an unlicensed driver involved in a crash.
4. **Roadway:** The State repository that stores information about the roadways within the State. It should include information on all roadways within the State and is typically composed of discrete sub-files that include roadway centerline and geometric data, location reference data, geographical information system data, travel, and exposure data, etc.
5. **Citation/Adjudication:** The component repositories, managed by multiple State or local agencies, which store traffic citation, arrest, and final disposition of charge data.
6. **EMS/Injury Surveillance:** The component repositories, managed by multiple State or local agencies, store data on motor vehicle-related injuries and deaths. Typical components of an EMS/injury surveillance system are pre-hospital EMS data, hospital emergency department data systems, hospital discharge data systems, trauma registries, and long-term care/rehabilitation patient data systems.

Performance Attributes

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

1. **Timeliness:** Timeliness reflects the span of time between the occurrence of an event and entry of information into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.
2. **Accuracy:** Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means the recorded value for some data element of interest is incorrect. Error does not mean the information is missing from the record. Erroneous information in a database cannot always be detected.
3. **Completeness:** Completeness reflects both the number of records that are missing from the database (e.g., events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database. In the crash database, internal completeness reflects the amount of specified information captured in each individual crash record. External crash completeness reflects the number or percentage of crashes on which crash reports are entered into the database. However, it is not possible to precisely determine external crash completeness as it is impossible to determine the number of unreported crashes. The measures in this report only address internal completeness by measuring what is *not* missing.
4. **Uniformity:** Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard. If the same data elements are used in different files, they should be identical or at least compatible (e.g., names, addresses, geographic locations). Data collection procedures and data elements should also agree with nationally accepted guidelines and standards such as the Model Minimum Uniform Crash Criteria (MMUCC).

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

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

Current State

Traffic Records Grant Process

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



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

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

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

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

Strategic Goals

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

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

Current Focus	Future Focus	Not Yet Applicable
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Gaps and Barriers

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

- **Progress on data sharing and integration remains slower than some expect, and some major barriers exist.**
 - The TRCC is not able to leverage resources to the highest degree possible because the approach to seeking funding and investments to support the TRCC's efforts is not coordinated. The main driver is the stresses agencies face within their own internal environments and the challenge of keeping attention focused on traffic records goals and projects amid competing policy, reduction in human capital, and budgetary priorities. Resource constraints and the priority some TRCC partners have had to place on the maintenance or replacement of legacy systems is a barrier to aligning the TRCC's resources to address significant issues of data collection, sharing, and integration.
 - Access to different data sets residing in TRCC member agencies is significant. For example, the Kansas Department of Revenue (KDOR) continues to perform and complete system migration for the driver dataset. Getting the right expertise in the room to understand and address the issues of security, confidentiality, legal concerns, and technical capabilities/deficits is a key reason why progress is slow.
 - With improved systems and tools, technical barriers are becoming fewer and the biggest data sharing hurdles are Health Insurance Portability and Accountability Act of 1996 (HIPAA) laws and public disclosure concerns. KDOR has a multi-year initiative to modernize its IT systems, which is affecting its ability to fully participate in this area in the short term, but the changes may contribute to higher data integrity and standardization. The Office of Office of Judicial Administration (OJA) is resource constrained and the replacement of its legacy systems is its highest priority, making it difficult for the agency to participate in activities that would further data sharing. Data integration projects across and within agencies are slowed by lack of a common

personal identifier. Data is collected and retention policies are driven more by compliance and not future utility.

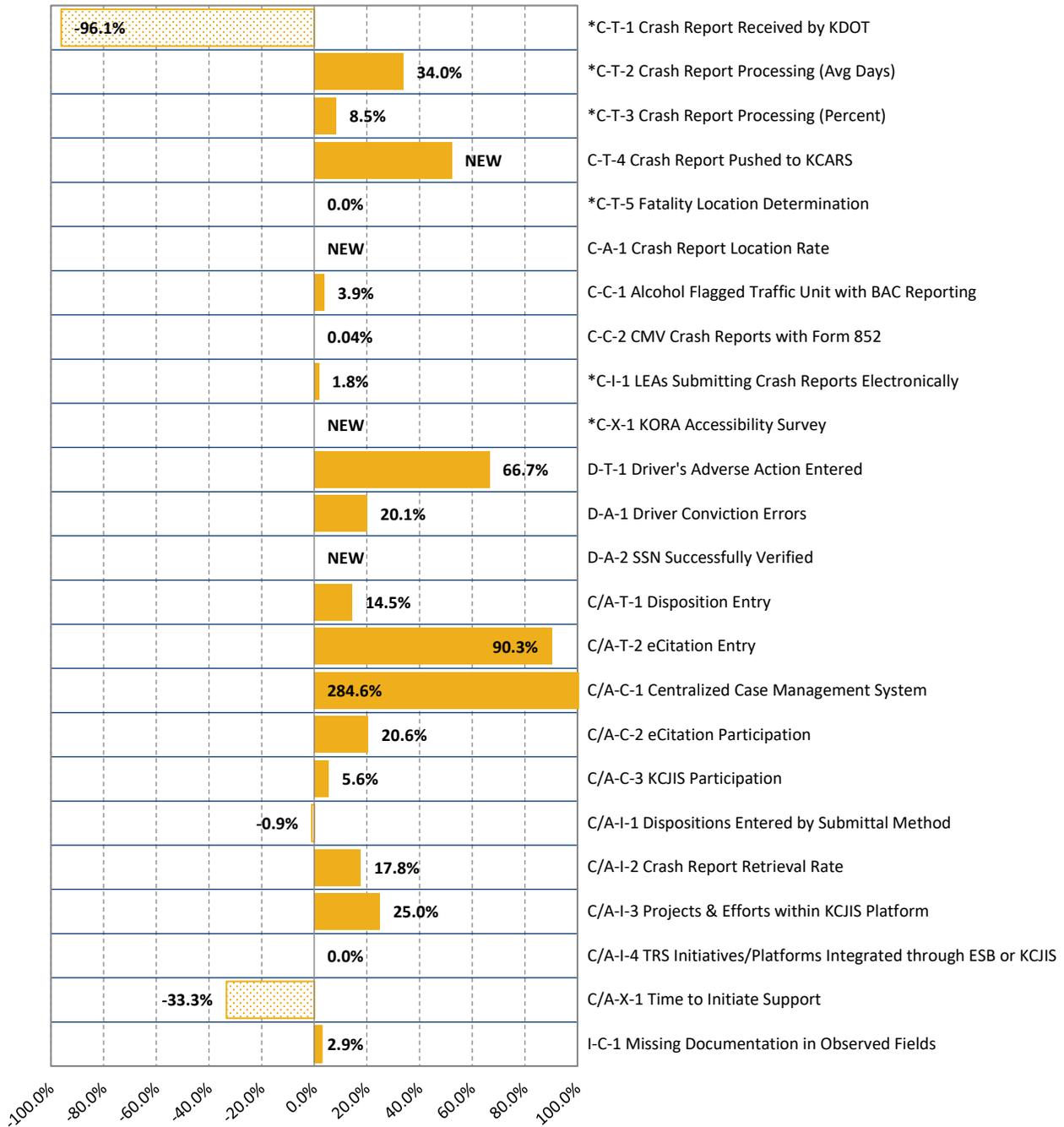
- The relationships and level of collaboration among the partner agencies within the TRCC are strong. Strong relationships of trust and collaboration have been built among the TRCC partner agencies over time. This has helped the TRCC sustain their inter-dependencies even under the strain of disagreements, particularly in data sharing. Even so, there is not a common understanding of “where we are going and how.”
- The 2020 pandemic has presented significant issues with limited access to personnel and technological challenges. Many agencies were not prepared to transition to a fully remote workforce. It is expected that these issues will be exacerbated by the degradation of the state’s revenues due to the state-wide shutdown.
- **There are existing concerns about data timeliness. These concerns include several different data sets within several agencies that are part of the TRCC.**
 - Efforts to address some of the identified timeliness issues are already underway; however, there is a need for continued focus and attention on this issue, as more agencies begin using the data for predictive analysis and decision-making. Systemically, the TRS was built to electronically accept a single file structure from the Kansas Highway Patrol (KHP). As local law enforcement agencies embrace systems for citations and crashes, the inability to accept an electronic file necessitates the need for data entry from paper reports sent to the state. In addition, state agencies lack dedicated staff resources to sufficiently support data analysis and integration.
 - TRCC members also feel it is time for an infusion of new ideas into fulfilling the traffic records data mission. Now, the conversation needs to turn to: “What’s is TRCC’s next step?” The TRCC continues to innovative integration methodologies and monitors a few key states in specific areas for best practices that could inspire their efforts with fresh ideas and alternative approaches to providing higher quality data, better analysis, and useful tools to customers.
- **The TRCC has not been able to leverage resources to the highest degree; possibly because the approach to seeking investments beyond NHTSA grant funding to support TRCC’s efforts is not well coordinated across agency boundaries. It is also expected the effects of the ongoing COVID-19 pandemic, state-wide shutdown, and subsequent significant loss of state revenues will place further pressure on state financial resources and diminish the number of state projects and initiatives being able to be undertaken in the near future.**

TRCC Performance Measurements

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

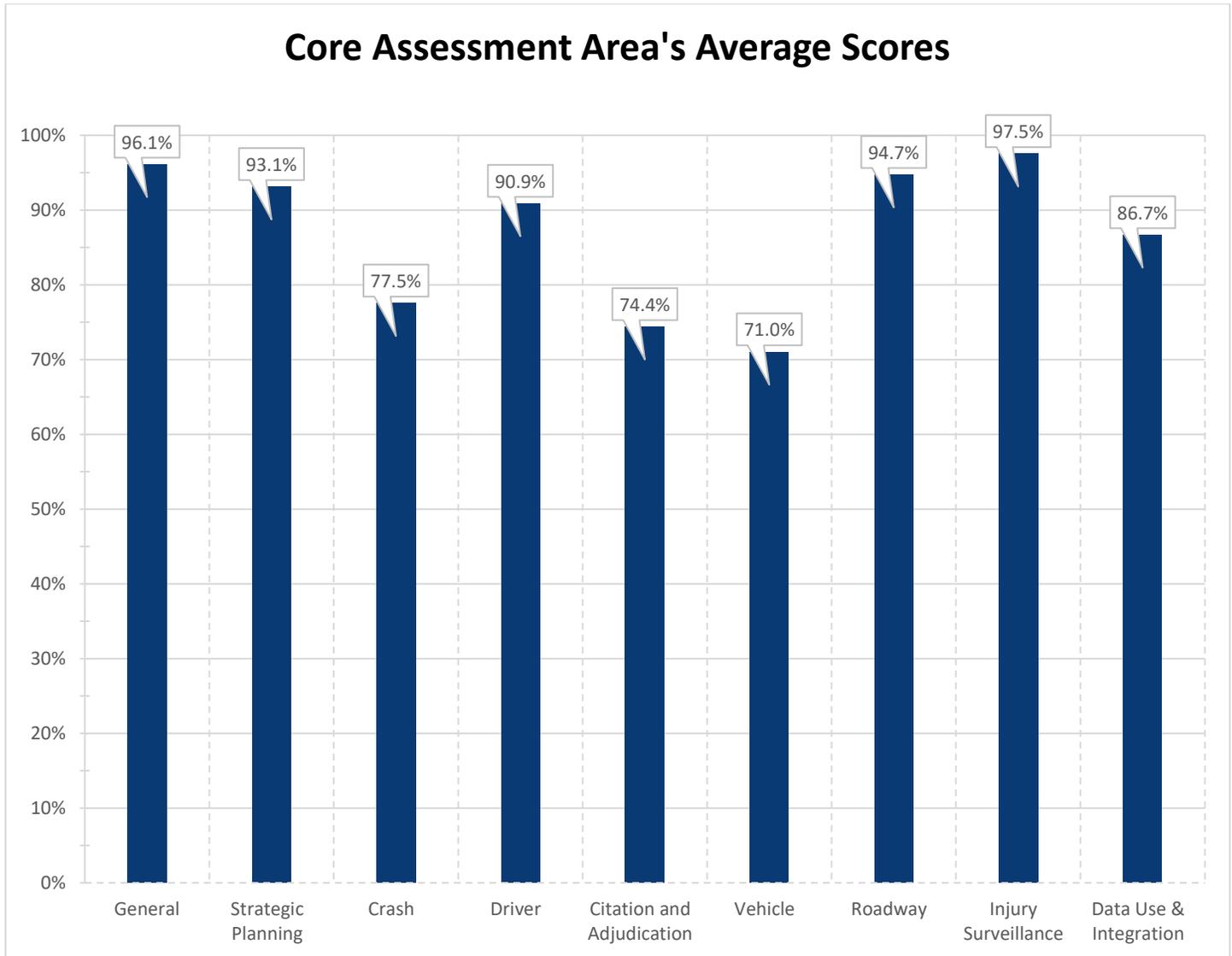
The following graph summarizes the overall year-over-year percentage change of each measurement as reported in the Fiscal Year 2024 Kansas Traffic Records System Performance Measurement Report.

Measured Improvement Since Previous Year



2020 NHTSA Traffic Records Self-Assessment Findings

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



2021-2025 Projects

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

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

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

Project: Master Data Management

<p>Project Description: This project will improve the methods of receiving electronic crash information in the field more quickly and efficiently. This includes reviewing and documenting the current Information Exchange Packet Document (IEPD) for import to the Traffic Records System (TRS) and continuing support for the TRS system.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 2: Information Sharing</p>	
	<p>Core Data System: Crash</p>	
	<p>NHTSA Assessment Recommendations</p>	
	<p>Crash: Interfaces 2020 Assessment Score: 53.3% Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Crash: Procedures / Process Flow 2020 Assessment Score: 74.2% Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Crash: Data Quality Control Programs 2020 Assessment Score: 91.8% Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Total Project Cost: \$2,528,538.46</p>	
<p>Agreements:</p>		
<p>1.1 Information Exchange Packet Document: This agreement provides for development of an updated IEPD to be supplied to crash data system vendors to enable digital input of the crash reports into the Crash Portal system.</p>	<p style="font-size: 2em; opacity: 0.5;">Agreement Expired: 09/30/2021.</p>	
<p>Performance Metrics: Completeness: The IEPD will include the data required in the current state of the Crash Portal. Uniformity: The data dictionary will include the data required in the current state of the Crash Portal. Integration: The IEPD will adhere to the NIEM 4.2 data schema and in a format ready for distribution to crash data vendors. Anticipated Schedule: 10/1/2020 – 9/30/2021</p>		
<p>Funding Source: NHTSA Grant Funding</p>		
		<p>Actual Agreement Cost: \$17,347.50</p>
<p>1.2 Paper Crash Reporting (Data Dash): This agreement will provide for a company to transcribe scanned crash report PDFs from state and local law enforcement agencies into blank KLER report forms exactly as written and coded.</p>		
<p>Performance Metrics: Accuracy: The contractor shall retain 98% or higher accuracy, (leave with the data entry in spelling and placement of information). Timeliness: The contractor shall ensure that each report is submitted properly back to KDOT within 20 days from the date of receipt. Anticipated Schedule: 10/1/2020 – 9/30/2023</p>	<p style="font-size: 2em; opacity: 0.5;">Agreement Expiring: 09/30/2023.</p>	

	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: \$91,839.25
1.3	Motor Vehicle Crash Report Conversion (BTCO): This agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports received from state and local law enforcement agencies.	
	Performance Metrics: Accuracy: Maintain a 95% or higher accuracy level of the data entry of paper crash reports. Completeness: Maintain a 100% scan rate with zero loss of incoming mail.	
	Anticipated Schedule: 1/1/2021 – 9/30/2025	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: \$421,151.50
1.4	Kansas Crash Data Systems (KCDS): This is the first phase of three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year's hosting. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur.	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: State TREF	Anticipated Agreement Cost (during Strategic Plan Period): \$714,010.00
1.5	KCDS Hosting and Maintenance: This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through the end of this Strategic Plan period (9/30/2025). Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. The third phase covers the annual KCDS maintenance charges for a term of six (6) years; including at minimum, platform upgrades and training on new features for a term of six (6) years. [Note: Previously this agreement was listed as 1.5 and 1.6. Here they are combined as they are the same agreement.]	
	Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
	Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost (during Strategic Plan Period): \$898,362.00
1.7	Driver's License Readers (KHP): This agreement will reimburse the Kansas Highway Patrol (KHP) for the purchase of driver's license readers that will be deployed to KHP troopers. The driver's license readers are designed for reading and decoding 2D Bar Codes on ID Cards and Driver's Licenses and will automate data entry into SmartCop. This automated data entry will provide KHP with enhanced accuracy in driver's license information within crash data by removing, or significantly reducing manual entry.	
	Performance Metrics: Accuracy: KDOT will collaborate with KDOR to enter a report showing the number of trips observed in driver's license information. Anticipated Schedule: 10/1/2022 – 9/30/2023	
	Funding Source: NHTSA Grant Funding	Actual Agreement Cost: \$207,648.00
1.8	FARS Manual Update (GHSA): This agreement will provide for a consultant to review the current Fatality Analysis Reporting System (FARS) Manual and compare and recreate the Manual to contain the requirements as outlined in the five-year Cooperative Agreement between KDOT and NHTSA related to providing fatality crash information.	
	Performance Metrics: Accuracy: Completeness: Timeliness:	
	Anticipated Schedule: 01/02/2023 – 09/30/2023	
	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: \$28,180.21

Agreement Expiring: 09/30/2023.

Agreement Expiring: 09/30/2023.

1.9	<p>*Overtime – Data Entry of Backlog Crash Reports (Wichita Police Department): This agreement will provide for reimbursement of overtime costs related to data entry and submission of crash reports to KDOT as part of Wichita Police Department’s effort to reduce their backlog of crash reports.</p>	
<p><u>Performance Metrics:</u></p>		
<p>Timeliness: As part of their reimbursement request each month, the Wichita Police Department will provide the total number of crash reports submitted to KDOT.</p>		
<p>Anticipated Schedule: TBD – 9/30/2025</p>		
<p>Funding Source: NHTSA Grant Funding</p>		<p>Anticipated Agreement Cost: \$150,000.00</p>

Project: Geo-Location Capture/Recording

<p>Description: The Geometric & Crash Data Unit of KDOT will record the geolocation of crashes that occur on the state's 130,000 miles of local roads. This project will generate the data to identify crash locations and provide data for crash analysis and reporting.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 3: Analytics</p>	
	<p>Core Data System: Crash</p>	
	<p>NHTSA Assessment Recommendations</p>	
	<p>Crash: Interfaces 2020 Assessment Score: 53.3%</p> <p>Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Crash: Data Quality Control Programs 2020 Assessment Score: 91.8%</p> <p>Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Data Use and Integration 2020 Assessment Score: 86.7%</p> <p>Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Total Project Cost: \$1,229,338.26</p>	
<p>Agreements:</p>		
2.1	<p>Geographic Information System (GIS) Mapping Integration: This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.</p>	
	<p>Performance Metrics: Accuracy: Compare automated results to a manual review of randomly sampled set of records that is representative of major crash types and locations; Calculate a spatial error for each crash subtype. Timeliness: All fatality crashes should be reviewed, and a <i>preliminary</i> location determined within two (2) weeks of receiving the records.</p>	
	<p>Anticipated Term: 10/1/2021 – 9/30/2025</p>	
	<p>Funding Source: NHTSA Grant Funding</p>	<p>Anticipated Agreement Cost: \$1,029,338.26</p>
2.2.1	<p>Aerial Imagery: This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.</p>	
	<p>Performance Metrics: Accuracy: Publication and distribution of imagery for state and local GIS initiatives. Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives. Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.</p>	
	<p>Anticipated Term: 1/1/2021 – 9/30/2022</p>	
	<p>Funding Source: State TREF</p>	<p>Actual Agreement Cost: \$100,000.00</p>

Agreement Expired: 09/30/2022

2.2.2	<p>*Aerial Imagery: This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.</p>		
	<p>Performance Metrics:</p> <p>Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives.</p> <p>Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives.</p> <p>Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.</p>		
	<p>Anticipated Term: 10/01/2024 – 09/30/2025</p>		
	<table border="1"> <tr> <td data-bbox="175 514 997 552">Funding Source: NHTSA Grant Funding</td> <td data-bbox="997 514 1542 552">Anticipated Agreement Cost: \$100,000.00</td> </tr> </table>	Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: \$100,000.00
Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: \$100,000.00		

Project: Provide Ongoing Maintenance

<p>Description: This project will support the maintenance for KBI / TRS systems. The work includes ensuring the operation of hardware, installation of software updates, and maintaining/ developing new interfaces as other systems evolve and are introduced. This ongoing effort is not designed to improve TRS specifically, the project is necessary to ensure that prior improvements are kept operational.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal #1: Traffic Safety Data</p> <p>Core Data System: Crash & Citation/Adjudication</p> <p>NHTSA Assessment Recommendations</p> <p>Crash: Procedures / Process Flow 2020 Assessment Score: 74.2%</p> <p>Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Crash: Data Quality Control Programs 2020 Assessment Score: 91.8%</p> <p>Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Citation/Adjudication: Interfaces 2020 Assessment Score: 40.5%</p> <p>Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Total Project Cost: \$506,951.29</p>
	<p>Agreements:</p>
	<p>3.1 TIRES Maintenance & Support: This agreement will provide for the ability to add, hide, or remove the validation rules associated with data received from the Kansas crash reports submitted by law enforcement agencies within the vendor application TIRES.</p> <p>Performance Metrics: Accuracy: Validation rules increase data accuracy and enable reliable reporting. Uniformity: Data validation rules ensure that incoming data conforms to the Crash Data Portal data structure requirements and identifies business rule violations. Integration: Validation rules promote integration with other KDOT and outside entities.</p> <p>Anticipated Term: 10/1/2021 – 9/30/2023</p> <p>Funding Source: State TREF</p> <p>Anticipated Agreement Cost: \$64,123.25</p>
	<p>3.2.1 TRS 2.0 Support Staff (nka Architecture & Application Support & Enhancements): This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.</p> <p>Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.</p> <p>Anticipated Schedule: 10/01/2020 – 09/30/2022</p> <p>Funding Source: NHTSA Grant Funding</p> <p>Actual Agreement Cost: \$40,578.04</p>
	<p>3.2.2 Architecture & Application Support & Enhancements (fka TRS 2.0 Support Staff): This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.</p> <p>Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.</p> <p>Anticipated Schedule: 10/01/2022 – 09/30/2025</p> <p>Funding Source: State TREF</p> <p>Anticipated Agreement Cost: \$270,000.00</p>

3.3	KCJIS Identity Access Management: This agreement will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included with our current maintenance agreement, this agreement is for implementation costs only.	
	Performance Metrics: Accessibility: Query principal users for accessibility satisfaction.	
	Anticipated Schedule: 10/1/2022 – 9/30/2024	
	Funding Source: NHTSA Grant Funding, State TREF, State General Fund	Anticipated Agreement Cost: \$132,250.00

Project: MMUCC Alignment

<p>Project Description: The MMUCC Alignment project will hire a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC most recent edition. The project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards. 	<p>Goal # 1: Traffic Safety Data</p>
	<p>Core Data System: Crash</p>
	<p>NHTSA Assessment Recommendations</p> <p>Crash: Applicable Guidelines 2020 Assessment Score: 80.0%</p> <p>Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p style="text-align: right;">Total Project Cost: \$150,000.00</p>
<p>Agreements:</p>	
<p>4.1</p>	<p>*MMUCC 6th Edition Mapping: This agreement is related to the mapping of Kansas crash data elements (State Crash Report and Crash Database) that will be performed as part of NHTSA's update of MMUCC to the 6th Edition.</p>
	<p>Performance Metrics:</p> <p>Uniformity:</p> <p>Anticipated Schedule: 10/1/2023 – 9/30/2024</p> <p>Funding Source:</p>
	<p style="text-align: right;">Anticipated Agreement Cost: \$0.00</p>
<p>4.2</p>	<p>*MMUCC Alignment: This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.</p>
	<p>Performance Metrics:</p> <p>Accuracy: The percentage of crash records with no errors in critical data element.</p> <p>Completeness: The percentage of records with no missing critical data elements.</p> <p>Uniformity:</p> <p>Anticipated Schedule: 10/1/2023 – 9/30/2024</p> <p>Funding Source: NHTSA Grant Funding</p>
	<p style="text-align: right;">Anticipated Agreement Cost: \$150,000.00</p>

Project: Security Modernization Phase 2

<p>Project Description: This project will integrate the core security applications into the Identity and Access Management solution, develop marketing and training material with the intent of promoting the security solution to a broader base of users that includes court clerks, emergency management organizations and other user groups seeking summarized KCJIS data.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Provide secure access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 2: Information Sharing</p>
	<p>Core Data System: Citation/Adjudication</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Citation/Adjudication – Applicable Guidelines 2020 Assessment Score: 88.9%</p> <p>Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Citation/Adjudication – Interfaces 2020 Assessment Score: 40.5%</p> <p>Improve the interfaces of the citation and adjudication data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Citation/Adjudication – Data Quality Control Programs Assessment Score 68.4%</p> <p>Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
<p>Total Project Cost: \$994,750.04</p>	
<p>Agreements:</p>	
<p>5.1 KCJIS Security Architecture: This agreement will continue to provide support for the execution of KBI's strategic plan as adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture in a phased manner. It will provide flexibility to our stakeholders, establish itself as a trusted security domain, and maintain strong security protocols.</p>	<p>Agreement Expired: 09/30/2022.</p>
<p>Performance Metrics: Integration: Percentage of records linked to another system or file.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2022</p>	
<p>Funding Source: NHTSA Grant Funding</p>	
<p>Actual Agreement Cost: \$60,200.00</p>	
<p>5.2 KBI Systems Architect Position: This agreement will provide for a position to research, develop, and document current and future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart.</p>	<p>Agreement Expired: 09/30/2022.</p>
<p>Performance Metrics: Integration: Increase ease of integration between partner agencies Accessibility: Query principal users for accessibility satisfaction.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2025</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	
<p>Anticipated Agreement Cost: \$684,550.04</p>	
<p>5.3 *KBI Integration Developer for ESB and KBI Applications: This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.</p>	<p>Agreement Expired: 09/30/2022.</p>
<p>Performance Metrics: Integration: Number of new integrations initiated. Integration: Number of total integrations supported.</p>	
<p>Anticipated Schedule: 10/1/2023 – 9/30/2026 [Agreement will extend past the end of the current Strategic Plan Period.]</p>	
<p>Funding Source: NHTSA Grant Funding</p>	
<p>Anticipated Agreement Cost (during Strategic Plan Period): \$250,000.00</p>	

Project: Citation Automation Deployment

<p>Project Description: This project provides ongoing support for the citation automation system and focuses on developing data capture mechanisms to capture arrest and offense data electronically as close to the sources as possible. While the system currently supports the KHP Kansas Law Enforcement Reporting (KLER) transactions, additional citation systems are in place in many local agencies. This project will provide the foundation for incorporating any number of citation systems which adhere to national incident-based reporting standards.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 1: Traffic Safety Data</p>
	<p>Core Data System: Citation/Adjudication</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Citation/Adjudication – Interfaces 2020 Assessment Score: 40.5%</p> <p>Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Citation/Adjudication – Data Quality Control Programs 2020 Assessment Score: 68.4%</p> <p>Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
<p>Total Project Cost: \$612,040.04</p>	
<p>Agreements:</p>	
<p>6.1 KBI eCite Vendor: The existing platform of KCJIS's technical and information sharing infrastructure is managed by the Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. This agreement will provide software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.</p>	
<p>Performance Metrics:</p> <p>Integration: Problem identification in aligning enforcement's data with crash data and to help determine the effect of enforcement as one element of road safety.</p> <p>Integration: Quarterly report detailing the number and percentage of total entities integrated into the KCJIS information sharing infrastructure.</p> <p>Completeness: Quarterly report detailing the percentage of total Kansas entities integrated into the KCJIS information sharing infrastructure.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2023</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	<p>Anticipated Agreement Cost: \$115,000.00</p>
<p>6.2 KBI eCitation Position: The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the TRS 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This agreement provides for the salary and benefits for a Program Consultant I with KBI's Information Services Division. This position conducts training to instruct law enforcement on use of the electronic form, provides reports to partners, and works with eCitation vendors.</p>	
<p>Performance Metrics:</p> <p>Timeliness: Query principal users for timeliness satisfaction.</p> <p>Accessibility: Query principal users for accessibility satisfaction.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2025</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	<p>Anticipated Agreement Cost: \$373,612.54</p>

6.3	<p>eCitation & eStatute: The eCitation portion of this agreement has a couple distinct objectives. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a KCJIS production environment. Current work for this agreement is related to Change Order 2, which will include Officer Last Name and First Name as required fields for Citation Record Entry (CRE) and eCitation Submission Service.</p>
<p>Agreement Expiring: 09/30/2023.</p>	
<p>Performance Metrics:</p>	
<p>Timeliness: Reporting for date of citation issuance compared to date of citation database entry</p>	
<p>Accuracy: Reporting providing number of data element error or missing information.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2023</p>	
<p>Funding Source: NHTSA Grant Funding</p>	<p>Anticipated Agreement Cost: \$123,427.50</p>

Project: Model Inventory of Roadway Elements (MIRE) Alignment

<p>Project Description: The MIRE Alignment project coincides with an Agency-wide effort to align KDOT's roadway elements and reporting systems with the Federal Highway Administration's Model Inventory Roadway Elements (MIRE) initiative. By adopting MIRE, State and local transportation agencies will be able to link safety data to non-safety data, making it easier to collect, store, link, and use all types of data. Having these additional data can help better identify where the safety problems are, what those problems are, and how best to treat them.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. 	<p>Goal # 1: Traffic Safety Data</p>
	<p>Core Data System: Roadway</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Roadway – Description & Contents 2020 Assessment Score: 93.3% Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Roadway – Applicable Guidelines 2020 Assessment Score: 83.3% Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Roadway – Interfaces 2020 Assessment Score: 91.7% Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Roadway – Procedures and Process Flows 2020 Assessment Score: 100% Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Total Project Cost: \$2,359,216.81</p>
<p>Agreements:</p>	
<p>7.1 Lidar Data Capture: This agreement will provide for utilizing a vendor to physically drive the 130,000 miles of Kansas highways and capture several roadway elements utilizing LIDAR to accurately measure road and shoulder widths, intersection elements, and bridge heights among others. The element capture will also provide an accurate inventory of all roadway elements such as guardrail heights and lengths. This data will be used for providing highly accurate data to KDOT analysts to formulate safety measures to prevent crashes and fatalities.</p>	<p>Agreement Expired: 09/30/2021.</p>
<p>Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/21</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF, State General Funds</p>	<p>Actual Agreement Cost: \$1,500,378.61</p>
<p>7.2 LIDAR Data Collection (Statewide): This agreement will provide for utilizing a vendor to configure the data capture to enable the integration into KDOT databases.</p>	<p>Agreement Expired: 09/30/2022.</p>
<p>Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2022</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	<p>Actual Agreement Cost: \$708,838.20</p>
<p>7.3 MIRE Compliance Tech Assistance: This agreement will obtain technical assistance through Federal Highway Administration's (FHWA) DATA Teams. This data will be used to ultimately progress KDOT towards access of a complete collection of MIRE FDE on all public roads by the 2026 deadline.</p>	<p>Agreement Expiring: 08/01/2023.</p>
<p>Performance Metrics: Accuracy: Completeness:</p>	
<p>Anticipated Schedule: 03/28/2023 – 08/01/2023</p>	
<p>Funding Source: N/A</p>	<p>Anticipated Agreement Cost: \$0.00</p>

7.4	<p>*MIRE Collaboration: This agreement will provide for a collaboration between the KS911 Coordinating Council and/or the University of Kansas - Data Access Support Center (KUCR-DASC), who is responsible for running the portal to gather and update data for Next Generation 911 call location systems. The goal is to confirm whether roads are public or private. This is one of the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) that KDOT will be required by FHWA to maintain for all roads in the state by 2026.</p>	
<p>Performance Metrics: ???</p>		
<p>Anticipated Schedule: 10/1/2023 – 9/30/2024</p>		
<p>Funding Source: NHTSA Grant Funding</p>		<p>Anticipated Agreement Cost: \$150,000.00</p>

Project: EMS/Injury Integration

<p>Project Description: This project will develop interfaces related to EMS and/or trauma and will include data from both Kansas and border states. This sharing of data will allow EMS and the Kansas Trauma Program to run reports and provide the ability to link data sources with disparate fields, compare data between jurisdictions, and highlight missing values.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Increase the completeness of traffic data by capturing missing information. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future expansion needs. 	<p>Goal # 1: Traffic Safety Data</p>
	<p>Core Data System: Injury/Surveillance</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Injury/Surveillance – Applicable Guidelines 2020 Assessment Score: 93.9%</p> <p>Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Injury/Surveillance – Procedures / Process Flow 2020 Assessment Score: 94.1%</p> <p>Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Total Project Cost: \$300,000.00</p>
<p>Agreements:</p>	
<p>8.1</p>	<p>Bio-Spatial Interstate Trauma Database: This agreement is designed to export crash and medical information into a network of EMS electronic patient care reports from thousands of Emergency Medical Services (EMS) providers and other electronic healthcare data sources using proprietary artificial intelligence (AI) to support the missions of public sector and commercial healthcare entities. The analytics provided through this network will better enable EMS and Trauma personnel to develop integration strategies to improve the completeness of a patient’s record in the region. Additionally, these analytics will help urban planners and transportation officials prioritize investments in highway infrastructure, road safety, and educational campaigns.</p>
	<p>Performance Metrics:</p> <p>Integration: The percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction. Completeness: The percentage of records with no missing critical data elements.</p>
	<p>Anticipated Schedule: 12/14/2022 – (until terminated)</p>
	<p>Funding Source: N/A</p>
	<p>Anticipated Agreement Cost: \$0.00</p>
<p>8.2</p>	<p>*Kansas Trauma Registry Gen 6 Operations: This agreement will secure Kansas trauma registry updates and maintenance, allowing for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).</p>
	<p>Performance Metrics:</p> <p>Completeness: Integration:</p>
	<p>Anticipated Schedule: 10/01/2023 – 09/30/2028 [Agreement will extend past the end of the current Strategic Plan Period.]</p>
	<p>Funding Source: NHTSA Grant Funds</p>
	<p>Anticipated Agreement Cost (during Strategic Plan Period): \$300,000.00</p>

Project: Toxicology

<p>Project Description: This project will provide for the purchase of equipment for Kansas laboratories. This equipment is not intended to improve TRS directly; however, increased capacity and other benefits provided by this project will lead to better data sharing related to toxicology (e.g., BAC results).</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase timeliness between capture and availability of data. • Increase uniformity and linking of data across all participating systems. • Increase completeness of traffic data by capturing any missing information. • Provide better access to traffic record statistical information to state and local personnel. • Improve accessibility to comprehensive traffic record information about an individual to state and local agency personnel. 	<p>Goal # 2: Information Sharing</p>
	<p>Core Data System: Crash</p>
	<p>NHTSA Assessment Recommendations</p> <p>Crash: Procedures / Process Flow 2020 Assessment Score: 74.2%</p> <p>Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Total Project Cost: \$550,000.00</p>
<p>Agreements:</p>	
<p>9.1 *Laboratory Equipment (QTOF): This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center’s capacity to thoroughly screen biological samples from suspected Driving Under Influence of Drugs (DUID) cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory’s screening procedures and allowing “untargeted” screenings and screenings of oral fluid using testing of evidentiary oral fluid samples in the future.</p>	
<p>Performance Metrics:</p> <p>Accuracy:</p> <p>Completeness:</p>	
<p>Anticipated Schedule: 10/01/2023 – 09/30/2024</p>	
<p>Funding Source: State TREF</p>	<p>Anticipated Agreement Cost: \$550,000.00</p>

IMPLEMENTATION SCHEDULE & ANTICIPATED COSTS (FFY21 – FFY25)

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

APPENDIX A: Table of Acronyms

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

APPENDIX B: 2020 Assessment Recommendations

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

Assessment Area		
2020 NHTSA Traffic Records Assessment Recommendation		Score
Project (if applicable) • Agreement(s)	Performance Measures (or reason for not implementing recommendations)	
General		96.1%
General		
Strengthen the capacity of the Traffic Records Coordinating Committee that reflect best practices identified in the Traffic Records Program Assessment Advisory.		96.1%
No current project/agreement.	<i>The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the capacity of the TRCC.</i>	
Strategic Planning		93.1%
Strategic Planning		
Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.1%
No current project/agreement.	<i>The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the TRCC's ability for strategic planning.</i>	
Crash		77.5%
Description & Contents		
Improve the description and contents of the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		95.7%
No current project/agreement.	<i>The timeline for the Crash system description improvement has been extended due to interdependencies with other TRCC projects as well as resource availability.</i>	
Applicable Guidelines		
Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		80.0%
MMUCC Alignment • 4.1: MMUCC 6 th Edition Mapping • 4.2: MMUCC Alignment	Performance Measure(s): Accuracy Completeness Uniformity	
Data Dictionary		
Improve the data dictionary for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		70.0%
No current project/agreement.	<i>The TRCC will take this recommendation under advisement and consider potential strategies for improving the data dictionary.</i>	
Procedures / Process Flow		
Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		74.2%

Master Data Management <ul style="list-style-type: none"> • 1.2: Paper Crash Reporting (Data Dash) • 1.3: Motor Vehicle Crash Report Conversion (BTCO) • 1.7: Driver's License Readers (KHP) • 1.9: Overtime – Data Entry of Backlog Crash Reports (WPD) Provide Ongoing Maintenance <ul style="list-style-type: none"> • 3.2.1: TRS 2.0 Support Staff • 3.2.2: Architecture & Application Support & Enhancements • 3.3: KCJIS Identity Access Management Toxicology <ul style="list-style-type: none"> • 9.1: Lab Equipment (QTOF) 		Performance Measure(s): Timeliness Accuracy Completeness Integration Accessibility	
Interfaces			
Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			53.3%
Master Data Management <ul style="list-style-type: none"> • 1.4: Kansas Crash Data System (KCDS) • 1.5: KCDS Hosting and Maintenance • 1.7: Driver's License Readers (KHP) Geo-location Capture/Recording <ul style="list-style-type: none"> • 2.1: Geographic Information System (GIS) Mapping Integration 		Performance Measures: Timeliness Accuracy Completeness	
Data Quality Control Programs			
Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			91.8%
Master Data Management <ul style="list-style-type: none"> • 1.1: Information Exchange Packet Document • 1.8: FARS Manual Update (GHSA) Geo-location Capture/Recording <ul style="list-style-type: none"> • 2.1: Geographic Information System (GIS) Mapping Integration 		Performance Measure(s): Completeness Uniformity Integration	
Driver			90.9%
Description & Contents			
Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			100%
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>		
Applicable Guidelines			
Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			100%
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>		
Data Dictionary			
Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.			83.3%
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>		
Procedures & Process Flows			

Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		98.2%
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Interfaces		
Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7%
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Data Quality Control Programs		
Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		76.9%
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Citation/Adjudication		74.4%
Description & Contents		
Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		52.6%
No current project/agreement.	<i>The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.</i>	
Applicable Guidelines		
Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		88.9%
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture	Performance Measure(s): Integration	
Data Dictionary		
Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	<i>The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.</i>	
Procedures & Process Flows		
Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		95.8%
No current project/agreement.	<i>The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.</i>	
Interfaces		
Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		40.5%

Security Modernization Phase 2 <ul style="list-style-type: none"> 5.1: KCJIS Security Architecture 5.3: Integration Developer for ESB and KBI Applications Citation Automation Deployment <ul style="list-style-type: none"> 6.2: KBI eCitation Position 6.3: eCitation & eStatute Provide Ongoing Maintenance <ul style="list-style-type: none"> 3.3: KCJIS Identity Access Management 	Performance Measure(s): Timeliness Accuracy Integration Accessibility	
Data Quality Control Programs		
Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Security Modernization Phase 2 <ul style="list-style-type: none"> 5.2: KBI Systems Architect Position Citation Automation Deployment <ul style="list-style-type: none"> 6.1: KBI eCite Vendor 	Performance Measure(s): Completeness Integration Accessibility	68.4%
Vehicle		
71.0%		
Description & Contents		
Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	83.3%
Applicable Guidelines		
Improve the applicable guidelines for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	51.5%
Data Dictionary		
Improve the data dictionary for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	100%
Procedures & Process Flows		
Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	<i>Stolen vehicles are not flagged or reported through their system. The TRCC will take this recommendation for potential strategies to improve procedures and process flows of traffic safety data.</i>	70.0%
Interfaces		
Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	33.3%
Data Quality Control Programs		
Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	87.8%

Roadway		94.7%
Description & Contents		
Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.3%
Model Inventory of Roadway Elements (MIRE) Alignment <ul style="list-style-type: none"> 7.1: LIDAR Data Capture 7.4: MIRE Collaboration 	Performance Measure(s): Accuracy Completeness	
Applicable Guidelines		
Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3%
Model Inventory of Roadway Elements (MIRE) Alignment <ul style="list-style-type: none"> 7.2: LIDAR Data Collection (Statewide) 	Performance Measure(s) Accuracy	
Data Dictionary		
Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	<i>With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.</i>	
Procedures & Process Flows		
Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
Model Inventory of Roadway Elements (MIRE) Alignment <ul style="list-style-type: none"> 7.3: MIRE Compliance Tech Assistance 	Performance Measure(s): Accuracy Completeness	
Interfaces		
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.7%
Model Inventory of Roadway Elements (MIRE) Alignment <ul style="list-style-type: none"> 7.2: LIDAR Data Collection (Statewide) 7.4: MIRE Collaboration 	Performance Measure(s): Accuracy	
Data Quality Control Programs		
Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	<i>With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.</i>	
EMS/Injury Surveillance		97.5%
Description & Contents		
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Description and Contents of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	
Applicable Guidelines		
Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.9%
EMS/Injury Integration <ul style="list-style-type: none"> 8.1: Bio-Spatial Interstate Trauma Database 8.2: Kansas Trauma Registry Gen 6 Operations 	Performance Measure(s): Completeness Integration Accessibility	

Data Dictionary		
Improve the data dictionary for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Data Dictionary of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	
Procedures & Process Flows		
Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		94.1%
EMS/Injury Integration <ul style="list-style-type: none"> 8.1: Bio-Spatial Interstate Trauma Database 8.2: Kansas Trauma Registry Gen 6 Operations 	Performance Measure(s): Completeness Integration Accessibility	
Interfaces		
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100%
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Interfaces of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	
Data Quality Control Programs		
Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		97.0%
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Data Quality Control Programs of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	
Data Use & Integration		86.7%
Data Use & Integration		
Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7%
Geo-Location Capture/Recording <ul style="list-style-type: none"> 2.1: GIS Mapping Integration 2.2.1: Aerial Imagery 2.2.2: Aerial Imagery Provide Ongoing Maintenance <ul style="list-style-type: none"> 3.1: TIRES Maintenance & Support 	Performance Measure(s): Timeliness Accuracy Uniformity Integration	

APPENDIX C: TRCC Charter

**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING
COMITTEE**

TRCC CHARTER
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**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER**

I. INTRODUCTION

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

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

II. OVERVIEW AND PURPOSE

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

- A. **Mission.** Reduce fatalities and serious injuries on Kansas roadways by providing timely, accurate, integrated, and accessible traffic records data.
- B. **Vision.** Develop the primary integrated data destination for creating life-saving strategies which improve the quality of life for the traveling public on Kansas roadways.

III. ORGANIZATIONAL STRUCTURE

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

A. **Leadership.**

1. **Chairperson.** The TRCC Chairperson shall:

- (a) Be the Assistant Bureau Chief of KDOT's Bureau of Transportation Safety, or the Assistant Bureau Chief's designee.
- (b) Preside over TRCC votes.
- (c) Approve new Partner Agencies.
- (d) Have signatory authority for the TRCC, including the annual approval functions listed in subsection (e) below.
- (e) Prioritize traffic records projects funded through federal and state funding sources.

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- (f) Approve annually, as part of the state’s annual application for 23 U.S.C. § 405(c) federal highway safety grant funds, sections of the Highway Safety Plan related to state traffic safety information system improvements and the Traffic Records Strategic Plan. The sections of the Highway Safety Plan and the Traffic Records Strategic Plan include details pertaining to:
 - (i) The TRCC Membership.
 - (ii) The TRCC Coordinator.
 - (iii) Performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

2. Coordinator. The TRCC Coordinator shall:

- (a) Be appointed by the TRCC Chairperson.
- (b) Draft and maintain meeting notes for each TRCC meeting, which shall include membership attendance.
- (c) Maintain and keep current the TRCC Roster of Membership.
- (d) Manage traffic records projects, including management and tracking of performance measures.
- (e) Develop and submit any National Highway Traffic Safety Administration (NHTSA) reporting required for 23 U.S.C. § 405 (c) grant funds. This reporting includes, but is not limited to, the traffic records sections of the state’s Highway Safety Plan and Annual Performance Report, the Kansas Traffic Records System Performance Measurement Report, and the TRCC Strategic Plan.

B. Membership.

1. Overview.

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

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2. Representatives.

- (a) Each Partner Agency shall designate at least one (1) Representative that will attend and participate in the TRCC's quarterly meetings.
- (b) Partner Agencies are encouraged to include as their Representatives on the TRCC:
 - (i) An executive or an executive's designee who is empowered to establish policy, direct resources, and set the Mission and Vision for the TRCC; and
 - (ii) A technical staff member possessing the necessary technical skills to provide guidance.
- (c) Representatives shall:
 - (i) Assist with establishing goals for improving the TRCC.
 - (ii) Review laws dealing with traffic records for consistency and for conformity with current technology.
 - (iii) Review and approve the state's multi-year Traffic Records Coordinating Committee Strategic Plan.
 - (iv) Assess the need for legislation to facilitate the development and operation of the TRCC.
 - (v) Request funding for projects to gather, maintain, and integrate traffic records data.
 - (vi) Be expected to deliver quarterly or annual updates on current TRCC or other traffic safety data projects.

3. Roster of Membership.

- (a) The TRCC shall have a Roster of Membership listing each TRCC member by name, title, organization, and core safety database represented.
- (b) TRCC's current Roster of Membership shall be posted on the TRCC website.
- (c) The TRCC's Roster of Membership shall be updated to add any new member or remove any withdrawn member of the TRCC before the state's annual update to the Traffic Records Strategic Plan.

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4. New Members.

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

5. Withdrawal of Membership.

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

IV. FUNCTIONS

A. Responsibilities. The TRCC shall:

1. Consider and coordinate the views of organizations in the state that engage in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
2. Conduct itself in accordance with applicable laws and regulations and shall not direct any Partner Agency to act in a manner contrary to law.
3. Review and evaluate new technologies for keeping highway safety data and traffic records systems current and secure.
4. Review and support the state's multi-year Traffic Records Coordinating Committee Strategic Plan. The TRCC Strategic Plan, as required under 23 C.F.R. § 1300.22 (c), shall:
 - (a) Describe specific, quantifiable, and measurable improvements that are anticipated in the state's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
 - (b) For any identified performance measure, use the formats set forth in the Model Performance Measures for State Traffic Records Systems.
 - (c) Identify which highway safety data and traffic records system assessment recommendations the state intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress.
 - (d) For recommendations that the state does not intend to implement, provide an explanation.

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CHARTER

V. MEETINGS

- A. **Frequency.** The TRCC shall meet no less than three (3) times per year. However, the TRCC will typically meet once per quarter.
- B. **Time & Place.** The time, date, and place of each TRCC meeting shall be set by the TRCC Chairperson.
- C. **Notice.** The TRCC Coordinator shall provide e-mail notification to each TRCC Member of the time, date, and place of upcoming meetings no less than thirty (30) days before each meeting is to take place.
- D. **Attendance.** Meeting attendance may be by means of teleconference, telephone call, or any other communications equipment that allows all persons participating in the meeting to speak and hear all participants. Participation by such means shall constitute presence in person at a meeting.
- E. **Notes.** The TRCC Coordinator shall take notes of all meetings. Approximately one (1) week after each meeting is held, the TRCC Coordinator shall distribute a preliminary draft of such notes to each Partner Agency to allow Partner Agencies the opportunity to review such notes for accuracy, provide feedback, and suggest revisions. Meeting notes will typically be distributed to each Partner Agency as a final draft approximately one (1) week before the next meeting is to be held.

VI. AMENDMENTS

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

VII. TRANSPARENCY

- A. **Open Public Meetings.**
 - 1. All TRCC meetings shall be open to the public in accordance with the Kansas Open Meetings Act (KOMA), K.S.A. 75-4317 *et seq.*, and amendments thereto.
- B. **Open Records.**
 - 1. TRCC records shall be subject to the Kansas Open Records Act and maintained in accordance with records retention laws and policies.

**STATE OF KANSAS
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CHARTER**

DECLARATION OF ADOPTION

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

TRCC CHAIRPERSON:

Chris Bortz

Printed Name
Assistant Bureau Chief,
KDOT Bureau of Transportation Safety

Title

6/29/23

Date

Signature



**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX A – LEADERSHIP**

TRCC CHAIRPERSON:

Chris Bortz

Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety

Title

6/29/23

Date

Signature

TRCC COORDINATOR:

Amy Smith

Printed Name

Traffic Records Coordinator

Title

6-29-23

Date

Signature

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

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

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

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

I. INTRODUCTION

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

TRCC Report Purpose – The Kansas TRS performance measurements enable the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements also provide a holistic view of the strategic plan’s progress towards achieving the TRCC’s goals and objectives. Kansas TRCC leaders utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance. Each measurement contains a narrative, trend and data analysis observations and graphs, and a summary with trend indicator as described in the table to the right.

Indicator	Description
	Signifies a materially positive trend in the performance measurement.
	Signifies no change, or a neutral trend, in the performance measurement.
	Signifies a materially negative trend in the performance measurement.
NEW	Signifies a new performance measurement without enough data to establish a trend.

II. SUMMARY OF PERFORMANCE MEASURES

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

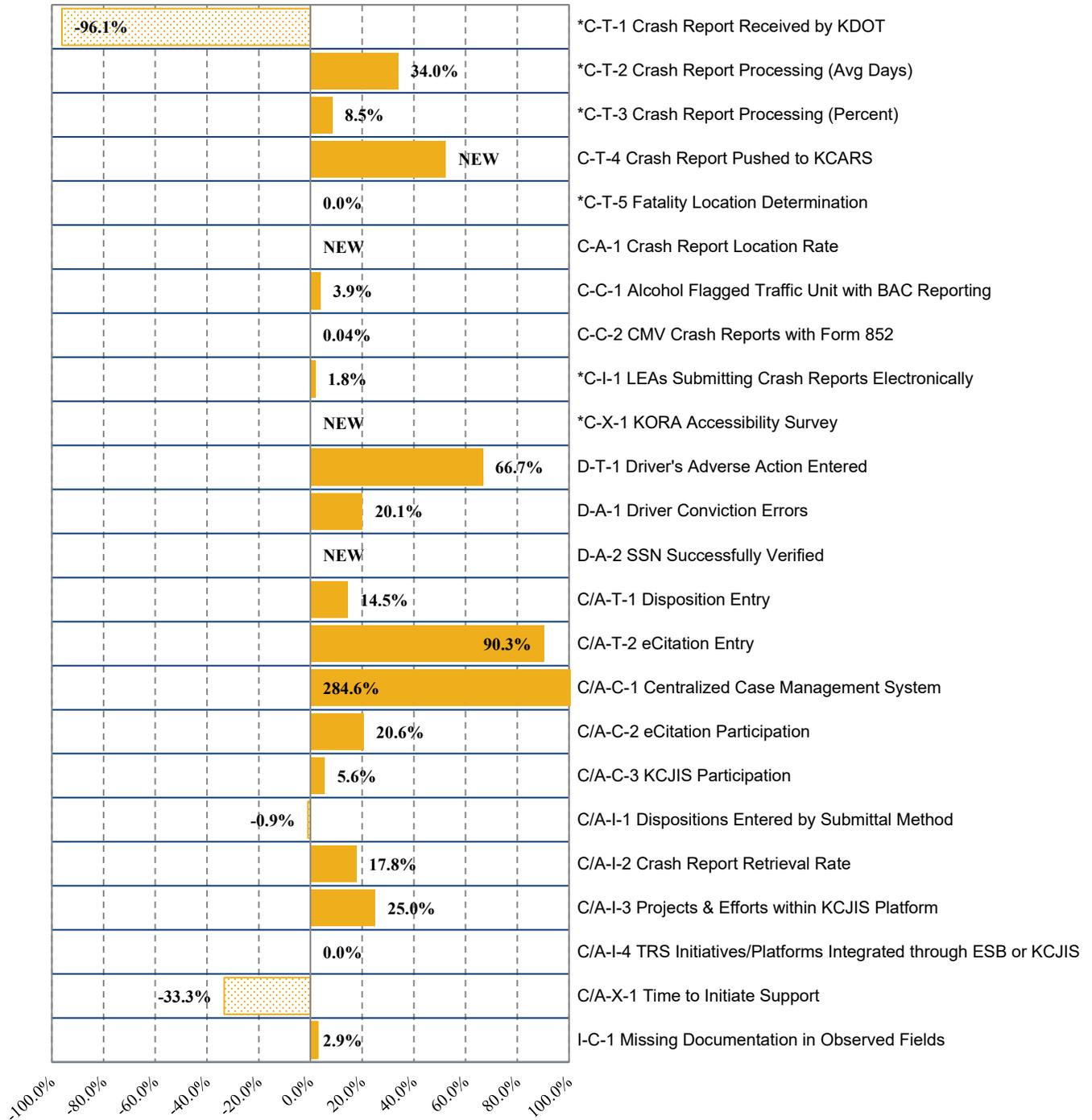
One goal of the TRCC this reporting period was to continue measuring its performance in improving traffic records based on the NHTSA traffic records review. Those areas that appeared to have the greatest need are targeted by the updated Traffic Records Coordinating Committee (TRCC) Strategic Plan, which in turn makes them monitoring priorities. The following table depicts the areas that the TRCC is currently measuring in this report.

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

Injury	Current		Current			
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The following Measured Improvement Since Previous Year summary indicates the year-over-year percentage change of each metric. The measures for each year are calculated for the period of performance from April 1, 2022, to March 31, 2023, unless noted with an (*).

Measured Improvement Since Previous Year

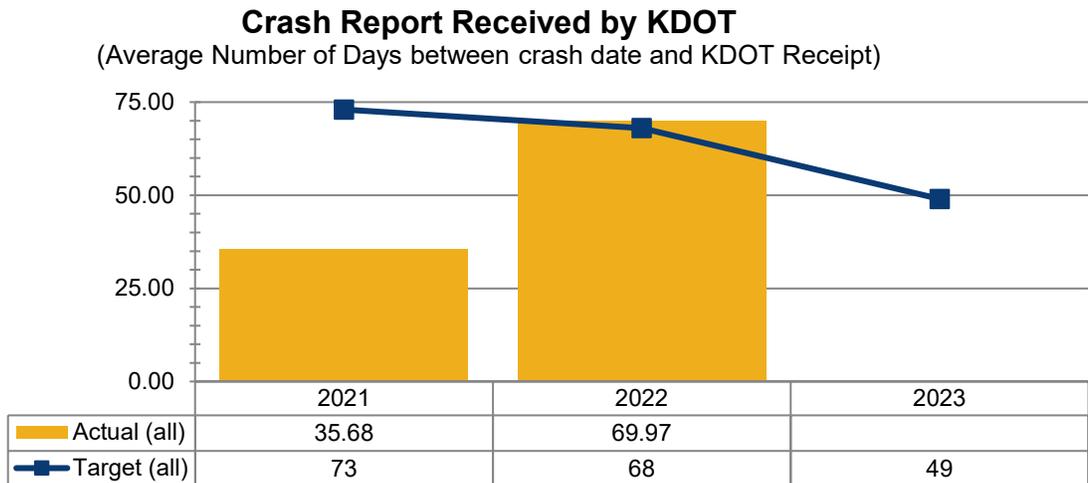


III. CRASH DATABASE MEASURES

C-T-1: Timeliness – Crash Report Received by KDOT
 Reporting Period: January 1st – December 31st

A key factor in collecting accurate crash data is ensuring crash reports are submitted to KDOT quickly after crashes. By law, any crash occurring on or involving a public roadway which results in death or injury to a person or total property damage of \$1,000 or more must be reported to the Kansas Department of Transportation (KDOT) within ten (10) days after investigation. Crash reports can be submitted to KDOT in either paper or electronic format. The sooner KDOT receives crash reports, the sooner the information can be submitted to the TRS and pushed to Kansas Crash Analysis & Reporting System (KCARS) for reporting and analysis. For measurements in this report, “KDOT Receipt” is the first date associated with a crash report and is generally the date that an electronic/PDF copy of the crash report is created.

This “Crash Report Received by KDOT” measurement shows the average number of days between a crash date (where available) and the KDOT Receipt date for crash reports that were processed during the calendar year. During the 2022 calendar year, the overall average number of days between the date of a crash to when it was received increased by 34.29 days. When looking at electronic and paper submissions separately, those that are submitted electronically are usually submitted more quickly than those that are submitted by paper. For example, during the 2022 calendar year, the average number of days for receipt of electronic crash reports was 46.92 while the average number of days for receipt of paper crash reports was 88.34 days. Once the Kansas Crash Data System (KSCDS) is designed and implemented, this measurement of overall timeliness should improve as the rate of electronic submittals increases.



[REVISED MEASUREMENT]: This measurement was renamed from “Report Submittal” to more clearly identify that it is related to KDOT receipt of crash reports. Additionally, it now shows the average number of days from crash to first receipt for all crash reports, instead of measuring the average number of days for receipt of paper and electronic crash reports separately. These separate averages for paper and electronic reports are called out in the narrative.

 <i>Negative</i>	SUMMARY
	<i>The average number of days from a crash to first receipt of crash reports increased from 35.68 days to 69.97 days in calendar year 2022; this is a 96.1% diminishment from last year.</i>

III. CRASH DATABASE MEASURES (CONTINUED)

C-T-2: Timeliness – Crash Report Processing (Avg Days)

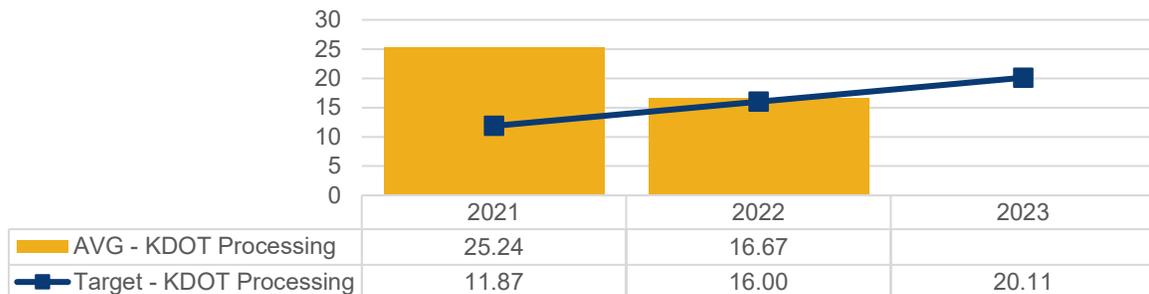
Reporting Period: January 1st – December 31st

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

This “Crash Report Processing (Avg Days)” measurement shows the average number of days between KDOT’s receipt of a crash report and the most recent submitted to TRS date for crash reports that were submitted to the TRS during the calendar year. During calendar year 2022, the average number of days observed for this measurement decreased by 8.57 days, from 25.24 to 16.67 days.

Crash Report Processing

(Avg Number of Days between KDOT Receipt and "submitted to TRS" date)



*The Target line is increasing due to being calculated from a 3-year average. In 2019, the AVG - KDOT Processing was 3.69. A downward trend for the Target should resume once that outlier is no longer included.

[REVISED MEASUREMENT]: This revision split the “Crash Report Processing” measurement into two separate measurements. C-T-2 measures the average number of days between KDOT receipt and the most recent “submitted to TRS”

date; and C-T-3 measures the percentage of crash reports, grouped by length of time, between the crash date and the most recent “submitted to TRS” date. The groupings used for C-T-3 are <30 Days, 30-90 Days, and >90 Days.

 <i>Positive</i>	SUMMARY
	<i>The average number of days between KDOT receipt of a crash report and its submittal to the TRS decreased from 25.24 days to 16.67 days in calendar year 2022. This is a 34.0% improvement.</i>

III. CRASH DATABASE MEASURES (CONTINUED)

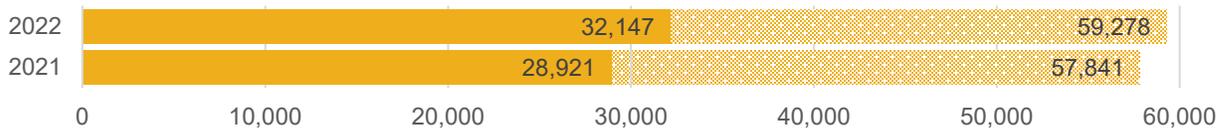
C-T-3: Timeliness – Crash Report Processing (Percent)

Reporting Period: January 1st – December 31st

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

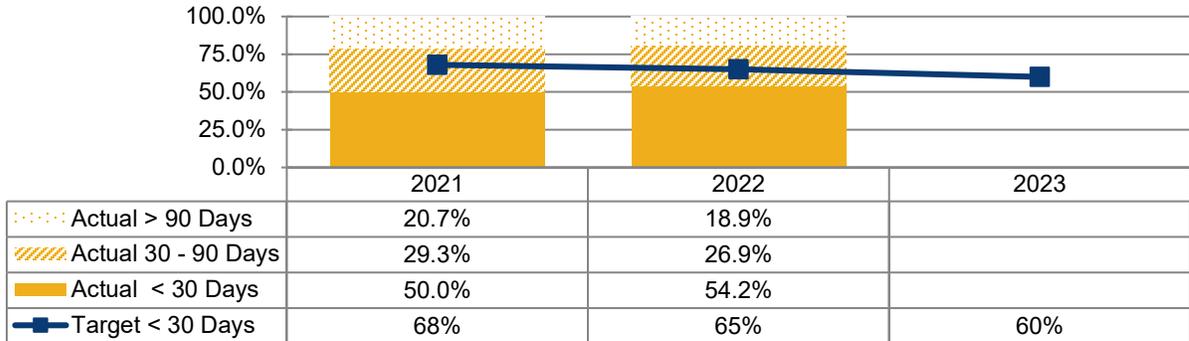
This “Crash Report Processing (Percent)” measurement shows the percentage of crash reports that were submitted to the TRS in less than 30 days, 30-90 days, and more than 90 days after the crash date for crash reports that were submitted to the TRS during the calendar year. During the calendar year 2022, the number of crash reports submitted to the TRS increased by 1,437 from the prior year. Additionally, the number of crash reports that were submitted to the TRS in less than 30 days after the crash date increased by 3,226. The combined effect of these changes results in an increase in the percentage of crash reports that were submitted to the TRS less than 30 days after the crash date.

Crash Reports Processed (<30 days v. total)



Crash Report Processing

(Percentage Within 30 Days, 30-90 Days, and Over 90 Days)



*The Target line is decreasing due to being calculated from a 3-year average. In 2019, the Actual <30 Days was 65.7%. An upward trend for the Target should resume in the near future.

[REVISED MEASUREMENT]: This revision split the “Crash Report Processing” measurement into two separate measurements. C-T-2 measures the average number of days between KDOT receipt and the most recent submitted to TRS date; and C-T-3 measures the percentage of crash reports, grouped by length of time between the crash date and the most recent submitted to TRS date. The groupings used for C-T-3 are <30 Days, 30-90 Days, and >90 Days.

 <i>Positive</i>	<p style="text-align: center;">SUMMARY</p> <p><i>The percentage of crash reports accepted by the system within 30 days of the crash date increased from 50.0% to 54.2% in calendar year 2022. This is an 8.5% improvement.</i></p>
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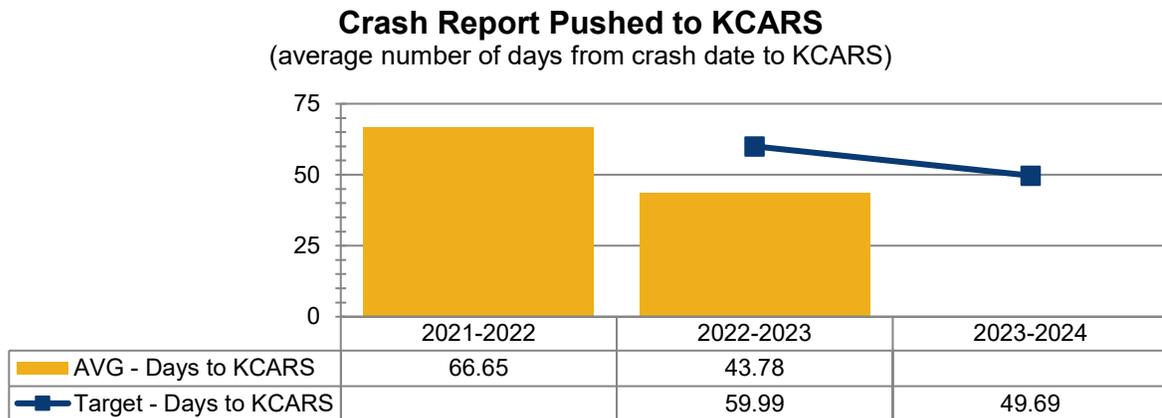
III. CRASH DATABASE MEASURES (CONTINUED)

C-T-4: Timeliness – Crash Report Pushed to KCARS Reporting Period: April 1st – March 31st

[NEW]

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

This “Crash Report Pushed to KCARS” measurement shows the average number of days from the crash date to the pushed to KCARS date of crash reports with a crash date during the reporting period. For the 2023 reporting period, there was a decrease of 22.87 days in the observed average number of days from crash date to the date that a crash report was “pushed to KCARS.”



SUMMARY	
 <i>Positive</i>	<p><i>The average number of days between the crash date and the date a report was “pushed to KCARS” decreased from 66.65 days to 43.78 days in the 2023 reporting period. This is a 52.2% improvement.</i></p>

III. CRASH DATABASE MEASURES (CONTINUED)

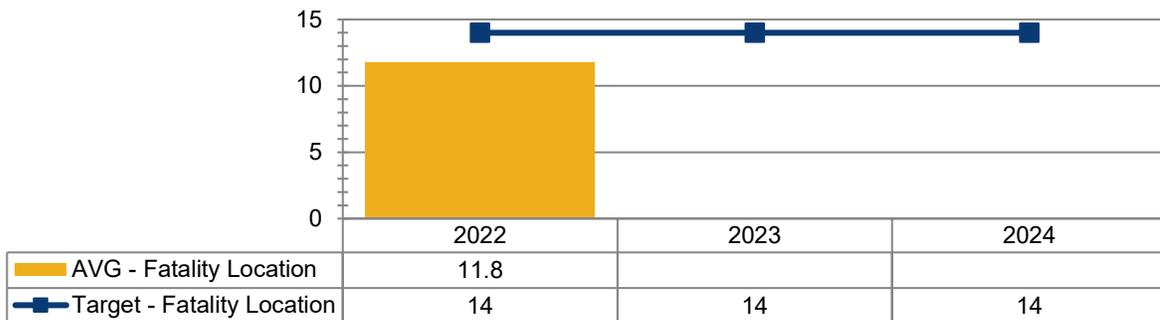
C-T-5: Timeliness – Fatality Location Determination Reporting Period: January 1st – December 31st

[NEW]

The TRCC funded a contract with the University of Kansas Center for Research-Data Access and Support Center (KUCR-DASC) for a variety of automated and semi-automated routines to locate (geocode) and offset crash records to their corresponding intersection. “Offset” is when the final location determination has been offset from the intersection according to either the officer data, manual location, or via milepost marker. KUCR-DASC began tracking the number of days between receipt of a crash report and when the fatality location determination was made available to KDOT with crash reports in 2022. This is part of a new contractual expectation for fatality crash reports to have a location determination available to KDOT within two weeks of receipt. Reducing the amount of time before a fatality location determination is available to KDOT enables earlier analysis by our partners; allowing them to make decisions related to Kansas infrastructure and roadway safety measures.

This “Fatality Location Determination” measurement shows the average number of days between KUCR-DASC’s receipt of a fatality crash report, and the location determination being made available to KDOT. In the 2022 calendar year, the average number of days between receipt and location determination was 11.8 days.

Fatality Location Determination (Avg Days)
(KUCR-DASC receipt to location determination available to KDOT)



	SUMMARY
NEW	<i>2022 is the first year tracking the average number of days for location determination of fatality crashes. A trend cannot be determined until more data is obtained.</i>

III. CRASH DATABASE MEASURES (CONTINUED)

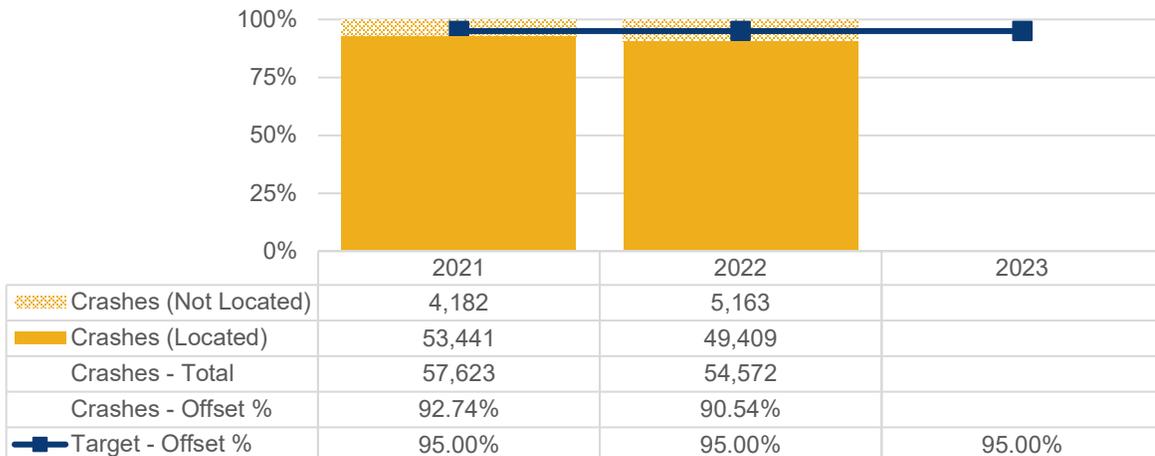
C-A-1: Accuracy – Crash Report Location Rate Reporting Period: January 1st – December 31st

[NEW]

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

This “Crash Report Location Rate” measurement shows the percentage of crash reports that occurred during the 2022 calendar year that have a location determination available to KDOT. As of April 24th, the overall location rate for the 2022 calendar year is 90.54%, which is 2.2% lower than what was observed by the end of processing for the 2021 calendar year. However, this rate is expected to continue to improve before the June 30th benchmark date shown in the contract.

KUCR-DASC Location Determination
(percentage of crash reports with a location available to KDOT)



NEW	SUMMARY
	<i>These location determination rates are snapshots from a certain date. In the future, the snapshot will be obtained on the same date each year to allow for a trend to be determined.</i>

CONTRACTUAL EXPECTATIONS:		
	Expected (by 6/30/23)	Actual (4/24/23)
Fatality	100%	100%

Highway	95%	88.00%
Injury	90%	92.26%

III. CRASH DATABASE MEASURES (CONTINUED)

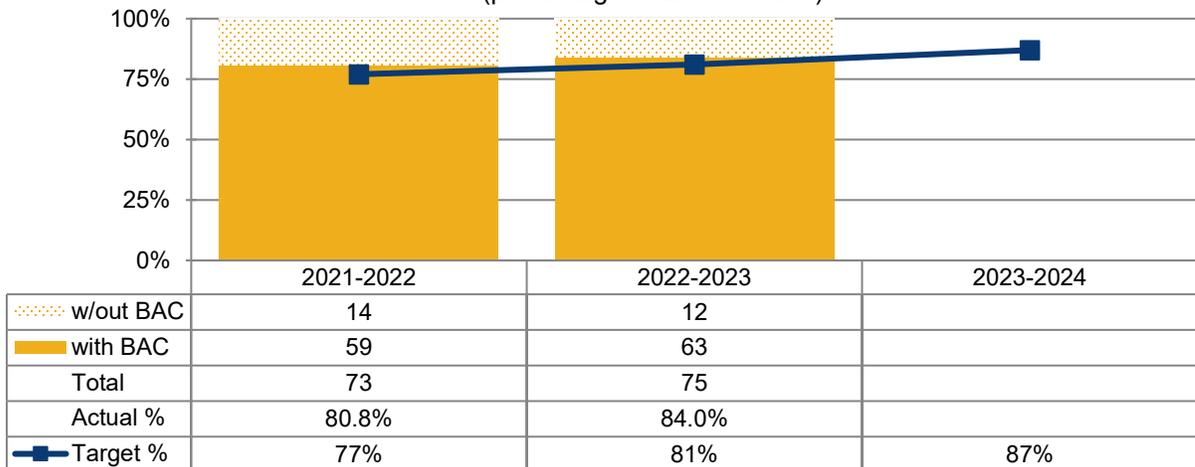
C-C-1: Completeness – Alcohol Flagged Traffic Units with BAC Reporting (Fatality Only)

Reporting Period: April 1st – March 31st

Reporting of Blood Alcohol Content (BAC) test results is a required field on the statewide crash reporting form for any crash where impairment by a substance is suspected. Ensuring that crash reports are submitted with complete BAC data (when required) will provide more accurate and complete alcohol-related fatality statistical data for the State of Kansas and other interested parties.

This “Alcohol Flagged Traffic Units with BAC Reporting (Fatality Only)” measurement shows the percentage of alcohol flagged traffic units listed on fatality crash reports where the BAC information has been completed. This measurement supports the TRCC goal of decreasing the number of blank or unknown BAC fields on State fatality crash reports, which are in turn submitted to the FARS database. For the 2023 reporting period, there were 75 alcohol flags denoting a suspected impairment on fatality crash reports, and 63 of those contained the completed BAC data. This puts the percentage of alcohol flags with complete BAC data in 2023 at 84.0%, which is an increase from 80.8% in the 2022 reporting period.

Alcohol Flagged Traffic Units in Fatality Crashes
(percentage w/ BAC Results)



SUMMARY	
 Positive	<i>The percentage of alcohol flagged traffic units on fatality crash reports with completed BAC reporting increased from 80.8% to 84.0% in the 2023 reporting period. This is a 3.9% improvement.</i>

[REVISED MEASUREMENT]: This measurement was renamed from “Blood Alcohol Content Reporting” and the narrative and data more clearly identifies that it is related to the percentage of traffic units involved instead of a percentage of crash reports.

III. CRASH DATABASE MEASURES (CONTINUED)

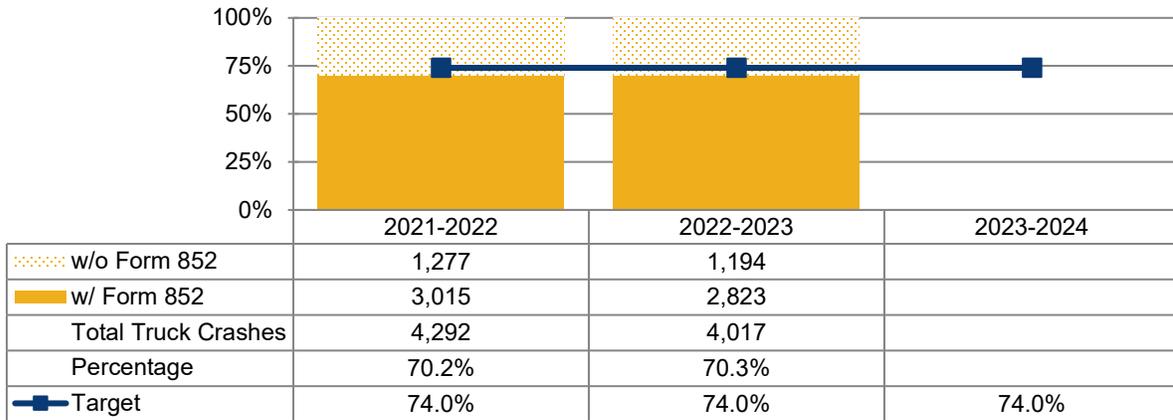
C-C-2: Completeness – CMV Crash Reports with Form 852

Reporting Period: April 1st – March 31st

Whenever a commercial motor vehicle (CMV) is involved in a crash, officers are required to complete a Truck/Bus Supplement (KDOT Form 852) to the crash report. This additional page of the crash report provides further commercial vehicle details such as the number of trailers and cargo being carried at the time of the incident. Kansas hopes to improve the completeness of the CMV crash reports by ensuring that KDOT Form 852 has been completed and submitted for all crashes involving a truck.

This “CMV Crash Reports with Form 852” measurement shows the percentage of crash reports involving a CMV that had a completed Truck/Bus Supplement. During the 2023 reporting period, the total number of crash reports involving a CMV decreased from 4,292 to 4,017. This decrease, along with a similar reduction in the number of CMV crash reports with an attached Truck/Bus Supplement, calculated to an increase from 70.2% to 70.3%. TRCC keeps this as a priority portion of Kansas’s completeness measurement metric.

Commercial Motor Vehicle Crash Reports
(percentage with Truck/Bus Supplement completed)



SUMMARY	
	<p>The percentage of CMV crash reports with the Truck/Bus Supplemental (Form 852) increased from 70.2% to 70.3% in the 2023 reporting period.</p>

III. CRASH DATABASE MEASURES (CONTINUED)

C-I-1: Integration – LEAs Submitting Crash Reports Electronically [NEW] Reporting Period: January 1st – December 31st

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

This “LEAs Submitting Crash Reports Electronically” measurement shows the percentage of LEAs that submitted at least one crash report in an electronic format as part of the total crash reports processed by KDOT during the calendar year. In 2022, KDOT processed crash reports that were submitted by 304 LEAs, which is a decrease of 8 LEAs from the prior year. Additionally, there was a decrease from 129 to 128 LEAs that submitted at least one crash report in electronic format. These combined decreases calculate to an increase of 0.8% in this “LEAs Submitting Crash Reports Electronically” measurement percentage. As part of the KSCDS design and implementation, KDOT plans to work with some of the larger Records Management System (RMS) vendors to support XML submission of crash reports. This measurement of integration should improve as more options are made available for LEAs to submit crash reports electronically.

Percentage of Submitting Agencies
(by method of submittal)



SUMMARY



Positive

The percentage of LEAs that submitted at least one (1) crash report electronically increased from 41.3% to 42.1% in calendar year 2022. This is an 1.8% improvement.

III. CRASH DATABASE MEASURES (CONTINUED)

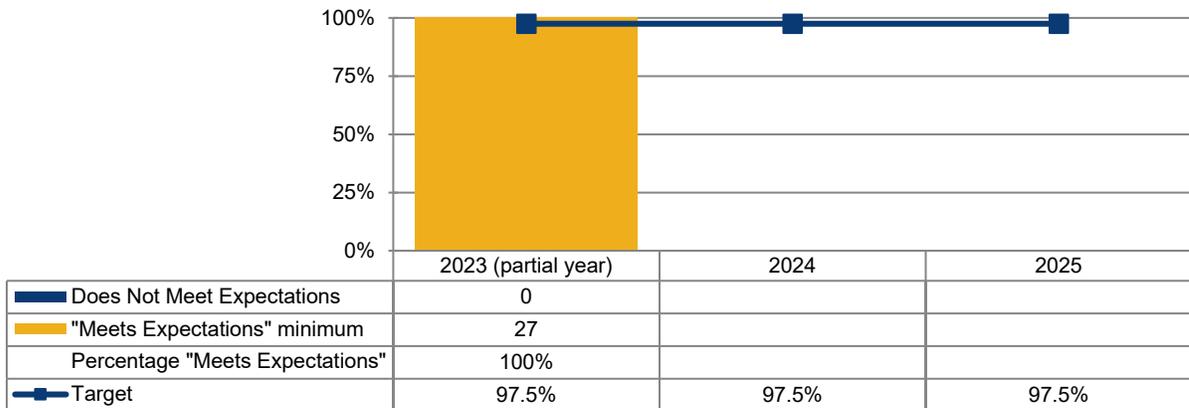
C-X-1: Accessibility – KORA Accessibility Survey [NEW]

Reporting Period: January 1st – December 31st (partial year only)

Requests for information regarding crash reports go through the KDOT Open Records Request process related to the Kansas Open Records Act (KORA). Each month, users that received crash data through the KORA request process are included in a “KORA Accessibility Survey.” The Survey asks the users to rank their experience as it relates to 1) quality, 2) quantity, 3) timeliness, 4) problems/issues, and 5) overall within a 1-3 or 0-3 scale, where 2 lines up with a “Meets Expectations” ranking and 3 lines up with an “Exceeds Expectations” ranking. Additionally, there is an open format question for comments, suggestions, or concerns.

This “KORA Accessibility Survey” measurement shows the percentage of responses that were designated as at least “Meets Expectations” (i.e., a 2 or higher) from users that completed the KORA Accessibility Survey. This survey kicked off in 2023, and our first responses were received in February from users that received crash data in January. As such, the information provided here is for a partial year and only includes surveys completed between February 1, 2023, and May 5, 2023.

KORA Survey - User Satisfaction



SUMMARY	
NEW	<i>Responses to the first KORA Accessibility Surveys were received in February 2023. A trend cannot be determined until more data is obtained.</i>

IV. DRIVER DATABASE MEASURES

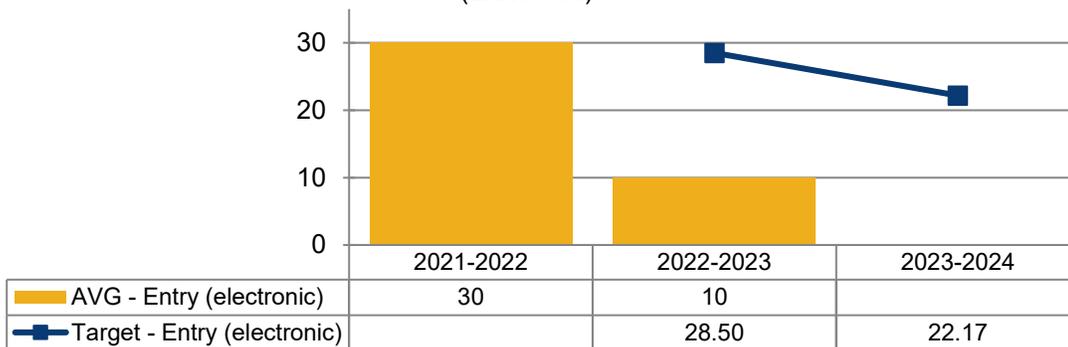
D-T-1: Timeliness – Driver’s Adverse Action Entered
 Reporting Period: April 1st – March 31st

[NEW]

Notification of final adjudication of a citation is provided by Kansas courts to the Kansas Department of Revenue (KDOR) to be entered into the KanLicense system. These notifications are received both electronically and by paper. Any minor conviction received electronically goes through an automated (or “electronic”) process and is entered into KanLicense. All major convictions, and any minor conviction received on paper, go through a “manual entry” process.

This “Driver’s Adverse Action Entered” measurement shows the mean number of days from the date of a driver’s adverse action to the date the adverse action is entered into KanLicense for convictions that are entered electronically. For the 2023 reporting period, the number of convictions that were entered into KanLicense electronically decreased from 89,556 to 75,714. Additionally, the mean number of days for adverse actions entered through “electronic” entry decreased from 30 days to 10 days.

Average Number of Days for Driver's Adverse Action Entry
 (Electronic)



 <i>Positive</i>	SUMMARY
	<i>The mean number of days between an adverse action and when it was entered into KanLicense for electronic entry decreased from 30 to 10 days. This is a 66.7% improvement.</i>

IV. DRIVER DATABASE MEASURES (CONTINUED)

D-A-1: Accuracy – Driver Conviction Errors

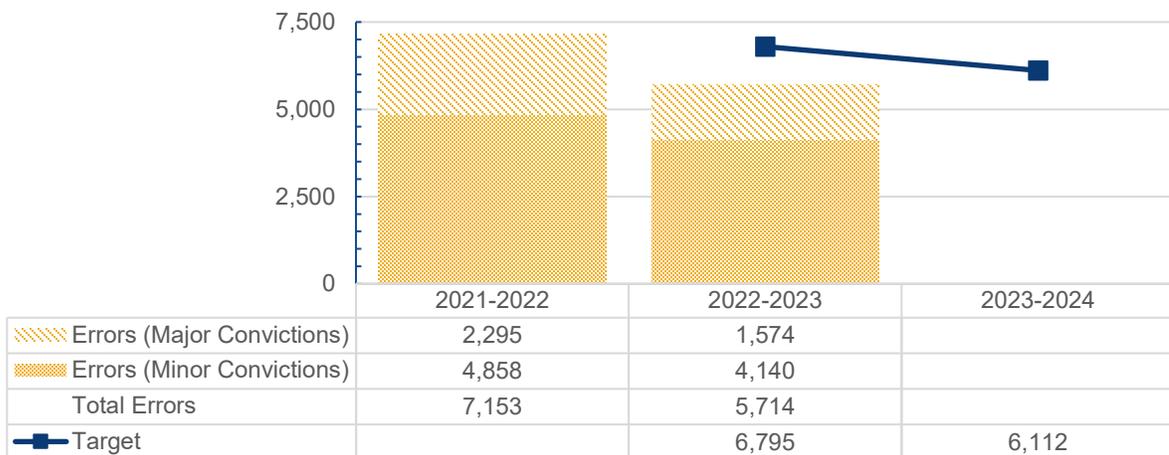
[NEW]

Reporting Period: April 1st – March 31st

The TRCC funded a contract with the Kansas Highway Patrol (KHP) for reimbursement for 400 driver's license readers, which were implemented during Quarter 1 of Federal Fiscal Year 2023. Driver's license readers are used to read and decode 2D Bar Codes on ID Cards and driver's licenses and allow for automated data entry of driver's license information. This automated data entry will provide KHP (and their downstream partners) with enhanced accuracy in driver's license information by removing, or significantly reducing, manual entry. As one of the downstream partners, KDOR provides reporting on the total errors observed within the KanLicense system.

This "Driver Conviction Errors" measurement shows the total number of errors observed by KDOR in both major and minor convictions that were submitted by the district courts. During the 2023 reporting period, there were a total of 5,714 errors observed, which is a decrease of 1,439 errors from the previous year. Daily error reports may be utilized by KDOR in the future to enhance reporting capabilities which would allow reporting to identify Driver's license information errors in addition to Driver Conviction Errors.

Driver's License Errors
(in both major and minor convictions)



SUMMARY	
 <i>Positive</i>	<i>The total number of errors in major and minor conviction errors decreased from 7,153 to 5,714. This is a 20.1% improvement.</i>

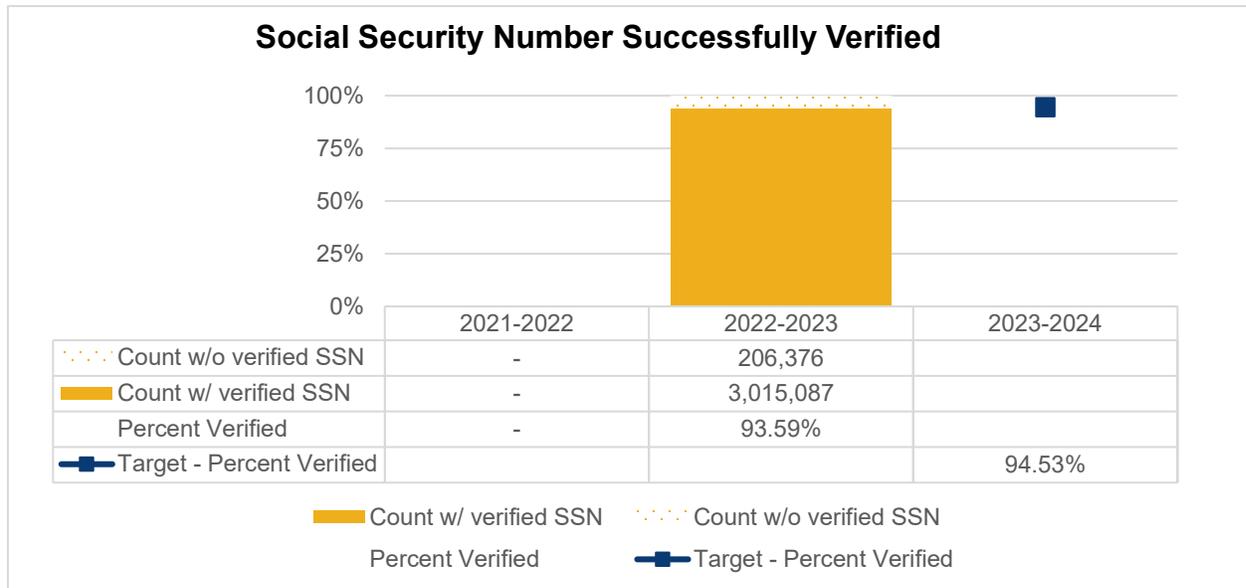
IV. DRIVER DATABASE MEASURES (CONTINUED)

D-A-2: Accuracy – SSN Successfully Verified Reporting Period: April 1st – March 31st

[NEW]

When records are received by KDOR with a Social Security Number (SSN) provided, KDOR’s process is to verify the SSN through Social Security Online Verification (SSOLV) as a way of providing accurate records in KanLicense.

This “SSN Successfully Verified” measurement shows the percentage of records on KanLicense where the SSN was provided and successfully verified using Social Security Online Verification (SSOLV) or other means. The data provided for this measurement shows a snapshot of the system, and there currently isn’t a way to capture this measurement for previous time periods. The intention is to obtain this measurement at the same time each year to show an increase/decrease in the percentage of records that have a successfully verified SSN. During the 2023 reporting period, 93.59% of the records on KanLicense had the SSN verified.



SUMMARY	
NEW	<i>The data for this measurement is a snapshot from a certain date. In the future, the snapshot will be obtained on the same date each year to allow for a trend to be determined.</i>

V. CITATION/ADJUDICATION DATABASE MEASURES

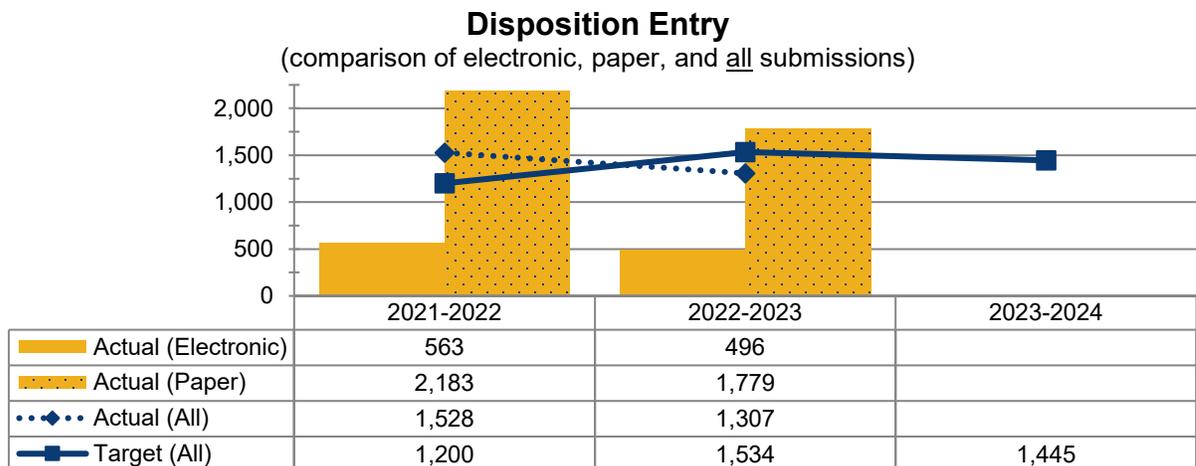
C/A-T-1: Timeliness – Disposition Entry

Reporting Period: April 1st – March 31st

Historical records of arrests and dispositions for criminal activity in Kansas are maintained in the Criminal History Repository at the Kansas Bureau of Investigation (KBI). Timeliness of disposition entry into the repository improves their availability as part of an individual's criminal history record within a single file. Kansas tracks the length of time it takes for dispositions to be entered by KBI into the Criminal History Repository after the dispositions are submitted by municipal and district courts and prosecutors. These dispositions are submitted both by paper and electronically with electronic submissions being automatically entered after some data quality processes and paper submissions being manually entered by KBI staff as time permits.

This “Disposition Entry” measurement shows a comparison of the average number of days from the date of an offense to the date that the disposition is entered into the Criminal History Repository for electronic submissions and paper submissions. For the 2023 reporting period, the overall average number of days for disposition entry decreased by 221 days from the prior year and the average number of days for both methods of submission also decreased. Additionally, the average number of days to enter electronic submissions continues to be much lower than the average number of days to enter paper submissions.

KBI continues with a backlog entry project that has affected both the number of days to enter and the percentage of paper dispositions entered into the Criminal History Repository. Kansas expects this trend to continue until the backlog of historical disposition data from prior year cases has been cleared.



The process for determining Target changed in 2022; it is now based on an average of the previous 3 years.

SUMMARY	
 Positive	The average number of days for entry of convictions into the Criminal History Repository decreased from 1,528 to 1,307. This is a 14.5% improvement.

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

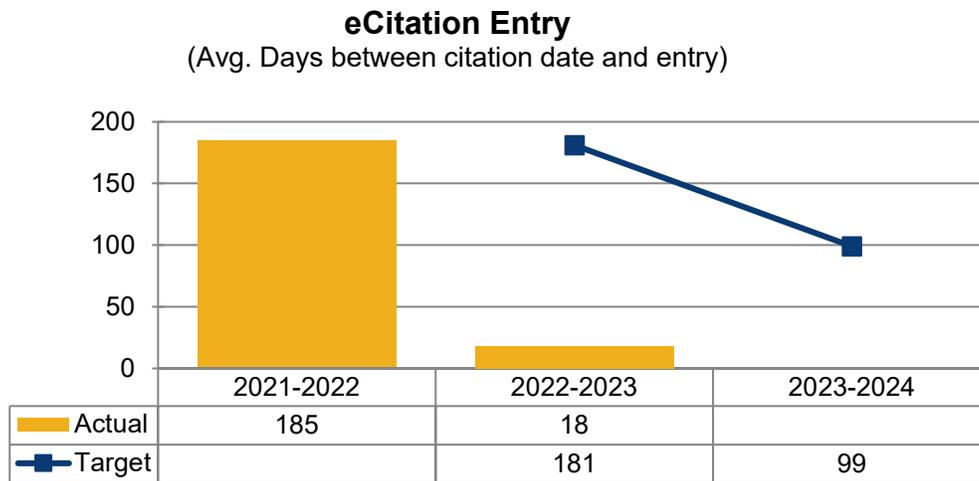
C/A-T-2: Timeliness – eCitation Entry

[NEW]

Reporting Period: April 1st – March 31st

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

This “eCitation Entry” measurement shows the average number of days between the date of a citation and the date that the citation is entered into the eCitation Repository. For the 2023 reporting period, there was a decrease of 167 days to enter citations into the eCitation Repository. During the 2022 reporting period, software was implemented, and it took some time to get records into the repository; but, in the current reporting period the agencies that are submitting are well established and the citations are getting entered much faster.



 <i>Positive</i>	SUMMARY
	<i>The average number of days for entry of citations into the eCitation Repository decreased from 185 to 18 days. This is a 90.3% improvement.</i>

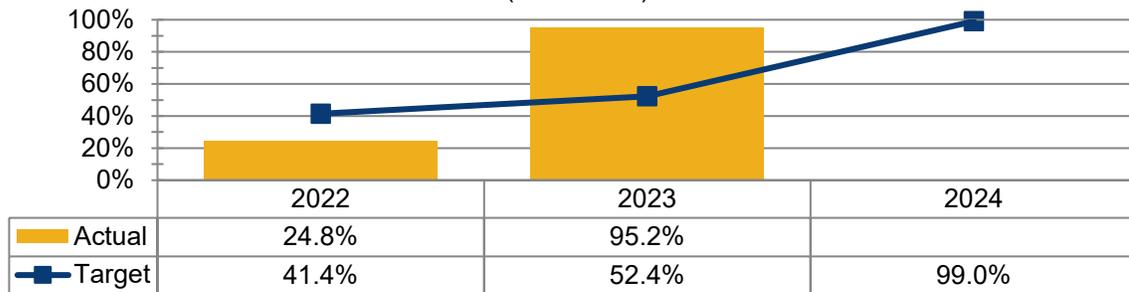
V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-C-1: Completeness – Centralized Case Management System [NEW]
 Reporting Period: April 1st – March 31st

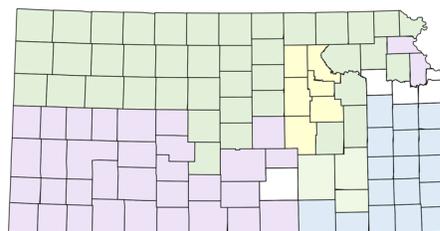
The Centralized Case Management System is a key component to the Kansas Supreme Court’s eCourt plan and will complete the conversion from local, paper-driving processes to a statewide electronic one. This will allow improved access to case information, details, and records from across the state to authorized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

This “Centralized Court Management System” measurement shows the percentage of Kansas counties that have been brought online to the Centralized Case Management System. During the 2023 reporting period, an additional 75 counties (17 judicial districts) were brought online. Cumulatively, this amounts to 100 of Kansas’ 105 counties being online. The Appellate courts and four (4) of the remaining five (5) counties are scheduled to be brought online in 2023. And the final county has not yet been scheduled for their “go live” date.

Kansas Counties on the Centralized Case Management System
 (cumulative)



Counties brought online to the Centralized Case Management System
 (by Month - Year)



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 © GeoNames, TomTom

■ Aug-19
 ■ Nov-20
 ■ Nov-21
 ■ Jul-22
 ■ Sep-22
 ■ -Future

SUMMARY	
 Positive	<p><i>The cumulative percentage of counties that are online increased from 24.8% to 95.2% in the 2023 reporting period. This is an 284.62% improvement.</i></p>

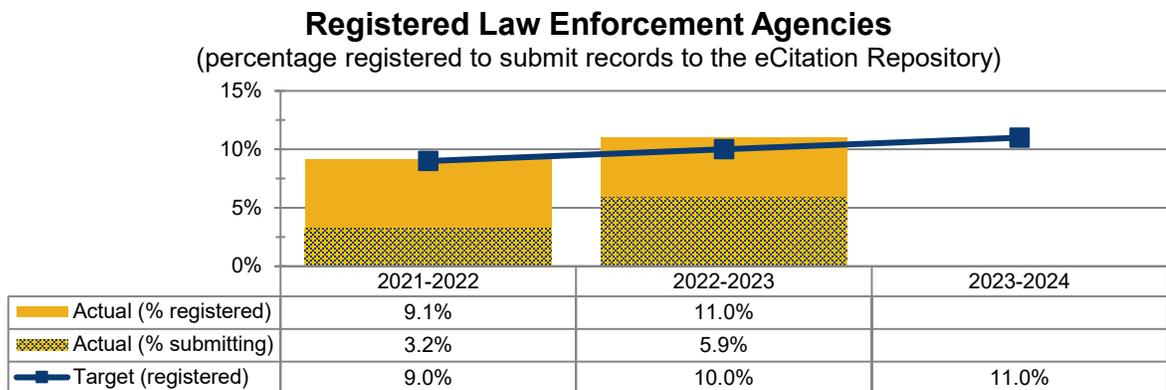
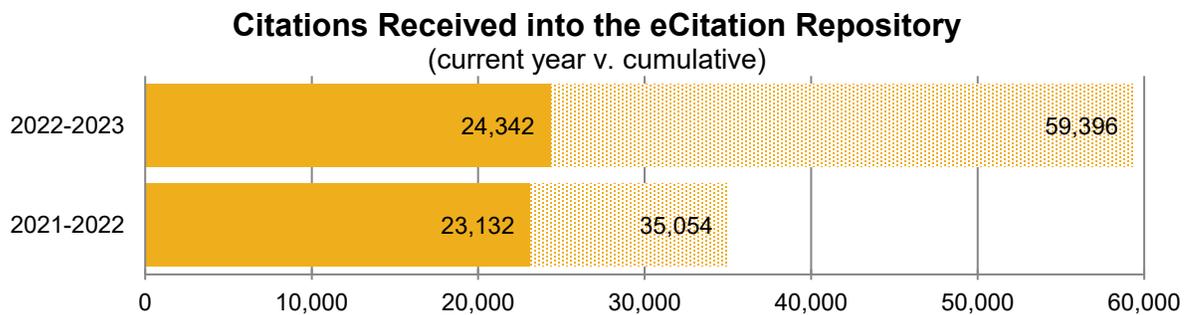
V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-C-2: Completeness – eCitation Participation

Reporting Period: April 1st – March 31st

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

This “eCitation Participation” measurement shows the percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository, along with the number of citations received during each year. When comparing the 2022 and 2023 reporting periods, there was an increase of seven (7) agencies registered to submit citations and an increase of 1,210 citations received. As additional RMS vendor interface options are enabled, Kansas expects an increase in both the number of agencies registered and the number of citations received.



[REVISED MEASUREMENT]: Previously this measurement was reported as “Accessibility,” but the measurement is more closely linked to “Completeness.” It provides information related to how complete the Citation/Adjudication data set is based on how many agencies participate.

	SUMMARY
 <i>Positive</i>	<i>The percentage of registered agencies increased from 9.1% to 11.0% in the 2023 reporting period. This is an 20.6% improvement.</i>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-C-3: Completeness – KCJIS Participation

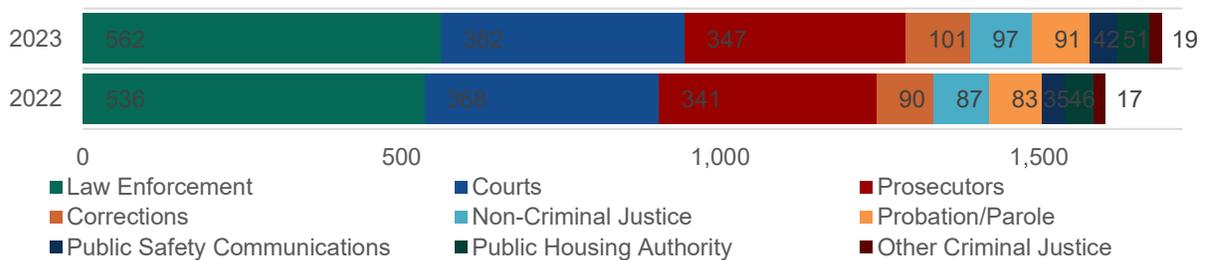
[NEW]

Reporting Period: April 1st – March 31st

The Kansas Criminal Justice Information System (KCJIS) shares sensitive criminal justice information with local, tribal, state, and federal agencies in all 105 counties of Kansas. The integrated system provides daily operating information used by criminal justice, public officials, and policymakers in Kansas and elsewhere. It consists of many separate information repositories, affiliated systems, and a variety of agencies. There are currently over 10,000 KCJIS users managed through the Identity and Access Management (IAM) System. This system manages authorization and authentication for those users to applications and repositories on KCJIS, which allows access to crash records, incident and offense records, citation records, and disposition records. The IAM contract is expected to improve accessibility for KCJIS users by bringing the platform into compliance with current standards.

This “KCJIS Participation” measurement shows the number of agencies participating in KCJIS Infrastructure, along with a summary listing of the number of agencies that fall into each category (e.g., corrections, courts, law enforcement, prosecutors, etc.). In the 2023 reporting period there was an overall increase of 89 agencies participating in KCJIS. Additionally, every existing category identified in 2022 experienced an increase in participating agencies.

Agencies (grouped by category)



	SUMMARY
 <p>Number of Agencies in KCJIS Reporting System 2023-24</p> <p>Target: 1,603 Actual: 1,648 Change: +5.6%</p> <p>Positive</p>	<p><i>The number of agencies participating in KCJIS increased from 1,603 to 1,648 in the 2023 reporting period. This is an 5.6% improvement.</i></p>

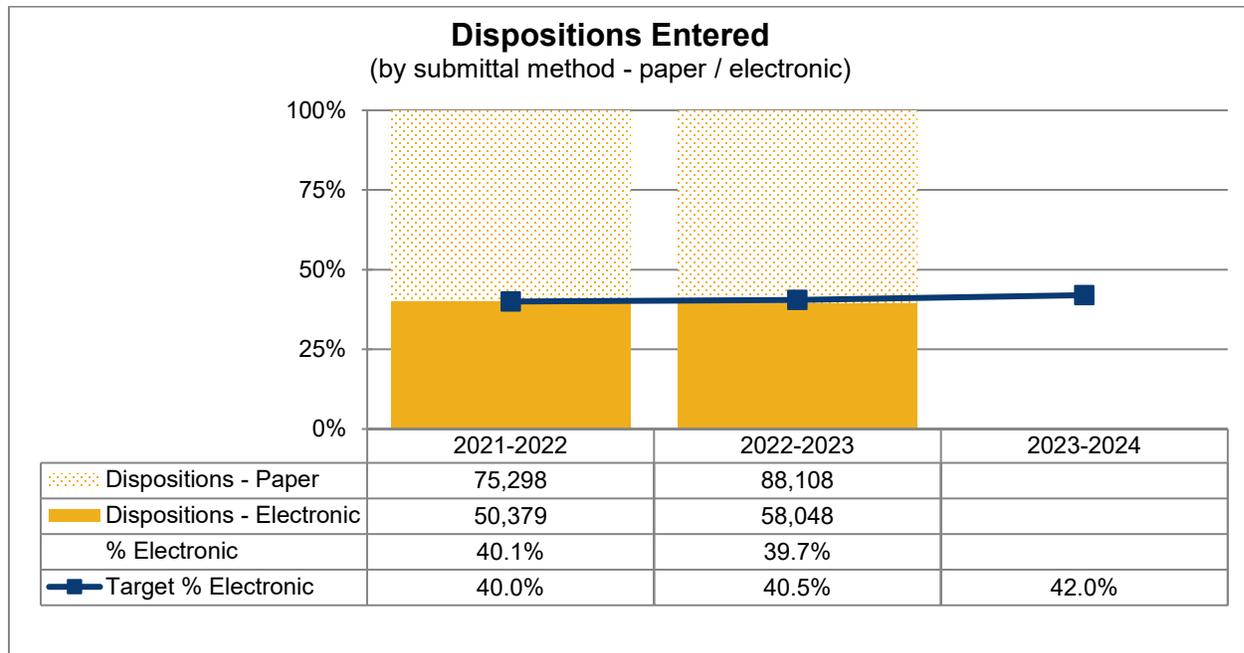
V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-1: Integration – Dispositions Entered by Submittal Method

Reporting Period: April 1st – March 31st

TRCC’s e-disposition effort was deployed to allow municipal and district courts and prosecutors to submit dispositions electronically. Electronic submission reduces the potential for manual data entry errors and reduces the level of effort associated with manual entry. In addition, electronic disposition submittal significantly reduces the length of time from offense to entry in the Criminal History Repository.

This “Dispositions Entered by Submittal Method” measurement shows the percentage of dispositions entered into the Criminal History Repository that were submitted electronically. For the 2023 reporting period, the combined total number of dispositions entered increased by 20,479 and the number of dispositions entered that were submitted on paper and electronically increased by 12,810 and 20,479, respectively. When considering all of these increases, the percentage of electronic dispositions entered decreased slightly during this reporting period.



SUMMARY	
 Negative	<p>The percentage of dispositions entered into the Criminal History Repository that were submitted electronically decreased from 40.1% to 39.7.0% in the 2023 reporting period. This is an 0.9% diminishment.</p>

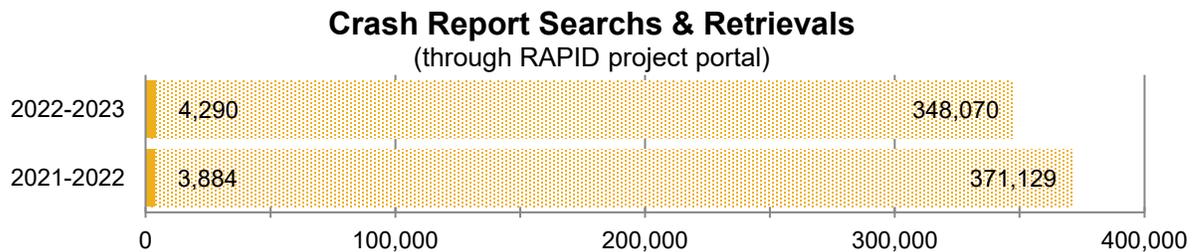
V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-2: Integration – Crash Report Retrieval Rate

Reporting Period: April 1st – March 31st

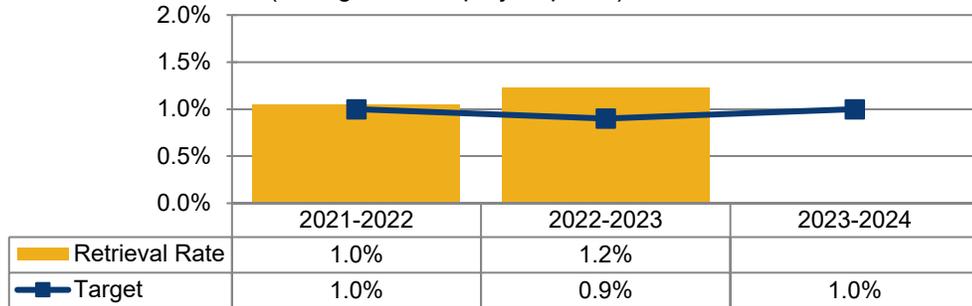
For several years, the State’s crash reports have been preserved as both raw data and document images inside privately accessed systems within KDOT. A previous TRS project made this rich historical record set available to the traffic safety community through a search function in the Kansas Criminal Justice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

This “Crash Report Retrieval Rate” shows the percentage of crash report searches through the RAPID project portal that resulted in a crash report retrieval. During the 2023 reporting period, the number of searches (including both simple and advanced searches) within the RAPID portal decreased by 23,059 searches from the prior year. However, there was an increase of 406 crash reports retrieved as a result of those searches. The calculated retrieval rate for the 2023 reporting period is 1.2% and is an increase from the rate observed in the 2022 reporting period.



SUMMARY	
 <i>Positive</i>	<p>The percentage of crash record searches performed through the RAPID Project Portal that resulted in a retrieval increased from 1.0% to 1.2% in the 2023 reporting period. This is an 17.8% improvement.</p>

Crash Report Retrieval Rate (through RAPID project portal)



[REVISED MEASUREMENT]: Previously Crash Record Searches and Crash Record Retrievals were reported separately. The new measurement combines them and measures the percentage of searches that ended in a retrieval. Additionally, the previous versions of this measurement were reported as “Accessibility,” but there was no link between the measurement and user satisfaction. The measurement seems to fit better as “Integration” as it provides information related to the integration between the Crash and Citation/Adjudication data sets.

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-3: Integration – Projects & Efforts within KCJIS Platform

[NEW]

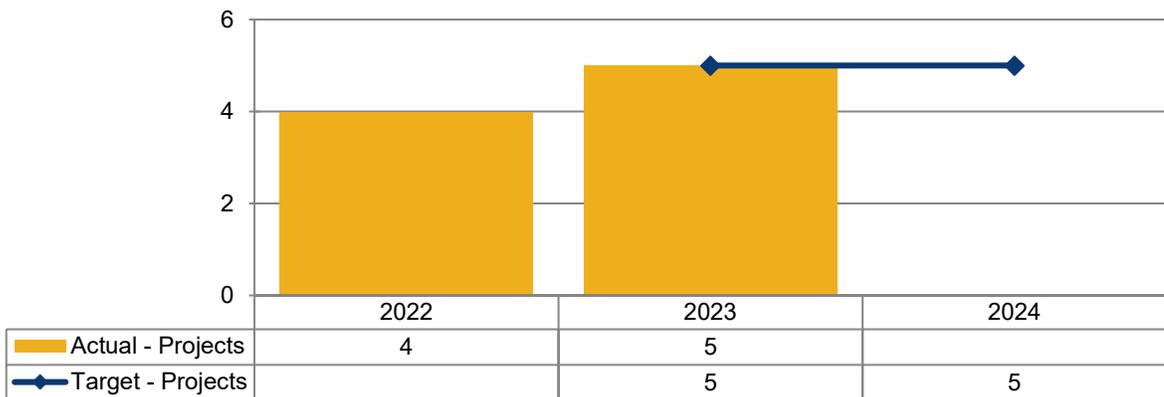
Reporting Period: April 1st – March 31st

The TRCC funded a contract with the Kansas Bureau of Investigation for a project titled “Systems Architect Position” to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the Kansas Criminal Justice Information System (KCJIS) Platform, along with supporting ongoing modernization of KCJIS and TRS integration.

This “Projects & Efforts within KCJIS Platform” measurement shows the number of tasks within the KCJIS Platform that involved the Systems Architect Position and were related to maintaining and improving integration with the Traffic Records System. In the 2023 reporting period, there were five (5) tasks, projects, and/or efforts that involved the Systems Architect and were also related to maintaining or improving integration of KCJIS and TRS. These tasks are listed next to the Summary at the bottom of this page.

Projects & Efforts within KCJIS Platform

(related to maintaining/improving integration & involving the System Architect Position)



 <i>Positive</i>	SUMMARY
	<p><i>The number of tasks that were related to maintaining or improving integration with TRS and involving the System Architect Position increased from 4 to 5 in the 2023 reporting period. This is a 25% improvement.</i></p>

Project & Efforts within KCJIS Platform
<ul style="list-style-type: none"> Integrating the eStatute interface in the DNA System replacement.

<ul style="list-style-type: none">• KDOR driver restriction code issue for the KCJIS Portal and central message switch.
<ul style="list-style-type: none">• Integration planning and development consultation for the new KIBRS system.
<ul style="list-style-type: none">• Decommissioning BizTalk.
<ul style="list-style-type: none">• AFIS Replacement integration design through the ESB for Arrest data.

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-4: Integration – TRS Initiatives Integrated through ESB or KCJIS Portal

[NEW]

Reporting Period: April 1st – March 31st

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

This “TRS Initiatives Integrated through ESB or KCJIS Portal” measurement shows the number of the TRS initiatives and platforms that are integrated through either the ESB or KCJIS Portal. In the 2023 reporting period, there were ten (10) TRS initiatives and platforms integrated through ESB or KCJIS Portal. This is the same number of initiatives and platforms that were reported as integrated in the previous year. These TRS initiatives and platforms integrated through ESB and KCJIS Portal are listed next to the Summary below.

SUMMARY	
 <i>Neutral</i>	<i>The number of initiatives or platforms that are integrated with ESB or KCJIS Portal remained at 10 in the 2023 reporting period. There is no change in this measurement.</i>

ESB	KDOR Driver queries
	KDOR Vehicle queries
	KIBRS Use of Force module

	eStatute
KCJIS Portal	Master Search for different data sources including Crash, KIBRS, KDOR Vehicle and Driver
	Offender Summary – includes rap sheet (CCH info) and KDOR Driver info
	KDOR Driver License Search
	KDOR Vehicle Search
	Electronic Disposition Processing
	Record Alert System

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

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

[NEW]

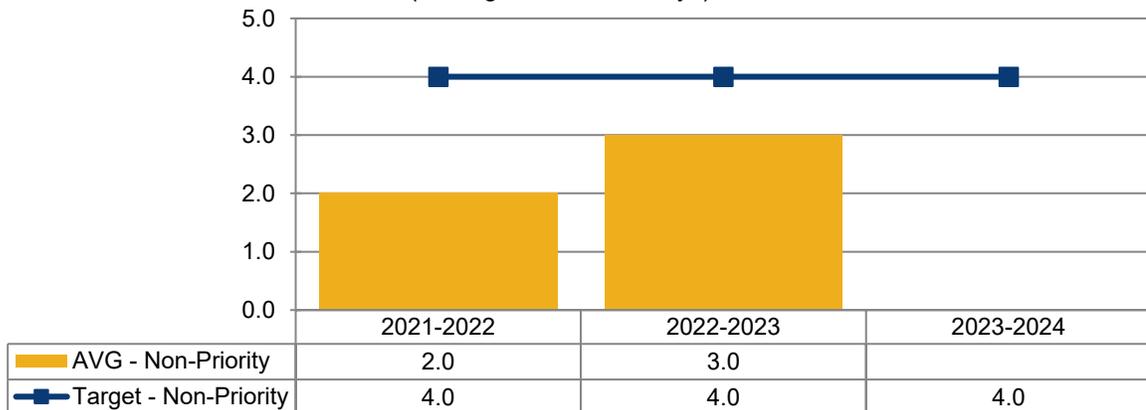
Reporting Period: April 1st – March 31st

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

This “Time to Initiate Support” measurement shows the average number of days needed to initiate support items for any identified necessary changes to a TRS-related system, architecture, or platform. In the 2023 reporting period, there were three (3) identified necessary changes, and the average response time to initiate support items was three (3) days. These identified necessary changes are listed below. When comparing the 2023 reporting period with the previous year, there was one (1) additional day needed to initiate support items.

Time to Initiate Support for Non-Priority Items

(average number of days)



SUMMARY



Negative

The average number of days needed to initiate support items increased from 2 days to 3 days during the 2023 reporting period. This is a 33.3% diminishment from last year.

Identified necessary changes to TRS-related systems

- Build code table API for use between applications.

- | |
|--|
| <ul style="list-style-type: none">• Add the ability to use the newer AMVA codes in the KCJIS search. |
| <ul style="list-style-type: none">• eDisposition search timeout error. |

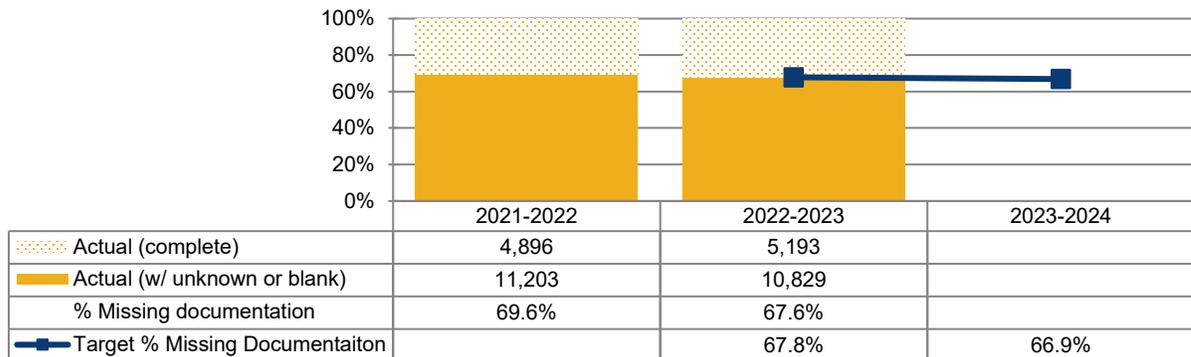
VI. EMS/INJURY SURVEILLANCE DATABASE MEASURES

I-C-1: **Completeness – Missing Documentation in Observed Fields** [NEW] Reporting Period: April 1st – March 31st

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

This “Missing Documentation” measurement shows the percentage of EMS Motor Vehicle Crash (MVC) responses with missing documentation in one of the fields listed below. During the 2023 reporting period, there were 16,464 EMS MVC responses, with 442 of those responses having the crew cancelled or the patient DOA. Since we would not expect the observed fields to be completed for those responses they were excluded from this measurement. Of the remaining 16,022 EMS MVC responses, there were 10,829 responses with at least one unknown or blank value in the observed fields. This results in a decrease of 2.0% in this “Missing Documentation in Observed Fields” measurement when compared to the previous year.

EMS Patient Care Reports with one or more unknown or blank value
(in observed field list)



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

SUMMARY	
 Positive	<p>The percentage of EMS MVC responses with missing documentation in the observed fields decreased from 69.6% to 67.6% in the 2023 reporting period. This is a 2.9% improvement.</p>

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F)) Impaired Driving (Drug and Alcohol)

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

KDOT will continue its grant with a media contractor to develop and increase traditional and non-traditional media opportunities targeting 18–34-year-old males, high school students, and pickup truck drivers. Educating court personnel will also be addressed through training from our Kansas Traffic Safety Resource Prosecutor. The state has a significant investment in the DRE program and will continue to fund training and provide education opportunities for these officers through the KHP Breath Alcohol Unit. Currently the DRE program is almost at 100 but more are needed to adequately cover the state. In the International Association of Chiefs of Police 2022 Annual Report, the 91 Kansas DREs performed 322 enforcement evaluations which gave them a 3.54 ratio (evaluations per DRE) which ranks them 5th in evaluations per DRE for our NHTSA counterparts in regions 6, 7, and 8.

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

identified in our problem identification. KDOT will continue to utilize our law enforcement liaisons in this effort.

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

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

Authority and Basis for Operation of Task Force

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

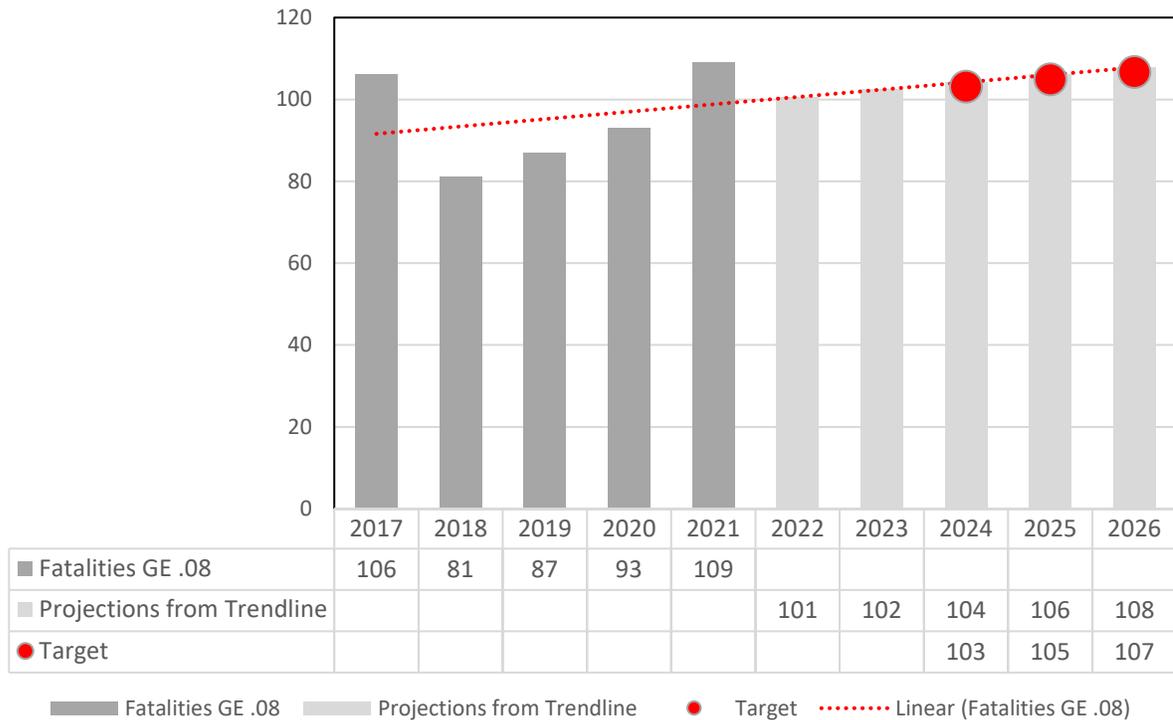
**Impaired Driving Task Force
2024 ROSTER IMPAIRED DRIVING EMPHASIS TEAM**

First	Last	Position	Email
Noel	Schneider	Behavioral Safety Coordinator	noel.schneider@ks.gov
Corey	Kenney	Asst. Attorney General - TSRP	Corey.Kenney@ag.ks.gov
Norraine	Wingfield	Consultant	nwingfield705@outlook.com
Alvin	Ackerman	Law Enforcement Liaison	Alackerman491@gmail.com
Tammy	Allen	Supervisor	tammy.allen@ks.gov
Tim	Anderson	DRE Instructor	Tim.Anderson@ks.gov
Chris	Bauer	Captain - KHP	Christopher.Bauer@ks.gov
Aaron	Breitenbach	Assistant District Attorney	Aaron.Breitenbach@sedgwick.gov
Kristi	Carter	Criminal History Records Mgr.	Kristi.Carter@kbi.ks.gov
Michael	Christopher	Kansas Director	Michael.Christopher@dot.gov
Bradley	Diel	Night Shift Patrol Supervisor (Lt.)	Bradley.Diel@jcks.com
Mark	French	Patrol Division (Lt.)	Mfrench@rileycountypolice.org
Bob	Hamilton	Law Enforcement Liaison	bobhlel@gmail.com
Lacey	Hane	Driver Solutions Services	Lacey.Hane@ks.gov
Robert	Eikhorn	Regional Program Manager	Robert.Eikhorn@dot.gov

First	Last	Position	Email
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Shawn	Steward	Director	ssteward@aaa-alliedgroup.com
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Performance Target Justification

Fatalities with BAC at or above .08 Auto and Motorcycle



Goal Statement

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

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

The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 105 fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

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

will be a 1% percent reduction would derive our goal of 107 fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

Countermeasure Strategy: Communication Campaigns

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information.....

Project Name & Description:	Adult Education and Awareness Project enables the Behavioral Safety Section to print selected materials, coordinate public information and education committees, conduct, or help sponsor special events and support activities related to prevention of impaired driving.
Sub-Recipient:	KDOT
Location served:	Statewide
Community:	Statewide
Project Number	SP-4700-23
Match:	\$0

Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405d Impaired Driving Low (FAST)			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
Estimated 3-year funding	\$200,000	\$200,000	\$200,000	\$600,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	<p>KDHE Breath Alcohol Program</p> <p>The Kansas Department of Health Breath Alcohol Program (KDHE BAP) will continue to provide initial certification and re-certification training to law enforcement officers across Kansas in the proper use and calibration of breath testing instrumentation (i.e., Intoxilyzer 9000). The KDHE BAP will continue law enforcement operator training to new recruits attending the Kansas Law Enforcement Training Center (KLETC) as well as an annual training workshop for law enforcement instructors to review curriculum changes, updates, or training materials.</p>
Sub-Recipient:	Kansas Department of Health & Environment
Location served:	Statewide
Community:	Statewide
Project Number	SP-4702-24
Match:	\$ 0

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

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Judge's Training The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration and administered by KDOT. The curriculum will target the drug impaired driver and the highlight the additional training and expertise in our law enforcement community.
Sub-Recipient:	Kansas Attorney General's Office
Location served:	Statewide

Community:	Municipal judges			
Project Number	SP-4710-23			
Match:	\$0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d Impaired Driving Low (FAST)*			
Problem Identification	<p>The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol-related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol.</p> <p>Kansas judges are confronted with complicated impaired driving cases that require extra training and expertise to successfully and equally adjudicate.</p>			
Countermeasure Justification	Impaired driving sanctions and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
Target (link to strategy)	The Kansas Attorney General's Traffic Safety Resource Prosecutor will administer and implement a statewide program providing technical assistance and training to municipal judges in the aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 402d*	BIL 405d*	BIL 402	FY24-26
<u>Estimated 3-year funding EXAMPLE ONLY</u>	\$10,000	\$12,000	\$15,000	\$37,000
Countermeasure Strategy: Communication and Education Campaign				

Countermeasure Strategy: Prosecutor Training:
Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information.....

<p>Project Name & Description:</p>	<p>Traffic Safety Resource Prosecutor (TSRP) The Traffic Safety Resource Prosecutor (TSRP) shall provide continued legal educational training, technical assistance, and other services to all partners in the criminal justice community (prosecutors, judges, and law enforcement). This training will help participants to investigate, prosecute and adjudicate impaired driving (drug and alcohol) cases.</p> <p>The TSRP shall also represent Kansas as an impaired driving subject matter expert not only on the state level but on the national level through attending and/or presenting at training sessions, conferences, and workshops.</p> <p>On occasion the TSRP may assist local prosecutors with the prosecution of impaired driving cases which are extremely complex or are of high notoriety.</p>
<p>Sub-Recipient:</p>	<p>Kansas Attorney General’s Office</p>
<p>Location served:</p>	<p>Statewide</p>
<p>Community:</p>	<p>Law enforcement, judges, prosecutors, and community members</p>
<p>Project Number</p>	<p>SP-4709-24</p>
<p>Match:</p>	<p>\$ 0</p>
<p>Local Benefit:</p>	<p>100%</p>
<p>Federal Equipment:</p>	<p>No</p>
<p>Eligible Use of Funds:</p>	<p>405d</p>

Problem Identification	<p>The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol-related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers.</p> <p>In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol.</p> <p>Kansas law enforcement officers and prosecutors are confronted with complicated impaired driving cases that require extra training and expertise to successfully prosecute.</p>			
Countermeasure Justification	Impaired driving sanctions and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
Target (link to strategy)	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405	BIL 405	FY24-26
Estimated 3-year funding EXAMPLE ONLY	\$378,600	\$378,600	\$378,600	\$1,135,800

Countermeasure Strategy:

Prosecutor Training

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

Project and subrecipient information

Project Name & Description:	Traffic Safety Resource Prosecutor This project will support the Traffic Safety Resource Prosecutor (SP-4709-24) on training and specific traffic case law and legislation on non-impaired driving issues. The TSRP shall offer this support to all participants in the criminal justice profession (ie. prosecutors, judges, law enforcement, etc.) as well as to other traffic safety partners and communities.
Sub-Recipient:	Kansas Attorney General's Office

Location served:	Statewide			
Community:	Criminal justice professionals and community members			
Project Number	SP-1703-24			
Match:	\$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d			
Problem Identification	From 2017 through 2021 Kansas has hovered around 100 speed-related traffic fatalities per year and vulnerable road user fatalities have not had a measurable decrease but appear to be on the rise. Therefore, the expertise of the TSRP in traffic law must be utilized to continue to educate and offer support across the state to all traffic safety partners. The traffic safety crisis involves much more than just impaired drivers and we must address all causations to truly embrace the Safe System Approach.			
Countermeasure Justification	Communication and Outreach for speed management, distracted and drowsy driving, and vulnerable road users are all effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
Target (link to strategy)	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of speeding, distracted driving crashes and overall traffic fatalities.			
Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405	BIL 405	FY24-26
Estimated 3-year funding	\$ 20,000	\$ 20,000	\$ 20,000	\$ 60,000

Countermeasure Strategy:

Prosecutor Training and Community Outreach and Education

Countermeasure Strategy: High Visibility Enforcement
Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information.....

Project Name & Description:	Underage Drinking Enforcement This project provides overtime funding for Alcohol Beverage Control (ABC) agents to assist local law enforcement agencies by enforcing Kansas’ underage drinking laws at Heartland Stampede and at other large events. Heartland Stampede is a three-day event which draws more than 15,000 concert goers annually. Alcohol Beverage Control agents average at least one event per month enforcing underage drinking laws and checking establishments for underage drinking violations.			
Sub-Recipient:	Alcoholic Beverage Control			
Location served:	Statewide			
Community:	Community events in both rural and urban settings			
Project Number	SP-2253-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the <i>Countermeasures That Work</i> document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
<u>Funding source ID</u> 402	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26

Estimated 3-year funding	\$62,896	\$62,896	\$62,896	\$188,688
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Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

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

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	Fake ID This project includes the active involvement of local media and law enforcement at every stage. The grant will provide the funding for press releases, media contacts, radio, posters, and signage for liquor establishments. In addition, social media ads will run through the campaign specifically targeting 16–20-year-olds in targeted counties and any other counties identified for each enforcement period. A coalition of law enforcement will begin targeted enforcement of liquor establishments and social hosting/underage drinking parties. The enforcement activities will be routine enforcement with tickets issued and investigation of the production or sources of the fake IDS will also be conducted.			
Sub-Recipient:	DCCCA			
Location served:	Statewide			
Community:	Urban and rural			
Project Number	SP4701-24			
Match:	\$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the <i>Countermeasures That Work</i> document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
Funding source ID	FY24	FY25	FY26	Total
402				
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$30,000	\$30,000	\$30,000	\$90,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

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

Countermeasure Strategy:

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

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

High Visibility Enforcement

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

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

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

Project and subrecipient information

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

Target (link to strategy)	This project targets impaired drivers by providing support, education, and enforcement to local law enforcement and communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities.			
Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405	BIL 405	BIL 405	FY24-26
Estimated 3-year funding	\$ 950,000	\$ 950,000	\$ 833,130	\$ 2,850,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	<p>Roving Aggressive Violation Enforcement (RAVE) The Kansas Highway Patrol (KHP) conducts impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE) in areas selected by local communities as problem areas. The concept of RAVE is to reduce the incidences of impaired drivers and other hazardous moving violations which are the primary contributors to traffic crashes on Kansas roadways. RAVE seeks to deploy saturation patrols in locations where DUIs are prevalent, as supported by crash data, KHP data, and input from local community stakeholders. RAVE also extends local resources by responding to local priority traffic problems through collaboration and intelligence sharing. RAVE also liaisons with courts, prosecuting attorneys and other criminal justice professionals to encourage the vigorous prosecution of DUI offenders who frequent our roadways.</p>
Sub-Recipient:	Kansas Highway Patrol
Location served:	Statewide
Community:	Statewide
Project Number	SP-4705-24
Match:	\$0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	405d FAST
Problem Identification	Alcohol and Drug- related crashes continue to plague Kansas roadways. Impaired driving represents a serious traffic safety hazard for the traveling public. DUI arrests over the last two years under the RAVE grant have increased to 287 arrests. In 2021,

	alcohol played a factor in 2,158 crashes and led to 77 people being killed in alcohol related crashes. Kansas alcohol related crashes represented approximately 4% of all crashes and 20% of all fatalities. Research is showing a growing percentage of drug impaired drivers would test positive for more than one drug category as well as alcohol.			
Countermeasure Justification	According to the Countermeasures that Work manual, high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving are effective strategies and funding is applicable.			
Target (link to strategy)	This project targets impaired drivers in communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY22 the KHP conducted almost 4,000 public contacts, drove over 42,000 miles, made 160 DUI arrests, issued over 1,300 speeding warnings/citations, and issued over 150 seat belt citations.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
Estimated 3-year funding	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000

Countermeasure Strategy:

High Visibility Enforcement

Countermeasure Strategy: Youth Programs

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	Every 15 Minutes This project is a comprehensive educational program on the dangers and consequences of drinking and driving. This project takes a systematic view at fatal crashes from EMS, Law Enforcement, Media, Judicial System, Medical Professionals, and community members prospectives. This project includes a mock crash and a two-day educational program for students participate in.			
Sub-Recipient:	TBD			
Location served:	TBD			
Community:	Targeted at both rural and urban school aged students between 14 – 20 years of age			
Project Number	SP4701-24			
Match:	\$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	BIL 402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Utilizing data, we have identified several communities that have had underage drinking crashes. This project will utilize community engagement with the schools to identify students who are more at-risk.			
Countermeasure Justification	Youth drinking-and-driving prevention programs is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through education efforts and selected planned activities. Will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
Funding source ID 402	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$3,000	\$3,000	\$3,000	\$9,000

Countermeasure Strategy:

Educational Youth Programs

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

Countermeasure Strategy: High Visibility Enforcement and Training

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	Ignition Interlock Device Coordinators The State of Kansas instituted an Ignition Interlock Device (IID) program in 2016 to help stem the tide of Driving Under the Influence and prevent offender recidivism. Since 2013 over 60,000 devices have been installed in offender vehicles. This project funds two KHP troopers as Statewide IID Coordinators to train law enforcement officers on Ignition Interlock Devices, host community and victim-offender panels, and investigate and enforce Ignition Interlock compliance. These Coordinators also educate offenders at every Victim Impact Panel (VIP) that is facilitated by Mothers Against Drunk Driving (MADD). They provide an educational outreach presentation at the end of every VIP which addresses when and where a required IID should be used. It gives them the opportunity to answer any questions from the community (offenders, victims, and/or attendees). Each year these presentations reach nearly 500 offenders. These Coordinators not
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	only educate during their outreach in our communities but also investigate compliance complaints from vendors, civilians, and court staff regarding the over 30,000 IID drivers across the state.			
Sub-Recipient:	Kansas Highway Patrol			
Location served:	Statewide			
Community:	Urban and rural communities			
Project Number	SP-4703-24			
Match:	\$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d FAST			
Problem Identification	Since 2013 over 60,000 devices have been installed in offender vehicles. Local and state law enforcement need to know how to find the 4,000 offenders who do not comply with the Courts, how to identify circumvention, and what statues to use when arresting offenders. Additionally, this grant will provide funding to ensure offenders that have the interlock installed are following the guidelines established by this license sanction.			
Countermeasure Justification	According to the Countermeasures that Work manual, alcohol ignition interlocks and DWI offender monitoring are effective strategies and funding is applicable.			
Target (link to strategy)	This project monitors court ordered ignition interlock drivers, habitual impaired drivers, and provides educational and impactful presentations to DUI offenders and impacted communities. This project addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY 23 these two coordinators instructed over 120 courses to over 1,900 students as well as presented at 34 engagements to over 750 attendees.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405d FAST	BIL 405	BIL 405	FY24-26
<u>Estimated 3-year funding</u>	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,050,000

Countermeasure Strategy:

High Visibility Enforcement

Local Partnerships:

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



Part 7: Motorcyclists Safety Grants

Motorcyclists Awareness Program

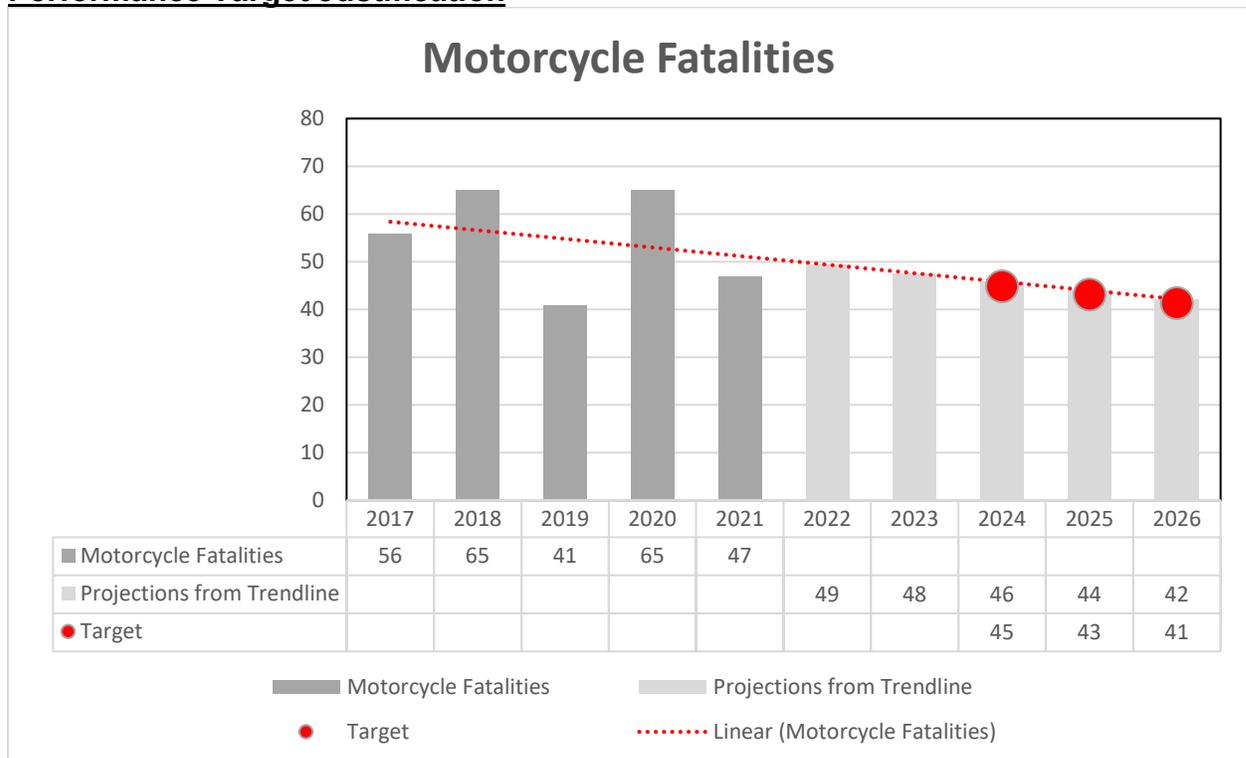
The name and organization of the head of the designated State authority over motorcyclist safety issues is **Maura Fitzgerald, Kansas Department of Transportation**

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

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

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

Performance Target Justification



Goal Statement

C-7 Number of Motorcycle Fatalities:

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

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

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

Motorcyclist Awareness Program

Motorcycle/Moped Crashes

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

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

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

County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
ALLEN	2021	0	0	0	0	0	0
ANDERSON	2021	0	0	0	0	0	0
ATCHISON	2021	3	1	2	0	1	2
BARBER	2021	0	0	0	0	0	0
BARTON	2021	4	0	2	2	0	2
BOURBON	2021	1	1	0	0	1	1
BROWN	2021	1	0	1	0	0	1
BUTLER	2021	7	0	6	1	0	7
CHASE	2021	1	0	1	0	0	2
CHAUTAUQUA	2021	0	0	0	0	0	0
CHEROKEE	2021	4	0	2	2	0	2
CHEYENNE	2021	0	0	0	0	0	0
CLARK	2021	0	0	0	0	0	0
CLAY	2021	0	0	0	0	0	0
CLOUD	2021	0	0	0	0	0	0
COFFEY	2021	0	0	0	0	0	0
COMANCHE	2021	0	0	0	0	0	0
COWLEY	2021	9	1	7	1	1	7
CRAWFORD	2021	5	0	3	2	0	3
DECATUR	2021	0	0	0	0	0	0
DICKINSON	2021	0	0	0	0	0	0
DONIPHAN	2021	2	1	1	0	1	1
DOUGLAS	2021	11	0	8	3	0	10
EDWARDS	2021	0	0	0	0	0	0
ELK	2021	0	0	0	0	0	0
ELLIS	2021	4	0	3	1	0	3
ELLSWORTH	2021	0	0	0	0	0	0
FINNEY	2021	4	0	2	2	0	2
FORD	2021	3	0	3	0	0	3
FRANKLIN	2021	3	0	2	1	0	3
GEARY	2021	4	1	2	1	1	2
GOVE	2021	0	0	0	0	0	0
GRAHAM	2021	1	1	0	0	1	0
GRANT	2021	1	0	0	1	0	0
GRAY	2021	0	0	0	0	0	0

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

County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
GREELEY	2021	0	0	0	0	0	0
GREENWOOD	2021	4	1	3	0	1	4
HAMILTON	2021	0	0	0	0	0	0
HARPER	2021	0	0	0	0	0	0
HARVEY	2021	3	1	2	0	1	3
HASKELL	2021	0	0	0	0	0	0
HODGEMAN	2021	1	0	1	0	0	1
JACKSON	2021	1	0	1	0	0	3
JEFFERSON	2021	3	0	2	1	0	2
JEWELL	2021	0	0	0	0	0	0
JOHNSON	2021	80	5	54	21	5	64
KEARNY	2021	0	0	0	0	0	0
KINGMAN	2021	0	0	0	0	0	0
KIOWA	2021	1	0	1	0	0	1
LABETTE	2021	1	1	0	0	1	0
LANE	2021	0	0	0	0	0	0
LEAVENWORTH	2021	12	1	7	4	1	9
LINCOLN	2021	0	0	0	0	0	0
LINN	2021	2	1	1	0	1	3
LOGAN	2021	0	0	0	0	0	0
LYON	2021	4	0	3	1	0	5
MARION	2021	0	0	0	0	0	0
MARSHALL	2021	1	0	1	0	0	1
MCPHERSON	2021	2	0	2	0	0	2
MEADE	2021	0	0	0	0	0	0
MIAMI	2021	2	0	1	1	0	2
MITCHELL	2021	0	0	0	0	0	0
MONTGOMERY	2021	1	0	1	0	0	1
MORRIS	2021	0	0	0	0	0	0
MORTON	2021	0	0	0	0	0	0
NEMAHA	2021	0	0	0	0	0	0
NEOSHO	2021	0	0	0	0	0	0
NESS	2021	0	0	0	0	0	0
NORTON	2021	1	0	1	0	0	2
OSAGE	2021	2	0	2	0	0	2

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

County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
OSBORNE	2021	1	0	0	1	0	0
OTTAWA	2021	0	0	0	0	0	0
PAWNEE	2021	1	0	1	0	0	1
PHILLIPS	2021	0	0	0	0	0	0
POTTAWATOMIE	2021	3	0	3	0	0	3
PRATT	2021	0	0	0	0	0	0
RAWLINS	2021	0	0	0	0	0	0
RENO	2021	12	0	9	3	0	12
REPUBLIC	2021	0	0	0	0	0	0
RICE	2021	0	0	0	0	0	0
RILEY	2021	17	1	13	3	1	15
ROOKS	2021	0	0	0	0	0	0
RUSH	2021	0	0	0	0	0	0
RUSSELL	2021	0	0	0	0	0	0
SALINE	2021	19	2	16	1	2	18
SCOTT	2021	1	0	1	0	0	1
SEDGWICK	2021	135	7	101	27	8	120
SEWARD	2021	2	0	1	1	0	1
SHAWNEE	2021	47	4	35	8	5	36
SHERIDAN	2021	0	0	0	0	0	0
SHERMAN	2021	1	0	1	0	0	1
SMITH	2021	0	0	0	0	0	0
STAFFORD	2021	0	0	0	0	0	0
STANTON	2021	0	0	0	0	0	0
STEVENS	2021	0	0	0	0	0	0
SUMNER	2021	1	0	1	0	0	1
THOMAS	2021	0	0	0	0	0	0
TREGO	2021	0	0	0	0	0	0
WABAUNSEE	2021	0	0	0	0	0	0
WALLACE	2021	0	0	0	0	0	0
WASHINGTON	2021	1	0	1	0	0	1
WICHITA	2021	0	0	0	0	0	0
WILSON	2021	1	0	1	0	0	1
WOODSON	2021	0	0	0	0	0	0
WYANDOTTE	2021	27	0	24	3	0	28

Project and subrecipient information

Project Name & Description:	Motorcycle Awareness The Kansas Traffic Safety Educational Contractor will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will continue to provide educational materials at public events. Educational materials may include cards with Share the Road, Rider Safety Course listings and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road and offered a \$200 reimbursement for new traffic cones to the motorcycle schools. In Kansas, in 2020, more than 50 percent of fatal motorcycle operators were not properly endorsed. Maintaining qualified statewide instructors is crucial to addressing the problem. KDOT will offer mini grants to motorcycle riders that have not earned their endorsement. Not only will the mini grants provide a reduced rate on the \$400 training but will aid in the retention of qualified instructors across the state that may choose to forgo their instructor status if classes are not well attended. Retention of motorcycle instructors is one of the eligible uses of Section 405(f) funding.			
Sub-Recipient:	KTSRO			
Project Number	SP-4801-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405f Motorcycle Safety BIL			
Problem Identification	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405f	BIL 405f	BIL 405f	FY24-26

Estimated 3-year funding	\$40,000	\$40,000	\$40,000	\$120,000
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Countermeasure Strategy:

Communication campaign

Project and subrecipient information

Project Name & Description:	Motorcycle Awareness KDOT will continue to utilize a comprehensive statewide media campaign to primarily remind drivers to Share the Road. Motorists will be the primary audience and the awareness campaign to alert them of motorcyclists will be promoted in most counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Project Number	SP-4800-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405f Motorcycle Safety BIL			
Problem Identification	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405f	BIL 405f	BIL 405f	FY24-26
Estimated 3-year funding	\$50,000	\$50,000	\$50,000	\$150,000

Countermeasure Strategy:

Communication Campaign

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at **Motorcycle Safety Program Area**, performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
 - Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS).
 - Prosecutor training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS).
 - High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS).
- In the annual grant application at Motorcycle Safety Program Area, countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political subdivisions with the highest numbers of motorcycle crashes involving an impaired operator) based upon state data.

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

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

The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 105 fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

The 2026 five-year average projection based upon the trendline indicates 108 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 107 fatalities in 2026. Based upon

recent history, the trendline of the target, the one percent reduction goal is aspirational.

Impaired Riding Program
Impaired Riding

There were 22 impaired motorcycle operator crashes in 2021. This data shows the state should target impaired-motorcycle educational and media resources in Johnson, Saline, Sedgwick, and Shawnee Counties, which will reach more than half of all impaired motorcycle crashes in the state where the operator recorded a BAC of .08 or greater.

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
ALLEN	3	0	0	0
ANDERSON	4	0	0	0
ATCHISON	4	0	1	0
BARBER	2	0	0	0
BARTON	7	0	0	0
BOURBON	4	1	1	1
BROWN	5	0	0	0
BUTLER	25	1	0	0
CHASE	2	0	0	0
CHAUTAUQUA	0	0	0	0
CHEROKEE	6	0	1	0
CHEYENNE	1	0	0	0
CLARK	1	0	1	0
CLAY	3	0	0	0
CLOUD	2	0	0	0
COFFEY	1	0	0	0
COMANCHE	0	0	0	0
COWLEY	20	0	1	0
CRAWFORD	13	0	0	0
DECATUR	0	0	0	0
DICKINSON	2	0	0	0
DONIPHAN	2	0	1	0
DOUGLAS	33	1	0	0
EDWARDS	0	0	0	0
ELK	0	0	0	0
ELLIS	9	0	0	0
ELLSWORTH	0	0	0	0

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

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
NEOSHO	5	0	1	0
NESS	1	0	0	0
NORTON	3	0	0	0
OSAGE	7	0	0	0
OSBORNE	1	0	0	0
OTTAWA	2	0	0	0
PAWNEE	4	0	0	0
PHILLIPS	0	0	0	0
POTTAWATOMIE	8	0	0	0
PRATT	2	1	0	0
RAWLINS	1	0	0	0
RENO	29	0	0	0
REPUBLIC	0	0	0	0
RICE	3	0	0	0
RILEY	29	1	2	0
ROOKS	0	0	0	0
RUSH	0	0	0	0
RUSSELL	1	0	0	0
SALINE	33	0	2	0
SCOTT	2	0	0	0
SEDGWICK	228	2	11	0
SEWARD	2	0	0	0
SHAWNEE	78	0	6	0
SHERIDAN	0	0	0	0
SHERMAN	2	0	0	0
SMITH	0	0	0	0
STAFFORD	1	0	0	0
STANTON	0	0	0	0
STEVENS	0	0	0	0
SUMNER	8	0	0	0
THOMAS	3	0	1	0
TREGO	0	0	0	0
WABAUNSEE	2	0	0	0
WALLACE	0	0	0	0
WASHINGTON	3	0	0	0
WICHITA	1	0	0	0
WILSON	1	0	0	0
WOODSON	0	0	0	0
WYANDOTTE	49	0	1	0

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

Project and subrecipient information.....

Project Name & Description:	Motorcycle Enforcement Funding will be provided to fund overtime to the Kansas Highway Patrol and law enforcement in the greater Kansas City, Wichita, and Topeka metro areas which, together, represent over 50 percent of the state’s impaired motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2024 aimed at deterring impaired driving behaviors for all motorcycle operators.			
Sub-Recipient:	Local Law Enforcement			
Project Number	SP-1300-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	BIL 402			
Problem Identification	High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Un-helmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Un-helmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405f	BIL 405f	BIL 405f	FY24-26
Estimated 3-year funding	\$240,000	\$240,000	\$240,000	\$720,000

Countermeasure Strategy:

High Visibility Enforcement

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

Local Partnerships

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

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the annual grant application at Motorcycle Safety.
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application Motorcycle Safety Program Area.

FY 2024 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)

Calendar Year				
	2019		2020	
	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+
Kansas	41	21	65	17

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

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
ALLEN	3	0	0	0
ANDERSON	4	0	0	0
ATCHISON	4	0	1	0
BARBER	2	0	0	0
BARTON	7	0	0	0
BOURBON	4	1	1	1
BROWN	5	0	0	0
BUTLER	25	1	0	0
CHASE	2	0	0	0
CHAUTAUQUA	0	0	0	0
CHEROKEE	6	0	1	0
CHEYENNE	1	0	0	0
CLARK	1	0	1	0
CLAY	3	0	0	0
CLOUD	2	0	0	0
COFFEY	1	0	0	0
COMANCHE	0	0	0	0
COWLEY	20	0	1	0
CRAWFORD	13	0	0	0
DECATUR	0	0	0	0
DICKINSON	2	0	0	0
DONIPHAN	2	0	1	0
DOUGLAS	33	1	0	0
EDWARDS	0	0	0	0
ELK	0	0	0	0
ELLIS	9	0	0	0
ELLSWORTH	0	0	0	0
FINNEY	7	0	0	0

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

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
NESS	1	0	0	0
NORTON	3	0	0	0
OSAGE	7	0	0	0
OSBORNE	1	0	0	0
OTTAWA	2	0	0	0
PAWNEE	4	0	0	0
PHILLIPS	0	0	0	0
POTTAWATOMIE	8	0	0	0
PRATT	2	1	0	0
RAWLINS	1	0	0	0
RENO	29	0	0	0
REPUBLIC	0	0	0	0
RICE	3	0	0	0
RILEY	29	1	2	0
ROOKS	0	0	0	0
RUSH	0	0	0	0
RUSSELL	1	0	0	0
SALINE	33	0	2	0
SCOTT	2	0	0	0
SEDGWICK	228	2	11	0
SEWARD	2	0	0	0
SHAWNEE	78	0	6	0
SHERIDAN	0	0	0	0
SHERMAN	2	0	0	0
SMITH	0	0	0	0
STAFFORD	1	0	0	0
STANTON	0	0	0	0
STEVENS	0	0	0	0
SUMNER	8	0	0	0
THOMAS	3	0	1	0
TREGO	0	0	0	0
WABAUNSEE	2	0	0	0
WALLACE	0	0	0	0
WASHINGTON	3	0	0	0
WICHITA	1	0	0	0
WILSON	1	0	0	0
WOODSON	0	0	0	0
WYANDOTTE	49	0	1	0
Totals	947	11	47	3

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

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

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

State Reportable Crashes Data Collection Law

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

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

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

- Form 850A is the Motor Vehicle Crash Report which contains location information, responding law enforcement agency, county, city, severity, short narrative, weather conditions, if DUI suspected, work zone, road class, time of crash, diagram, etc.
- Form 850B includes driver and occupant data, such as driver's license information, contributing circumstances, driver impairment, etc., vehicle data specific to each vehicle in the crash and vehicle sequence of events.

- Form 851 is the narrative report which contains an officer's complete description of the event, including witness statements, crash reconstruction data, and any other relevant crash investigation information. This form is required for fatality crashes and is strongly recommended for all crashes.
- Form 852 is used only if large/heavy vehicles (GCVWR over 10,000 lbs.) are involved.
- Form 854 is used to list additional passengers that were not listed on 850B and pedestrians.

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

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

Part 6: Distracted Driving Grants

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

Distracted Driving Awareness Grant

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

Distracted Driving

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

Distracted Driving Law Grants

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

KSA 8-291 Violation of restrictions

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

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

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

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

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

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

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

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

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

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

Part 9: Preventing Roadside Deaths Grants

Preventing Roadside Deaths

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

Project and subrecipient information

Project Name & Description:	Preventing Roadside Deaths JNA Advertising will develop an advertising campaign to be specifically directed at Preventing Roadside Deaths in Kansas. The campaign will be centered around the newest “Move Over” law adopted in Kansas in 2021. The new law now requires motorists to move over and to yield the right-of-way to authorized utility vehicles or pedestrians engaged in work on the highway when the vehicles display flashing lights. The Move Over law always included emergency and roadside vehicle maintenance workers but now includes utility workers and others. The law covers vehicles being operated by a local exchange carrier, telecommunications carrier, video service provider, or wireless infrastructure or service provider, and being used for repairs. The law prohibits a driver from overtaking or passing another vehicle when within 100 feet of one of these vehicles. If a driver doesn’t move over, they can face a \$105 fine.			
Sub-Recipient:	JNA			
Project Number	SP-4900-24			
Match:	20%			
Local Benefit:	\$0			
Federal Equipment:	None			
Eligible Use of Funds:	405h			
Problem Identification	Vehicles failing to slow down or move over for stopped or disabled vehicles on the roadside pose significant risks to all road users, especially first responders, fire, medical, and other vehicle assist responders. According to AAA there are an average of 24 emergency responders including tow truck operators that are killed each year while working roadside. The Insurance Institute for highway safety reports that 300 people annually die in crashes where a pedestrian is leaving, working on, or returning to a stopped vehicle, a more than 25% since 2014. Kansas stats reflect this national trend.			
Countermeasure Justification	Education and Enforcement			
Target (link to strategy)	Kansas will develop a plan describing how advertising to motorists will be used. Kansas will develop an educational strategy describing to the public how to keep safe while on the roadside.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405h	BIL 405h	BIL 405h	FY24-26

Estimated 3-year funding	\$75,000	\$75,000	\$75,000	\$225,000
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Countermeasure Strategy:

High visibility enforcement coupled with planned activities, education, and media will positively impact the roadside deaths in Kansas.

Part 10: Driver and Officer Safety Education Grants

Peace Officer Training

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

Project and subrecipient information

Project Name & Description:	Peace Officer Training Kansas Standards on Police Training include conducting traffic stops. Kansas will adopt a program that demonstrates that it is taking meaningful steps to train officers on positive outcomes during traffic stops. This training will include safe conduct of traffic stops and establish model policy for law enforcement agencies to adopt.
Sub-Recipient:	KLETC
Project Number	SP-4400-24
Match:	20%
Local Benefit:	0
Federal Equipment:	TBD
Eligible Use of Funds:	BIL 405i
Problem Identification	Traffic stops are one of the most common traffic activities for law enforcement officers on patrol. Traffic stops are viewed as proactive and self-initiated policing. They are also sometimes deadly. Officers can be struck by passing vehicles, dragged by a vehicle fleeing a stop, assaulted physically either with hands or feet or by weapons, including firearms. This training will include steps to take to ensure positive interactions with motorists. Included in the training will be steps to take to avoid officer overreaction based on stimuli from the vehicle occupants, including disengaging.
Countermeasure Justification	Traffic stops are necessary for traffic safety. Linking officer training with traffic stops will reduce complaints, increase citizen satisfaction on traffic stops and provide positive outcomes for the officer and citizen.
Target (link to strategy)	Training provided free to law enforcement using the Kansas Law Enforcement Training Center (KLETC)

Law Enforcement Training on Citizen interaction on traffic stops.

	will impact the desired outcomes. Using the racial profiling training mechanism for this specialized training was chosen because it is mandatory for officers to take every year. This will ensure that every certified officer in Kansas will receive this training on an annual basis.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	BIL 405i	BIL 405i	BIL 405i	FY24-26
<u>Estimated 3-year funding</u>	\$90,000	\$90,000	\$90,000	\$270,000

Countermeasure Strategy:

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing

Issue/Rev: March 27, 2013

Issuing Authority: Executive Director Gary Steed

I. Purpose

- A. The purpose of this policy is to prohibit the practice of racial and other biased- based policing by members of the Kansas Commission on Peace Officers' Standards and Training.
- B. Individuals are free to walk and drive our streets, highways, and other public places without law enforcement interference so long as they obey the law. They also are entitled to enjoy personal safety and an expectation the government will engage in the prevention of crime and the apprehension of those persons who violate the law. This includes an expectation to drive and walk our public ways without subjection to risks posed by law breakers including drivers violating traffic laws.
- C. The government, including law enforcement, is charged with protecting these rights for all persons, regardless of race, ethnicity, national origin, gender, or religion.
- D. Members of KSCPOST are required to be observant of unusual occurrences and suspected or actual law violations, and to act upon those observations. It is this proactive enforcement that keeps people free from crime, our streets and highways safe to drive upon, and leads to the detection and apprehension of criminals.
- E. This policy is intended to assist the officers of KSCPOST to safely accomplish their law enforcement mission in compliance with legal and constitutional requirements and in a manner respecting the dignity of all persons and to enhance positive relationships with the public. It is intended to support a strong deterrent message to actual and potential offenders that they are likely to be detected, identified, and prosecuted if they violate the law. This policy is also intended to protect our members from unwarranted accusations when they act within the dictates of the law and policy.

II. Policy Statement

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

III. Scope

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing

Issue/Rev: March 27, 2013

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

IV. Definitions

- A. "Crime" means an act or omission defined by law and classified as felonies, misdemeanors, traffic infractions, or cigarette or tobacco infractions as provided in K.S.A. 21-5102.
- B. "Enforcement action" means any law enforcement act during a nonconsensual contact with an individual(s) in 1) determining the existence of probable cause to take into custody or to arrest an individual; 2) constituting a reasonable and articulable suspicion That an offense has been or is being committed so as to justify the detention of an individual or the investigatory stop of a vehicle; or 3) determining the existence of probable cause to conduct a search of an individual or a conveyance.
- C. "Probable Cause" means reasonable grounds to believe a person has committed or is committing a crime or that a place contains specific items connected with a crime, supported by specific and articulable facts, based on the officer's observation, knowledge, training and experience, including information from a reliable source.
- D. "Racial or other biased-based policing" means the unreasonable use of race, ethnicity, national origin, gender or religion by a law enforcement officer in deciding to initiate an enforcement action. It is not racial or other biased-based policing when race, ethnicity, national origin, gender or religion is used in combination with other identifying factors as part of a specific individual description to initiate an enforcement action.
- E. "Reasonable suspicion" means a particularized and objective basis, supported by specific and articulable facts, to suspect a person has committed, is committing or is about to commit a crime. Reasonable suspicion may be based on the officer's observations, knowledge, and experience as well as reasonably trustworthy information known to the officer at the time an action is taken.
- F. "Stop" is a seizure occurring when a law enforcement officer, by force or some show of authority, restrains a person's liberty.
- G. Acts that constitute racial or other biased-based policing include but are not limited to:
 - 1. Using race, ethnicity, national origin, gender, or religion as a general indicator or predictor of criminal activity.
 - 2. Using the race, ethnicity, national origin, gender, or religion of a person in the course of any law enforcement action unless the officer is seeking to detain, apprehend, or otherwise be on the lookout for a suspect sought

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing

Issue/Rev: March 27, 2013

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

V. Procedures

- A. Members of KSCPOST are prohibited from engaging in racial or other biased- based policing as provided in this policy or prohibited by law.
- B. Members of KSCPOST shall report to their supervisor any incidents of racial or other biased-based policing they have direct knowledge of
- C. Any member violating the provisions of this policy or the state or federal statutes pertaining to racial or other biased-based policing or violating the constitutional rights of any person as provided in this policy is subject to corrective action or discipline. Such discipline includes actions appropriate in response to the nature of the violation based on facts revealed in the investigation of the complaint and consistent with applicable laws, rules and not limited to, demerits, suspension or termination of employment. Discipline may also include retraining, counseling, or any other action deemed appropriate to deter repeated violations.
- D. All members of the agency are responsible for oversight to ensure all officers use reasonableness and properly apply the legal standards for taking enforcement actions or applying law enforcement discretion.
- E. The Executive Director shall review citizen complaints and reports filed on stops by officers of KSCPOST and randomly observe officers actions on vehicle and pedestrian stops.
- F. The Executive Director shall take appropriate action, including but not limited to coaching and discipline to assure compliance with this policy and related state and federal statutes.
- G. All KSCPOST members should be cognizant of any pattern or practice of

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing

Issue/Rev: March 27, 2013

possible discriminatory treatment by individual officers or groups of officers. If such pattern or practice is observed, the agency member must take immediate steps to further investigate; to intervene in such activity; take corrective action; and report the activity and action taken to superiors.

VI. TRAINING

- A. All law enforcement officers of KSCPOST shall attend and successfully complete annual racial or other biased-based policing training.
 - 1. Distance learning training technology is allowed for racial or other biased- based policing training.
 - 2. The required racial and other biased-based policing training may include directly or indirectly related to training intended to address racial and biased- based policing issues.

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

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

- A. Any person who believes they have been subjected to racial or other biased- based policing by a member of KSCPOST may file a complaint with KSCPOST and/or the attorney general's office.

- B. The Executive Director shall communicate directly with the complainant of any allegation of Racial or Bias-Based Policing by KSCPOST staff. The Executive Director shall insure that a citizen complaint form is filled out and the complainant shall be assured that the allegation will be fully investigated. Sustained complaints shall result in appropriate disciplinary action that include, but not limited to, remedial training, censure, reprimand, probation, suspension and/or termination.

- C. No person who believes they have been subjected to racial or other biased-based policing shall be discouraged, intimidated, or coerced from filing such a complaint.

- D. No person will be discriminated against or subjected to retribution because they have filed such a complaint.

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing

Issue/Rev: March 27, 2013

VIX. AGENCY REQUIREMENTS

- A. KSCPOST may conduct ongoing community outreach and communications efforts:
 - 1. Such outreach and communications shall include:
 - a) A statement of the person's right to file a complaint with the agency and/or the Office of the Attorney General.
 - b) An explanation of how to file a complaint with the agency.
 - c) An explanation of how to file a complaint with the Office of the Attorney General, and
 - d) A description of the agency's complaint process.
- B. This policy is a public document and any person requesting to see it during normal business hours will be provided an opportunity to examine it.
- C. KSCPOST shall file a report no later than July 31 of each year to the Attorney General as required by statute. Such report shall be for the period beginning July 1 of the previous year through June 30 of the current year. Such report shall be available for examination by any person requesting to see it during normal business hours.

ANNUAL GRANT APPLICATION

KANSAS DEPARTMENT OF TRANSPORTATION

BUREAU OF TRAFFIC SAFETY – BEHAVIORAL SAFETY SECTION

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Part 1: Occupant Protection Grants

The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at: **Occupant Protection and Police Traffic Services Program Areas.**

Kansas Occupant Protection Multi-Year Strategic Plan

June 2022



I.Mission

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

II.Vision

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

III.Overall Goal

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

IV.Benchmark

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

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

A. Background

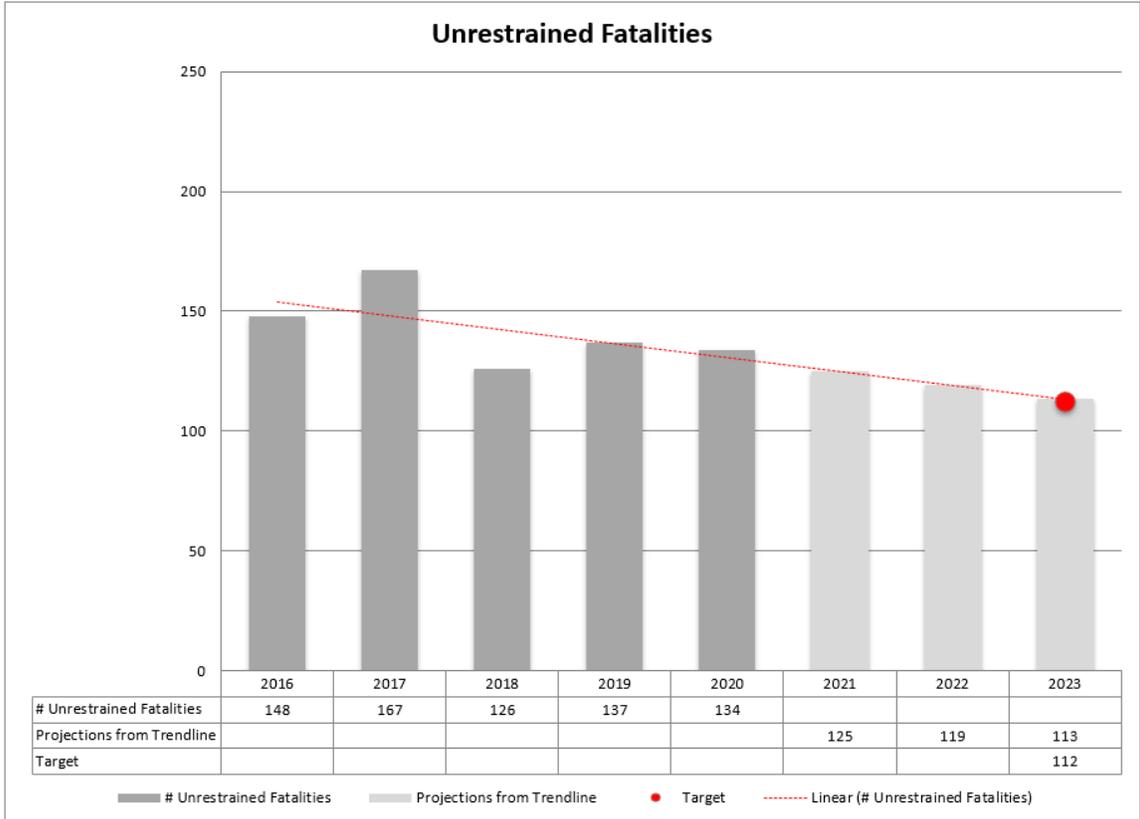
Kansas in 2021 Occupant Protection Observational Survey conducted by DCCCA Inc. on behalf of the Kansas Department of Transportation Bureau of Transportation Safety. The annual safety belt survey in 2021 produced an observed belt use rate for drivers and outboard passengers of 85.92 percent in 2021.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

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

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

Year	Kansas Rate	National Rate
2017	82%	90%
2018	84%	90%
2019	85%	91%
2020	85%	90%
2021	86%	

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



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

B. Introduction

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

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

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

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

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

Consequences of the Violation

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

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

Child Passengers

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

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

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

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

Adult Passengers

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

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

Program Management

Kansas's Occupant Protection program is based on strong leadership and sound policy development. Efforts are driven by data and focus on the most at-risk populations. Programs and activities are carried out under the Strategic Plan and are guided by problem identification and monitored for effectiveness. The Office of Highway Safety has assigned an Occupant Protection Coordinator within the office to help aid state and local agencies on occupant protection programs. The coordinator works with agencies to encourage establishment of primary safety belt ordinances as the state continues to work for passage of a statewide law.

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

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

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

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

II. Legislation, Regulation and Policy

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

Graduated Driver License Requirements for Teen Drivers

INSTRUCTION PERMIT - AGES 14, 15 AND 16

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

INSTRUCTION PERMIT - AGE 17 AND UP

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

FARM PERMITS - AGE 14 AND 15

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

LESS RESTRICTED FARM PERMIT PRIVILEGES - AGE 16

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

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

RESTRICTED DRIVER'S LICENSE - AGE 15

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

LESS RESTRICTED PRIVILEGES - AGE 16

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

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

NON-RESTRICTED DRIVER’S LICENSE

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

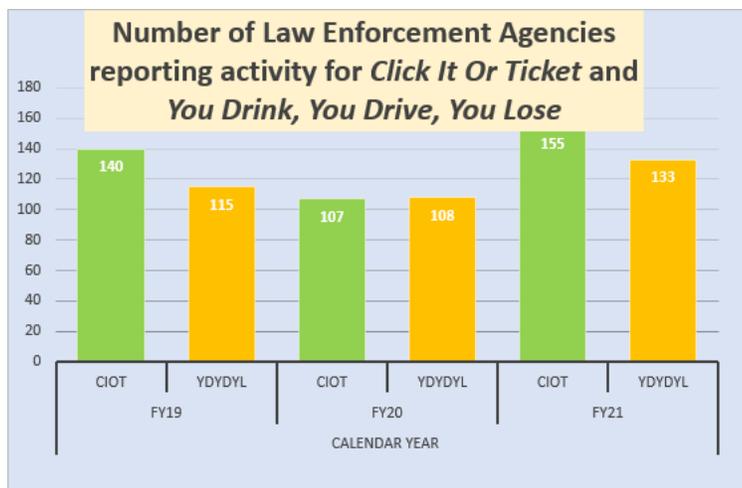
The Office of Highway Safety works with state and local agencies to implement safety belt policies. To receive any grant funding from the office, an organization is required to have a safety belt policy in place. Agencies are required to note the policy on their application and have the policy available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

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

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

Enforcement Program

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



*Collected during the pandemic

CIOT = Click It or Ticket
 YDYDYL = You Drink, You Drive, You Lose

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

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

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

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

Communication Program:

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

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

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

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

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

complementing PSA distributions, and helping to spread campaign messages virally. Social media efforts will continue through mainstream platforms such as Facebook, Twitter, and Instagram. Media outlets will continue to be encouraged to report seat belt use and nonuse in motor vehicle crashes.

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

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

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

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

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

Projects	Job Title	Description / Status Notes	Status	Target Completion Date						
Creative Production	Distracted Driving	Using a mix of past creative developed (FY20/FY21) as well as NHTSA	With KDOT							
		Television	Production use of NHTSA TV "Crash/Next/Slow" asset as well as KDOT WDSMHP FY22 asset	WIP						
		Print	New creative developed for FY22	WIP						
		Outdoor	Would like to explore possible options based off of print - Also like WDSMHP option from past years	WIP						
		Digital/Social	Reviewing options with "The More Broken Streets" creative	WIP						
Media	Distracted Driving	Mon, Apr 4 - Sun, Apr 10 - \$85,000 Budget - Need approval on creative	With KDOT	3/14						
		Television	Final creative has to align - \$14,000 estimated spend	WIP						
		Print	Final creative has to align - \$900 estimated spend	WIP						
		Outdoor	Final creative has to align - \$10,000 estimated spend	WIP						
		Digital/Social	Final creative has to align - \$25,000 estimated spend	WIP						
Public Relations	Distracted Driving	Working to finalize first draft of press release for Wed 4/6 release	In progress	3/17						
		Creative Production	Front Seat Interviews	Have six additional spots from FY21 production to review and potentially produce: Truck vs That (Ben) The Call (Elija) Two Seconds (Madison & Ally) Honored (Theresa) Talk Your Way Out (Theresa) Wiss (Theresa & Derreck) We will share these spots shortly with the hope of building out the creative options - Approved spots will need final audio production with moderator.	In progress	3/25				
				Social Media	Kansas Teen Traffic Safety Conference	Develop Snapchat Filter for use during KTTSC - APRIL 19-20, 2022, Topeka	Not started	3/29		
						Creative Production	District 5 - Wichita	Coordinating production of "Front Seat Interviews" for 3/28 & 3/29 in Wichita - Currently looking at The Hudson (https://www.thehudsonic.com/) as the production location - working through contacts (victims and law enforcement) to provide final recommended list of interviewees.	In progress	
								Media	District 5 - Wichita	Based on approval to move forward (3/4 status) - Team is negotiating and detailing final plans for review/approval - Looking at early May start (5/9) date due to necessary creative production
Television	Negotiating plans with Wichita Broadcast Cable - \$10,000 budget									In progress
Print	Negotiating plans with Wichita Eagle and surrounding publications - \$4,000 budget	In progress								
Outdoor	Looking at assets for posters and digital billboards in targeted areas - \$20,000 budget	In progress								
Digital/Social	Looking at assets for social media including QR enclosures - \$15,000 budget	In progress								
Public Relations	District 5 - Wichita	5/11 Press conference will be executed. Will also deliver first draft of press release for Wed 5/11 release	In progress							
		Creative Production	Drugged Driving - 4/20	Using a mix of past creative developed (FY21) + new graphic options - Will review NHTSA as well	In progress	3/11				
				Television	Will utilize Front Seat Interviews Options from FY21 as well as NHTSA available materials	Needs Review				
				Print	Have some print options that will be shared for approval	Needs Review				
				Outdoor	Will look at new OOH options based on print concepts	In progress				
Digital/Social	Will look at new digital/social options based on print concepts			Needs Review						
Media	Drugged Driving - 4/20	Mon, Apr 18 - Sun, Apr 24 - \$85,000 Budget	In progress	3/25						
		Television	Media has pending final discussions/negotiations - \$18,000 estimated spend	In progress						
		Print	Final Print plan aligned - awaiting creative assets \$190	Done						
		Outdoor	Media has pending final discussions/negotiations - \$11,000 estimated spend	In progress						
		Digital/Social	Media has pending final discussions/negotiations - \$22,000 estimated spend	In progress						
Public Relations	Drugged Driving - 4/20	Working to finalize first draft of press release for Tue 4/19 release	In progress	3/25						
		Creative Production	Share the Road	Working on new concepts to share Monday, 3.21.22	In progress	3/21				
				Media	Share the Road	Present creative concepts to Motorist Safety Committee, Wednesday, 3.30.22 Mon, May 2 - Sun, May 29 - \$50,000 Budget	In progress	3/30		
						Outdoor	Final outdoor placements being negotiated - \$10,000 estimated spend	In progress		
						Print	Final Print plan aligned - awaiting creative assets \$2,850	Done		
Digital/Social	Final Digital/Social plan awaiting creative assets \$15,150 estimated spend					In progress				
Television	Media has pending final discussions/negotiations - \$17,000 estimated spend	In progress								
Creative Production	Sustained Digital	Concepting new standard display banners (320x50, 300x600, 728x90, 300x250, 300x50, 160x600) to increase options for sustained digital campaign - This will also include Social media GIFs (5-16, 1-1, 16-9, 4-5) that can be used as well.	In progress	4/15						
		Creative Production	Memorial Day COT	Using a mix of past creative developed (FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.	Needs Review					
				Television	Will utilize Front Seat Interviews Options from FY21 as well as Wichita production assets if relevant	Needs Review				
				Print	Have some print options that will be shared for approval	Needs Review				
				Outdoor	Will look at new OOH options based on print concepts	In progress				
Digital/Social	Will look at new digital/social options based on print concepts			Needs Review						
Media	Memorial Day COT	Wed, May 18 - Mon, May 30 - \$168,000 Budget	In progress	4/22						
		Television	Media has pending final discussions/negotiations - \$47,000 estimated spend	In progress						
		Print	Final Print plan aligned - awaiting creative assets \$1,850	Done						
		Outdoor	Media has pending final discussions/negotiations - \$20,000 estimated spend	In progress						
		Digital/Social	Media has pending final discussions/negotiations - \$68,000 estimated spend	In progress						
Public Relations	Memorial Day COT	Will deliver first draft of press release for Wed 5/18 release	Not started	4/29						
		Reporting	Q2 Quarterly Report	Will complete Q2 (Jan-Mar) quarterly report in April	Not started	4/29				
				Creative Production	Speed Enforcement	Reviewing past creative developed - Would like to use potential assets from Wichita production as well for digital/social	Not started			
						Print	Print concepts will be developed for further review	Not started		
						Outdoor	Have April from FY21 OOH assets additional review	Needs Review		
Digital/Social	Will look to potentially use Live Enforcement creative ads from Wichita production as well as print concepts					Not started				
Television	Final TV plan aligned - awaiting creative assets \$190	Done								
Media	Speed Enforcement	Fri, Jun 10 - Sun, Jun 19 - \$50,000 Budget	In progress	5/20						
		Television	Final TV plan aligned - awaiting creative assets \$190	Done						

JNA FY22 KDOT PROJECT ROLL-UP

DATE: 3/11/2022



	Radio	Media buy pending final discussions/negotiations - \$26,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - \$17,000 estimated spend	In progress	
Creative Production	July 4th - Impaired Driving	Using a mix of past creative developed (FY20/FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.	Needs Review	
	Television	Will utilize from last broadcast. Options from FY21 as well as Wichita production efforts if released.	Needs Review	
	Print	From news print editions that will be placed for awareness.	In progress	
	Outdoor	Will look at new OOH options based on print materials.	In progress	
	Radio	Will utilize from last broadcast. Options from FY21. Model work in Wichita production efforts as well.	Needs Review	
	Digital/Social	Will look at new digital/social options based on print materials.	In progress	
Media	July 4th - Impaired Driving	Mon, Jun 27 - Mon, Jul 4 - \$90,000 Budget	In progress	6/3
	Television	Media buy pending final discussions/negotiations - \$27,300 estimated spend	In progress	
	Print	Print Print also placed - awaiting creative assets \$190	Done	
	Outdoor	Media buy pending final discussions/negotiations - \$11,200 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - \$26,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - \$85,500 estimated spend	In progress	
Public Relations	July 4th - Impaired Driving	Will deliver first draft of press release for Wed 6/29 release	Not started	
Creative Production	Sustained Print	Currently have two approved impaired print ads and three approved occupant protection print ads. Will look at potentially adding a few more for impaired to help weekly creative rotation	Not started	6/10
Creative Production	Child Passenger Safety Photo/Video Shoot	Working with KTSRO (Cynthia Galloway) to develop shot list for CPS. Will look to do a production in June that uses kids of various ages, various car seats, and guardians to have better local stock photos and videos for various PR and creative use. (Link)	In progress	6/24
Creative Production	Labor Day - Impaired Driving	Using a mix of past creative developed (FY20/FY21) as well as NHTSA - Would like to use potential assets from Wichita production as well.	Needs Review	
	Television	Will utilize from last broadcast. Options from FY21 as well as Wichita production efforts if released.	Needs Review	
	Print	From news print editions that will be placed for awareness.	In progress	
	Outdoor	Will look at new OOH options based on print materials.	In progress	
	Radio	Will utilize from last broadcast. Options from FY21. Model work in Wichita production efforts as well.	Needs Review	
	Digital/Social	Will look at new digital/social options based on print materials.	In progress	
Media	Labor Day - Impaired Driving	Wed, Aug 17 - Mon, Sep 5 - \$270,000 Budget	In progress	7/22
	Television	Media buy pending final discussions/negotiations - \$88,150 estimated spend	In progress	
	Print	Print Print also placed - awaiting creative assets \$2,850	Done	
	Outdoor	Media buy pending final discussions/negotiations - \$34,000 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - \$70,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - \$77,950 estimated spend	In progress	
Public Relations	Labor Day - Impaired Driving	8/17 Press conference will be executed. Will also deliver first draft of press release for Wed 8/17 release	Not started	
Press Conference		Will look at alternative date/press conference in Wichita for Impaired Driving enforcement	Not started	8/7
Reporting	Q3 Quarterly Report	Will complete Q3 (Apr-Jun) quarterly report in July	Not started	7/29
Creative Production	Child Passenger Safety Week	Will look to develop new assets using production materials from shoot executed in June - Will also review past creative and NHTSA materials	Not started	
	Digital/Social	New materials will be developed for FY22 - NHTSA will also be reviewed.	Not started	
	Print	New materials will be developed for FY22.	Not started	
	Outdoor	New materials will be developed for FY22.	Not started	
	Radio	Will review spent from FY21 - New radio spots might be needed in FY22	Needs Review	8/26
Media	Child Passenger Safety Week	Mon, Sep 18 - Sun, Sep 25 - \$50,000 Budget	In progress	
	Print	Print Print also placed - awaiting creative assets \$190	Done	
	Outdoor	Media buy pending final discussions/negotiations - \$10,000 estimated spend	In progress	
	Radio	Media buy pending final discussions/negotiations - \$24,000 estimated spend	In progress	
	Digital/Social	Media buy pending final discussions/negotiations - \$15,900 estimated spend	In progress	
Research	FY2022 Research Exercise	Need to discuss research options - Statewide survey or Wichita focus group	Not started	9/1
Reporting	Q4 Quarterly Report/Annual Report	Will complete Q4 (Jul-Sep) quarterly report in October - Will also provide final annual report for distribution	Not started	10/31

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

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

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

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

Occupant Protection for Children Program

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

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

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

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

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

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

Health, Medical, and Emergency Services

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

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

Schools

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

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

Employers

The Kansas State Highway Safety Office will collaborate with employers to encourage development of programs and policies that establish and enforce a mandatory seat belt use policy. This will include sanctions for nonuse, and conduct occupant protection education programs for employees on their seat belt use policies. Included also will be narratives on safety benefits of motor vehicle occupant protection devices. The employer strategy as described in the SHSP and was identified by the ESC as a Top Tier strategy for implementation. The OP EAT continues to work on the action plan for this strategy.

Data and Program Evaluation

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

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

Conclusion

In this strategic plan, Kansas hopes to continue its successes in reducing overall traffic fatalities by focusing on those fatalities involving unrestrained vehicle occupants. The specific goals and plans outlined herein will assist in those efforts. When these strategies are fully implemented, we hope to meet our objective of reducing unrestrained passenger vehicle occupant fatalities to 0. GIS will continue to work to identify the locations throughout the state with high rates of unbelted occupants involved in fatal and serious injury crashes. Also, the need for a cross-cut analysis of OP v. other EATs and OP v. demographics (age, gender, geography) to guide effective program implementation.

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

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

2022 ROSTER OCCUPANT PROTECTION EMPHASIS AREA TEAM (EAT)

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Wendy O'Hare	wendy.ohare@ks.gov	Trauma Program Director KDHE

As identified by the Occupant Protection Emphasis Area Team.

OCCUPANT PROTECTION SHSP STRATEGY
DRAFT PRIORITIZATION RESULTS

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

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

[^]This strategy has been accomplished. Behavioral Safety staff can report out if necessary.

END OF KANSAS OCCUPANT PROTECTION MULTI-YEAR STRATEGIC PLAN

Occupant Protection

The state of Kansas has experienced a steady gain in seat belt usage over the past ten years, from 77% of adults in 2009 to 87% in 2023. This increase is due in large part to the adoption and implementation, in much of our programming, of the “Click it or Ticket Model” with its emphasis on high visibility education and enforcement, followed by reporting and evaluation. As such, there has been a steady increase in the level and diversity of media opportunities utilizing a trend we expect will continue in FFY 2024.

In addition to our educational efforts, participation by the law enforcement community in our Special Traffic Enforcement Program (STEP) continues to be quite strong. This program, over the years has grown from 16 to 110 contracted and 60 non-contracted police agencies. Over that period, participating agencies have issued some 300,000 occupant restraint citations.

Supplementing STEP has been the 2012 creation and continuation of a close derivative, the Nighttime Seat belt Enforcement Program (NSEP). In FFY 2022 the NSEP participating agency’s ability to carry out enforcements were hampered greatly by manpower shortages, and this continues to be an issue. In addition to the NSEP, local and state law enforcement have and will continue the voluntary, no-cost, school day (30 minutes before & after classes) High School and Middle School Enforcement Campaigns (March and September), which begun in 2013.

The voluntary High School and Middle School Enforcement Campaigns statewide fall and spring school neighborhood activity engaged the efforts of over 100 agencies, which collectively issued over 500 restraint citations.

The direct observational survey also provides the state with specific county data. This data is used to program resources including media and enforcement. Observed county belt use in the 26 observed counties can be found in the Traffic Safety Enforcement Program (TSEP) of the HSP. Additional information in this survey includes rural vs. urban rates and confirms that male pick-up truck drivers have the lowest observed rate. The observational survey will continue in FFY 24.

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

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

Occupant Protection Program Area Plan:

I. Introduction

Using a safety belt is the most effective protection during a car crash. The simple truth is that a great majority of people ejected from a motor vehicle die. In 2021, 105,302 occupants in vehicle crashes Kansas were wearing a safety belt. If more occupants had chosen to wear a safety belt, they would have increased their chance of survival. The use of safety belts in light trucks can also increase the chance of survival even higher as can the use of child safety seats.

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

Children who meet the above height and weight criteria must be protected by a seat belt. Keep a child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by the car seat's manufacturer. Once a child outgrows the forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

Consequences of the Violation

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

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

Child Passengers

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

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

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

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

Adult Passengers

Air bags, combined with lap and shoulder safety belts, offer the most effective safety protection available today for adult passengers. All front seat passengers of motor vehicles designed to carry 10 or less passengers must wear safety belts. This includes pickup trucks registered for 12,000 pounds and farm trucks registered for 16,000 pounds. Under Kansas law, all vehicle manufacturers are required to carry full warranties on safety belts for 10 years.

II. Program Management

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

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

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

Highway Safety issues occupant protection enforcement grants including the statewide and teen seat belt surveys.

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

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

Observations were conducted by 9 qualified individuals who were provided training in observational methods, quality, safety standards, and the requirements of this study and sample. The observational data collection period of the study was between June 2, 2022, and August 7, 2022. Observer training exceeded the standards required by NHTSA under federal guidelines.

III. Legislation, Regulation and Policy

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

Graduated Driver License Requirements for Teen Drivers

INSTRUCTION PERMIT - AGES 14, 15 AND 16

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

INSTRUCTION PERMIT - AGE 17 AND UP

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

FARM PERMITS - AGE 14 AND 15

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

affidavit has been turned in

LESS RESTRICTED FARM PERMIT PRIVILEGES - AGE 16

- Present acceptable [proof of identity](#)
- Age: Minimum 16 years old but less than 17
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No
- Instruction permit required: No
- 50 Hour affidavit required: Yes
- Driving restrictions: Anywhere from 5am to 9pm; anytime to or from farm job, employment or other farm related work; anytime going to or from authorized school activities; directly to or from any religious worship service held by a religious organization; anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted Farm Permit for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply

RESTRICTED DRIVER'S LICENSE - AGE 15

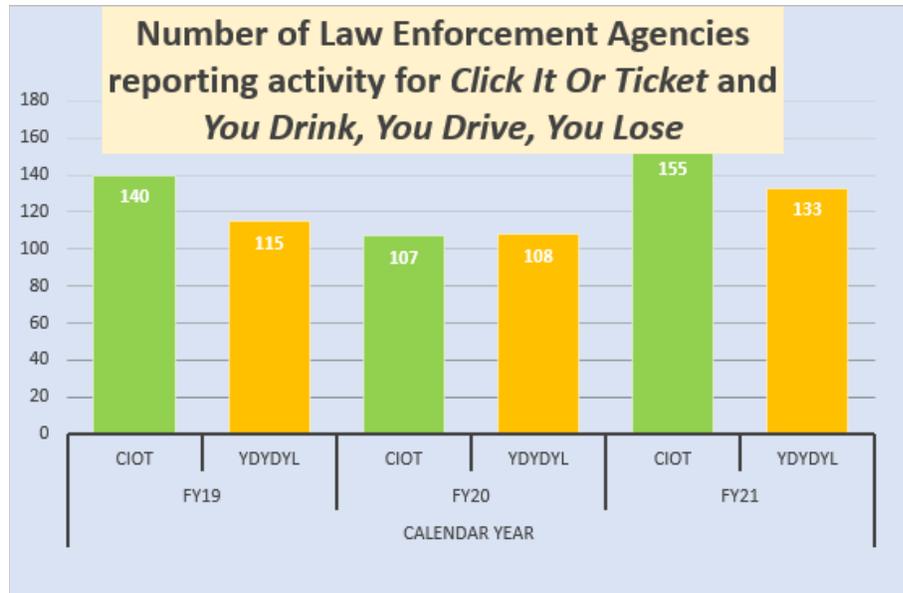
- Present acceptable [proof of identity](#)
- Age: Minimum 15 years old but less than 16
- Testing required: Vision
- Parental approval required: Yes
- Driver education required: Yes
- Instruction permit required: Yes - must have held a state issued permit at least 1 year. This does not include driver's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

LESS RESTRICTED PRIVILEGES - AGE 16

- Present acceptable [proof of identity](#)
- Age: Minimum 16 years old but less than 17
- Testing required: Vision. Written and Drive - or certificate of completion from driver education.
- Parental approval required: No
- Driver education required: No
- Instruction permit required: Yes - must have held a state issued permit at least 1 year. This does not include driver's education permit slip time held. Please visit [Kansas Department of Revenue - Reopening](#) to schedule an appointment with the driver's license office to obtain the state issued permit.
- 50 hour affidavit required: Yes
- Driving restrictions: Anywhere from 5am to 9pm; anytime going to or from work; anytime going to or from authorized school activities; directly to or from any religious worship service held by a religious organization; anytime/anywhere with licensed adult - minimum age 21
- Wireless restriction: No use of wireless communication devices except to report illegal activity or to summons medical or emergency help
- Passenger restriction: No more than one non-sibling passenger under the age of 18
- Time required to be held: 6 months - after licensee has held the restricted DL for 6 months or until age 17, whichever occurs first, if they have complied with all laws the restrictions will no longer apply.

NON-RESTRICTED DRIVER'S LICENSE

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



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

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

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

IV. Enforcement Program

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

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

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

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

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

V. Communication Program:

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

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

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

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

To continue to raise awareness and change driving attitudes and behaviors, safe driving messages are perpetuated through traditional media vehicles (TV, radio, print, outdoor, digital and web) as well as through social media throughout the year. Social media has become a key part of the highway safety campaigns, increasing awareness and conversation about safe driving, complementing PSA distributions, and helping to spread campaign messages virally. Social media efforts will continue

through mainstream platforms such as Facebook, Twitter, and Instagram. Media outlets will continue to be encouraged to report seat belt use and nonuse in motor vehicle crashes.

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

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

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

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

The Drive Safe Sedgwick campaign was selected because in 2021 Sedgwick County ranked first in: fatal crashes (63), alcohol-related crashes (428), unbelted fatalities (8), and unbelted fatalities and suspected serious injuries (46).

The data and local concern led to the Drive Safe Sedgwick Coalition which launched in FY 2022 with a media campaign *Drive Safe Sedgwick – Who do you make it home for?* (kansasdrivetozero.com, **Appendix 1**) of key concern for the Drive Sedgwick Coalition are these quick stats:

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

Lastly, the Drive Safe Sedgwick Coalition has evolved over FY23 with a broad grass roots level of involvement from law enforcement, first responders/medical community, the local MPO, and other transportation safety supporters. Key to the

FY2023 focus is the Fans With A Plan initiative. This marketing plan engages the many sports venues in Wichita as through one of Drive Safe Sedgwick's leading safe driving supporters: The Wichita Sports Commission. Wichita, Sedgwick County's leading city, is home to numerous sporting venues. Engagement of and by the sports commission helps to reach a large target audience. As with any coalition's success local ownership and direction is important to the continued commitment. As the focus for FY2023 was discussed, the coalition wanted to continue a focus on decreasing impaired driving. The Fans With A Plan encourages people to develop a plan in advance of drinking and driving. This may be through using a designated driver, staying at home, abstaining from drinking, or enlisting a ride share service when leaving a sporting or other social event. Reference

Appendix 1.

JNA FY23 KDOT PROJECT ROLL-UP

DATE: 6/5/2023



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

JNA FY23 KDOT PROJECT ROLL-UP

DATE: 6/5/2023



Public Relations	Drugged Driving	Drafting and sending media release 4/10	
Creative Production	Share the Road	Using a mix of new and existing creative (FY22) along with NHTSA.	4/3
	Print		
	Outdoor		
	Digital/Social		
Media	Share the Road	Mon, May 1 - Mon, May 29 - \$50,000 budget	
	Print	\$2,850 budget	
	Outdoor	\$42,000 budget	
	Digital/Social	\$15,150 budget	
Public Relations	Share the Road	Drafting and sending media release 4/24	
Creative Production	Memorial Day CIOT - Occupant Protection	Using a mix of new and existing creative (FY22) along with NHTSA.	4/19
	Television		
	Print		
	Radio		
Media	Memorial Day CIOT - Occupant Protection	Wed, May 17 - Mon, May 29 - \$160,000 budget	
	Television	\$59,250 budget	
	Print	\$1,900 budget	
	Radio	\$44,000 budget	
	Digital/Social	\$54,750 budget	
Public Relations	Memorial Day CIOT - Occupant Protection	Drafting and sending media release 5/10	
	Press Conference	Media event took place at St. Francis Hospital, Wichita, KS, 5/17	
Creative Production	Transportation Safety Conference Front Seat Interviews	JNA interviewed multiple law enforcement officials and impaired driving victims on a range of topics including impaired driving, distracted driving, drugged driving, and occupant protection.	4/26
Creative Production	Haskell University Transportation Safety Event Front Seat Interviews	JNA interviewed event attendees on range of topics including impaired driving, distracted driving, drugged driving, and occupant protection.	4/27
Reporting	Q2 Quarterly Report	Will complete Q2 (Jan-Mar) quarterly report in April	4/28
Creative Production	July 4th - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.	5/31
	Television		
	Print		
	Digital/Social		
Media	July 4th - Impaired Driving	Wed, Jun 28 - Tue, July 4 - \$50,000 budget	
	Television	\$25,800 budget	
	Print	\$850 budget	
	Digital/Social	\$23,250 budget	
Public Relations	July 4th - Impaired Driving	Drafting and sending media release 6/21	
Creative Production	Speed Enforcement	Using a mix of new and existing creative (FY22) along with NHTSA.	6/12
	Radio		
	Print		
	Digital/Social		
Media	Speed Enforcement	Mon, July 10 - Sun, July 16 - \$50,000 budget	
	Radio	\$29,000 budget	
	Print	\$20,050 budget	
	Digital/Social	\$850 budget	
Public Relations	Speed Enforcement	Drafting and sending media release 7/3	
Creative Production	Safety Corridor Program	Using a mix of existing creative (FY22, FY21, FY20) along with NHTSA.	7/4
	Television		
	Print		
	Radio		
Media	Safety Corridor Program	Tues, Aug 1 - Sat, Sep 30 - \$150,000 budget	
	Television	Current budgets being recalculated for 8/1 start	
	Print	Current budgets being recalculated for 8/1 start	
	Radio	Current budgets being recalculated for 8/1 start	
	Digital/Social	Current budgets being recalculated for 8/1 start	
Creative Production	Local Roads	Using a mix of existing creative (FY22, FY21, FY20) along with NHTSA.	7/4
Media	Local Roads	Campaign Flight TBD, Budget TBD	
Creative Production	Labor Day - Impaired Driving	Using a mix of new and existing creative (FY22) along with NHTSA.	
	Television		
	Print		
	Outdoor		

JNA FY23 KDOT PROJECT ROLL-UP

DATE: 6/5/2023



	Radio		
	Digital/Social		
Media	Labor Day - Impaired Driving	Wed, Aug 16 - Mon, Sep 4 - \$180,000 budget	7/19
	Television	\$48,000 budget	
	Print	\$2,850 budget	
	Outdoor	\$29,000 budget	
	Radio	\$46,000 budget	
	Digital/Social	\$54,150 budget	
Public Relations	Labor Day - Impaired Driving	Drafting and sending media release 8/9	
	Press Conference	Media event to take place in Topeka on 8/16	
Reporting	Q3 Quarterly Report	Will complete Q3 (April-June) quarterly report in July	7/31
Creative Production	Child Passenger Safety Week	Using a mix of existing creative (FY22 + FY21) along with NHTSA.	
	Digital/Social		
	Print		
	Outdoor		
	Radio		
Media	Child Passenger Safety Week	Mon, Sep 18 - Sun, Sep 24 - \$50,000 Budget	8/21
	Print	\$950 budget	
	Outdoor	\$10,000 budget	
	Radio	\$24,000 budget	
	Digital/Social	\$15,050 budget	
Public Relations	Child Passenger Safety Week	Drafting and sending media release 9/11	
Creative Production	Drive Safe Sedgwick	Using a mix of new and existing creative (FY22 + FY21) along with NHTSA.	
	Television		
	Outdoor		
	Digital/Social		
Media	Drive Safe Sedgwick	10/1/2022 - 9/30/2023 - \$246,000 budget	10/1
	Television	\$55,950 budget	
	Outdoor	\$59,000 budget	
	Digital/Social	\$131,050 budget	
Creative Production	Sustained - Occupant Protection / Impaired	Using a mix of existing creative (FY22 + FY21) along with NHTSA.	
	Print		
	Digital/Social		
Media	Sustained - Occupant Protection / Impaired	10/1/2022 - 9/30/2023 - \$115,000 budget	10/1
	Print	\$41,450 budget	
	Digital/Social	\$83,550 budget	
Reporting	Q4 Quarterly Report/Annual Report	Will complete Q4 (Jul-Sep) quarterly report in October - Will also provide final annual report for distribution	10/31

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

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

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

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

VI. Occupant Protection for Children Program

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

Children Under 1

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

Children Ages 1, 2 & 3

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

Children Ages 4 – 7

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

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

Children who meet the above height and weight criteria must be protected by a seat belt. Keep a child in a forward-facing car seat with a harness until he or she reaches the top height or weight limit allowed by the car seat's manufacturer. Once a child outgrows the

forward-facing car seat with a harness, it's time to travel in a booster seat, but still in the back seat.

Children Ages 8 – 13

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

Teenagers Ages 14 – 18

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

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

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

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

VII. Health, Medical, and Emergency Services

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

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

VIII. Schools

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

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

IX. Employers

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

X. Data and Program Evaluation

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

Data on child safety seat use, safety belt use and air bag deployment in fatal crashes through observational usage surveys and crash statistics will continue to be collected and analyzed in order to identify high-risk populations. Statewide surveys of public knowledge, attitudes and practices about occupant protection laws and systems will drive the media messages used to encourage safety belt use.

Law enforcement agencies will continue to be encouraged to participate in safety belt campaigns and issue citations during all hazardous moving violation traffic stops. Data from citations written, morbidity and the estimated cost of crashes will continue to be used and available for planning and evaluation of occupant protection programs and to determine the relation of injury to seatbelt use and nonuse.

C. Conclusion

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

Robyn Meinholdt is the state of Kansas designated Occupant Protection Coordinator. The most recent Occupant Protection Assessment was completed on February 15, 2023.

2024 ROSTER OCCUPANT PROTECTION EMPHASIS AREA TEAM (EAT)

First	Last	Position	Agency	E-mail
Cherie	Sage	Dir. - Safe Kids KS	KDHE/ Safe Kids KS	cherie.sage@ks.gov
Robyn	Meinholdt	Behavior Safety Coordinator	Bureau of Transportation Safety, KDOT	robyn.meinholdt@ks.gov
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Shannon	Bernal	Car Seat Prog. Coord.; Safe Kids Greater KC Coalition Coord.	Children's Mercy	smbernal@cmh.edu
Chris	Bortz	Assist. Bureau Chief Transportation Safety	Bureau of Transportation Safety, KDOT	chris.bortz@ks.gov
Candice	Breshears	Public Information Officer	KHP	candice.breshears@ks.gov
Cyndii	Callaway		DCCCA	ccallaway@dcca.org
David	Church	Project Mgr	WSP	david.church@wsp.com
Haley	Dougherty	Planning and Engineering Section Manager	Bureau of Transportation Safety, KDOT	haley.dougherty@ks.gov
Robert	Eichkorn	Regional Program Mgr	NHTSA	robert.eichkorn@dot.gov
Courtney	Garrett	Traffic Safety Specialist	KTSRO/DCCCA	cgarrett@dcca.org
Donna	Gerstner	CDRR Grant Coord.; Safe Kids Finney County Coord.	LiveWell Finney	donnagerstner@centura.org
Michelle	Grayson	Regional Trauma Coord.	KS Trauma Program (KDHE)	michelle.c.grayson@ks.gov
Alix	Guerrero	Health Equity Manager	KDHE	alix.guerrero@ks.gov
Jim	Hanni	Retired VP, Public & Government Affairs, AAA		james.hanni@gmail.com
Dennis	Hays			dhays@wycokck.org
Sara	Hortenstine	Executive Dir. - State Child Death Review Board	Office of the Attorney General	sara.hortenstine@ag.ks.gov

First	Last	Position	Agency	E-mail
Tenille	Kimberlin	Director	KTSRO/DCCCA	tkimberlin@dcca.org
Phyllis	Larimore	Program Coord. /Injury Free Coalition for Kids KC Center for Childhood Safety	Children's Mercy Hospitals and Clinics (retiring May 2023)	phyllislarimore44@gmail.com
Wendy	O'Hare	Trauma Program Director	KS Trauma Program (KDHE)	wendy.ohare@ks.gov
Alvin	Sowers	Associate Director	Kansas Law Enforcement Training Center	kletc@kletc.org
Vanessa	Spartan	Chief of Transportation Safety	Bureau of Transportation Safety, KDOT	Vanessa.spartan@ks.gov
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Maggie	Wilcox	Transportation Safety Planner	KDOT	maggie.wilcox@ks.gov

OCCUPANT PROTECTION SHSP STRATEGY
DRAFT PRIORITIZATION RESULTS

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

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

^This strategy has been accomplished. Behavioral Safety staff can report out if necessary.

End of OP 3HSP SECTION

Project and subrecipient information

Project Name & Description:	Education and Awareness These project funds will enable the Behavioral Safety Section to purchase and distribute printed materials and signs which support occupant protection initiatives that have an occupant protection message to both the public as well as various target populations. Counties in Kansas identified as having the biggest problem in occupant protection will be targeted for additional materials. Funds will also provide support for schools participating in the SAFE program. This project also enables KDOT to administer our statewide law enforcement recruitment engagement. These lunches serve as a building block for KDOT to promote the STEP and other federal aid programs designed to increase belt use and reduce crashes. This project will also support outreach opportunities in KDOT field offices. Resources allocated to these statewide locations will include but are not limited to exit signs and informational items that can be placed inside KDOT vehicles.			
Sub-Recipient:	KDOT			
Location Served:	Statewide			
Community:	Throughout the four Law Enforcement Liaison regions: Northeast, northwest, southwest, and southeast.			
Project Number	SP-1301-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	Occupant Protection (FAST)			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$200,000	\$200,000	\$200,000	\$600,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Occupant Protection Initiatives These funds will be allocated to promote seat belt laws in the state and assist in evaluation of our occupant protection program. These funds will also be available for new and innovative approaches to reach various target audiences, such as minority populations. Efforts will be made to utilize these funds in areas of the state with large populations in our target demographics, including those areas with low seat belt usage rates and high numbers of unbelted fatalities and serious injuries. This project supported Occupant Protection Assessment in 2023.			
Sub-Recipient:	KDOT			
Location Served:	Statewide			
Community:	Communities with: low seat belt usage rates and high unbelted fatalities and serious injuries			
Project Number	SP-4501-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	FAST Act 405b OP Low			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
<u>Estimated 3-year funding</u>	\$300,000	\$300,000	\$300,000	\$900,000

Countermeasure Strategy:

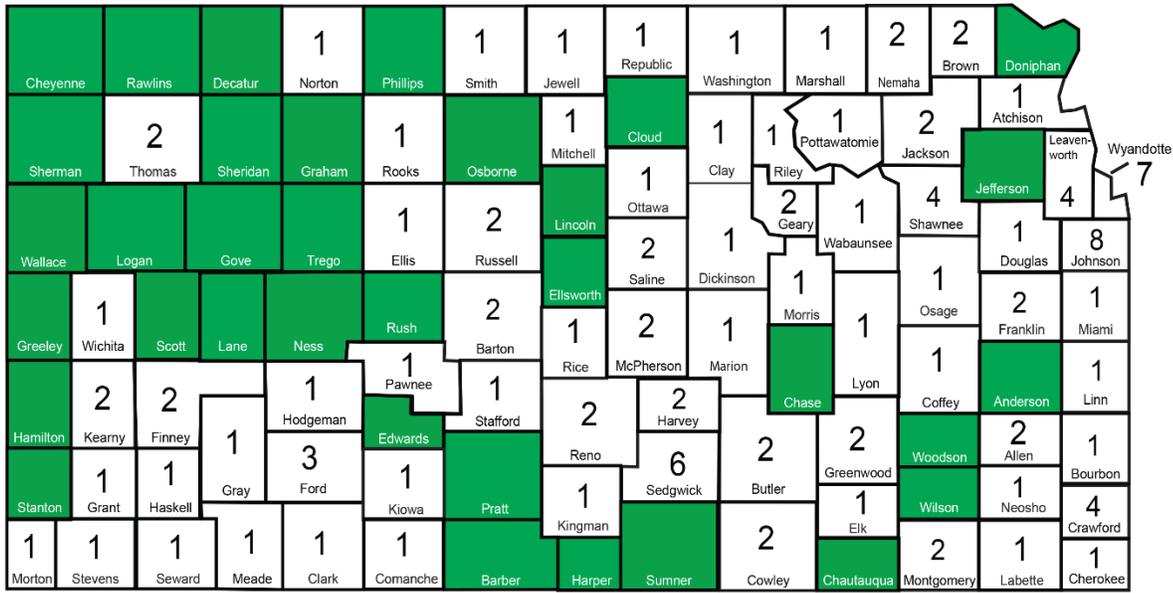
Communication Campaign

Estimate the total number of classes and the total number of technicians to be trained in FY 2024:

CPST SCHEDULE FOR 2024-2026				
MONTH	COUNTY	CITY	CONTACT	PHONE
FY2024				
<i>KTSRO estimates that in 2024 there will be 100-110 CPS technicians trained at 8 Trainings.</i>				
NOVEMBER	Leavenworth	Fort Leavenworth		
MARCH	Shawnee	Topeka		
APRIL	Barton	Great Bend		
MAY	Linn	Pleasanton	Amanda Snyder	913-352-6640
JUNE	Norton	Norton		
JULY	Atchison	Atchison	Katie Brown	
AUGUST	Seward	Liberal		
SEPTEMBER	Cowley	Winfield	Jodi Pew	
MONTH	COUNTY	CITY	CONTACT	PHONE
FY2025				
OCTOBER	Ellis	Hays		
MARCH	Saline	Salina		
APRIL	Ford	Dodge City		
MAY	McPherson	McPherson		
JUNE	Thomas	Colby		
JULY	Riley	Manhattan		
AUGUST	Finney	Garden City		
SEPTEMBER	Crawford	Pittsburg		
MONTH	COUNTY	CITY	CONTACT	PHONE
FY2026				
OCTOBER	Sherman	Goodland		
MARCH	Lyon	Emporia		
APRIL	Pratt	Pratt		
MAY	Reno	Hutchinson		
JUNE	Russell	Russell		
JULY	Douglas	Lawrence		
AUGUST	Grant	Ulysses		
SEPTEMBER	Bourbon	Fort Scott		

Number of Planned Inspection Stations

CPS Inspection Stations in Kansas



4/28/2023

119 Total CPS Inspection Stations

71 Counties with CPS Inspection Stations

www.ktsro.org/child-passenger-safety

800-416-2522

Number of planned inspection stations and/or inspection events serving each of the following population categories: (1) urban (2) rural, and (3) at-risk:

Child Restraint Inspection Stations by Population						
Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Iola Police Department	Allen	12,714	Allen			
LaHarpe Police Department	Allen		Allen			
Atchison Police Department	Atchison	16,380	Atchison			
Barton County Health Department	Barton	26,775	Barton			
Great Bend Fire/EMS	Barton		Barton			
Fort Scott Police Department	Bourbon	14,617	Bourbon			
Amberwell Hiawatha Hospital	Brown	9,684	Brown			
Brown County Sheriff's Office	Brown		Brown			
Affinity Automotive Services Inc	Butler	67,025	Butler, Sedgwick, Cowley, Reno			
Andover Police Department	Butler		Butler, Sedgwick			
Cherokee County Sheriff's Office	Cherokee	20,246	Cherokee			
Clark County Sheriff's Department	Clark	2,072	Clark, Comanche, Meade			
Clay County EMS	Clay	8,143	Clay			
Coffey County Health Department	Coffey	8,433	Coffey			
Coldwater Police Department	Comanche	1,862	Comanche			
Arkansas City Police Department	Cowley	35,753	Cowley	Spanish		

Child Restraint Inspection Stations by Population

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

Child Restraint Inspection Stations by Population

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

Child Restraint Inspection Stations by Population

Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Greenwood County Sheriff's Office	Greenwood		Greenwood			
Harvey County Health Department	Harvey	34,913	Harvey	Spanish, Gujarati		
NMC Health	Harvey		Harvey, Marion, Reno, McPherson			
Haskell County Health Department	Haskell	4,006	Haskell, Gray, Stevens, Grant, Finney, Seward	Spanish, German		
Hodgeman County Health Department	Hodgeman	1,870	Hodgeman			
Prairie Band Potawatomi Tribal Police	Jackson	13,291	Jackson			
Safe Kids Prairie Band Potawatomi Nation	Jackson		Jackson			
Jewell County Health Department	Jewell	2,901	Jewell			
City of Shawnee Fire Department	Johnson	584,451	Johnson			
Gardner Police Department	Johnson		Johnson			
Kansas Highway Patrol Troop A	Johnson		Johnson, Wyandotte, Miami, Leavenworth			
Kansas Traffic Safety Resource Office	Johnson		Johnson, Wyandotte, Leavenworth, Miami, Douglas			
Lenexa Police Department	Johnson		Johnson			
Mission Police Department	Johnson		Johnson			
Overland Park Police Department	Johnson		Johnson			

Child Restraint Inspection Stations by Population

Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Merriam Police Department	Johnson		Johnson/Wyandotte			
Kearny County Hospital	Kearny	3,917	Kearny, Hamilton, Finney, Grant, Wichita, Greeley	Spanish		
Kearny County Sheriff's Office	Kearny		Kearny			
Kingman County Health Department	Kingman	7,467	Kingman, Sedgwick, Reno, Pratt, Harper			
Kiowa County EMS, Safe Kids Kiowa County	Kiowa	2,483	Kiowa	Assistance can be arranged with appt		
Labette County Health Department	Labette	20,444	Labette			
Fort Leavenworth Fire Department	Leavenworth	80,204	Leavenworth			
Henry Leavenworth Elementary/USD 453	Leavenworth		Leavenworth	Spanish interpreter available		
Lansing Police Department	Leavenworth		Leavenworth			
Leavenworth County Health Department	Leavenworth		Leavenworth			
Linn County Health Department	Linn	9,558	Linn		Yes	
Lyon County Sheriff's Office	Lyon	33,510	Lyon			
Marion County Health Department	Marion	12,112	Marion			limited
Marshall County Health Department	Marshall	9,836	Marshall, Washington, Nemaha	Some Spanish		
McPherson Fire Department	McPherson	28,804	McPherson			

Child Restraint Inspection Stations by Population

Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Safe Kids McPherson County/McPhers on EMS	McPherson		McPherson			
Meade County Health Department	Meade	4,216	Meade	Spanish		
Miami County Sheriff's Office	Miami	32,964	Miami			
Heart Choices Pregnancy & Parenting Resource Center	Mitchell	6,243	Mitchell, Cloud, Jewell, Osborne, Smith, Lincoln			
Coffeyville Fire Department	Montgomery	32,746	Montgomery			
Coffeyville Police Department	Montgomery		Montgomery			
Morris County Health Department	Morris	5,573	Morris			
Morton County Health Department	Morton	2,848	Morton			
Nemaha County Sheriff's Office	Nemaha	10,241	Nemaha			Special Needs car seating
Nemaha Valley Community Hospital	Nemaha		Nemaha			
Kansas Highway Patrol Troop H	Neosho	16,146	Neosho, Allen, Anderson, Bourbon, Chautauqua, Cherokee, Coffey, Crawford, Elk, Greenwood, Labette, Linn, Lyon, Montgomery, Wilson, Woodson		Yes	

Child Restraint Inspection Stations by Population

Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Norton County Hospital	Norton	5,493	Norton, Graham, Phillips, Decauster, Rooks			
Lyndon Police Department	Osage	15,843	Osage, Lyon, Coffey, Franklin, Wabaunsee, Shawnee			
Minneapolis Ambulance Service	Ottawa	5,920	Ottawa	No		
Pawnee County Health Department	Pawnee	6,743	Pawnee			
Pottawatomie County Health Department/Safe Kids Pottawatomie County	Pottawatomie	23,661	Pottawatomie			
Hutchinson Police Department	Reno	63,220	Reno, Rice (if needed)			
Reno County Health Department	Reno		Reno	Spanish interpreter available	Yes	
Republic County Health Department	Republic	4,699	Republic			
Hospital District #1 of Rice County	Rice	9,831	Rice			
Riley County Police Department	Riley	73,343	Riley			
Rooks County Health Department	Rooks	5,076	Rooks	can make arrangements	Yes	
Russell County Health Department	Russell	6,988	Russell			
Russell County Sheriff's Office	Russell		Russell			

Child Restraint Inspection Stations by Population

Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Kansas Highway Patrol Troop C	Saline	55,142	Saline, Chase, Clay, Cloud, Dickinson, Ellsworth, Geary, Jewell, Lincoln, Marion, Marshall, McPherson, Mitchell, Morris, Ottawa, Republic, Riley, Washington			
Saline County Sheriff's Office	Saline		Saline			
Ascension Via Christi Hospital/Safe Kids Wichita Area	Sedgwick	511,995	Sedgwick, Sumner, Harvey, Butler	Spanish Interpreter available upon request		staff has been through special needs training
DCCCA/KTSRO	Sedgwick		Sedgwick, Butler, Sumner, Cowley, Kingman, Reno, Harvey	Spanish (Rosa)		Safe Travel for All Children trained (Jodi)
Goddard Police Department	Sedgwick		Sedgwick			
Haysville Police Department	Sedgwick		Sedgwick			
Kansas Highway Patrol Troop F	Sedgwick		Sedgwick, Barber, Barton, Butler, Cowley, Harper, Harvey, Kingman, Pratt, Reno, Rice, Stafford, Sumner			
Military & Family Readiness Center	Sedgwick		Sedgwick, Butler			
Seward County Health Department	Seward	22,709	Seward, Grant, Stevens, Haskell, Morton			

Child Restraint Inspection Stations by Population

Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Cotton O'Neil Pediatrics	Shawnee	178,146	Shawnee	Language line available	Yes	
Kansas Highway Patrol Troop B	Shawnee		Shawnee, Atchison, Brown, Doniphan, Douglas, Franklin, Jackson, Jefferson, Nemaha, Osage, Pottawatomie, Wabaunsee			
Kansas Traffic Safety Resource Office	Shawnee		Shawnee			
Mission Township Fire Department	Shawnee		Shawnee			
Smith County EMS	Smith	3,632	Smith			
Stafford County Health Department	Stafford	4,208	Stafford			
Stevens County Health Department	Stevens	5,584	Stevens			
Colby Police Department	Thomas	7,892	Thomas			
Thomas County Health Department	Thomas		Thomas	Spanish - by appointment		
Wabaunsee County Health Department	Wabaunsee	6,891	Wabaunsee			
City of Washington	Washington	5,546	Washington			
Wichita County Sheriff's Office	Wichita	2,112	Wichita	Spanish interpreter by appointment only		

Child Restraint Inspection Stations by Population

Agency HD Health Dept PD Police Dept SO Sheriff's Office FD Fire Dept	Physical Location	Population 7/1/16	County/ies Served	Multi lingual	Hearing Impaired Assist.	Special Needs Description
Community Health Council of Wyandotte	Wyandotte	163,831	Wyandotte, Johnson, Leavenworth, Miami	Spanish, Burmese, Portuguese, Swahili, Nepalese, interpreter service for others		
Community Policing Unit of Kansas City, Kansas Police Department	Wyandotte		Wyandotte	Spanish translator available		
Edwardsville Fire and EMS Department	Wyandotte		Wyandotte			
Kansas City Kansas Early Childhood Center	Wyandotte		Wyandotte	Yes	Yes	Limited transportation assistance
Unified Government Public Health Department	Wyandotte		Wyandotte	Spanish		
USD 500	Wyandotte		Wyandotte			
Wyandotte County Infant-Toddler Services	Wyandotte		Wyandotte	Spanish		
		2,733,731				
POPULATION OF COUNTIES WITH INSPECTION STATIONS		2,733,731	Total Number of Inspection Stations is 130.	NUMBER OF COUNTIES WITH INSPECTION STATIONS		71
POPULATION OF KANSAS		2,907,289	Total number of Inspection Stations that service rural , urban and at-risk population is 130.	NUMBER OF COUNTIES IN KANSAS		105

Child Restraint Inspection Stations by Population

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

Project and subrecipient information

Project Name & Description:	Child Passenger Safety Outreach This project will strive to educate the traveling public about the importance of booster seats and raise awareness of all child occupant protection issues. KDOT is working with local advocates to determine needs and proper utilization of these funds. Utilizing crash data as the basis for selection, this program is designed to raise awareness to children, parents, and care givers on the importance of child passenger safety and occupant protection.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Location Served:	Statewide			
Community:	Statewide			
Project Number	SP-4502-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	FAST Act 405b OP Low			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	\$50,000	\$50,000	\$50,000	\$150,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	KHP Rollovers/Convincers This project assigns troopers to engage community groups, schools, and special events to press upon them the importance of buckling up in a vehicle. Rollover simulators are used to simulate the forces within a vehicle as it rolls over and tumbles.
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	<p>The convincers simulate the force applied to a human occupant during a low-speed crash scenario.</p> <p>The Convincers are a popular educational item at community gatherings because it is dynamic, involves active participation, and provides a visual, as well as auditory, example of the importance of wearing a seat belt on every trip, every time.</p>			
Sub-Recipient:	Kansas Highway Patrol			
Location Served:	Statewide			
Community:	Statewide. All age groups and demographics are educationally targeted but primary focus is for ages 14 – 25.			
Project Number	SP-4502-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Public Education (FAST)			
Problem Identification	While the unrestrained fatalities in Kansas have decreased from 167 (2017) to 134 (2021) this project promotes the importance of wearing seat belts for all occupants. The seat belt use rate for Kansas has hovered around the mid to high 80 percent but can improve.			
Countermeasure Justification	According to the Countermeasures that Work manual, seat belt strategies and demonstrations as well as school-based program education are effective strategies and funding is applicable.			
Target (link to strategy)	This project addresses our core measure, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-4 Unrestrained passenger vehicle occupant fatalities.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405	BIL 405	BIL 405	FY24-26
<u>Estimated 3-year funding</u>	\$ 40,000	\$ 40,000	\$ 40,00	\$ 120,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	<p>Safe Kids Buckle Up</p> <p>This project will support local Safe Kids Coalitions initiatives that will facilitate Child passenger safety events/activities in their jurisdictions. Activities such as child safety check-up events, child restraint surveys, Booster Rooster events, etc. will be considered for funding.</p>
Sub-Recipient:	Safe Kids Kansas
Location Served:	Statewide
Community:	Specific support for local Safe Kids Coalitions targeting child passenger safety events for parents, caregivers, guardians, and children age 1 – 18.
Project Number	SP-4503-24

Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405b Low Community CPS Services (FAST)			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	\$50,000	\$50,000	\$50,000	\$150,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Child Passenger Safety The awarded agency will support child passenger safety efforts around the state. Support will include promotion of CPS technician classes and updates, CPS check lanes and educational materials designed to increase child passenger safety compliance rates.
Sub-Recipient:	KTSRO
Location Served:	Statewide
Community:	Statewide
# of planned classes:	TBD
# of planned trained technicians:	TBD
Project Number	SP-4504-24
Match:	\$0
Local Benefit:	\$0
Federal Equipment:	No

Eligible Use of Funds:	405b Low Public CPS Education (FAST)			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	\$ 40,000	\$ 40,000	\$ 40,00	\$ 120,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Child Seat Distribution and Inspection Stations Approximately 1,700 seats will be purchased and distributed each year to inspection stations throughout the state. These inspection stations work with low-income families and must have National Certified Child Passenger Safety Technicians to install the seats and instruct parents on their use.
Sub-Recipient:	TBD
Location Served:	Statewide
Community:	Statewide
# of planned inspection stations/events :	TBD
	Of total inspection stations/events, how many serve the following populations:
	Urban populations: TBD
	Rural populations: TBD
Project Number	SP-1304-24
Match:	\$0
Local Benefit:	\$0
Federal Equipment:	No

Eligible Use of Funds:	Child Restraint (FAST)			
Problem Identification	Data evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Child safety seat distribution is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Data evaluation coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$100,000	\$100,000	\$100,000	\$300,000

Countermeasure Strategy:

Child Safety Seat Distribution Data Evaluation

Project and subrecipient information

Project Name & Description:	Observational Survey This contract is responsible for conducting a direct observational occupant protection survey in 26 counties in the state using the current NHTSA uniform criteria. For the Observational Survey, the 2022 study was comprised of 326,805 child observations at 378 unique sites. The 2022 adult survey was underway with 222 sites. 117 are completed to date, with 105 remaining sites to be monitored. The 2021 completed adult study contained 552 sites.
Sub-Recipient:	TBD
Location Served:	Statewide
Community:	Statewide
Project Number	SP-4506-24
Match:	\$0
Local Benefit:	\$0
Federal Equipment:	No
Eligible Use of Funds:	Observational Survey (FAST)
Problem Identification	Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use.

	Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Observational survey is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Observational surveys coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Unbelted Fatalities and Observed Belt Use. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	\$248,241	\$248,241	\$248,241	\$744,723

Countermeasure Strategy:

Observational Survey

Project and subrecipient information

Project Name & Description:	Occupant Protection Advertising This project will allow KDOT to utilize Click it or Ticket and Child Passenger Safety paid media at venues or mediums that cater to our target audience of 18 to 34-year-old males and parents. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with lack of restraint use. This project will also support our media effort surrounding the national Click it Or ticket enforcement mobilization.
Sub-Recipient:	John Nohe & Associates (JNA)
Location Served:	Statewide
Community:	Targeted community of 18 – 34 year-old males and parents
Project Number	SP-4500-24
Match:	\$0
Local Benefit:	\$0
Federal Equipment:	No
Eligible Use of Funds:	405b Low Public Education (FAST)
Problem Identification	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.
Countermeasure Justification	Mass Media is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.
Target (link to strategy)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted

	with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	\$350,000	\$350,000	\$350,000	\$1,050,000

Countermeasure Strategy:

Mass Media Campaign

Project and subrecipient information

Project Name & Description:	Nighttime Seat Belt Enforcement Program (NSEP) The Nighttime Seat Belt Enforcement Program is projected to fund overtime enforcement efforts of eight local law enforcement agencies consisting of after-dark saturation patrols and spotter call-out activities during the year (excluding STEP campaign dates). Efforts are made to partner with agencies in the counties with the lowest seat belt usage rates and the highest number of unbelted fatalities and serious injuries. Our projected traffic safety impact from this chosen strategy is to increase belt use for this high-risk population.
Sub-Recipient:	Local law enforcement agencies
Location Served:	In communities with participating law enforcement agencies
Community:	Both urban and rural communities with participating local law enforcement agencies
Project Number	SP-4505-24
Match:	\$200,000
Local Benefit:	\$200,000
Federal Equipment:	No
Eligible Use of Funds:	405b
Problem Identification	Every year in Kansas, about 50% of traffic fatalities are unbelted. As unrestrained drivers and passengers are more prevalent after sundown, NSEP enforcements will take place during the evening and nighttime hours when most unrestrained deaths occur
Countermeasure Justification	High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Suspected Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.
Target (link to strategy)	Over the course of the Federal Fiscal Year, through law enforcement agencies participation in the NSEP program, along with other education and media efforts, we will

	contribute to the state's target of increasing the States seat belt usage.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 405b	BIL 405b	BIL 405b	FY24-26
Estimated 3-year funding	\$200,000	\$200,000	\$250,000	\$650,000

Countermeasure Strategy:

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

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

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

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

Local Partnerships:

Agency/Entity	Funding Source	Funded Activities
AAA Kansas – Traffic Safety Fund	Business based	Provides funding in support of the SAFE program, as well as strong educational and enforcement messages stressing proper seat belt and child safety restraint use.
State Farm Insurance	Business based	Provides funding in support of the SAFE program, as well as staffing for the Bucks for Buckles program.
KDHE Trauma Program	Federal and State	Provides funding in support of the SAFE program
Schools/SROs	State	Provide support of the SAFE program
Safe Kids Kansas	State	Provides support of the CPS Inspection Stations and CPS check-up events

Kansas Highway Patrol/Local Law Enforcement Agencies	Federal, State and Local	Provide non-KDOT funded enforcement of seat belt laws for SAFE and other targeted enforcements that are not part of the national campaign. Many agencies also have CPS Inspection Stations, and Technicians and Instructors who assist at CPS check-up events.
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Police Traffic Services

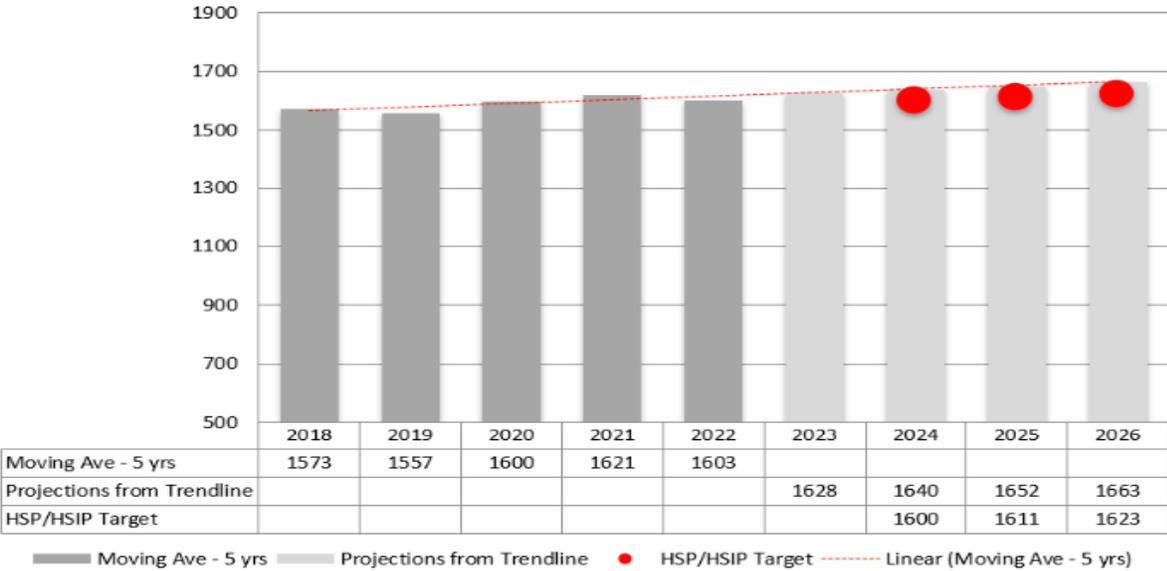
Partnerships and engagement with law enforcement play a crucial role in changing poor driver behavior by enforcing Kansas traffic laws and supporting education activities. This is especially critical with speeding becoming a major traffic safety concern. Data from citations and remarks by community members show that speeding is an ongoing threat to all road users. Making a significant impact in all traffic safety areas requires additional enforcement resources beyond those available to communities by their local law enforcement agencies who are already stretched to cover for day-to-day police operations.

In Kansas, the BSS will continue to develop programs and funds available for overtime traffic enforcement activities, traffic enforcement training, and traffic enforcement equipment and commodities. A key support component is its Law Enforcement Liaison (LEL) program which utilizes four strategically placed retired law enforcement officers to partnership with each of the 300+ law enforcement agencies in the state. These individuals retain and recruit additional law enforcement partners, assist in identifying and addressing traffic enforcement problem areas in their jurisdictions, provide much needed access to educational and training resources, and work to garner collaboration between agencies and their communities. Other enforcement efforts include a grant with the Kansas Highway Patrol designed to target aggressive driving behaviors.

Performance Target Justification

Adjusted Serious Injuries

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



Goal Statement

C-2 Number of Suspected Serious Injuries:

The 2024 five-year moving average projection based upon the trendline indicates 1640 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.4% percent reduction would derive our goal of 1600 serious injuries in 2024. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational. The 2024 HSP and 2024 HSIP five-year moving average targets are equal.

The 2025 five-year moving average projection based upon the trendline indicates 1652 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.4% percent reduction would derive our goal of 1611 serious injuries in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational. The 2025 HSP and 2025 HSIP five-year moving average targets are equal.

The 2026 five-year moving average projection based upon the trendline indicates 1663 serious injuries. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.4% percent reduction would derive our goal of 1623 serious injuries in 2024. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational. The 2026 HSP and 2026 HSIP five-year moving average targets are equal.

Countermeasure Strategy: Communications and Outreach Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

<p>Project Name & Description:</p>	<p>Law Enforcement Liaison (LEL) KDOT has a complement of four LELs, one for each geographic quadrant of Kansas. These retired traffic enforcement veterans represent KDOT Behavioral Safety and its programming to a diverse group of over 300 law enforcement agencies, rural and urban, and scattered over 82,000 square miles. The LELs are actively involved in the promotion of traffic enforcement as the most efficient way to reduce serious roadway injury, while at the same time reducing the incidence of multiple types of crime. Our LELs are members of and/or chair Operation Impact meetings and host several annual law enforcement appreciation luncheons which offer different training topics (ie. Traffic Incident Management). A fifth LEL is being created to handle statewide initiatives, the Kansas City metropolitan area specifically, and assist as an emergency medical services liaison. This LEL will reach out to the emergency medical services community to assist them to identify and address gaps in their ability to respond to crashes. The time from notification of emergency services to transportation to a hospital is crucial to the probability of survival for the patient. The more time that elapses between crash occurrence and arrival to a hospital, the higher probability the patient will suffer serious injury or succumb to their injuries.</p>
<p>Sub-Recipient:</p>	<p>Law Enforcement</p>
<p>Location Served:</p>	<p>Statewide Northwest region Northeast region Southwest region Southeast region</p>
<p>Community:</p>	<p>Northwest region (mostly rural) Northeast region (mostly urban) Southwest region (rural and urban) Southeast region (rural and urban)</p>
<p>Project Number</p>	<p>SP-1700-24</p>
<p>Match:</p>	<p>\$ 0</p>
<p>Local Benefit:</p>	<p>100%</p>
<p>Federal Equipment:</p>	<p>NO</p>
<p>Eligible Use of Funds:</p>	<p>402</p>
<p>Problem Identification</p>	<p>Law enforcement agencies, as well as communities, are diverse entities which need to be engaged with mindful thoughtfulness as to their unique problems, resources, and expectations. Coalition building cannot be accomplished by</p>

	just one person but by a group of mission focused individuals willing to sit and discuss their individual problems, solutions, options, and goals.			
Countermeasure Justification	According to the Countermeasures that Work manual, our LELs address all safety issues (ie. vulnerable road user issues, impaired driving, drowsy driving, distracted driving, etc.) with our partnered agencies and communities. Addressing these issues through partnerships, education, enforcement, and community engagement are effective strategies and funding is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$ 450,000	\$ 450,000	\$ 450,000	\$ 1,350,000

Countermeasure Strategy:

Communication and Outreach

Law Enforcement Liaisons		
SP-1700-24	Ackerman, Al	\$90,000
SP-1700-24	Kiser, Daniel	\$90,000
SP-1700-24	Wells, Troy	\$90,000
SP-1700-24	Hughes, Don	\$90,000
SP-1700-24	Part-Time (Statewide Initiatives/EMS Liaison)	\$90,000
Total		\$405,000

Project and subrecipient information

Project Name & Description:	PT Communication and Community Engagement This contract supports Operation Impact programs in Kansas City and Sedgwick County. These funds may also be used in other regions of the state where community engagement and data determine a need. This contract also supports the annual law enforcement recruitment luncheons and reimburses local jurisdictions for special traffic-related training opportunities to benefit their communities.
Sub-Recipient:	Local Law Enforcement

Project Number	SP-1701-24			
Location Served:	Kansas City region and Sedgwick County or as determined by data			
Community:	Primarily urban and at-risk areas			
Match:	\$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	<p>Resources for communities and local law enforcement agencies are spread thin and to encourage coalition building, partnerships, and traffic safety KDOT continues to offer support towards these common goals.</p> <p>The Drive Safe Sedgwick campaign was selected because in 2021 Sedgwick County ranked first in: fatal crashes (63), alcohol-related crashes (428), unbelted fatalities (8), and unbelted fatalities and suspected serious injuries (46).</p>			
Countermeasure Justification	According to the Countermeasures that Work manual, these community and law enforcement partnerships address all safety issues (ie. vulnerable road user issues, impaired driving, drowsy driving, distracted driving, etc.) and this engagement is effective, and funding is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$ 80,000	\$ 80,000	\$ 80,000	\$ 240,000

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

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

<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$ 42,000	\$ 42,000	\$ 42,000	\$ 126,000

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

Project Name & Description:	Traffic Fatality Reduction Program The primary goal of this initiative is to increase the percentage of drivers and passengers that are properly restrained. This positive increase should lead to a decrease in the number of serious injuries and fatalities in Kansas. The Highway Patrol is encouraged to plan activities around dates not already included in the Specialized Traffic Enforcement Program (STEP) holidays or mobilizations. Target holidays for mobilizations for this grant may include, but are not limited to: St. Patrick's Day, 4/20 in April, 4 th of July and Back to School. This program targets non-belted drivers and passengers on high crash corridors using roving saturation patrol techniques, as supported by crash statistics, KHP troop data, and input from local law enforcement agencies.
Sub-Recipient:	Kansas Highway Patrol
Location served:	Statewide
Community:	Statewide
Project Number	SP-1703-24
Match:	\$ 0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	402
Problem Identification	By using data collected and supported by crash statistics, local law enforcement agencies, KHP troop data, and affected communities problem high crash corridors are identified. After identification these areas are addressed with high visibility saturation patrols enforcing traffic laws while educating the motoring public through messaging and media coverage.

Countermeasure Justification	High visibility enforcement and pre-deployment media messaging has been shown to be an effective countermeasure to poor driver behavior and resource allocation is appropriate.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, and C-9 Drivers aged 20 or younger involved in fatal crashes.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	Crash Investigation Equipment This contract supports the Johnson County Sheriff's Office Accident Investigation Unit (JCSO AIU) with mapping software to reconstruct vehicle crashes for their agency as well as surrounding agencies. Crashes are complex investigations and can be taxing on agency resources but innovations in technology can capture more evidence, clear roadways sooner, and provide increased safety to both law enforcement and the motoring public on the roadway.
Sub-Recipient:	Johnson County Sheriff's Office
Location served:	Johnson County
Community:	Urban
Project Number	SP-1705-24
Match:	\$0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	402
Problem Identification	In 2021 Kansas experienced almost 60,000 crashes of which 381 were fatal. Crash investigation, especially fatal and serious injury crashes, are a technical and resource challenge

	for all law enforcement agencies and the technology and best practices are always evolving.			
Countermeasure Justification	By providing crash reconstruction equipment and technology to local agencies throughout the state is vital to properly investigate crashes. This funding is appropriate and necessary.			
Target (link to strategy)	This project addresses our core measures: C-1 Traffic fatalities, C-2 Serious injuries in traffic crashes, C-4 Unrestrained passenger vehicle occupant fatalities, C-5 Alcohol impaired driving fatalities, C-6 Speeding-related fatalities, C-7 Motorcyclist fatalities, C-9 Drivers aged 20 or younger involved in fatal crashes, and C-10 Pedestrian fatalities, and C-11 Bicyclist fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$ 600	\$ 600		\$ 1,200

Countermeasure Strategy:

Communication and Outreach

Project and subrecipient information

Project Name & Description:	Special Traffic Enforcement Program (STEP) This program will provide funds for approximately 140 local police agencies and the Kansas Highway Patrol to participate in four reimbursable overtime traffic enforcement campaigns in FFY 2023: Thanksgiving Safe Arrival, New Year's DUI Crackdown, Click It or Ticket and the Labor Day Alcohol Crackdown. Depending on location, some of these agencies may also participate in other overtime enforcement activities targeting specific corridors. The population they serve accounts for more than 90 percent of the state population.
Sub-Recipient:	Local law enforcement agencies
Location served:	Statewide but location is dependent upon local law enforcement agency participation
Community:	Urban and rural communities
Project Number	SP-1300-24
Match:	\$1,300,000
Local Benefit:	\$1,300,000
Federal Equipment:	No

Eligible Use of Funds:	402			
Problem Identification	The cause of crashes on our roads is mainly in the hands of the driver. Speeding, impaired, distractions are all major causes of serious crashes. These causes are due to failure to comply with Kansas traffic laws.			
Countermeasure Justification	High Visibility Enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Suspected Serious Injuries. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Target (link to strategy)	Mass Media coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Speeding Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24-26
Estimated 3-year funding	\$1,300,000	\$1,500,000	\$1,650,000	\$1,750,000

Countermeasure Strategy:

High Visibility Enforcement

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

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

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

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

Special Traffic Enforcement Program (STEP) Grantees, by County

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

402 PT	SP-1300-24	EL		Hays PD
402 PT	SP-1300-24	EW	6,196	Ellsworth PD
402 PT	SP-1300-24	FI	36,467	Garden City PD
402 PT	SP-1300-24	FO	34,795	Dodge City PD
402 PT	SP-1300-24	FR	25,611	Franklin Co. SO
402 PT	SP-1300-24	FR		Ottawa PD
402 PT	SP-1300-24	GE	31,670	Geary Co. SO
402 PT	SP-1300-24	GE		Junction City PD
402 PT	SP-1300-24	GW	6,328	Greenwood Co. SO
402 PT	SP-1300-24	GY	6,006	Gray County Sheriff
402 PT	SP-1300-24	HV	34,429	Halstead PD
402 PT	SP-1300-24	HV		Harvey Co. SO
402 PT	SP-1300-24	HV		Hesston PD
402 PT	SP-1300-24	HV		Newton PD
4002 PT	SP-1300-24	JA	13,232	Jackson County PD
402 PT	SP-1300-24	JO	602,401	Gardner Dept. of Public Safety
402 PT	SP-1300-24	JO		Johnson Co. SO
402 PT	SP-1300-24	JO		Leawood PD
402 PT	SP-1300-24	JO		Lenexa PD
402 PT	SP-1300-24	JO		Merriam PD
402 PT	SP-1300-24	JO		Mission PD
402 PT	SP-1300-24	JO		Olathe PD
402 PT	SP-1300-24	JO		Overland Park PD
402 PT	SP-1300-24	JO		Prairie Village PD
402 PT	SP-1300-24	JO		Roeland Park PD
402 PT	SP-1300-24	JO		Shawnee PD
402 PT	SP-1300-24	JO		Spring Hill PD
402 PT	SP-1300-24	JO		Westwood PD
402PT	SP-1300-24	KE		3,977
402 PT	SP-1300-24	KW	2,516	Greensburg PD
402 PT	SP-1300-24	LB	19,618	Parsons PD
402 PT	SP-1300-24	LN	9,502	Linn Co. SO
402 PT	SP-1300-24	LN		Linn Valley PD
402 PT	SP-1300-24	LN		Pleasanton PD
402 PT	SP-1300-24	LV	78,797	Basehor PD
402 PT	SP-1300-24	LV		Lansing PD
402 PT	SP-1300-24	LV		Leavenworth PD
402 PT	SP-1300-24	LV		Leavenworth SO
402 PT	SP-1300-24	LV		Tonganoxie PD

402 PT	SP-1300-24	LY	33,195	Emporia PD
402 PT	SP-1300-24	LY		Lyon Co. SO
402 PT	SP-1300-24	ME	4,146	Meade Police Dept
402 PT	SP-1300-24	MG	35,471	Montgomery Co SO
402 PT	SP-1300-24	MG		Caney PD
402 PT	SP-1300-24	MG		Coffeyville PD
402 PT	SP-1300-24	MG		Independence PD
402 PT	SP-1300-24	MI	32,822	Louisburg PD
402 PT	SP-1300-24	MI		Miami Co. SO
402 PT	SP-1300-24	MI		Osawatomie PD
402 PT	SP-1300-24	MN	1,927	Marion PD
402 PT	SP-1300-24	MP	29,241	McPherson PD
402 PT	SP-1300-24	MP		McPherson Co. SO
402 PT	SP-1300-24	NT	5,560	Norton PD
402 PT	SP-1300-24	OS	16,300	Osage County Sheriff
402 PT	SP-1300-24	PR	9,850	Pratt PD
402 PT	SP-1300-24	PT	24,383	Wamego PD
402 PT	SP-1300-24	RC	10,015	Lyons PD
402 PT	SP-1300-24	RL	75,194	Riley Co. Police Dept.
402 PT	SP-1300-24	RL		Kansas State Univ. Police
402 PT	SP-1300-24	RN	61,998	Hutchinson PD
402 PT	SP-1300-24	RN		Reno Co. SO
402 PT	SP-1300-24	RN		South Hutchinson PD
402 PT	SP-1300-24	RO	5,013	Plainville PD
402 PT	SP-1300-24	RO		Rooks Co. SO
402 PT	SP-1300-24	SA	55,755	Saline Co. SO
402 PT	SP-1300-24	SA		Salina PD
402 PT	SP-1300-24	SG	516,042	Bel Aire PD
402 PT	SP-1300-24	SG		Derby PD
402 PT	SP-1300-24	SG		Eastborough PD
402 PT	SP-1300-24	SG		Goddard PD
402 PT	SP-1300-24	SG		Haysville PD
402 PT	SP-1300-24	SG		Kechi PD
402 PT	SP-1300-24	SG		Park City PD
402 PT	SP-1300-24	SG		Sedgwick Co. SO
402 PT	SP-1300-24	SG		Wichita PD
402 PT	SP-1300-24	SN		176,875
402 PT	SP-1300-24	SN	Shawnee Co. SO	
402 PT	SP-1300-24	SN	Topeka PD	

402 PT	SP-1300-24	SU	22,836	Wellington PD
402 PT	SP-1300-24	SW	22,428	Liberal PD
402 PT	SP-1300-24	WD	3,310	Woodson County Sheriff
402 PT	SP-1300-24	WL	8,665	Neodesha PD
402 PT	SP-1300-24	WL		Wilson Co SO
402 PT	SP-1300-24	WY	165,429	Bonner Springs PD
402 PT	SP-1300-24	WY		Edwardsville PD
402 PT	SP-1300-24	WY		Kansas City PD
402 PT	SP-1300-24	WY		Wyandotte Co. SO
402 PT	SP-1300-24	Statewide		Kansas Highway Patrol
122 Local Law Enforcement Agencies + KHP		Population of Kansas: 2,913,000		92% of Kansas residents live in a county with at least one STEP law enforcement agency.
		Population of Counties with STEP: 2,667,960		

Part 2: State Traffic Safety Information System Improvements Grants

Traffic Records
State Data Systems Improvement

The TRCC utilizes available NHTSA grant funds, Homeland Security grants, state Traffic Records Enhancement Fund (TREF) funds, and the state general fund to support the development, coordination, and availability of current traffic records. This program provides an avenue to promote the collection and sharing of relevant traffic safety data. The TRCC has representatives from many state and local entities all striving to break down existing silos of information. The TRCC Strategic Plan and Kansas Traffic Records System Performance Measurement Report can be found in the state of Kansas Section 405(c) application and are both attached at the end of this document.

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

Countermeasure Strategy:

Project Safety Impacts

Planned activities will positively impact demonstrated problem identification. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Linkage Between Program Area

Planned activities will positively impact demonstrated problem identification. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Rationale

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

TRCC Membership

TRCC Member Name	Agency Title	Core Data Set Represented
Aaron Bartlett	National Highway Traffic Safety Administration (NHTSA) - Regional Program Manager	FARS
Laura Bohnenkemper	Kansas Bureau of Investigation - Assistant CIO of Delivery Services	Citation
Chris Bortz	Kansas Department of Transportation (KDOT) - Assistant Bureau Chief	TRCC, Strategic Planning
Shawn Brown	Kansas Department of Transportation (KDOT) - Interim Chief Information Officer	Crash/Roadway
Tom Catania	Kansas Highway Patrol - Safety and Health Specialist	Crash
Haley Dougherty	Kansas Department of Transportation (KDOT) - Traffic Safety Engineer	Roadway
Robert Eichkorn	National Highway Traffic Safety Administration (NHTSA) - Regional Program Manager	FARS
Scott Ekberg	Kansas 911 Coordinating Council - NG 911 Administrator	Crash/Injury
Brooklynn Graves	Kansas Bureau of Investigation - Incident Based Reporting Manager	Citation
Lacey Hane	Kansas Department of Revenue (KDOR) - Court Liaison	Driver/Vehicle
Gary Herman	Kansas Department of Transportation (KDOT) - Behavioral Safety Manager	Crash
Jim Hollingsworth	Kansas Department of Transportation (KDOT) - Safety Data Manager	TRCC, Strategic Planning
Joe House	Kansas Board of Emergency Medical Services (EMS) - Executive Director	Injury/Surveillance
Chase Hull	Kansas Department of Transportation (KDOT) - Traffic Safety Analyst	Roadway
Anne Madden Johnson	Office of Judicial Administration - OJA Administrator	Citation
Corey Kenney	Kansas Attorney General's Office - Kansas Traffic Safety Resource Prosecutor	Citation
Ed Klumpp	Kansas Association of Chiefs of Police - Legislative Committee	Crash/Citation

John Koelsch	Lyon County Sheriff's Office - Undersheriff	Crash/Cit ation
Tim Kurowski	Kansas Highway Patrol - Applications Development Supervisor	Crash
David LaRoche	Federal Highway Administration - Safety Specialist	Roadway
Stephen LaRow	Kansas Highway Patrol - Lieutenant	Crash
Donald Lee	Kansas Department of Revenue (KDOR) - Compliance Reviewer	Driver/Ve hicle
Wes Ludolph	Kansas Highway Patrol - Captain	Crash
Omar Macias	Kansas Highway Patrol - Information Systems Manager	Crash
Tom Mai	Kansas Highway Patrol - Interim Chief Information Officer	Crash/Ve hicle
Joe Mandala	Kansas Bureau of Investigation - Chief Information Officer	Citation/ Crash
David Marshall	Kansas Criminal Justice Information Systems - Executive Director	Crash/Cit ation/Inju ry
Leslie Moore	Kansas Bureau of Investigation - Director, Information Serv.	Citation
Ken Nelson	University of Kansas Center for Research (KUCR) - Section Manager/DASC Manager	Roadway /Crash
Kelly O'Brien	Office of Judicial Administration - Director	Citation/A djudicatio n
Wendy O'Hare	Kansas Department of Health and Environment (KDHE) - KS Trauma Systems Director	Injury/Sur veillance
LeeAnn Phelps	Kansas Department of Revenue (KDOR) - Vehicle Services Manager	Driver/Ve hicle
Michael Ronin	Kansas Department of Transportation (KDOT) - Crash Data Section Manager	Crash
Danielle Sass	Kansas Department of Health and Environment (KDHE) - Epidemiologist	Crash/Inj ury
Shawn Saving	University of Kansas Center for Research (KUCR) - GIS Specialist	Roadway /Crash
Scott Schiller	Kansas Department of Transportation (KDOT) - Application Developer Supervisor	Crash/Ro adway
Terri Slater	Kansas Department of Transportation (KDOT) - Applications Developer	Crash

Amy Smith	Kansas Department of Transportation (KDOT) - Traffic Records Coordinator	TRCC
Vanessa Spartan	Kansas Department of Transportation (KDOT) - Bureau Chief	All
James Stewart	Kansas Department of Transportation (KDOT) - Information System Manager	Crash
[vacant position]	<i>Kansas Bureau of Investigation - Program Support</i>	<i>Citation</i>

D.

TRCC Meeting Dates

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

Traffic Records Assessment

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

Achievement of the Quantitative Improvement (Interim Progress Report)

Completeness of Citation/Adjudication Data

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

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

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

Traffic Records Projects

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

E. Project 1: Master Data Management **Core Database: CRASH**

Agreement 1.3

Project and subrecipient information

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

	of data entry of the paper crash report. This would positively impact the crash database by targeting accuracy and completeness.			
Funding Source ID:	FY24	FY25	FY26	Total
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding:	\$96,893.30	\$90,620.20	\$100,000.00	\$287,513.50

Countermeasure Strategy:

Crash database – accuracy and completeness
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Agreement: 1.4

Project and subrecipient information

Project Name & Description:	Kansas Crash Data System (KCDS) This is the first phase of a three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year’s hosting. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur.
Sub-Recipient:	Affinity Global Solutions (AGS)
Location served:	Statewide
Community:	Statewide
Project Number	SP-4200-24
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	N/A – State TREF Funds
Problem Identification	The current crash data processing system was developed and implemented in 2009 using VB.Net Version 6 and runs on an instance of SQL Server Version 2008. Approximately 60,000 crash reports are received annually by KDOT. Crash reports received are in paper, .PDF, and electronically via KLER file format. Current paper reports require manual entry of crash data into a KLER client before submission to the Traffic Records System. KDOT is responsible for the complete, accurate, and timely collection, processing, and compilation of statewide traffic crash data.
Countermeasure Justification	The purchase of a crash data processing system from a Commercial Off the Shelf (COTS) software vendor will provide Law Enforcement Agencies (LEAs) with a crash data National Information Exchange Model (NIEM) Information Exchange Packet Document (IEPD). The system will be designed to support both the automated (electronic submission) and manual

	(webform submission) workflow of the crash data from LEAs through a crash validation process.			
Target (link to strategy)	This crash data processing system is expected to increase the number of crash reports that are submitted electronically by LEAs which would positively impact the crash database by targeting accuracy, completeness, and timeliness.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	State TREF	-	-	FY24 – FY26
Estimated 3-year Funding	\$179,810.00	-	-	\$179,810.00

Countermeasure Strategy:

Crash database – accuracy, completeness, and timeliness

Agreement: 1.5

Project and subrecipient information

Project Name & Description:	KCDS Hosting and Maintenance This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through September 30, 2025. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. This agreement will focus on increasing timeliness, integration, and accessibility of crash reports. The third phase covers the annual KCDS maintenance charges; including at minimum, platform upgrades and training on new features.
Sub-Recipient:	Affinity Global Solutions (AGS)
Location served:	Statewide
Community:	Statewide
Project Number	SP-4607-24
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	The current crash data processing system was developed and implemented in 2009 using VB.Net Version 6 and runs on an instance of SQL Server Version 2008. Approximately 60,000 crash reports are received annually by KDOT. Crash reports received are in paper, .PDF, and electronically via KLER file format. Current paper reports require manual entry of crash data into a KLER client before submission to the Traffic Records System. KDOT is responsible for the complete, accurate, and

	timely collection, processing, and compilation of statewide traffic crash data.			
Countermeasure Justification	The crash data processing system will have the capacity to be connected to a State of Kansas private cloud service or to a State-approved public infrastructure cloud service. All hosting options must meet all state IT Security requirements.			
Target (link to strategy)	This crash data processing system is expected to increase the number of crash reports that are submitted electronically by LEAs which would positively impact the crash database by targeting accuracy, completeness, and timeliness.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 402	BIL 402	BIL 402	FY24 – FY26
Estimated 3-year Funding	\$299,400.00	\$304,962.00	\$310,691.00	\$915,053.00

Countermeasure Strategy:

Crash database – accuracy, completeness, and timeliness

Agreement: 1.9

Project and subrecipient information

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

Countermeasure Strategy:

Crash database - timeliness

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

Agreement: 2.1

Project and subrecipient information

Project Name & Description:	Geographic Information System (GIS) Mapping Integration This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.
Sub-Recipient:	University of Kansas – Data Access & Support Center (KUCR-DASC)
Project Number	SP-4608-24
Location served:	Statewide
Community:	Statewide
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	There are approximately 60,000 crashes per year that qualify for reporting to KDOT. KDOT needs an efficient method to accurately identify and display crash locations to internal and external audiences. During the past few years, the University of Kansas' Center for Research Data Access and Support Center (KUCR-DASC) has worked with KDOT to implement a variety of automated and semi-automated routines to locate (geocode) crash records to their corresponding intersection. In addition to the automated and semi-automated routines, manual review of automated determined crash locations is necessary.
Countermeasure Justification	KUCR-DASC monitors and maintains the daily crash record geocoding routines and locating methods; including intersection/offset, decimal milepost/offset, whole number milepost/offset, officer provided coordinates, and manual. Additionally, this agreement provides for manual review of up to 10,000 records per year. This includes all fatality crashes, with the balance being comprised of other categories (e.g., crashes that geocode to the intersection but fail to offset, crashes occurring at the junction of concurrent highways, etc.).
Target (link to strategy)	KUCR-DASC will provide a summary report to KDOT detailing any maintenance/enhancement of crash location procedures implemented during the year along with providing a real-time statistical summary report dashboard with the number of records edited (scrubbed), number of records which contain

	<p>logical inconsistencies in the offset information, number of records where the matched address reflects a different zone than the original crash record, number of unmatchable/mappable records, current match rates by crash type, location methodology per record.</p> <p>The contractual expectation is that on an annual basis, by June 30th each year, KUCR-DASC will meet certain location rates. 100% - fatality; 95% - highway; 95% - injury; 90% - all other crash types.</p> <p>Both the reporting and expectations should both lead to a positive impact on the crash database by targeting accuracy and timeliness.</p>			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding	\$261,872.00	\$267,531.00	\$275,000.00	\$804,403.00

Countermeasure Strategy:

Crash database – accuracy and timeliness

Agreement: 2.2.2

Project and subrecipient information

Project Name & Description:	<p>Kansas NG911 Statewide Aerial Imagery Program</p> <p>This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.</p>
Sub-Recipient:	Kansas 911 Coordinating Council
Location served:	Statewide
Community:	Statewide
Project Number	TBD
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	405(c) Data Program
Problem Identification	<p>The statewide imagery collection was last refreshed in 2022, while these previous imagery collections are valuable data resources, it is now time to acquire a statewide imagery update. Without current, accurate, and authoritative road centerline data, it would be difficult to achieve the geocoding match criteria established by KDOT.</p>
Countermeasure Justification	<p>This agreement includes acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the NG911</p>

	road centerline database, the primary geographic reference dataset for crash location mapping. Orthoimagery specifications and timelines are: new statewide leaf-off acquisition in late winter/early spring over a two year period with approximately 50% of the state will be acquired in each year, 1-foot pixel resolution, natural color & Color Infrared (CIR), deliverable file formats - GeoTIFF and MrSID.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
Estimated 3-year Funding	-	\$100,000.00	-	\$100,000.00

Countermeasure Strategy:

Crash database – accuracy, integration, and uniformity Roadway database – accuracy, integration, and uniformity
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G. Project 3: Provide Ongoing Maintenance Core Database: CRASH -and- Citation/Adjudication

Agreement: 3.2.2

Project and subrecipient information

Project Name & Description:	Architecture & Application Support & Enhancement This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.
Sub-Recipient:	Kansas Bureau of Investigation (KBI)
Project Number	SP-4200-24
Location served:	Statewide
Community:	Statewide
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	N/A – State TREF Funds
Problem Identification	Development of the Traffic Records System (TRS) 2.0 / Kansas Crash Data System (KCDS) is proceeding per the architectural

plan, and components of the planned technical architecture (Enterprise Service Bus (ESB) and SharePoint/Portal) have been deployed in production and populated with developed code and configurations. Per this architectural plan, staff will continue to be needed at the KBI to support TRS initiatives completed or performed on behalf of the State TRS plan for the long term. These initiatives include, but are not limited to, KCDS, the Kansas Criminal Justice Information System (KCJIS) web portal, eCitation, KBI repositories, ESB, and SharePoint. There is a desire to reimburse the Project Agency for work completed and expenses incurred in the support of these TRS initiatives.

Countermeasure Justification

The KBI will contract for a consultant/contractor as augmentation of staff to support the TRS initiatives and platforms put in place by previous and ongoing TRCC-funded grants (i.e., eCitation, The KCJIS web portal, Master Entity Index) and TRS-related system integration (i.e., Crash, Driver/Vehicle, and Citation/Adjudication). The KBI is tasked with monitoring employee time, approving invoices, and submitting invoices to KDOT for staff augmenting the TRS initiatives.

The KCJIS web portal enables electronic submissions of dispositions from the criminal justice community and Offender Notifications. It also provides the Master Search for searching disposition information including those for DUI offenses and other traffic-related incidents, crash reports and DMV data including driver history and access to incident bases reporting data. The SharePoint version the KCJIS web portal is currently running on is 'End of Life' and a plan needs to be created to determine how to modernize it. Outside of the maintenance described here, a portion of this funding will be aimed at the discovery portion of updating the KCJIS web portal to supported architecture.

Target (link to strategy)

Support of these TRS initiatives will lead to improvement of response times required to address identified necessary changes to TRS-related systems, architecture, and platforms which are supported by the Project Agency. The support provided by this agreement will positively impact the crash database by targeting integration and accessibility.

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

Countermeasure Strategy:

Crash database – Integration and Accessibility

Agreement: 3.3

Project and subrecipient information

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

Funding Source ID (Year)	FY24	FY25	FY26	Total
Estimated 3-year Funding	\$132,250.00	-	-	\$132,250.00

Countermeasure Strategy:

Citation/Adjudication database - Accessibility

H. Project 4: MMUCC Alignment

Core Database: CRASH

Agreement: 4.1

Project and subrecipient information

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

	This will positively impact the crash database by targeting uniformity.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	N/A – no cost associated with this agreement			
Estimated 3-year Funding	\$0.00	\$0.00	\$0.00	\$0.00

Countermeasure Strategy:

Crash database – Uniformity

Agreement: 4.2

Project and subrecipient information

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

Countermeasure Strategy:

Crash database – Accuracy, Completeness, and Uniformity

I. Project 5: Security Modernization Phase 2 **Core Database:
Citation/Adjudication**

Agreement: 5.2

Project and subrecipient information

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

Countermeasure Strategy:

Agreement: 5.3

Project and subrecipient information

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

	a single point of submission. These results will positively impact the citation/adjudication database by targeting integration.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	BIL 405(c)	BIL 405(c)	BIL 405(c)	FY24 – FY26
Estimated 3-year Funding	\$130,000.00	\$120,000.00	\$120,000.00	\$370,000.00

Countermeasure Strategy:

Citation/Adjudication database - Integration

J. Project 6: Citation Automation Deployment Core Database: Citation/Adjudication

Agreement: 6.1

Project and subrecipient information

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

	citation/adjudication database by targeting completeness and integration.			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	State TREF	-	-	FY24 – FY26
Estimated 3-year Funding	\$100,000.00	-	-	\$100,000.00

Countermeasure Strategy:

Citation/Adjudication database – Completeness and Integration

Agreement: 6.2

Project and subrecipient information

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

Countermeasure Strategy:

Citation/Adjudication database – Timeliness and Accessibility

K. Project 7: Model Inventory of Roadway Elements (MIRE) Alignment

Core Database: Roadway

Agreement: 7.4

Project and subrecipient information

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

Estimated 3-year Funding	\$150,000.00	-	-	\$150,000.00
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Countermeasure Strategy:

Roadway database – Accuracy and Completeness

L. Project 8: EMS/Injury Integration Core Database: Injury Surveillance

Agreement: 8.1

Project and subrecipient information

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

Countermeasure Strategy:

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

Crash database – Integration

Agreement: 8.2

Project and subrecipient information

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

Countermeasure Strategy:

EMS/Injury Surveillance database – Completeness and Integration

M. Project 9: Toxicology

Core Database: CRASH

Agreement: 9.1

Project and subrecipient information

Project Name & Description:	Laboratory Equipment (QTOF) This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center’s capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory’s screening procedures, allowing “untargeted” screenings, and allowing screening of oral fluid with testing of evidentiary oral fluid samples in the future.
Sub-Recipient:	Sedgwick County Regional Forensics Science Center
Location served:	South central Kansas
Community:	Urban and rural
Project Number	SP-4200-24
Match:	\$0.00
Local Benefit:	\$0.00
Federal Equipment:	No
Eligible Use of Funds:	N/A – State TREF Funds
Problem Identification	Funding is desired to go toward analytical instrumentation supporting Driving Under the Influence of Drugs (DUID) investigations. In the past, these conversations have centered around Liquid Chromatography with tandem mass spectrometry (LC-MS/MS) instrumentation necessary for drug confirmation and quantitation that couldn’t be obtained through federal grants due to the Buy American Act.
Countermeasure Justification	Obtaining a Quadrupole Time-of-flight Mass Spectrometry (QTOF) will increase the Sedgwick County Regional Forensic Science Center’s capacity to thoroughly screen biological samples from suspected DUID cases. A QTOF would greatly augment current capabilities. The QTOF features ion mobility, QuanTof, Fast DDA and MSE technologies, providing the highest UPLC-MS/MS performance to meet the needs of challenging qualitative and quantitative applications.
Target (link to strategy)	The expected outcome of having a QTOF available is enhanced sensitivity of the laboratory’s screening procedures. This would allow consumption of smaller volumes of evidentiary samples

	<p>and detection of more potent drugs. It would also allow what is called an “untargeted” screen, which means the laboratory can detect drugs that aren’t typically being looked for. With the rise of novel drugs, especially benzodiazepines and fentanyl analogs, an untargeted screening method is important to detect impairing substances that aren’t a part of the laboratory’s existing panels. And finally, having a QTOF available would allow for screening of oral fluid in the future as the lab moves toward testing of evidentiary oral fluid samples submitted to the laboratory.</p> <p>This agreement will positively impact the crash database by targeting accuracy and completeness.</p>			
Funding Source ID (Year)	FY24	FY25	FY26	Total
	State TREF	-	-	FY24
Estimated 3-year Funding	\$550,000.00	-	-	\$550,000.00

Countermeasure Strategy:

Crash database – Accuracy and Completeness

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

Kansas Traffic Records Coordinating Committee Strategic Plan



2021 – 2025

Last update: 06/22/2023

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The Plan: A Quick Reference

MISSION	
The TRCC is committed to the reduction of fatalities and serious injuries on Kansas State roadways by providing timely, accurate, integrated, and accessible traffic records data.	
VISION	
To develop the primary integrated data destination for creating life-saving strategies which improve the quality of life for the traveling public on Kansas roadways.	
GOAL 1: Improve and Expand the Quantity and Quality of Traffic Safety Data (Traffic Safety Data)	
Strategies:	<ul style="list-style-type: none"> • <i>Automate Data Capture:</i> Develop means by which to capture traffic safety data more effectively. • <i>Increase Data Completeness:</i> Ensure data is captured as complete as possible even when the data may come from disparate sources or at different points in time. • <i>Increase Data Accuracy:</i> Allow for information to be exchanged between stakeholders in an automated fashion and associated between disparate data sources accurately.
GOAL 2: Improve and Expand Information Sharing (Information Sharing)	
Strategies:	<ul style="list-style-type: none"> • <i>Improve Timeliness:</i> Furnish critical traffic safety information to stakeholders with enough time for them to properly use it. • <i>Increase Consistency:</i> Ensure the information being provided to stakeholders remains consistent regardless of when the information is requested. • <i>Improve Operational Integration:</i> Bring together disparate traffic safety data sources to provide complete and accurate information to operational stakeholders (e.g., law enforcement officer, judge, etc.). • <i>Increase Accessibility:</i> Ensure that stakeholders who need the information, always have access to it when needed.
GOAL 3: Expand Crash Data Analysis Capabilities (Analytics)	
Strategies:	<ul style="list-style-type: none"> • <i>Improve Analytical Integration</i> - Bring together disparate traffic safety data sources in a statistical fashion to provide complete and accurate information to analytical decision makers (e.g., legislators, traffic planners, etc.). • <i>Improved Analysis Capabilities</i> — Implement processes, tools and technologies which improve the organization's ability to aggregate and statistically report on data collected.
GOAL 4: Promote Collaboration and Innovation (Collaboration)	
Strategies:	<ul style="list-style-type: none"> • <i>Collaboration</i> – Foster a shared vision and promote on-going communication with TRCC members and partners. • <i>Enable Innovation</i> – Reduce duplication of data; support training; identify key performance measures; and develop a data dashboard that is accessible by all TRCC members.
OBJECTIVES	
<ul style="list-style-type: none"> • Increase timeliness between the capture and availability of data. • Increase uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase completeness of traffic data by capturing any missing information. • Increase timeliness associated with capturing information at the source. • Reduce the staff time associated with the entry of information into the central repositories. • Increase timeliness associated with the compilation of statistical reports to support traffic safety initiatives. 	<ul style="list-style-type: none"> • Provide better access to traffic record statistical information to state and local agency personnel. • Improve accessibility to comprehensive traffic record information about an individual to state and local agency personnel. • Increase integration of statistical analysis tools available to state and local agency personnel. • Ensure uniformity with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is flexible and adaptable (covering both current and future needs).

Purpose

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

Why are Traffic Safety Data Records Important?

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

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

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

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

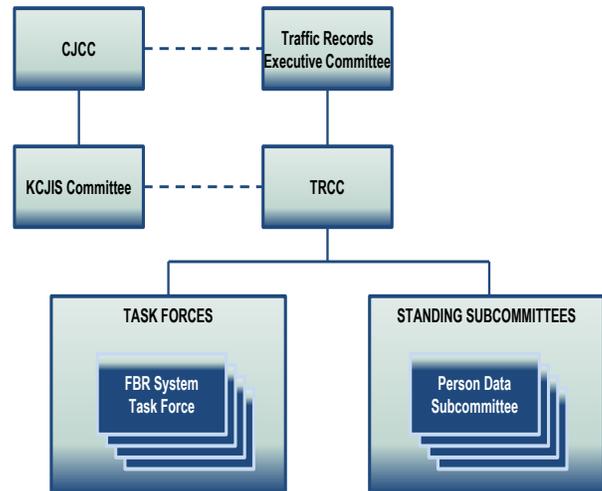
Organizational Principles

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

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

TRCC Governance Structure

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



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

TRCC Membership

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

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

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

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

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

TRCC Charter

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

TRCC Meetings

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

Kansas Criminal Justice Information System

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

Standing Subcommittees

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

Task Forces

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

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

Mission, Vision, Goals and Strategies

Mission

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

Vision

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

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

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

Strategic Goals and Objectives

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

Strategies:

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

- Ensure that systems have a long-term plan for sustainable funding and a plan for maintenance.

Objectives:

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

GOAL 2: Improve and Expand Information Sharing

Strategies:

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

Objectives:

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

GOAL 3: Expand Crash Data Analysis Capabilities

Strategies:

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

- Create an environment to support data quality reporting and feedback mechanisms to stakeholders.

Objectives:

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

GOAL 4: Promote collaboration and innovation.

Strategies:

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

Objectives:

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

TRCC Alignment to National, State and Local Goals

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

Updating and Reporting Progress on the TRCC Strategic Plan

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

Kansas Highway Safety Plan

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

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



National Agenda for Transportation Safety

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

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



NHTSA Model Performance Measures

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

Core Traffic Records Data Systems

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

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

2. **Vehicle:** The State repository that stores information on registered vehicles within the State (also known as the vehicle registration system). This database can also include records for vehicles not registered in the State—e.g., a vehicle that crashed in the State but was registered in another State.
3. **Driver:** The State repository that stores information on licensed drivers within the State and their driver histories. This is also known as the driver license and driver history system. The driver file also could contain a substantial number of records for drivers not licensed within the State—e.g., an unlicensed driver involved in a crash.
4. **Roadway:** The State repository that stores information about the roadways within the State. It should include information on all roadways within the State and is typically composed of discrete sub-files that include roadway centerline and geometric data, location reference data, geographical information system data, travel, and exposure data, etc.
5. **Citation/Adjudication:** The component repositories, managed by multiple State or local agencies, which store traffic citation, arrest, and final disposition of charge data.
6. **EMS/Injury Surveillance:** The component repositories, managed by multiple State or local agencies, store data on motor vehicle-related injuries and deaths. Typical components of an EMS/injury surveillance system are pre-hospital EMS data, hospital emergency department data systems, hospital discharge data systems, trauma registries, and long-term care/rehabilitation patient data systems.

Performance Attributes

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

1. **Timeliness:** Timeliness reflects the span of time between the occurrence of an event and entry of information into the appropriate database. Timeliness can also measure the time from when the custodial agency receives the data to the point when the data is entered into the database.
2. **Accuracy:** Accuracy reflects the degree to which the data is error-free, satisfies internal consistency checks, and does not exist in duplicate within a single database. Error means the recorded value for some data element of interest is incorrect. Error does not mean the information is missing from the record. Erroneous information in a database cannot always be detected.
3. **Completeness:** Completeness reflects both the number of records that are missing from the database (e.g., events of interest that occurred but were not entered into the database) and the number of missing (blank) data elements in the records that are in a database. In the crash database, internal completeness reflects the amount of specified information captured in each individual crash record. External crash completeness reflects the number or percentage of crashes on which crash reports are entered into the database. However, it is not possible to precisely determine external crash completeness as it is impossible to determine the number of unreported crashes. The measures in this report only address internal completeness by measuring what is *not* missing.
4. **Uniformity:** Uniformity reflects the consistency among the files or records in a database and may be measured against some independent standard, preferably a national standard. If the same data elements are used in different files, they should be identical or at least compatible (e.g., names, addresses, geographic locations). Data collection procedures and data elements should also agree with nationally accepted guidelines and standards such as the Model Minimum Uniform Crash Criteria (MMUCC).

5. **Integration:** Integration reflects the ability of records in a database to be linked to a set of records in another of the six core data systems—or components thereof—using common or unique identifiers. Integration differs in one important respect from the first four attributes of data quality. Integration is a performance attribute that always involves two or more traffic records subsystems (i.e., databases or files). For integration, the model performance measures offer a single performance measure with database-specific applications that typically are of interest. The samples included are of course not exhaustive.
6. **Accessibility:** Accessibility, which reflects the ability of legitimate users to successfully obtain desired data. Accessibility is measured in terms of customer satisfaction. The accessibility of the database or sub file is determined by obtaining the users’ perceptions of how well the system responds to their requests. Each database manager should decide which of the legitimate users of the database would be classified as principal users, whose satisfaction with the system’s response to requests for data and other transactions will provide the basis for the measurement of accessibility.

Current State

Traffic Records Grant Process

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



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

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

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

Strategic Goals

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

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

Current Focus	Future Focus	Not Yet Applicable
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Gaps and Barriers

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

- **Progress on data sharing and integration remains slower than some expect, and some major barriers exist.**
 - The TRCC is not able to leverage resources to the highest degree possible because the approach to seeking funding and investments to support the TRCC’s efforts is not coordinated. The main driver is the stresses agencies face within their own internal environments and the challenge of keeping attention focused on traffic records goals and projects amid competing policy, reduction in human capital, and budgetary priorities. Resource constraints and the priority some TRCC partners have had to place on the maintenance or replacement of legacy systems is a barrier to aligning the TRCC’s resources to address significant issues of data collection, sharing, and integration.
 - Access to different data sets residing in TRCC member agencies is significant. For example, the Kansas Department of Revenue (KDOR) continues to perform and complete system migration for the driver dataset. Getting the right expertise in the room to understand and address the issues of security, confidentiality, legal concerns, and technical capabilities/deficits is a key reason why progress is slow.
 - With improved systems and tools, technical barriers are becoming fewer and the biggest data sharing hurdles are Health Insurance Portability and Accountability Act of 1996 (HIPAA) laws and public disclosure concerns. KDOR has a multi-year initiative to modernize its IT systems, which is affecting its ability to fully participate in this area in the short term, but the changes may contribute to higher data integrity and standardization. The Office of Office of Judicial Administration (OJA) is resource constrained and the replacement of its legacy systems is its highest priority, making it difficult for the agency to participate in activities that would further data sharing. Data integration projects across and within agencies are slowed by lack of a common personal identifier. Data is collected and retention policies are driven more by compliance and not future utility.
 - The relationships and level of collaboration among the partner agencies within the TRCC are strong. Strong relationships of trust and collaboration have been built among the TRCC partner agencies over time. This has helped the TRCC sustain their inter-dependencies even under the strain of disagreements, particularly in data sharing. Even so, there is not a common understanding of “where we are going and how.”
 - The 2020 pandemic has presented significant issues with limited access to personnel and technological challenges. Many agencies were not prepared to transition to a fully remote

workforce. It is expected that these issues will be exacerbated by the degradation of the state's revenues due to the state-wide shutdown.

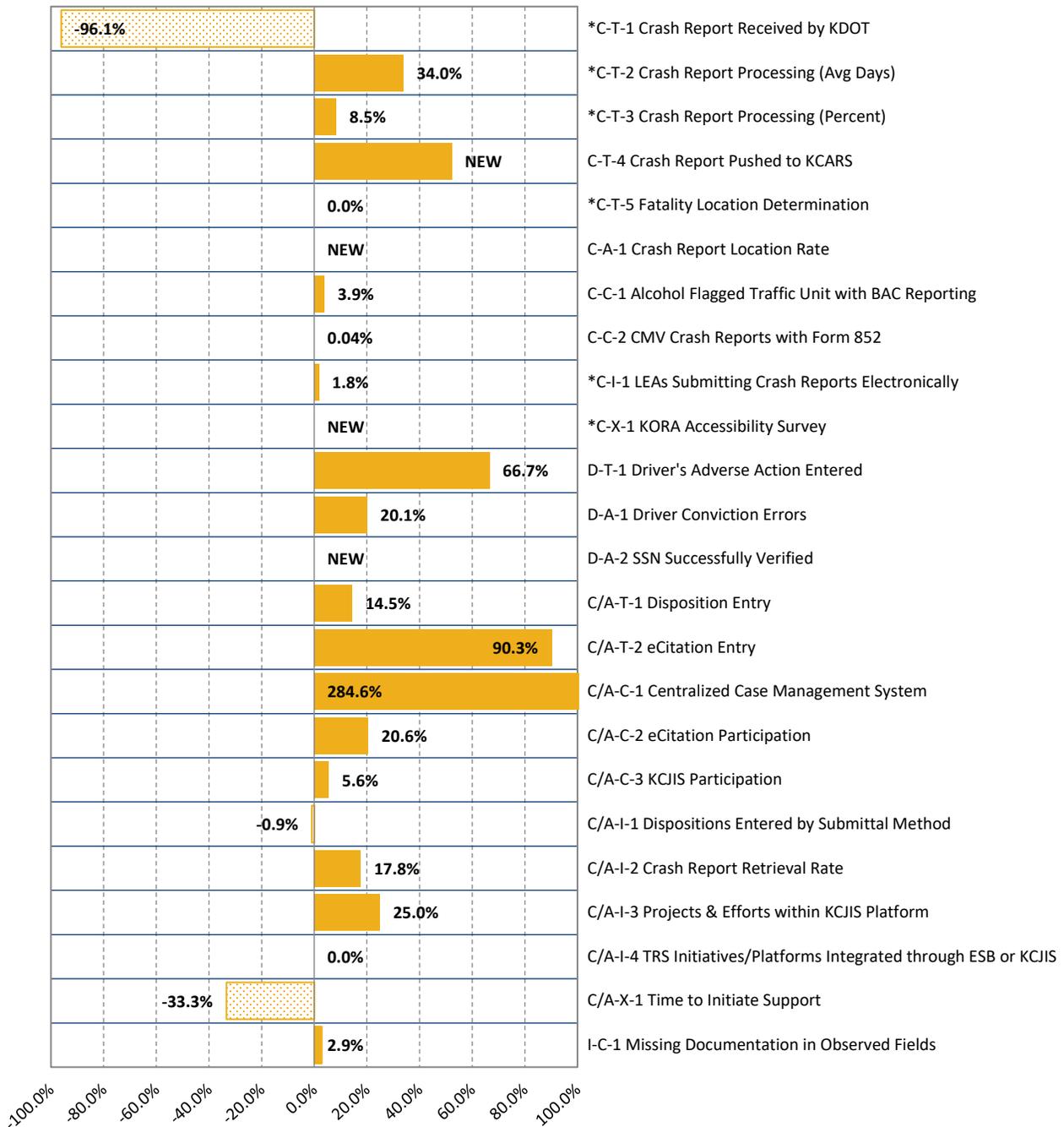
- **There are existing concerns about data timeliness. These concerns include several different data sets within several agencies that are part of the TRCC.**
 - Efforts to address some of the identified timeliness issues are already underway; however, there is a need for continued focus and attention on this issue, as more agencies begin using the data for predictive analysis and decision-making. Systemically, the TRS was built to electronically accept a single file structure from the Kansas Highway Patrol (KHP). As local law enforcement agencies embrace systems for citations and crashes, the inability to accept an electronic file necessitates the need for data entry from paper reports sent to the state. In addition, state agencies lack dedicated staff resources to sufficiently support data analysis and integration.
 - TRCC members also feel it is time for an infusion of new ideas into fulfilling the traffic records data mission. Now, the conversation needs to turn to: "What's is TRCC's next step?" The TRCC continues to innovative integration methodologies and monitors a few key states in specific areas for best practices that could inspire their efforts with fresh ideas and alternative approaches to providing higher quality data, better analysis, and useful tools to customers.
- **The TRCC has not been able to leverage resources to the highest degree; possibly because the approach to seeking investments beyond NHTSA grant funding to support TRCC's efforts is not well coordinated across agency boundaries. It is also expected the effects of the ongoing COVID-19 pandemic, state-wide shutdown, and subsequent significant loss of state revenues will place further pressure on state financial resources and diminish the number of state projects and initiatives being able to be undertaken in the near future.**

TRCC Performance Measurements

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

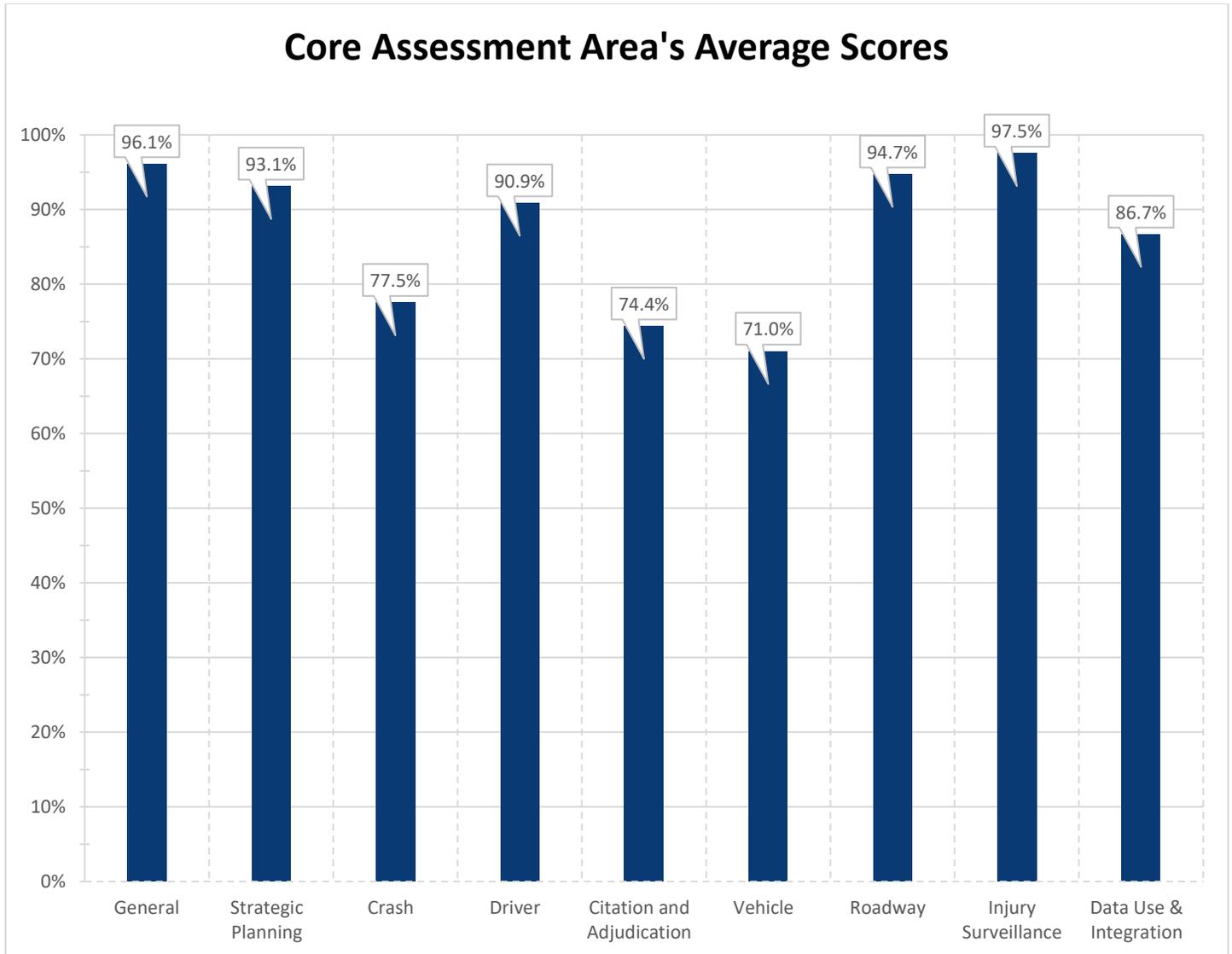
The following graph summarizes the overall year-over-year percentage change of each measurement as reported in the Fiscal Year 2024 Kansas Traffic Records System Performance Measurement Report.

Measured Improvement Since Previous Year



2020 NHTSA Traffic Records Self-Assessment Findings

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



2021-2025 Projects

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

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

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

Project: Master Data Management

<p>Project Description: This project will improve the methods of receiving electronic crash information in the field more quickly and efficiently. This includes reviewing and documenting the current Information Exchange Packet Document (IEPD) for import to the Traffic Records System (TRS) and continuing support for the TRS system.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 2: Information Sharing</p>	
	<p>Core Data System: Crash</p>	
	<p>NHTSA Assessment Recommendations</p>	
	<p>Crash: Interfaces 2020 Assessment Score: 53.3%</p>	
	<p>Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Crash: Procedures / Process Flow 2020 Assessment Score: 74.2%</p>	
	<p>Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
<p>Crash: Data Quality Control Programs 2020 Assessment Score: 91.8%</p>		
<p>Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>Total Project Cost: \$2,528,538.46</p>		
<p>Agreements:</p>		
<p>1.1 Information Exchange Packet Document: This agreement provides for development of an updated IEPD to be supplied to crash data system vendors to enable digital input of the crash reports into the Crash Portal system.</p>	<p>Agreement Expired: 09/30/2021.</p>	
<p>Performance Metrics: Completeness: The IEPD will include the data required in the current state of the Crash Portal. Uniformity: The data dictionary will include the data required in the current state of the Crash Portal. Integration: The IEPD will adhere to the NIEM 4.2 data schema and in a format ready for distribution to crash data vendors. Anticipated Schedule: 10/1/2020 – 9/30/2021</p>		
<p>Funding Source: NHTSA Grant Funding</p>		<p>Actual Agreement Cost: \$17,347.50</p>
<p>1.2 Paper Crash Reporting (Data Dash): This agreement will provide for a company to transcribe scanned crash report PDFs from state and local law enforcement agencies into blank KLER report forms exactly as written and coded.</p>		
<p>Performance Metrics: Accuracy: The contractor shall retain 98% or higher accuracy level with the data entry in spelling and placement of information. Timeliness: The contractor shall ensure that each report is uploaded to the KLER website within 20 days of receipt. Anticipated Schedule: 10/1/2020 – 9/30/2023</p>	<p>Agreement Expired: 09/30/2023.</p>	
<p>Funding Source: NHTSA Grant Funding</p>		<p>Anticipated Agreement Cost: \$91,839.25</p>
<p>1.3 Motor Vehicle Crash Report Conversion (BTCO): This agreement will provide for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports received from state and local law enforcement agencies.</p>		
<p>Performance Metrics: Accuracy: Maintain a 95% or higher accuracy level of the data entry of paper crash reports. Completeness: Maintain a 100% scan rate with zero loss of incoming mail. Anticipated Schedule: 1/1/2021 – 9/30/2025</p>		
<p>Funding Source: NHTSA Grant Funding</p>	<p>Anticipated Agreement Cost: \$421,151.50</p>	

1.4	Kansas Crash Data Systems (KCDS): This is the first phase of three-phase agreement, which provides for a replacement of the TRS system. This first phase covers the software costs of a crash data processing system that will access, process, validate, and store crash data contained within law enforcement agency crash reports and the first year's hosting. Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur.
Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
Funding Source: State TREF	Anticipated Agreement Cost (during Strategic Plan Period): \$714,010.00
1.5	KCDS Hosting and Maintenance: This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. This second phase covers the hosting of the Kansas Crash Data Systems (KCDS) through the end of this Strategic Plan period (9/30/2025). Hosting will be in a vendor-provided, KDOT-approved, secure public cloud. The hosting should include name of hosting provider, uptime guarantees, and Service Level Agreements, including service credits and/or penalty payments when outages occur. The third phase covers the annual KCDS maintenance charges for a term of six (6) years; including at minimum, platform upgrades and training on new features for a term of six (6) years. [Note: Previously this agreement was listed as 1.5 and 1.6. Here they are combined as they are the same agreement.]
Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements. Timeliness: Reporting the time from receipt of paper reports to entry into the crash database.	
Anticipated Schedule: 03/07/2022 – 03/31/2028 [Agreement extends past the end of the current Strategic Plan Period.]	
Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost (during Strategic Plan Period): \$898,362.00
1.7	Driver's License Readers (KHP): This agreement will reimburse the Kansas Highway Patrol (KHP) for the purchase of driver's license readers that will be deployed to KHP troopers. The driver's license readers are designed for reading and decoding 2D Bar Codes on ID Cards and Driver's Licenses and will automate data entry into SmartCop. This automated data entry will provide KHP with enhanced accuracy in driver's license information within crash data by removing, or significantly reducing manual entry.
Performance Metrics: Accuracy: KDOT will collaborate with KDOR to obtain a report showing the number of errors observed on driver's license information.	
Anticipated Schedule: 10/1/2022 – 9/30/2023	
Funding Source: NHTSA Grant Funding	Actual Agreement Cost: \$207,648.00
1.8	FARS Manual Update (GHSA): This agreement will provide for a consultant to review the current Fatality Analysis Reporting System (FARS) Manual and compare and recreate the Manual to contain the requirements as outlined in the five-year Cooperative Agreement between KDOT and NHTSA related to providing fatality crash information.
Performance Metrics: Accuracy: Completeness: Timeliness:	
Anticipated Schedule: 01/02/2023 – 09/30/2023	
Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: \$28,180.21
1.9	*Overtime – Data Entry of Backlog Crash Reports (Wichita Police Department): This agreement will provide for reimbursement of overtime costs related to data entry and submission of crash reports to KDOT as part of Wichita Police Department's effort to reduce their backlog of crash reports.
Performance Metrics: Timeliness: As part of their reimbursement request each month, the Wichita Police Department will provide the total number of crash reports submitted to KDOT.	
Anticipated Schedule: TBD – 9/30/2025	
Funding Source: NHTSA Grant Funding	Anticipated Agreement Cost: \$150,000.00

Agreement Expiring: 09/30/2023.

Agreement Expiring: 09/30/2023.

Project: Geo-Location Capture/Recording

<p>Description: The Geometric & Crash Data Unit of KDOT will record the geolocation of crashes that occur on the state's 130,000 miles of local roads. This project will generate the data to identify crash locations and provide data for crash analysis and reporting.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 3: Analytics</p>	
	<p>Core Data System: Crash</p>	
	<p>NHTSA Assessment Recommendations</p>	
	<p>Crash: Interfaces</p>	
	<p>2020 Assessment Score: 53.3%</p>	
	<p>Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
	<p>Crash: Data Quality Control Programs</p>	
<p>2020 Assessment Score: 91.8%</p>		
<p>Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>Data Use and Integration</p>		
<p>2020 Assessment Score: 86.7%</p>		
<p>Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>Total Project Cost: \$1,229,338.26</p>		
<p>Agreements:</p>		
<p>2.1</p>	<p>Geographic Information System (GIS) Mapping Integration: This agreement will provide for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes will then be integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.</p>	
	<p>Performance Metrics:</p> <p>Accuracy: Compare automated results to a manual review of randomly sampled set of records that is representative of major crash types and locations; Calculate a spatial error for each crash subtype.</p> <p>Timeliness: All fatality crashes should be reviewed, and a <i>preliminary</i> location determined within two (2) weeks of receiving the records.</p>	
	<p>Anticipated Term: 10/1/2021 – 9/30/2025</p>	
	<p>Funding Source: NHTSA Grant Funding</p>	<p>Anticipated Agreement Cost: \$1,029,338.26</p>
<p>2.2.1</p>	<p>Aerial Imagery: This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.</p>	
	<p>Performance Metrics:</p> <p>Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives.</p> <p>Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives.</p> <p>Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.</p>	
	<p>Anticipated Term: 1/1/2021 – 9/30/2022</p>	
	<p>Funding Source: State TREF</p>	<p>Actual Agreement Cost: \$100,000.00</p>
<p>2.2.2</p>	<p>*Aerial Imagery: This agreement will provide for the acquisition, processing, delivery, and public-domain publication of statewide orthoimagery. The updated orthoimagery base map will be utilized by local jurisdictions to support the ongoing maintenance of the Next Generation 911 (NG911) road centerline database, the primary geographic reference dataset for crash location mapping.</p>	
	<p>Performance Metrics:</p> <p>Accuracy: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives.</p> <p>Integration: Publication and distribution of imagery to support maintenance of NG911 road centerline data as well as other GIS initiatives.</p> <p>Uniformity: NG911 is the primary imagery base map used by KDOT's GIS program and is utilized by nearly all state agencies with a GIS and mapping technology footprint.</p>	
	<p>Anticipated Term: 10/01/2024 – 09/30/2025</p>	
	<p>Funding Source: NHTSA Grant Funding</p>	<p>Anticipated Agreement Cost: \$100,000.00</p>

Project: Provide Ongoing Maintenance

<p>Description: This project will support the maintenance for KBI / TRS systems. The work includes ensuring the operation of hardware, installation of software updates, and maintaining/ developing new interfaces as other systems evolve and are introduced. This ongoing effort is not designed to improve TRS specifically, the project is necessary to ensure that prior improvements are kept operational.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal #1: Traffic Safety Data</p> <p>Core Data System: Crash & Citation/Adjudication</p> <p>NHTSA Assessment Recommendations</p> <p>Crash: Procedures / Process Flow 2020 Assessment Score: 74.2%</p> <p>Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Crash: Data Quality Control Programs 2020 Assessment Score: 91.8%</p> <p>Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Citation/Adjudication: Interfaces 2020 Assessment Score: 40.5%</p> <p>Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Total Project Cost: \$506,951.29</p>
	<p>Agreements:</p>
<p>3.1 TIRES Maintenance & Support: This agreement will provide for the ability to add, hide, or remove the validation rules associated with data received from the Kansas crash reports submitted by law enforcement agencies within the vendor application TIRES.</p> <p>Performance Metrics: Accuracy: Validation rules increase data accuracy and enable reliable reporting. Uniformity: Data validation rules ensure that incoming data conforms to the Crash Data Portal data structure requirements and identifies business rule violations. Integration: Validation rules promote integration with other KDOT and outside entities.</p> <p>Anticipated Term: 10/1/2021 – 9/30/2023</p> <p>Funding Source: State TREF</p> <p>Anticipated Agreement Cost: \$64,123.25</p>	<p style="text-align: center; font-size: 2em; opacity: 0.5;">Agreement Expiring: 09/30/2023.</p>
<p>3.2.1 TRS 2.0 Support Staff (nka Architecture & Application Support & Enhancements): This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.</p> <p>Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.</p> <p>Anticipated Schedule: 10/01/2020 – 09/30/2022</p> <p>Funding Source: NHTSA Grant Funding</p> <p>Actual Agreement Cost: \$40,578.04</p>	<p style="text-align: center; font-size: 2em; opacity: 0.5;">Agreement Expired: 09/30/2022.</p>
<p>3.2.2 Architecture & Application Support & Enhancements (fka TRS 2.0 Support Staff): This agreement will provide for augmentation for staff to support KCDS (a/k/a TRS 2.0), Record and Police Impaired Drivers (RAPID), e-cite webservices, repositories, Biztalk, and SharePoint.</p> <p>Performance Metrics: Integration: Percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction.</p> <p>Anticipated Schedule: 10/01/2022 – 09/30/2025</p> <p>Funding Source: State TREF</p> <p>Anticipated Agreement Cost: \$270,000.00</p>	
<p>3.3 KCJIS Identity Access Management: This agreement will provide for upgrade implementation of the KCJIS Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included with our current maintenance agreement, this agreement is for implementation costs only.</p> <p>Performance Metrics: Accessibility: Query principal users for accessibility satisfaction.</p> <p>Anticipated Schedule: 10/1/2022 – 9/30/2024</p> <p>Funding Source: NHTSA Grant Funding, State TREF, State General Fund</p> <p>Anticipated Agreement Cost: \$132,250.00</p>	

Project: MMUCC Alignment

<p>Project Description: The MMUCC Alignment project will hire a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC most recent edition. The project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Ensure the system is compatible with the emerging national traffic records information standards. 		<p>Goal # 1: Traffic Safety Data</p>
		<p>Core Data System: Crash</p>
		<p>NHTSA Assessment Recommendations</p>
		<p>Crash: Applicable Guidelines 2020 Assessment Score: 80.0%</p>
		<p>Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
		<p>Total Project Cost: \$150,000.00</p>
<p>Agreements:</p>		
<p>4.1</p>	<p>*MMUCC 6th Edition Mapping: This agreement is related to the mapping of Kansas crash data elements (State Crash Report and Crash Database) that will be performed as part of NHTSA's update of MMUCC to the 6th Edition.</p>	
	<p>Performance Metrics:</p>	
	<p>Uniformity:</p>	
	<p>Anticipated Schedule: 10/1/2023 – 9/30/2024</p>	
	<p>Funding Source:</p>	<p>Anticipated Agreement Cost: \$0.00</p>
<p>4.2</p>	<p>*MMUCC Alignment: This agreement will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6th Edition. This project will create a gap analysis and gap closure plan to attain High to Full compatibility ratings.</p>	
	<p>Performance Metrics:</p>	
	<p>Accuracy: The percentage of crash records with no errors in critical data element.</p> <p>Completeness: The percentage of records with no missing critical data elements.</p> <p>Uniformity:</p>	
	<p>Anticipated Schedule: 10/1/2023 – 9/30/2024</p>	
	<p>Funding Source: NHTSA Grant Funding</p>	<p>Anticipated Agreement Cost: \$150,000.00</p>

Project: Security Modernization Phase 2

<p>Project Description: This project will integrate the core security applications into the Identity and Access Management solution, develop marketing and training material with the intent of promoting the security solution to a broader base of users that includes court clerks, emergency management organizations and other user groups seeking summarized KCJIS data.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Provide secure access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 2: Information Sharing</p>
	<p>Core Data System: Citation/Adjudication</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Citation/Adjudication – Applicable Guidelines 2020 Assessment Score: 88.9%</p>
	<p>Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Citation/Adjudication – Interfaces 2020 Assessment Score: 40.5%</p>
	<p>Improve the interfaces of the citation and adjudication data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
<p>Citation/Adjudication – Data Quality Control Programs Assessment Score 68.4%</p>	
<p>Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>	
<p>Total Project Cost: \$994,750.04</p>	
<p>Agreements:</p>	
<p>5.1 KCJIS Security Architecture: This agreement will continue to provide support for the execution of KBI's strategic plan as adopted by the Kansas Criminal Justice Information System (KCJIS) Committee for the modernization of the KCJIS Security Architecture in a phased manner. It will provide flexibility to our stakeholders, establish itself as a trusted security domain, and maintain strong security protocols.</p>	<p>Agreement Expired: 09/30/2022.</p>
<p>Performance Metrics: Integration: Percentage of records linked to another system or file Anticipated Schedule: 10/1/2020 – 9/30/2022</p>	
<p>Funding Source: NHTSA Grant Funding</p>	
<p>Actual Agreement Cost: \$60,200.00</p>	
<p>5.2 KBI Systems Architect Position: This agreement will provide for a position to research, develop, and document current and future standards for data exchanges and coordinate with peer staff at partner agencies. The position will design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart.</p>	<p>Agreement Expired: 09/30/2022.</p>
<p>Performance Metrics: Integration: Increase ease of integration between partner agencies Accessibility: Query principal users for accessibility satisfaction.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2025</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	
<p>Anticipated Agreement Cost: \$684,550.04</p>	<p>Agreement Expired: 09/30/2022.</p>
<p>5.3 *KBI Integration Developer for ESB and KBI Applications: This agreement will allow for the augmentation of staff to push forward timelines for developing interfaces and assisting in maintenance and support of current TRS related integrations, using the KBI/KCJIS Enterprise Service Bus (ESB) as an intermediary between state, local, and federal stakeholders for the purpose of information sharing. Previously, this timeline has been slow due to the lack of personnel resources with the ability to develop integrations to connect the different stakeholders through the ESB. The current KBI/KCJIS Enterprise Service Bus (ESB) was designed and implemented through a past grant through the TRCC.</p>	
<p>Performance Metrics: Integration: Number of new integrations initiated. Integration: Number of total integrations supported.</p>	
<p>Anticipated Schedule: 10/1/2023 – 9/30/2026 [Agreement will extend past the end of the current Strategic Plan Period.]</p>	
<p>Funding Source: NHTSA Grant Funding</p>	<p>Anticipated Agreement Cost (during Strategic Plan Period): \$250,000.00</p>

Project: Citation Automation Deployment

<p>Project Description: This project provides ongoing support for the citation automation system and focuses on developing data capture mechanisms to capture arrest and offense data electronically as close to the sources as possible. While the system currently supports the KHP Kansas Law Enforcement Reporting (KLER) transactions, additional citation systems are in place in many local agencies. This project will provide the foundation for incorporating any number of citation systems which adhere to national incident-based reporting standards.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Reduce the time associated with the compilation of statistical reports to support traffic safety initiatives. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future needs. 	<p>Goal # 1: Traffic Safety Data</p>
	<p>Core Data System: Citation/Adjudication</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Citation/Adjudication – Interfaces 2020 Assessment Score: 40.5%</p> <p>Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Citation/Adjudication – Data Quality Control Programs 2020 Assessment Score: 68.4%</p> <p>Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
<p>Total Project Cost: \$612,040.04</p>	
<p>Agreements:</p>	
<p>6.1 KBI eCite Vendor: The existing platform of KCJIS's technical and information sharing infrastructure is managed by the Kansas Bureau of Investigation (KBI). To support the need for expansion of information sharing capabilities, there is a need to engage with eCite vendors to assist in the electronic capture and dissemination from local law enforcement or courts. This agreement will provide software for local law enforcement agencies to submit electronic citation reports directly from their mobile data units.</p>	
<p>Performance Metrics: Integration: Problem identification in aligning enforcement's data with crash data and to help determine the effect of enforcement as one element of road safety. Integration: Quarterly report detailing the number and percentage of total entities integrated into the KCJIS information sharing infrastructure. Completeness: Quarterly report detailing the percentage of total Kansas entities integrated into the KCJIS information sharing infrastructure.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2023</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	
<p>Anticipated Agreement Cost: \$115,000.00</p>	
<p>6.2 KBI eCitation Position: The development of the eCitation project is proceeding per the TRS 2.0 Rebuild plan. Per the TRS 2.0 Rebuild plan, staff is needed to support the eCite web services and repositories for the long term. This agreement provides for the salary and benefits for a Program Consultant I with KBI's Information Services Division. This position conducts training to instruct law enforcement on use of the electronic form, provides reports to partners, and works with eCitation vendors.</p>	
<p>Performance Metrics: Timeliness: Query principal users for timeliness satisfaction. Accessibility: Query principal users for accessibility satisfaction.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2025</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	
<p>Anticipated Agreement Cost: \$373,612.54</p>	
<p>6.3 eCitation & eStatute: The eCitation portion of this agreement has a couple distinct objectives. The first is a secure, non-public web data entry portal within the KBI network to be used by authorized users to manually enter citation information to be housed in the eCitation Data Repository. The other part of the project will have local law enforcement or courts submitting their citation information electronically. eCitation will enhance the statewide electronic traffic citation prototype constructed in Phase 1B and implement the solution in a KCJIS production environment. Current work for this agreement is related to Change Order 2, which will include Officer Last Name and First Name as required fields for Citation Record Entry (CRE) and eCitation Submission Service.</p>	
<p>Performance Metrics: Timeliness: Reporting for date of citation issuance compared to date of citation database entry. Accuracy: Reporting providing number of data present in eCitation from information from data.</p>	
<p>Anticipated Schedule: 10/1/2020 – 9/30/2023</p>	
<p>Funding Source: NHTSA Grant Funding</p>	
<p>Anticipated Agreement Cost: \$123,427.50</p>	

Agreement Expiring: 09/30/2023.

Project: Model Inventory of Roadway Elements (MIRE) Alignment

<p>Project Description: The MIRE Alignment project coincides with an Agency-wide effort to align KDOT's roadway elements and reporting systems with the Federal Highway Administration's Model Inventory Roadway Elements (MIRE) initiative. By adopting MIRE, State and local transportation agencies will be able to link safety data to non-safety data, making it easier to collect, store, link, and use all types of data. Having these additional data can help better identify where the safety problems are, what those problems are, and how best to treat them.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Increase location accuracy for crash reports and other traffic events. • Increase the completeness of traffic data by capturing any missing information. • Increase the number of statistical analysis tools available to state and local agency personnel. • Ensure the system is compatible with the emerging national traffic records information standards. 	<p>Goal # 1: Traffic Safety Data</p> <p>Core Data System: Roadway</p> <p>NHTSA Assessment Recommendations</p> <p>Roadway – Description & Contents 2020 Assessment Score: 93.3%</p> <p>Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Roadway – Applicable Guidelines 2020 Assessment Score: 83.3%</p> <p>Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Roadway – Interfaces 2020 Assessment Score: 91.7%</p> <p>Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p> <p>Roadway – Procedures and Process Flows 2020 Assessment Score: 100%</p> <p>Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p align="right">Total Project Cost: \$2,359,216.81</p>
	<p>Agreements:</p>
	<p>7.1 Lidar Data Capture: This agreement will provide for utilizing a vendor to physically drive the 130,000 miles of Kansas highways and capture several roadway elements utilizing LIDAR to accurately measure road and shoulder widths, intersection elements, and bridge heights among others. The element capture will also provide an accurate inventory of all roadway elements such as guardrail heights and lengths. This data will be used for providing highly accurate data to KDOT analysts to formulate safety measures to prevent crashes and fatalities.</p>
	<p>Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements.</p>
	<p>Anticipated Schedule: 10/1/2020 – 9/30/21</p>
	<p>Funding Source: NHTSA Grant Funding, State TREF, State General Funds</p>
	<p align="right">Actual Agreement Cost: \$1,500,378.61</p>
	<p>7.2 LIDAR Data Collection (Statewide): This agreement will provide for utilizing a vendor to configure the data capture to enable the integration into KDOT databases.</p>
	<p>Performance Metrics: Accuracy: The percentage of crash records with no errors in critical data element. Completeness: The percentage of records with no missing critical data elements.</p>
<p>Anticipated Schedule: 10/1/2020 – 9/30/2022</p>	
<p>Funding Source: NHTSA Grant Funding, State TREF</p>	
<p align="right">Actual Agreement Cost: \$708,838.20</p>	
<p>7.3 MIRE Compliance Tech Assistance: This agreement will obtain technical assistance through Federal Highway Administration's (FHWA) DATA Teams. This data will be used to ultimately progress KDOT towards access of a complete collection of MIRE FDE on all public roads by the 2026 deadline.</p>	
<p>Performance Metrics: Accuracy: Completeness:</p>	
<p>Anticipated Schedule: 03/28/2023 – 08/01/2023</p>	
<p>Funding Source: N/A</p>	
<p align="right">Anticipated Agreement Cost: \$0.00</p>	
<p>7.4 *MIRE Collaboration: This agreement will provide for a collaboration between the KS911 Coordinating Council and/or the University of Kansas - Data Access Support Center (KUCR-DASC), who is responsible for running the portal to gather and update data for Next Generation 911 call location systems. The goal is to confirm whether roads are public or private. This is one of the new Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDE) that KDOT will be required by FHWA to maintain for all roads in the state by 2026.</p>	
<p>Performance Metrics: ???</p>	
<p>Anticipated Schedule: 10/1/2023 – 9/30/2024</p>	
<p>Funding Source: NHTSA Grant Funding</p>	
<p align="right">Anticipated Agreement Cost: \$150,000.00</p>	

Project: EMS/Injury Integration

<p>Project Description: This project will develop interfaces related to EMS and/or trauma and will include data from both Kansas and border states. This sharing of data will allow EMS and the Kansas Trauma Program to run reports and provide the ability to link data sources with disparate fields, compare data between jurisdictions, and highlight missing values.</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase the uniformity and linking of data across all participating systems. • Increase the completeness of traffic data by capturing missing information. • Provide better access to traffic record statistical information to state and local agency personnel. • Increase the number of statistical analysis tools available to state and local agency personnel. • Leverage available state or agency infrastructure tools to minimize long-term costs. • Utilize an architecture that is both flexible for current needs and adaptable for future expansion needs. 	<p>Goal # 1: Traffic Safety Data</p>
	<p>Core Data System: Injury/Surveillance</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Injury/Surveillance – Applicable Guidelines 2020 Assessment Score: 93.9%</p> <p>Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
	<p>Injury/Surveillance – Procedures / Process Flow 2020 Assessment Score: 94.1%</p> <p>Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
<p>Total Project Cost: \$300,000.00</p>	
<p>Agreements:</p>	
<p>8.1</p>	<p>Bio-Spatial Interstate Trauma Database: This agreement is designed to export crash and medical information into a network of EMS electronic patient care reports from thousands of Emergency Medical Services (EMS) providers and other electronic healthcare data sources using proprietary artificial intelligence (AI) to support the missions of public sector and commercial healthcare entities. The analytics provided through this network will better enable EMS and Trauma personnel to develop integration strategies to improve the completeness of a patient’s record in the region. Additionally, these analytics will help urban planners and transportation officials prioritize investments in highway infrastructure, road safety, and educational campaigns.</p>
<p>Performance Metrics:</p> <p>Integration: The percentage of appropriate records that are linked to another system or file. Accessibility: Query principal users for accessibility satisfaction. Completeness: The percentage of records with no missing critical data elements.</p>	
<p>Anticipated Schedule: 12/14/2022 – (until terminated)</p>	
<p>Funding Source: N/A</p>	<p>Anticipated Agreement Cost: \$0.00</p>
<p>8.2</p>	<p>*Kansas Trauma Registry Gen 6 Operations: This agreement will secure Kansas trauma registry updates and maintenance, allowing for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).</p>
<p>Performance Metrics:</p> <p>Completeness: Integration:</p>	
<p>Anticipated Schedule: 10/01/2023 – 09/30/2028 [Agreement will extend past the end of the current Strategic Plan Period.]</p>	
<p>Funding Source: NHTSA Grant Funds</p>	<p>Anticipated Agreement Cost (during Strategic Plan Period): \$300,000.00</p>

Project: Toxicology

<p>Project Description: This project will provide for the purchase of equipment for Kansas laboratories. This equipment is not intended to improve TRS directly; however, increased capacity and other benefits provided by this project will lead to better data sharing related to toxicology (e.g., BAC results).</p> <p>TRCC Objectives:</p> <ul style="list-style-type: none"> • Increase timeliness between capture and availability of data. • Increase uniformity and linking of data across all participating systems. • Increase completeness of traffic data by capturing any missing information. • Provide better access to traffic record statistical information to state and local personnel. • Improve accessibility to comprehensive traffic record information about an individual to state and local agency personnel. 	<p>Goal # 2: Information Sharing</p>
	<p>Core Data System: Crash</p>
	<p>NHTSA Assessment Recommendations</p>
	<p>Crash: Procedures / Process Flow 2020 Assessment Score: 74.2%</p>
	<p>Improve the procedures/process flows with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>
<p>Total Project Cost: \$550,000.00</p>	
<p>Agreements:</p>	
<p>9.1</p>	<p>*Laboratory Equipment (QTOF): This agreement is designed to obtain a Quadrupole Time-of-Flight Mass Spectrometry (QTOF) to increase the Sedgwick County Regional Forensic Science Center's capacity to thoroughly screen biological samples from suspected Driving Under Influence of Drugs (DUID) cases. A QTOF would greatly augment the current capabilities by enhancing the sensitivity of the laboratory's screening procedures and allowing "untargeted" screenings and screenings of oral fluid using testing of evidentiary oral fluid samples in the future.</p>
<p>Performance Metrics:</p>	
<p>Accuracy:</p>	
<p>Completeness:</p>	
<p>Anticipated Schedule: 10/01/2023 – 09/30/2024</p>	
<p>Funding Source: State TREF</p>	<p>Anticipated Agreement Cost: \$550,000.00</p>

IMPLEMENTATION SCHEDULE & ANTICIPATED COSTS (FFY21 – FFY25)

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

APPENDIX A: Table of Acronyms

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

APPENDIX B: 2020 Assessment Recommendations

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

Assessment Area		Score
2020 NHTSA Traffic Records Assessment Recommendation		
Project (if applicable) • Agreement(s)	Performance Measures (or reason for not implementing recommendations)	
General		96.1 %
General		
Strengthen the capacity of the Traffic Records Coordinating Committee that reflect best practices identified in the Traffic Records Program Assessment Advisory.		96.1 %
No current project/agreement.	<i>The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the capacity of the TRCC.</i>	
Strategic Planning		93.1 %
Strategic Planning		
Strengthen the TRCC's abilities for strategic planning that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.1 %
No current project/agreement.	<i>The TRCC will take this recommendation under advisement and consider potential strategies for strengthening the TRCC's ability for strategic planning.</i>	
Crash		77.5 %
Description & Contents		
Improve the description and contents of the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		95.7 %
No current project/agreement.	<i>The timeline for the Crash system description improvement has been extended due to interdependencies with other TRCC projects as well as resource availability.</i>	
Applicable Guidelines		
Improve the applicable guidelines for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
MMUCC Alignment • 4.1: MMUCC 6 th Edition Mapping • 4.2: MMUCC Alignment	Performance Measure(s): Accuracy Completeness Uniformity	80.0 %
Data Dictionary		
Improve the data dictionary for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		70.0 %
No current project/agreement.	<i>The TRCC will take this recommendation under advisement and consider potential strategies for improving the data dictionary.</i>	
Procedures / Process Flow		
Improve the procedures / process flows for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		74.2 %

<p>Master Data Management</p> <ul style="list-style-type: none"> 1.2: Paper Crash Reporting (Data Dash) 1.3: Motor Vehicle Crash Report Conversion (BTCO) 1.7: Driver's License Readers (KHP) 1.9: Overtime – Data Entry of Backlog Crash Reports (WPD) <p>Provide Ongoing Maintenance</p> <ul style="list-style-type: none"> 3.2.1: TRS 2.0 Support Staff 3.2.2: Architecture & Application Support & Enhancements 3.3: KCJIS Identity Access Management <p>Toxicology</p> <ul style="list-style-type: none"> 9.1: Lab Equipment (QTOF) 	<p>Performance Measure(s):</p> <p>Timeliness Accuracy Completeness Integration Accessibility</p>	
Interfaces		
<p>Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>Master Data Management</p> <ul style="list-style-type: none"> 1.4: Kansas Crash Data System (KCDS) 1.5: KCDS Hosting and Maintenance 1.7: Driver's License Readers (KHP) <p>Geo-location Capture/Recording</p> <ul style="list-style-type: none"> 2.1: Geographic Information System (GIS) Mapping Integration 	<p>Performance Measures:</p> <p>Timeliness Accuracy Completeness</p>	<p>53.3 %</p>
Data Quality Control Programs		
<p>Improve the data quality control program for the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>Master Data Management</p> <ul style="list-style-type: none"> 1.1: Information Exchange Packet Document 1.8: FARS Manual Update (GHSA) <p>Geo-location Capture/Recording</p> <ul style="list-style-type: none"> 2.1: Geographic Information System (GIS) Mapping Integration 	<p>Performance Measure(s):</p> <p>Completeness Uniformity Integration</p>	<p>91.8 %</p>
Driver		90.9 %
Description & Contents		
<p>Improve the description and contents of the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>No current project/agreement.</p>	<p><i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i></p>	<p>100 %</p>
Applicable Guidelines		
<p>Improve the applicable guidelines for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>No current project/agreement.</p>	<p><i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i></p>	<p>100 %</p>
Data Dictionary		
<p>Improve the data dictionary for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>No current project/agreement.</p>	<p><i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i></p>	<p>83.3 %</p>
Procedures & Process Flows		
<p>Improve the procedures/ process flows for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.</p>		
<p>No current project/agreement.</p>	<p><i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i></p>	<p>98.2 %</p>

Interfaces		
Improve the interfaces with the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		86.7 %
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Data Quality Control Programs		
Improve the data quality control program for the Driver data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		76.9 %
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Citation/Adjudication		74.4 %
Description & Contents		
Improve the description and contents of the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		52.6 %
No current project/agreement.	<i>The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.</i>	
Applicable Guidelines		
Improve the applicable guidelines for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		88.9 %
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture	Performance Measure(s): Integration	
Data Dictionary		
Improve the data dictionary for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
No current project/agreement.	<i>The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.</i>	
Procedures & Process Flows		
Improve the procedures/ process flows for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		95.8 %
No current project/agreement.	<i>The Office of Judicial Administration is currently undergoing a major court system consolidation effort. The TRCC will work to identify potential strategies that improve the Data Dictionary of the Citation and Adjudication data systems for traffic safety improvements.</i>	
Interfaces		
Improve the interfaces with the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		40.5 %
Security Modernization Phase 2 • 5.1: KCJIS Security Architecture • 5.3: Integration Developer for ESB and KBI Applications Citation Automation Deployment • 6.2: KBI eCitation Position • 6.3: eCitation & eStatute Provide Ongoing Maintenance • 3.3: KCJIS Identity Access Management	Performance Measure(s): Timeliness Accuracy Integration Accessibility	
Data Quality Control Programs		
Improve the data quality control program for the Citation and Adjudication systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		68.4 %
Security Modernization Phase 2 • 5.2: KBI Systems Architect Position Citation Automation Deployment • 6.1: KBI eCite Vendor	Performance Measure(s): Completeness Integration Accessibility	

Vehicle		71.0 %
Description & Contents		
Improve the description and contents of the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3 %
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Applicable Guidelines		
Improve the applicable guidelines for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		51.5 %
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Data Dictionary		
Improve the data dictionary for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Procedures & Process Flows		
Improve the procedures/ process flows for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		70.0 %
No current project/agreement.	<i>Stolen vehicles are not flagged or reported through their system. The TRCC will take this recommendation for potential strategies to improve procedures and process flows of traffic safety data.</i>	
Interfaces		
Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		33.3 %
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Data Quality Control Programs		
Improve the data quality control program for the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		87.8 %
No current project/agreement.	<i>The KDOR recently completed a multi-year system replacement of Driver and Vehicle systems. This recommendation will be addressed as resources and funding sources are available.</i>	
Roadway		94.7 %
Description & Contents		
Improve the description and contents of the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.3 %
Model Inventory of Roadway Elements (MIRE) Alignment <ul style="list-style-type: none"> 7.1: LIDAR Data Capture 7.4: MIRE Collaboration 	Performance Measure(s): Accuracy Completeness	
Applicable Guidelines		
Improve the applicable guidelines for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		83.3 %
Model Inventory of Roadway Elements (MIRE) Alignment <ul style="list-style-type: none"> 7.2: LIDAR Data Collection (Statewide) 	Performance Measure(s) Accuracy	
Data Dictionary		
Improve the data dictionary for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
No current project/agreement.	<i>With the inclusion of the LiDAR data repository, the TRCC will work with KDOR Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.</i>	

Procedures & Process Flows		
Improve the procedures/ process flows for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
Model Inventory of Roadway Elements (MIRE) Alignment • 7.3: MIRE Compliance Tech Assistance	Performance Measure(s): Accuracy Completeness	
Interfaces		
Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		91.7 %
Model Inventory of Roadway Elements (MIRE) Alignment • 7.2: LIDAR Data Collection (Statewide) • 7.4: MIRE Collaboration	Performance Measure(s): Accuracy	
Data Quality Control Programs		
Improve the data quality control program for the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
No current project/agreement.	<i>With the inclusion of the LiDAR data repository, the TRCC will work with KDOT Safety Engineers to identify potential strategies that demonstrate the effectiveness of the Roadway data systems for traffic safety improvements.</i>	
EMS/Injury Surveillance		97.5 %
Description & Contents		
Improve the description and contents of the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Description and Contents of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	
Applicable Guidelines		
Improve the applicable guidelines for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		93.9 %
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	
Data Dictionary		
Improve the data dictionary for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Data Dictionary of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	
Procedures & Process Flows		
Improve the procedures/ process flows for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		94.1 %
EMS/Injury Integration • 8.1: Bio-Spatial Interstate Trauma Database • 8.2: Kansas Trauma Registry Gen 6 Operations	Performance Measure(s): Completeness Integration Accessibility	
Interfaces		
Improve the interfaces with the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		100 %
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Interfaces of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	
Data Quality Control Programs		
Improve the data quality control program for the Injury Surveillance systems that reflect best practices identified in the Traffic Records Program Assessment Advisory.		97.0 %
No current project/agreement.	<i>The TRCC will continue to work to identify potential strategies that continue to improve the Data Quality Control Programs of the EMS/Injury Surveillance data systems for traffic safety improvements.</i>	

Data Use & Integration		86.7 %
Data Use & Integration		
Improve the traffic records systems capacity to integrate data that reflect best practices identified in the Traffic Records Program Assessment Advisory.		
Geo-Location Capture/Recording <ul style="list-style-type: none"> • 2.1: GIS Mapping Integration • 2.2.1: Aerial Imagery • 2.2.2: Aerial Imagery Provide Ongoing Maintenance <ul style="list-style-type: none"> • 3.1: TIRES Maintenance & Support 	Performance Measure(s): Timeliness Accuracy Uniformity Integration	86.7 %

**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING
COMITTEE**

TRCC CHARTER
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**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER**

I. INTRODUCTION

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

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

II. OVERVIEW AND PURPOSE

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

- A. **Mission.** Reduce fatalities and serious injuries on Kansas roadways by providing timely, accurate, integrated, and accessible traffic records data.
- B. **Vision.** Develop the primary integrated data destination for creating life-saving strategies which improve the quality of life for the traveling public on Kansas roadways.

III. ORGANIZATIONAL STRUCTURE

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

A. **Leadership.**

1. **Chairperson.** The TRCC Chairperson shall:

- (a) Be the Assistant Bureau Chief of KDOT's Bureau of Transportation Safety, or the Assistant Bureau Chief's designee.
- (b) Preside over TRCC votes.
- (c) Approve new Partner Agencies.
- (d) Have signatory authority for the TRCC, including the annual approval functions listed in subsection (e) below.
- (e) Prioritize traffic records projects funded through federal and state funding sources.

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**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER**

- (f) Approve annually, as part of the state’s annual application for 23 U.S.C. § 405(c) federal highway safety grant funds, sections of the Highway Safety Plan related to state traffic safety information system improvements and the Traffic Records Strategic Plan. The sections of the Highway Safety Plan and the Traffic Records Strategic Plan include details pertaining to:
 - (i) The TRCC Membership.
 - (ii) The TRCC Coordinator.
 - (iii) Performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of a core highway safety database.

2. Coordinator. The TRCC Coordinator shall:

- (a) Be appointed by the TRCC Chairperson.
- (b) Draft and maintain meeting notes for each TRCC meeting, which shall include membership attendance.
- (c) Maintain and keep current the TRCC Roster of Membership.
- (d) Manage traffic records projects, including management and tracking of performance measures.
- (e) Develop and submit any National Highway Traffic Safety Administration (NHTSA) reporting required for 23 U.S.C. § 405 (c) grant funds. This reporting includes, but is not limited to, the traffic records sections of the state’s Highway Safety Plan and Annual Performance Report, the Kansas Traffic Records System Performance Measurement Report, and the TRCC Strategic Plan.

B. Membership.

1. Overview.

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

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**STATE OF KANSAS
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2. Representatives.

- (a) Each Partner Agency shall designate at least one (1) Representative that will attend and participate in the TRCC's quarterly meetings.
- (b) Partner Agencies are encouraged to include as their Representatives on the TRCC:
 - (i) An executive or an executive's designee who is empowered to establish policy, direct resources, and set the Mission and Vision for the TRCC; and
 - (ii) A technical staff member possessing the necessary technical skills to provide guidance.
- (c) Representatives shall:
 - (i) Assist with establishing goals for improving the TRCC.
 - (ii) Review laws dealing with traffic records for consistency and for conformity with current technology.
 - (iii) Review and approve the state's multi-year Traffic Records Coordinating Committee Strategic Plan.
 - (iv) Assess the need for legislation to facilitate the development and operation of the TRCC.
 - (v) Request funding for projects to gather, maintain, and integrate traffic records data.
 - (vi) Be expected to deliver quarterly or annual updates on current TRCC or other traffic safety data projects.

3. Roster of Membership.

- (a) The TRCC shall have a Roster of Membership listing each TRCC member by name, title, organization, and core safety database represented.
- (b) TRCC's current Roster of Membership shall be posted on the TRCC website.
- (c) The TRCC's Roster of Membership shall be updated to add any new member or remove any withdrawn member of the TRCC before the state's annual update to the Traffic Records Strategic Plan.

**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER**

4. New Members.

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

5. Withdrawal of Membership.

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

IV. FUNCTIONS

A. Responsibilities. The TRCC shall:

1. Consider and coordinate the views of organizations in the state that engage in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations.
2. Conduct itself in accordance with applicable laws and regulations and shall not direct any Partner Agency to act in a manner contrary to law.
3. Review and evaluate new technologies for keeping highway safety data and traffic records systems current and secure.
4. Review and support the state's multi-year Traffic Records Coordinating Committee Strategic Plan. The TRCC Strategic Plan, as required under 23 C.F.R. § 1300.22 (c), shall:
 - (a) Describe specific, quantifiable, and measurable improvements that are anticipated in the state's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
 - (b) For any identified performance measure, use the formats set forth in the Model Performance Measures for State Traffic Records Systems.
 - (c) Identify which highway safety data and traffic records system assessment recommendations the state intends to implement and the performance measures to be used to demonstrate quantifiable and measurable progress.
 - (d) For recommendations that the state does not intend to implement, provide an explanation.

STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
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V. MEETINGS

- A. **Frequency.** The TRCC shall meet no less than three (3) times per year. However, the TRCC will typically meet once per quarter.
- B. **Time & Place.** The time, date, and place of each TRCC meeting shall be set by the TRCC Chairperson.
- C. **Notice.** The TRCC Coordinator shall provide e-mail notification to each TRCC Member of the time, date, and place of upcoming meetings no less than thirty (30) days before each meeting is to take place.
- D. **Attendance.** Meeting attendance may be by means of teleconference, telephone call, or any other communications equipment that allows all persons participating in the meeting to speak and hear all participants. Participation by such means shall constitute presence in person at a meeting.
- E. **Notes.** The TRCC Coordinator shall take notes of all meetings. Approximately one (1) week after each meeting is held, the TRCC Coordinator shall distribute a preliminary draft of such notes to each Partner Agency to allow Partner Agencies the opportunity to review such notes for accuracy, provide feedback, and suggest revisions. Meeting notes will typically be distributed to each Partner Agency as a final draft approximately one (1) week before the next meeting is to be held.

VI. AMENDMENTS

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

VII. TRANSPARENCY

- A. **Open Public Meetings.**
 - 1. All TRCC meetings shall be open to the public in accordance with the Kansas Open Meetings Act (KOMA), K.S.A. 75-4317 *et seq.*, and amendments thereto.
- B. **Open Records.**
 - 1. TRCC records shall be subject to the Kansas Open Records Act and maintained in accordance with records retention laws and policies.

**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
CHARTER**

DECLARATION OF ADOPTION

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

TRCC CHAIRPERSON:

Chris Bortz

Printed Name
Assistant Bureau Chief,
KDOT Bureau of Transportation Safety

Title

6/29/23

Date

Signature



**STATE OF KANSAS
TRAFFIC RECORDS COORDINATING COMMITTEE
APPENDIX A – LEADERSHIP**

TRCC CHAIRPERSON:

Chris Bortz

Printed Name

Assistant Bureau Chief,
KDOT Bureau of Transportation Safety

Title

6/29/23

Date

Signature

TRCC COORDINATOR:

Amy Smith

Printed Name

Traffic Records Coordinator

Title

6-29-23

Date

Signature

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

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

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

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

I. INTRODUCTION

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

TRCC Report Purpose – The Kansas TRS performance measurements enable the TRCC to make judgments about the effectiveness and efficiency of its plan, processes, and programs. The performance measurements also provide a holistic view of the strategic plan’s progress towards achieving the TRCC’s goals and objectives. Kansas TRCC leaders utilize the performance measurement results in this report to make ongoing decisions about their initiatives, processes, and performance. Each measurement contains a narrative, trend and data analysis observations and graphs, and a summary with trend indicator as described in the table to the right.

Indicator	Description
	Signifies a materially positive trend in the performance measurement.
	Signifies no change, or a neutral trend, in the performance measurement.
	Signifies a materially negative trend in the performance measurement.
NEW	Signifies a new performance measurement without enough data to establish a trend.

II. SUMMARY OF PERFORMANCE MEASURES

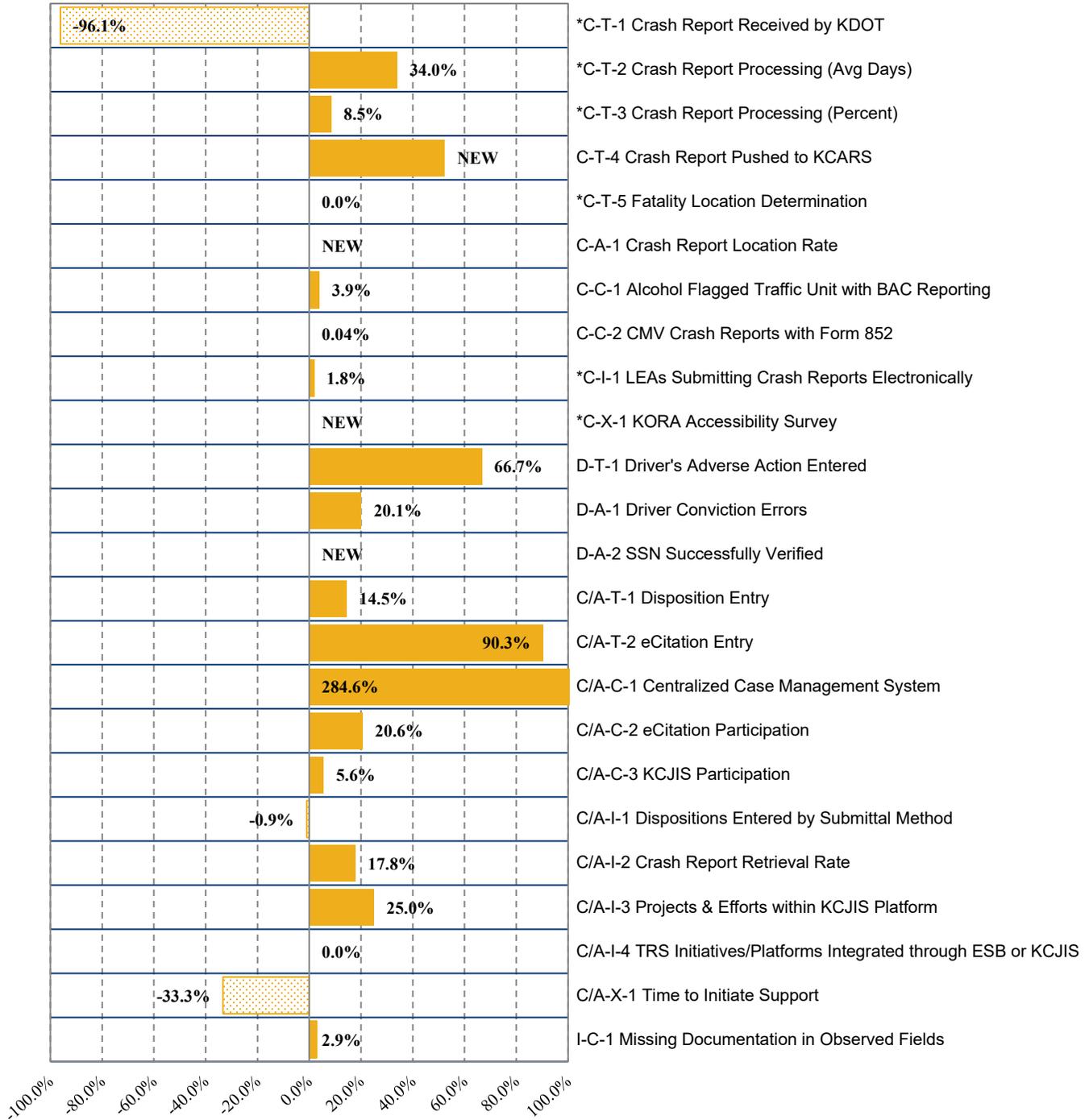
In the Model Performance Measures for State Traffic Records Systems, NHTSA identified 61 model performance measures for the six core State traffic records data systems. These measures are utilized by NHTSA and the TRCC to quantify systemic improvements to the traffic records systems.

One goal of the TRCC this reporting period was to continue measuring its performance in improving traffic records based on the NHTSA traffic records review. Those areas that appeared to have the greatest need are targeted by the updated Traffic Records Coordinating Committee (TRCC) Strategic Plan, which in turn makes them monitoring priorities. The following table depicts the areas that the TRCC is currently measuring in this report.

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

The following Measured Improvement Since Previous Year summary indicates the year-over-year percentage change of each metric. The measures for each year are calculated for the period of performance from April 1, 2022, to March 31, 2023, unless noted with an (*).

Measured Improvement Since Previous Year



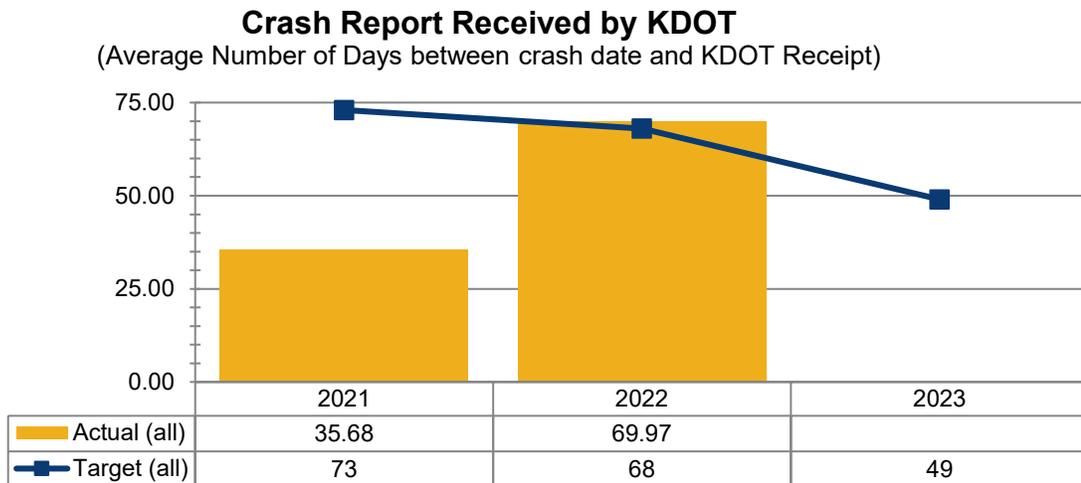
III. CRASH DATABASE MEASURES

C-T-1: Timeliness – Crash Report Received by KDOT

Reporting Period: January 1st – December 31st

A key factor in collecting accurate crash data is ensuring crash reports are submitted to KDOT quickly after crashes. By law, any crash occurring on or involving a public roadway which results in death or injury to a person or total property damage of \$1,000 or more must be reported to the Kansas Department of Transportation (KDOT) within ten (10) days after investigation. Crash reports can be submitted to KDOT in either paper or electronic format. The sooner KDOT receives crash reports, the sooner the information can be submitted to the TRS and pushed to Kansas Crash Analysis & Reporting System (KCARS) for reporting and analysis. For measurements in this report, “KDOT Receipt” is the first date associated with a crash report and is generally the date that an electronic/PDF copy of the crash report is created.

This “Crash Report Received by KDOT” measurement shows the average number of days between a crash date (where available) and the KDOT Receipt date for crash reports that were processed during the calendar year. During the 2022 calendar year, the overall average number of days between the date of a crash to when it was received increased by 34.29 days. When looking at electronic and paper submissions separately, those that are submitted electronically are usually submitted more quickly than those that are submitted by paper. For example, during the 2022 calendar year, the average number of days for receipt of electronic crash reports was 46.92 while the average number of days for receipt of paper crash reports was 88.34 days. Once the Kansas Crash Data System (KSCDS) is designed and implemented, this measurement of overall timeliness should improve as the rate of electronic submittals increases.



[REVISED MEASUREMENT]: This measurement was renamed from “Report Submittal” to more clearly identify that it is related to KDOT receipt of crash reports. Additionally, it now shows the average number of days

SUMMARY	
 Negative	<i>The average number of days from a crash to first receipt of crash reports increased from 35.68 days to 69.97 days in calendar year 2022; this is a 96.1% diminishment from last year.</i>

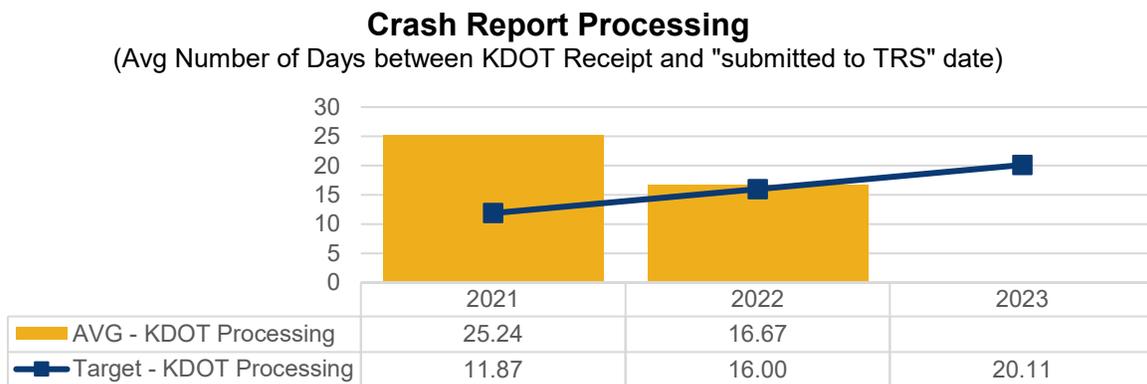
from crash to first receipt for all crash reports, instead of measuring the average number of days for receipt of paper and electronic crash reports separately. These separate averages for paper and electronic reports are called out in the narrative.

III. CRASH DATABASE MEASURES (CONTINUED)

C-T-2: Timeliness – Crash Report Processing (Avg Days) Reporting Period: January 1st – December 31st

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

This “Crash Report Processing (Avg Days)” measurement shows the average number of days between KDOT’s receipt of a crash report and the most recent submitted to TRS date for crash reports that were submitted to the TRS during the calendar year. During calendar year 2022, the average number of days observed for this measurement decreased by 8.57 days, from 25.24 to 16.67 days.



*The Target line is increasing due to being calculated from a 3-year average. In 2019, the AVG - KDOT Processing was 3.69. A downward trend for the Target should resume once that outlier is no longer included.

[REVISED MEASUREMENT]: This revision split the “Crash Report Processing” measurement into two separate measurements. C-T-2 measures the average number of days between KDOT receipt and the most recent “submitted to TRS” date; and C-T-3 measures the

SUMMARY	
 <i>Positive</i>	<i>The average number of days between KDOT receipt of a crash report and its submittal to the TRS decreased from 25.24 days to 16.67 days in calendar year 2022. This is a 34.0% improvement.</i>

percentage of crash reports, grouped by length of time, between the crash date and the most recent "submitted to TRS" date. The groupings used for C-T-3 are <30 Days, 30-90 Days, and >90 Days.

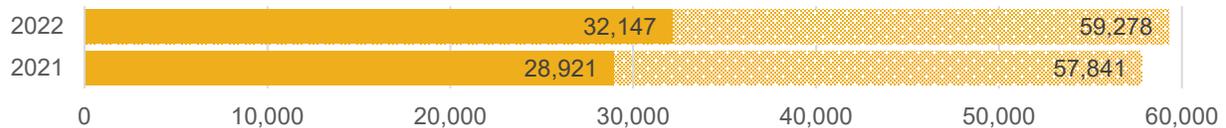
III. CRASH DATABASE MEASURES (CONTINUED)

C-T-3: Timeliness – Crash Report Processing (Percent) Reporting Period: January 1st – December 31st

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

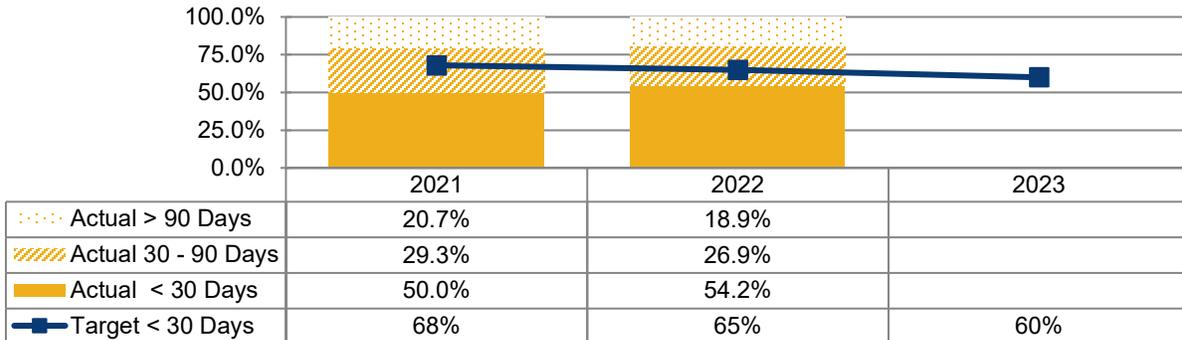
This “Crash Report Processing (Percent)” measurement shows the percentage of crash reports that were submitted to the TRS in less than 30 days, 30-90 days, and more than 90 days after the crash date for crash reports that were submitted to the TRS during the calendar year. During the calendar year 2022, the number of crash reports submitted to the TRS increased by 1,437 from the prior year. Additionally, the number of crash reports that were submitted to the TRS in less than 30 days after the crash date increased by 3,226. The combined effect of these changes results in an increase in the percentage of crash reports that were submitted to the TRS less than 30 days after the crash date.

Crash Reports Processed (<30 days v. total)



Crash Report Processing

(Percentage Within 30 Days, 30-90 Days, and Over 90 Days)



*The Target line is decreasing due to being calculated from a 3-year average. In 2019, the Actual <30 Days was 65.7%. An upward trend for the Target should resume in the near future.

[REVISED MEASUREMENT]: This revision split the “Crash Report Processing” measurement into two separate measurements. C-T-2 measures the average number of days between KDOT receipt and the most recent submitted to TRS date; and C-T-3 measures the percentage of crash reports, grouped by length of time between the crash date and the most recent submitted to TRS date. The groupings used for C-T-3 are <30 Days, 30-90 Days, and >90 Days.

SUMMARY	
 <i>Positive</i>	<i>The percentage of crash reports accepted by the system within 30 days of the crash date increased from 50.0% to 54.2% in calendar year 2022. This is an 8.5% improvement.</i>

III. CRASH DATABASE MEASURES (CONTINUED)

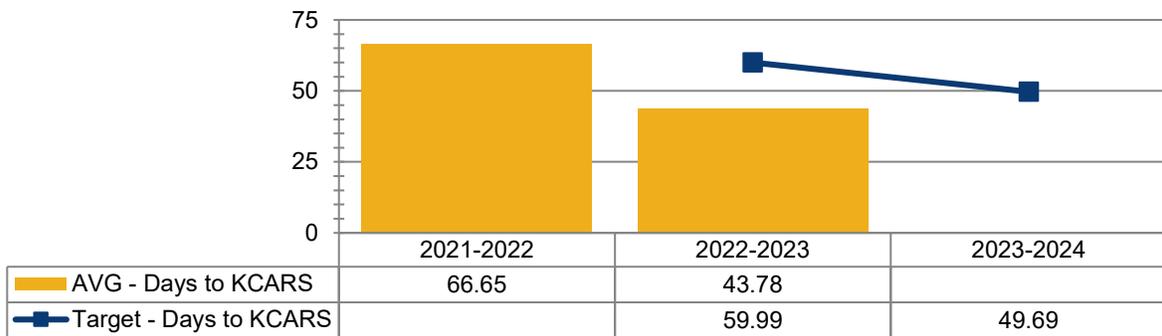
C-T-4: Timeliness – Crash Report Pushed to KCARS Reporting Period: April 1st – March 31st

[NEW]

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

This “Crash Report Pushed to KCARS” measurement shows the average number of days from the crash date to the pushed to KCARS date of crash reports with a crash date during the reporting period. For the 2023 reporting period, there was a decrease of 22.87 days in the observed average number of days from crash date to the date that a crash report was “pushed to KCARS.”

Crash Report Pushed to KCARS
(average number of days from crash date to KCARS)



SUMMARY	
 <i>Positive</i>	<p><i>The average number of days between the crash date and the date a report was “pushed to KCARS” decreased from 66.65 days to 43.78 days in the 2023 reporting period. This is a 52.2% improvement.</i></p>

III. CRASH DATABASE MEASURES (CONTINUED)

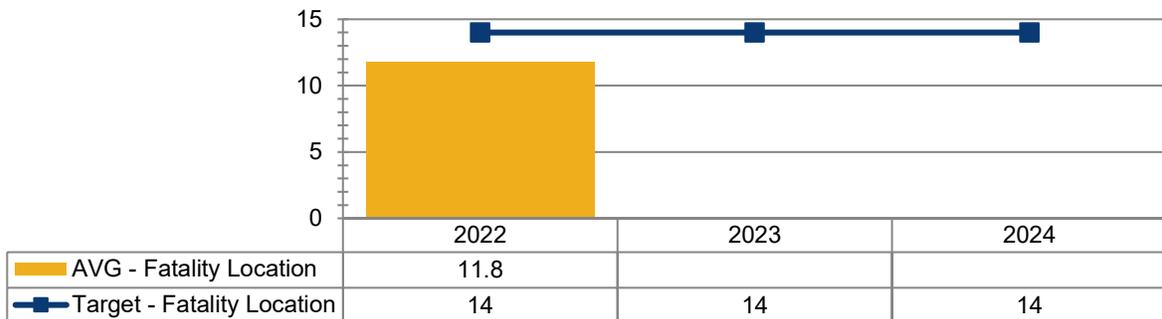
C-T-5: Timeliness – Fatality Location Determination Reporting Period: January 1st – December 31st

[NEW]

The TRCC funded a contract with the University of Kansas Center for Research-Data Access and Support Center (KUCR-DASC) for a variety of automated and semi-automated routines to locate (geocode) and offset crash records to their corresponding intersection. “Offset” is when the final location determination has been offset from the intersection according to either the officer data, manual location, or via milepost marker. KUCR-DASC began tracking the number of days between receipt of a crash report and when the fatality location determination was made available to KDOT with crash reports in 2022. This is part of a new contractual expectation for fatality crash reports to have a location determination available to KDOT within two weeks of receipt. Reducing the amount of time before a fatality location determination is available to KDOT enables earlier analysis by our partners; allowing them to make decisions related to Kansas infrastructure and roadway safety measures.

This “Fatality Location Determination” measurement shows the average number of days between KUCR-DASC’s receipt of a fatality crash report, and the location determination being made available to KDOT. In the 2022 calendar year, the average number of days between receipt and location determination was 11.8 days.

Fatality Location Determination (Avg Days)
(KUCR-DASC receipt to location determination available to KDOT)



[SUMMARY](#)

NEW

2022 is the first year tracking the average number of days for location determination of fatality crashes. A trend cannot be determined until more data is obtained.

III. CRASH DATABASE MEASURES (CONTINUED)

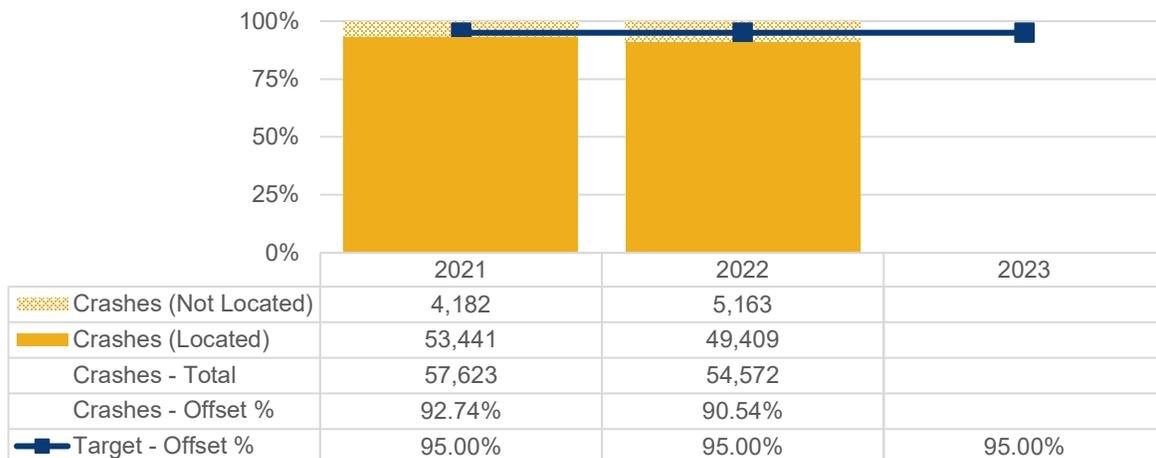
C-A-1: Accuracy – Crash Report Location Rate Reporting Period: January 1st – December 31st

[NEW]

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

This “Crash Report Location Rate” measurement shows the percentage of crash reports that occurred during the 2022 calendar year that have a location determination available to KDOT. As of April 24th, the overall location rate for the 2022 calendar year is 90.54%, which is 2.2% lower than what was observed by the end of processing for the 2021 calendar year. However, this rate is expected to continue to improve before the June 30th benchmark date shown in the contract.

KUCR-DASC Location Determination
(percentage of crash reports with a location available to KDOT)



CONTRACTUAL EXPECTATIONS:		
	Expected (by 6/30/23)	Actual (4/24/23)
Fatality	100%	100%
Highway	95%	88.00%
Injury	90%	92.26%

SUMMARY	
NEW	These location determination rates are snapshots from a certain date. In the future, the snapshot will be obtained on the same date each year to allow for a trend to be determined.

III. CRASH DATABASE MEASURES (CONTINUED)

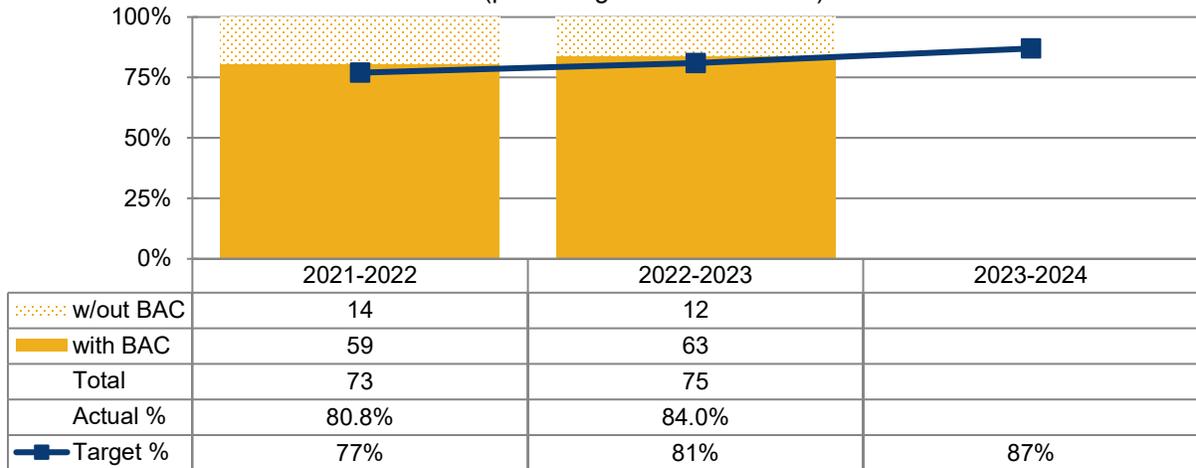
C-C-1: Completeness – Alcohol Flagged Traffic Units with BAC Reporting (Fatality Only)

Reporting Period: April 1st – March 31st

Reporting of Blood Alcohol Content (BAC) test results is a required field on the statewide crash reporting form for any crash where impairment by a substance is suspected. Ensuring that crash reports are submitted with complete BAC data (when required) will provide more accurate and complete alcohol-related fatality statistical data for the State of Kansas and other interested parties.

This “Alcohol Flagged Traffic Units with BAC Reporting (Fatality Only)” measurement shows the percentage of alcohol flagged traffic units listed on fatality crash reports where the BAC information has been completed. This measurement supports the TRCC goal of decreasing the number of blank or unknown BAC fields on State fatality crash reports, which are in turn submitted to the FARS database. For the 2023 reporting period, there were 75 alcohol flags denoting a suspected impairment on fatality crash reports, and 63 of those contained the completed BAC data. This puts the percentage of alcohol flags with complete BAC data in 2023 at 84.0%, which is an increase from 80.8% in the 2022 reporting period.

Alcohol Flagged Traffic Units in Fatality Crashes
(percentage w/ BAC Results)



[REVISED MEASUREMENT]: This measurement was renamed from “Blood Alcohol Content Reporting” and the narrative and data more

SUMMARY	
 <i>Positive</i>	<p>The percentage of alcohol flagged traffic units on fatality crash reports with completed BAC reporting increased from 80.8% to 84.0% in the 2023 reporting period. This is a 3.9% improvement.</p>

clearly identifies that it is related to the percentage of traffic units involved instead of a percentage of crash reports.

III. CRASH DATABASE MEASURES (CONTINUED)

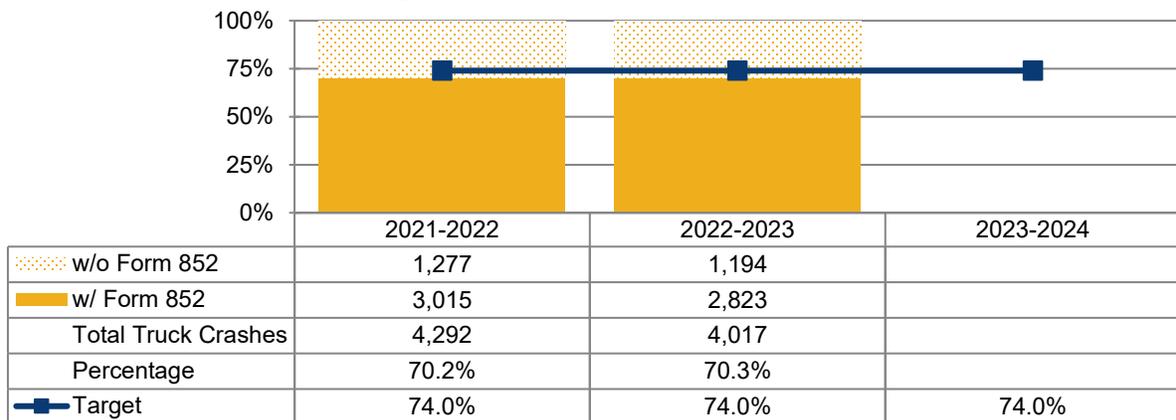
C-C-2: Completeness – CMV Crash Reports with Form 852

Reporting Period: April 1st – March 31st

Whenever a commercial motor vehicle (CMV) is involved in a crash, officers are required to complete a Truck/Bus Supplement (KDOT Form 852) to the crash report. This additional page of the crash report provides further commercial vehicle details such as the number of trailers and cargo being carried at the time of the incident. Kansas hopes to improve the completeness of the CMV crash reports by ensuring that KDOT Form 852 has been completed and submitted for all crashes involving a truck.

This “CMV Crash Reports with Form 852” measurement shows the percentage of crash reports involving a CMV that had a completed Truck/Bus Supplement. During the 2023 reporting period, the total number of crash reports involving a CMV decreased from 4,292 to 4,017. This decrease, along with a similar reduction in the number of CMV crash reports with an attached Truck/Bus Supplement, calculated to an increase from 70.2% to 70.3%. TRCC keeps this as a priority portion of Kansas’s completeness measurement metric.

Commercial Motor Vehicle Crash Reports
(percentage with Truck/Bus Supplement completed)



SUMMARY	
 Neutral	<p>The percentage of CMV crash reports with the Truck/Bus Supplemental (Form 852) increased from 70.2% to 70.3% in the 2023 reporting period.</p>

III. CRASH DATABASE MEASURES (CONTINUED)

C-I-1: Integration – LEAs Submitting Crash Reports Electronically **[NEW]**
Reporting Period: January 1st – December 31st

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

This “LEAs Submitting Crash Reports Electronically” measurement shows the percentage of LEAs that submitted at least one crash report in an electronic format as part of the total crash reports processed by KDOT during the calendar year. In 2022, KDOT processed crash reports that were submitted by 304 LEAs, which is a decrease of 8 LEAs from the prior year. Additionally, there was a decrease from 129 to 128 LEAs that submitted at least one crash report in electronic format. These combined decreases calculate to an increase of 0.8% in this “LEAs Submitting Crash Reports Electronically” measurement percentage. As part of the KSCDS design and implementation, KDOT plans to work with some of the larger Records Management System (RMS) vendors to support XML submission of crash reports. This measurement of integration should improve as more options are made available for LEAs to submit crash reports electronically.

	SUMMARY
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Positive

The percentage of LEAs that submitted at least one (1) crash report electronically increased from 41.3% to 42.1% in calendar year 2022. This is an 1.8% improvement.

Percentage of Submitting Agencies (by method of submittal)



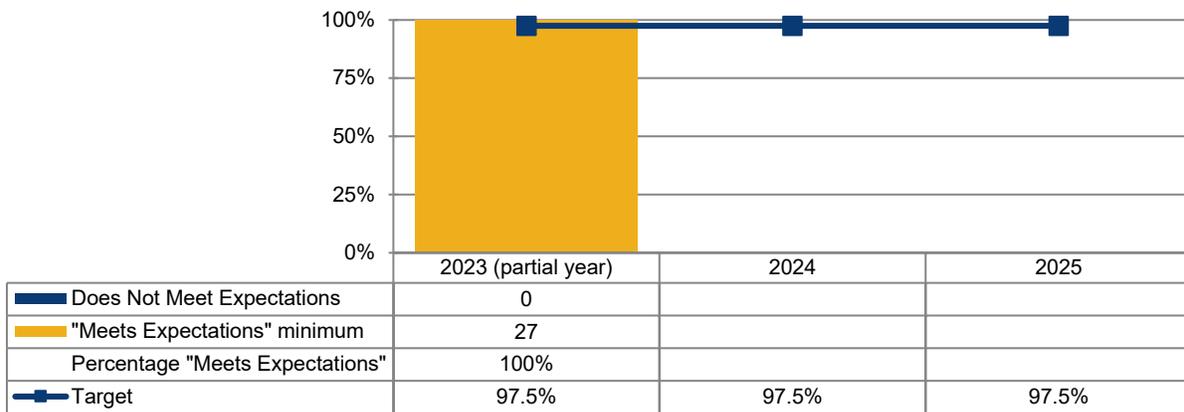
III. CRASH DATABASE MEASURES (CONTINUED)

C-X-1: Accessibility – KORA Accessibility Survey **[NEW]**
 Reporting Period: January 1st – December 31st (partial year only)

Requests for information regarding crash reports go through the KDOT Open Records Request process related to the Kansas Open Records Act (KORA). Each month, users that received crash data through the KORA request process are included in a “KORA Accessibility Survey.” The Survey asks the users to rank their experience as it relates to 1) quality, 2) quantity, 3) timeliness, 4) problems/issues, and 5) overall within a 1-3 or 0-3 scale, where 2 lines up with a “Meets Expectations” ranking and 3 lines up with an “Exceeds Expectations” ranking. Additionally, there is an open format question for comments, suggestions, or concerns.

This “KORA Accessibility Survey” measurement shows the percentage of responses that were designated as at least “Meets Expectations” (i.e., a 2 or higher) from users that completed the KORA Accessibility Survey. This survey kicked off in 2023, and our first responses were received in February from users that received crash data in January. As such, the information provided here is for a partial year and only includes surveys completed between February 1, 2023, and May 5, 2023.

KORA Survey - User Satisfaction



SUMMARY	
NEW	<i>Responses to the first KORA Accessibility Surveys were received in February 2023. A trend cannot be determined until more data is obtained.</i>

IV. DRIVER DATABASE MEASURES

D-T-1: Timeliness – Driver’s Adverse Action Entered

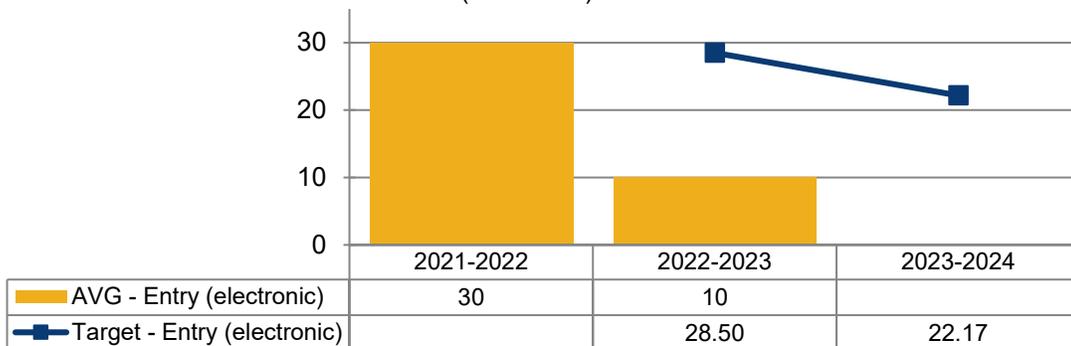
[NEW]

Reporting Period: April 1st – March 31st

Notification of final adjudication of a citation is provided by Kansas courts to the Kansas Department of Revenue (KDOR) to be entered into the KanLicense system. These notifications are received both electronically and by paper. Any minor conviction received electronically goes through an automated (or “electronic”) process and is entered into KanLicense. All major convictions, and any minor conviction received on paper, go through a “manual entry” process.

This “Driver’s Adverse Action Entered” measurement shows the mean number of days from the date of a driver’s adverse action to the date the adverse action is entered into KanLicense for convictions that are entered electronically. For the 2023 reporting period, the number of convictions that were entered into KanLicense electronically decreased from 89,556 to 75,714. Additionally, the mean number of days for adverse actions entered through “electronic” entry decreased from 30 days to 10 days.

Average Number of Days for Driver's Adverse Action Entry
(Electronic)



 <i>Positive</i>	SUMMARY
	<i>The mean number of days between an adverse action and when it was entered into KanLicense for electronic entry decreased from 30 to 10 days. This is a 66.7% improvement.</i>

IV. DRIVER DATABASE MEASURES (CONTINUED)

D-A-1: Accuracy – Driver Conviction Errors

[NEW]

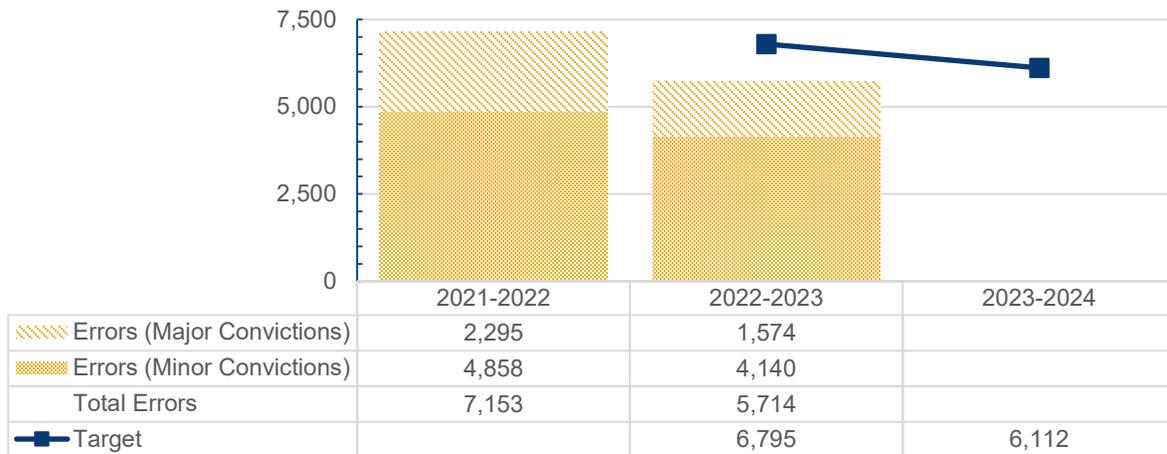
Reporting Period: April 1st – March 31st

The TRCC funded a contract with the Kansas Highway Patrol (KHP) for reimbursement for 400 driver's license readers, which were implemented during Quarter 1 of Federal Fiscal Year 2023. Driver's license readers are used to read and decode 2D Bar Codes on ID Cards and driver's licenses and allow for automated data entry of driver's license information. This automated data entry will provide KHP (and their downstream partners) with enhanced accuracy in driver's license information by removing, or significantly reducing, manual entry. As one of the downstream partners, KDOR provides reporting on the total errors observed within the KanLicense system.

This "Driver Conviction Errors" measurement shows the total number of errors observed by KDOR in both major and minor convictions that were submitted by the district courts. During the 2023 reporting period, there were a total of 5,714 errors observed, which is a decrease of 1,439 errors from the previous year. Daily error reports may be utilized by KDOR in the future to enhance reporting capabilities which would allow reporting to identify Driver's license information errors in addition to Driver Conviction Errors.

Driver's License Errors

(in both major and minor convictions)



SUMMARY	
 Positive	The total number of errors in major and minor conviction errors decreased from 7,153 to 5,714. This is a 20.1% improvement.

IV. DRIVER DATABASE MEASURES (CONTINUED)

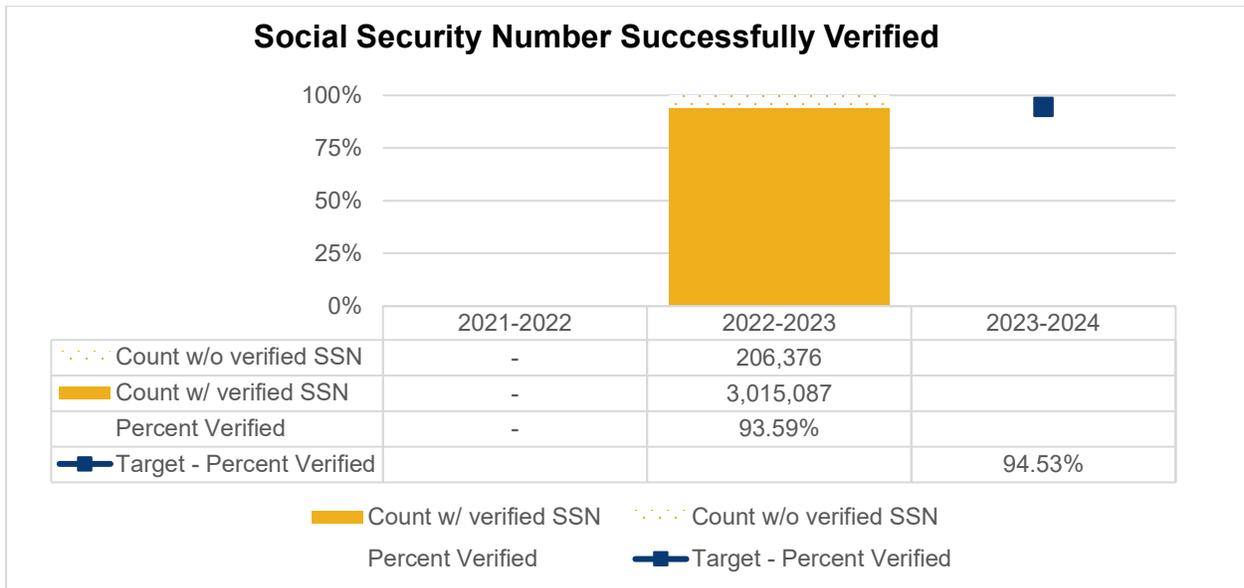
D-A-2: Accuracy – SSN Successfully Verified

Reporting Period: April 1st – March 31st

[NEW]

When records are received by KDOR with a Social Security Number (SSN) provided, KDOR’s process is to verify the SSN through Social Security Online Verification (SSOLV) as a way of providing accurate records in KanLicense.

This “SSN Successfully Verified” measurement shows the percentage of records on KanLicense where the SSN was provided and successfully verified using Social Security Online Verification (SSOLV) or other means. The data provided for this measurement shows a snapshot of the system, and there currently isn’t a way to capture this measurement for previous time periods. The intention is to obtain this measurement at the same time each year to show an increase/decrease in the percentage of records that have a successfully verified SSN. During the 2023 reporting period, 93.59% of the records on KanLicense had the SSN verified.



SUMMARY	
NEW	<p><i>The data for this measurement is a snapshot from a certain date. In the future, the snapshot will be obtained on the same date each year to allow for a trend to be determined.</i></p>

V. CITATION/ADJUDICATION DATABASE MEASURES

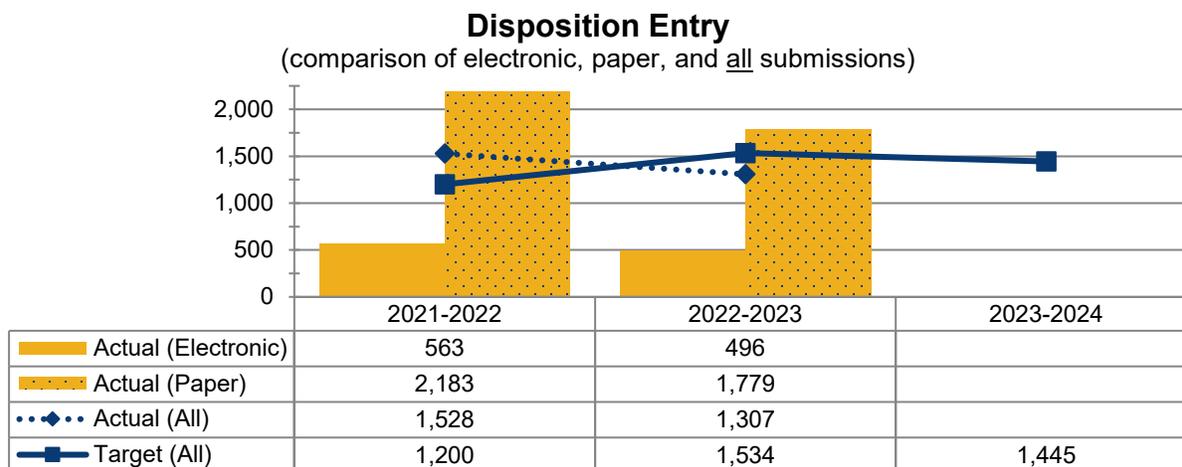
C/A-T-1: Timeliness – Disposition Entry

Reporting Period: April 1st – March 31st

Historical records of arrests and dispositions for criminal activity in Kansas are maintained in the Criminal History Repository at the Kansas Bureau of Investigation (KBI). Timeliness of disposition entry into the repository improves their availability as part of an individual’s criminal history record within a single file. Kansas tracks the length of time it takes for dispositions to be entered by KBI into the Criminal History Repository after the dispositions are submitted by municipal and district courts and prosecutors. These dispositions are submitted both by paper and electronically with electronic submissions being automatically entered after some data quality processes and paper submissions being manually entered by KBI staff as time permits.

This “Disposition Entry” measurement shows a comparison of the average number of days from the date of an offense to the date that the disposition is entered into the Criminal History Repository for electronic submissions and paper submissions. For the 2023 reporting period, the overall average number of days for disposition entry decreased by 221 days from the prior year and the average number of days for both methods of submission also decreased. Additionally, the average number of days to enter electronic submissions continues to be much lower than the average number of days to enter paper submissions.

KBI continues with a backlog entry project that has affected both the number of days to enter and the percentage of paper dispositions entered into the Criminal History Repository. Kansas expects this trend to continue until the backlog of historical disposition data from prior year cases has been cleared.



The process for determining Target changed in 2022; it is now based on an average of the previous 3 years.

SUMMARY

The average number of days for entry of convictions into the Criminal History Repository decreased from 1,528 to 1,307. This is a 14.5% improvement.

Positive

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

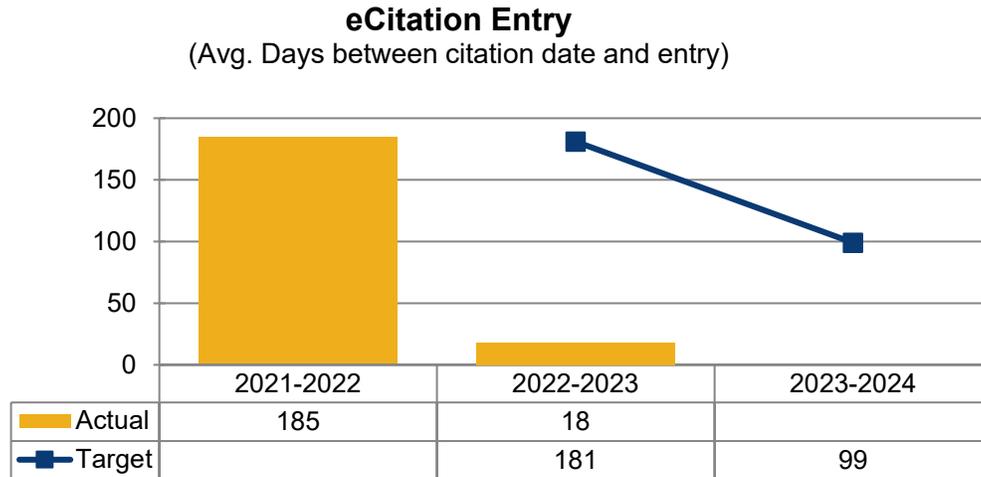
C/A-T-2: Timeliness – eCitation Entry

[NEW]

Reporting Period: April 1st – March 31st

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

This “eCitation Entry” measurement shows the average number of days between the date of a citation and the date that the citation is entered into the eCitation Repository. For the 2023 reporting period, there was a decrease of 167 days to enter citations into the eCitation Repository. During the 2022 reporting period, software was implemented, and it took some time to get records into the repository; but, in the current reporting period the agencies that are submitting are well established and the citations are getting entered much faster.



SUMMARY	
 <i>Positive</i>	<p>The average number of days for entry of citations into the eCitation Repository decreased from 185 to 18 days. This is a 90.3% improvement.</p>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

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

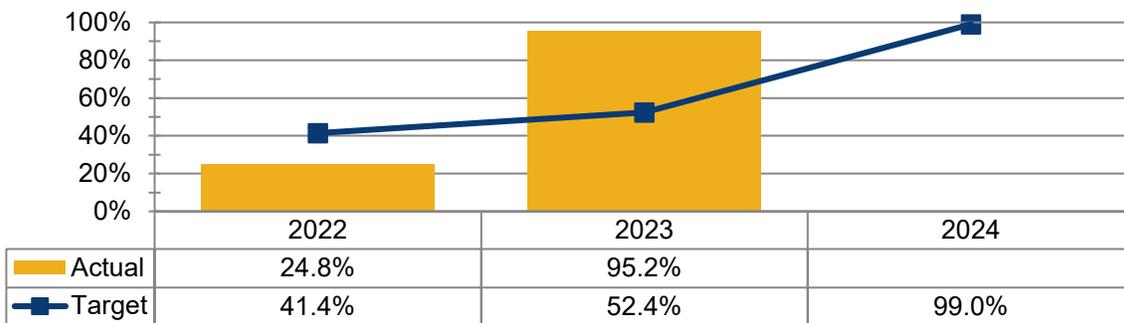
[NEW]

Reporting Period: April 1st – March 31st

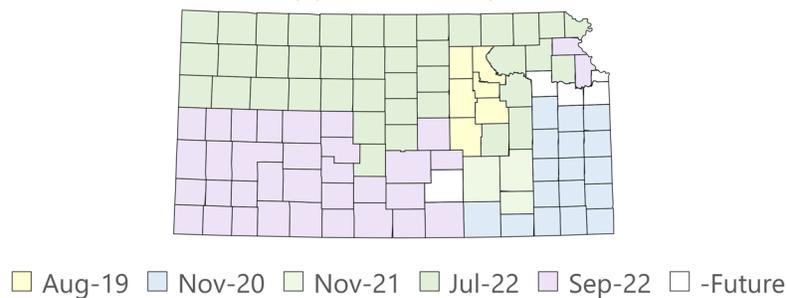
The Centralized Case Management System is a key component to the Kansas Supreme Court’s eCourt plan and will complete the conversion from local, paper-driving processes to a statewide electronic one. This will allow improved access to case information, details, and records from across the state to authorized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

This “Centralized Court Management System” measurement shows the percentage of Kansas counties that have been brought online to the Centralized Case Management System. During the 2023 reporting period, an additional 75 counties (17 judicial districts) were brought online. Cumulatively, this amounts to 100 of Kansas’ 105 counties being online. The Appellate courts and four (4) of the remaining five (5) counties are scheduled to be brought online in 2023. And the final county has not yet been scheduled for their “go live” date.

Kansas Counties on the Centralized Case Management System
(cumulative)



Counties brought online to the Centralized Case Management System
(by Month - Year)



Powered by Bing
© GeoNames, TomTom

SUMMARY	
 <i>Positive</i>	<i>The cumulative percentage of counties that are online increased from 24.8% to 95.2% in the 2023 reporting period. This is an 284.62% improvement.</i>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-C-2: Completeness – eCitation Participation

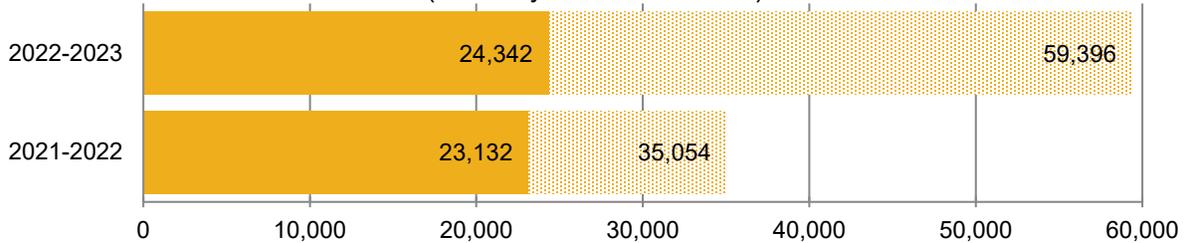
Reporting Period: April 1st – March 31st

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

This “eCitation Participation” measurement shows the percentage of potential law enforcement agencies that are registered to submit to the eCitation Repository, along with the number of citations received during each year. When comparing the 2022 and 2023 reporting periods, there was an increase of seven (7) agencies registered to submit citations and an increase of 1,210 citations received. As additional RMS vendor interface options are enabled, Kansas expects an increase in both the number of agencies registered and the number of citations received.

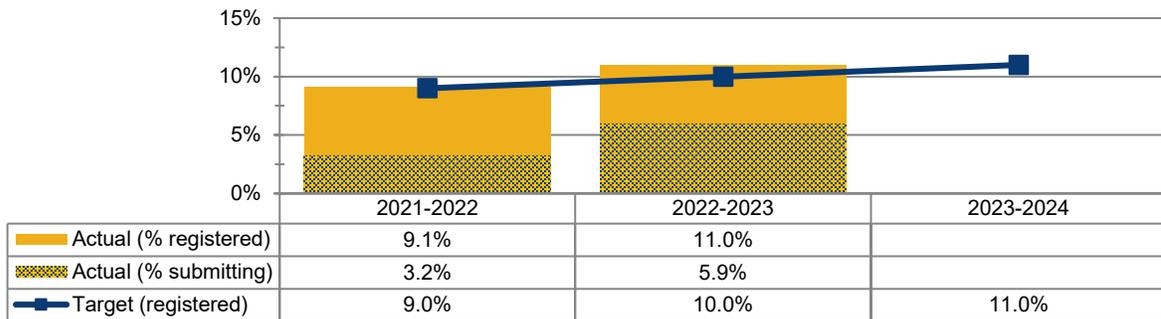
Citations Received into the eCitation Repository

(current year v. cumulative)



Registered Law Enforcement Agencies

(percentage registered to submit records to the eCitation Repository)



[REVISED MEASUREMENT]: Previously this measurement was reported as “Accessibility,” but the measurement is more closely linked to “Completeness.” It provides information related to how complete the Citation/Adjudication data set is based on how many agencies participate.

SUMMARY	
 Positive	The percentage of registered agencies increased from 9.1% to 11.0% in the 2023 reporting period. This is an 20.6% improvement.

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

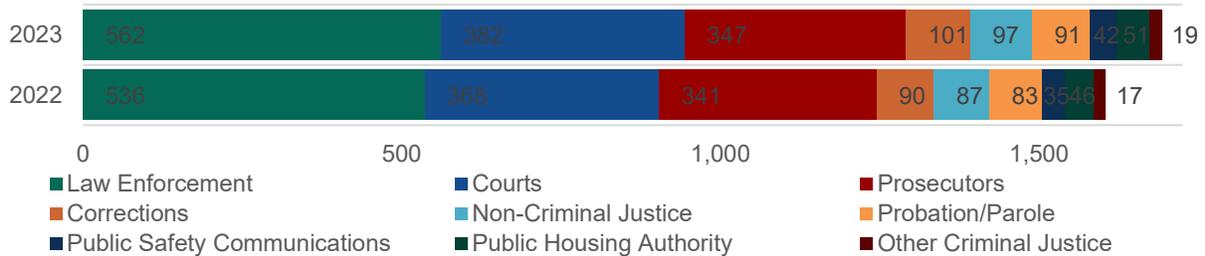
C/A-C-3: Completeness – KCJIS Participation Reporting Period: April 1st – March 31st

[NEW]

The Kansas Criminal Justice Information System (KCJIS) shares sensitive criminal justice information with local, tribal, state, and federal agencies in all 105 counties of Kansas. The integrated system provides daily operating information used by criminal justice, public officials, and policymakers in Kansas and elsewhere. It consists of many separate information repositories, affiliated systems, and a variety of agencies. There are currently over 10,000 KCJIS users managed through the Identity and Access Management (IAM) System. This system manages authorization and authentication for those users to applications and repositories on KCJIS, which allows access to crash records, incident and offense records, citation records, and disposition records. The IAM contract is expected to improve accessibility for KCJIS users by bringing the platform into compliance with current standards.

This “KCJIS Participation” measurement shows the number of agencies participating in KCJIS Infrastructure, along with a summary listing of the number of agencies that fall into each category (e.g., corrections, courts, law enforcement, prosecutors, etc.). In the 2023 reporting period there was an overall increase of 89 agencies participating in KCJIS. Additionally, every existing category identified in 2022 experienced an increase in participating agencies.

Agencies (grouped by category)



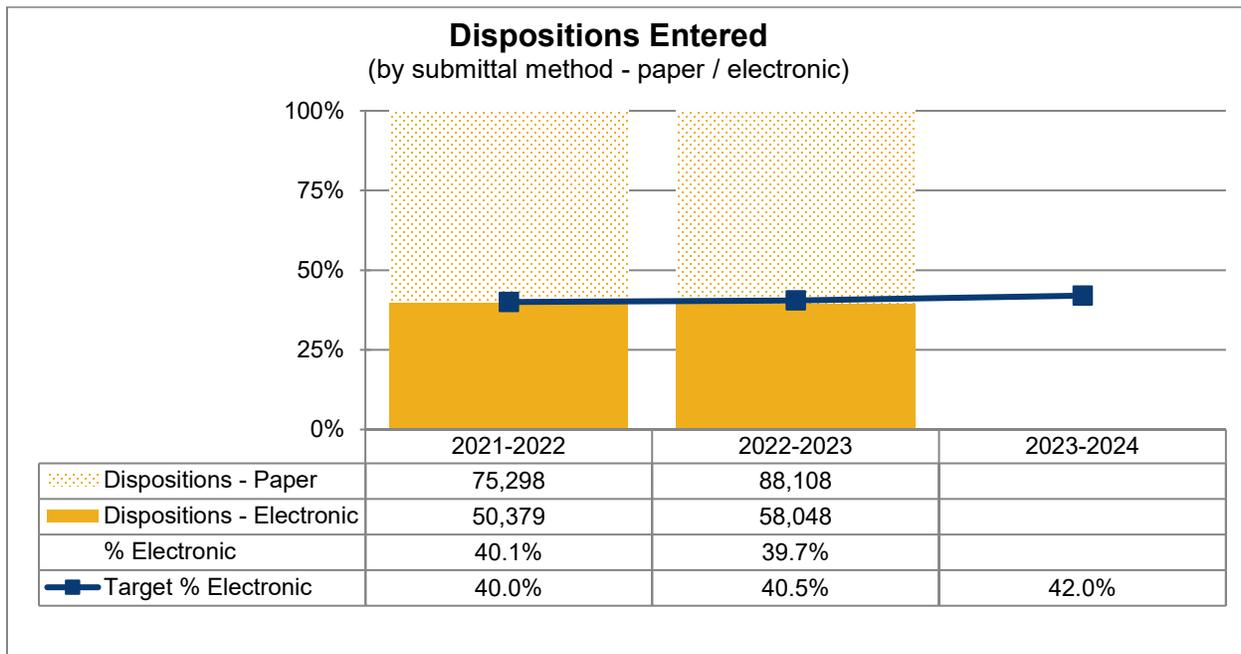
SUMMARY	
 Positive	<p>The number of agencies participating in KCJIS increased from 1,603 to 1,648 in the 2023 reporting period. This is an 5.6% improvement.</p>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-1: Integration – Dispositions Entered by Submittal Method Reporting Period: April 1st – March 31st

TRCC’s e-disposition effort was deployed to allow municipal and district courts and prosecutors to submit dispositions electronically. Electronic submission reduces the potential for manual data entry errors and reduces the level of effort associated with manual entry. In addition, electronic disposition submittal significantly reduces the length of time from offense to entry in the Criminal History Repository.

This “Dispositions Entered by Submittal Method” measurement shows the percentage of dispositions entered into the Criminal History Repository that were submitted electronically. For the 2023 reporting period, the combined total number of dispositions entered increased by 20,479 and the number of dispositions entered that were submitted on paper and electronically increased by 12,810 and 20,479, respectively. When considering all of these increases, the percentage of electronic dispositions entered decreased slightly during this reporting period.



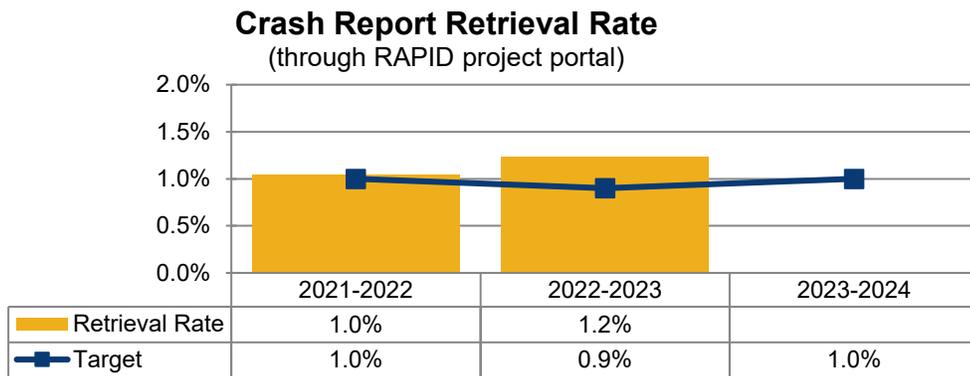
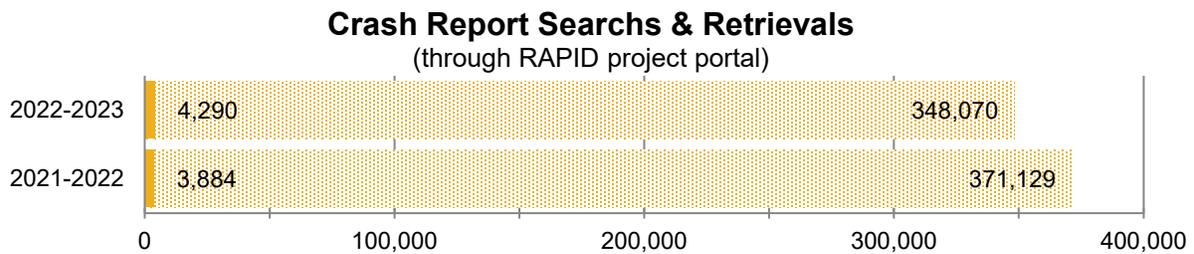
SUMMARY	
 Negative	<i>The percentage of dispositions entered into the Criminal History Repository that were submitted electronically decreased from 40.1% to 39.7.0% in the 2023 reporting period. This is an 0.9% diminishment.</i>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-2: Integration – Crash Report Retrieval Rate Reporting Period: April 1st – March 31st

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

This “Crash Report Retrieval Rate” shows the percentage of crash report searches through the RAPID project portal that resulted in a crash report retrieval. During the 2023 reporting period, the number of searches (including both simple and advanced searches) within the RAPID portal decreased by 23,059 searches from the prior year. However, there was an increase of 406 crash reports retrieved as a result of those searches. The calculated retrieval rate for the 2023 reporting period is 1.2% and is an increase from the rate observed in the 2022 reporting period.



[REVISED MEASUREMENT]: Previously Crash Record Searches and Crash Record Retrievals were reported separately. The new measurement combines them and measures the percentage of searches that ended in a retrieval. Additionally, the previous versions of this measurement were reported as “Accessibility,” but there was no link between the measurement and user satisfaction. The measurement seems to fit better as “Integration” as it provides information related to the integration between the Crash and Citation/Adjudication data sets.

SUMMARY	
 <i>Positive</i>	<i>The percentage of crash record searches performed through the RAPID Project Portal that resulted in a retrieval increased from 1.0% to 1.2% in the 2023 reporting period. This is an 17.8% improvement.</i>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-3: Integration – Projects & Efforts within KCJIS Platform

[NEW]

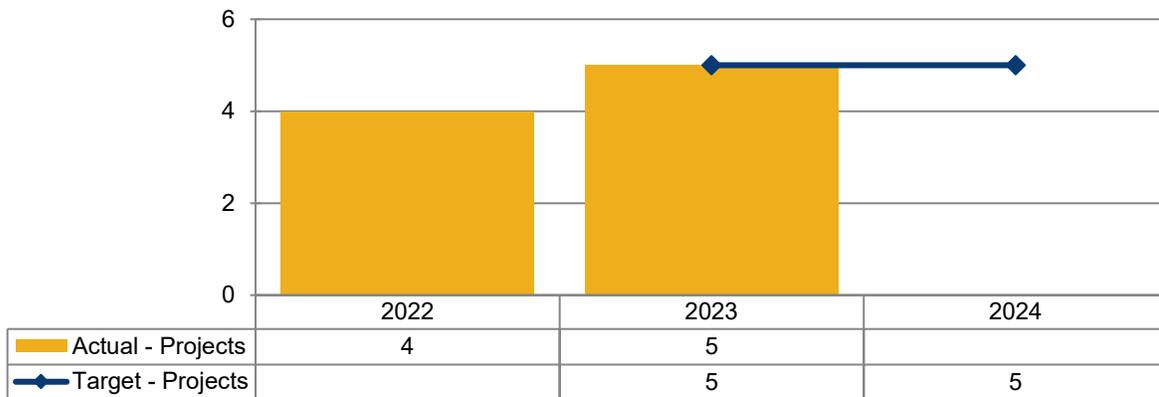
Reporting Period: April 1st – March 31st

The TRCC funded a contract with the Kansas Bureau of Investigation for a project titled “Systems Architect Position” to hire and maintain a System Architect to support TRS architecture and infrastructure in place within the Kansas Criminal Justice Information System (KCJIS) Platform, along with supporting ongoing modernization of KCJIS and TRS integration.

This “Projects & Efforts within KCJIS Platform” measurement shows the number of tasks within the KCJIS Platform that involved the Systems Architect Position and were related to maintaining and improving integration with the Traffic Records System. In the 2023 reporting period, there were five (5) tasks, projects, and/or efforts that involved the Systems Architect and were also related to maintaining or improving integration of KCJIS and TRS. These tasks are listed next to the Summary at the bottom of this page.

Projects & Efforts within KCJIS Platform

(related to maintaining/improving integration & involving the System Architect Position)



Project & Efforts within KCJIS Platform
<ul style="list-style-type: none"> Integrating the eStatute interface in the DNA System replacement.
<ul style="list-style-type: none"> KDOR driver restriction code issue for the KCJIS Portal and central message switch.
<ul style="list-style-type: none"> Integration planning and development consultation for the new KIBRS system.
<ul style="list-style-type: none"> Decommissioning BizTalk.
<ul style="list-style-type: none"> AFIS Replacement integration design through the ESB for Arrest data.

SUMMARY	
 Positive	<p>The number of tasks that were related to maintaining or improving integration with TRS and involving the System Architect Position increased from 4 to 5 in the 2023 reporting period. This is a 25% improvement.</p>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

C/A-I-4: Integration – TRS Initiatives Integrated through ESB or KCJIS Portal [NEW]

Reporting Period: April 1st – March 31st

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

This “TRS Initiatives Integrated through ESB or KCJIS Portal” measurement shows the number of the TRS initiatives and platforms that are integrated through either the ESB or KCJIS Portal. In the 2023 reporting period, there were ten (10) TRS initiatives and platforms integrated through ESB or KCJIS Portal. This is the same number of initiatives and platforms that were reported as integrated in the previous year. These TRS initiatives and platforms integrated through ESB and KCJIS Portal are listed next to the Summary below.

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

SUMMARY	
 <i>Neutral</i>	<p><i>The number of initiatives or platforms that are integrated with ESB or KCJIS Portal remained at 10 in the 2023 reporting period. There is no change in this measurement.</i></p>

V. CITATION/ADJUDICATION DATABASE MEASURES (CONT'D)

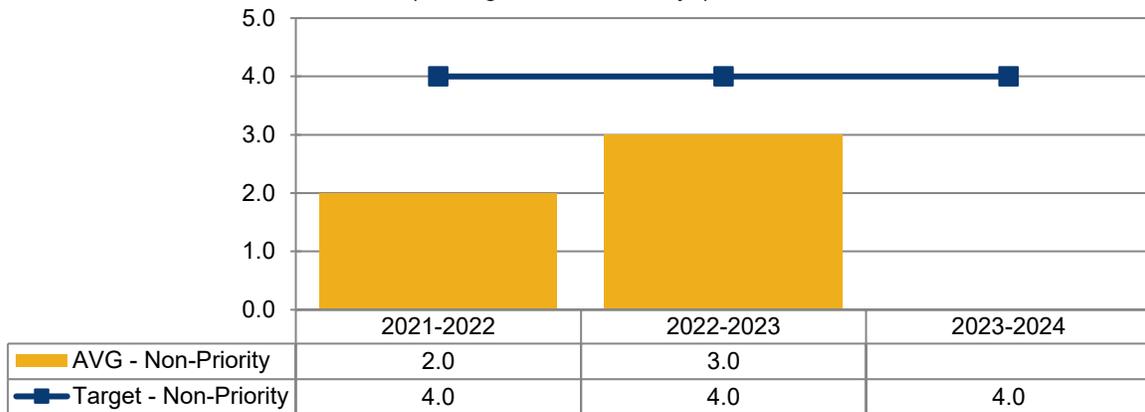
C/A-X-1: Accessibility – Time to Initiate Support Reporting Period: April 1st – March 31st

[NEW]

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

This “Time to Initiate Support” measurement shows the average number of days needed to initiate support items for any identified necessary changes to a TRS-related system, architecture, or platform. In the 2023 reporting period, there were three (3) identified necessary changes, and the average response time to initiate support items was three (3) days. These identified necessary changes are listed below. When comparing the 2023 reporting period with the previous year, there was one (1) additional day needed to initiate support items.

Time to Initiate Support for Non-Priority Items
(average number of days)



Identified necessary changes to TRS-related systems
<ul style="list-style-type: none"> • Build code table API for use between applications.
<ul style="list-style-type: none"> • Add the ability to use the newer AMVA codes in the KCJIS search.
<ul style="list-style-type: none"> • eDisposition search timeout error.

SUMMARY	
 Negative	<i>The average number of days needed to initiate support items increased from 2 days to 3 days during the 2023 reporting period. This is a 33.3% diminishment from last year.</i>

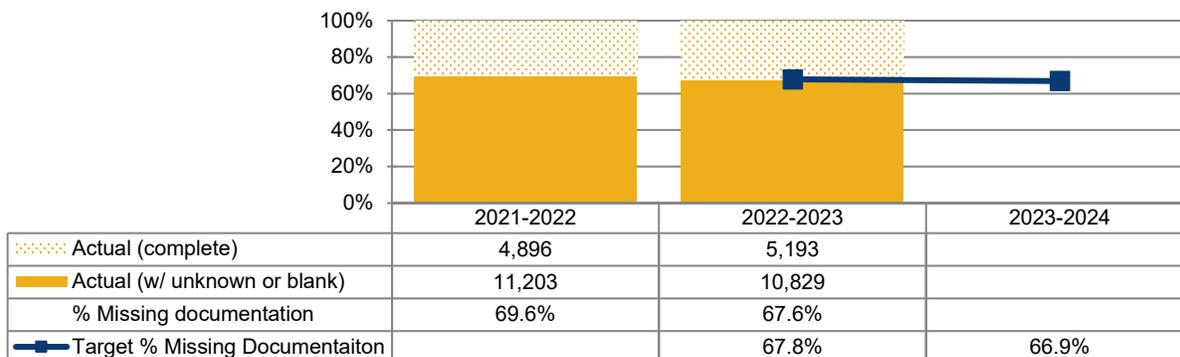
VI. EMS/INJURY SURVEILLANCE DATABASE MEASURES

I-C-1: **Completeness – Missing Documentation in Observed Fields** [NEW] Reporting Period: April 1st – March 31st

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

This "Missing Documentation" measurement shows the percentage of EMS Motor Vehicle Crash (MVC) responses with missing documentation in one of the fields listed below. During the 2023 reporting period, there were 16,464 EMS MVC responses, with 442 of those responses having the crew cancelled or the patient DOA. Since we would not expect the observed fields to be completed for those responses they were excluded from this measurement. Of the remaining 16,022 EMS MVC responses, there were 10,829 responses with at least one unknown or blank value in the observed fields. This results in a decrease of 2.0% in this "Missing Documentation in Observed Fields" measurement when compared to the previous year.

EMS Patient Care Reports with one or more unknown or blank value
 (in observed field list)



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

SUMMARY	
	<p>The percentage of EMS MVC responses with missing documentation in the observed fields decreased from 69.6% to 67.6% in the 2023 reporting period. This is a 2.9% improvement.</p>

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

Impaired Driving (Drug and Alcohol)

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

KDOT will continue its grant with a media contractor to develop and increase traditional and non-traditional media opportunities targeting 18–34-year-old males, high school students, and pickup truck drivers. Educating court personnel will also be addressed through training from our Kansas Traffic Safety Resource Prosecutor. The state has a significant investment in the DRE program and will continue to fund training and provide education opportunities for these officers through the KHP Breath Alcohol Unit. Currently the DRE program is almost at 100 but more are needed to adequately cover the state. In the International Association of Chiefs of Police 2022 Annual Report, the 91 Kansas DREs performed 322 enforcement evaluations which gave them a 3.54 ratio (evaluations per DRE) which ranks them 5th in evaluations per DRE for our NHTSA counterparts in regions 6, 7, and 8.

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

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

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

Authority and Basis for Operation of Task Force

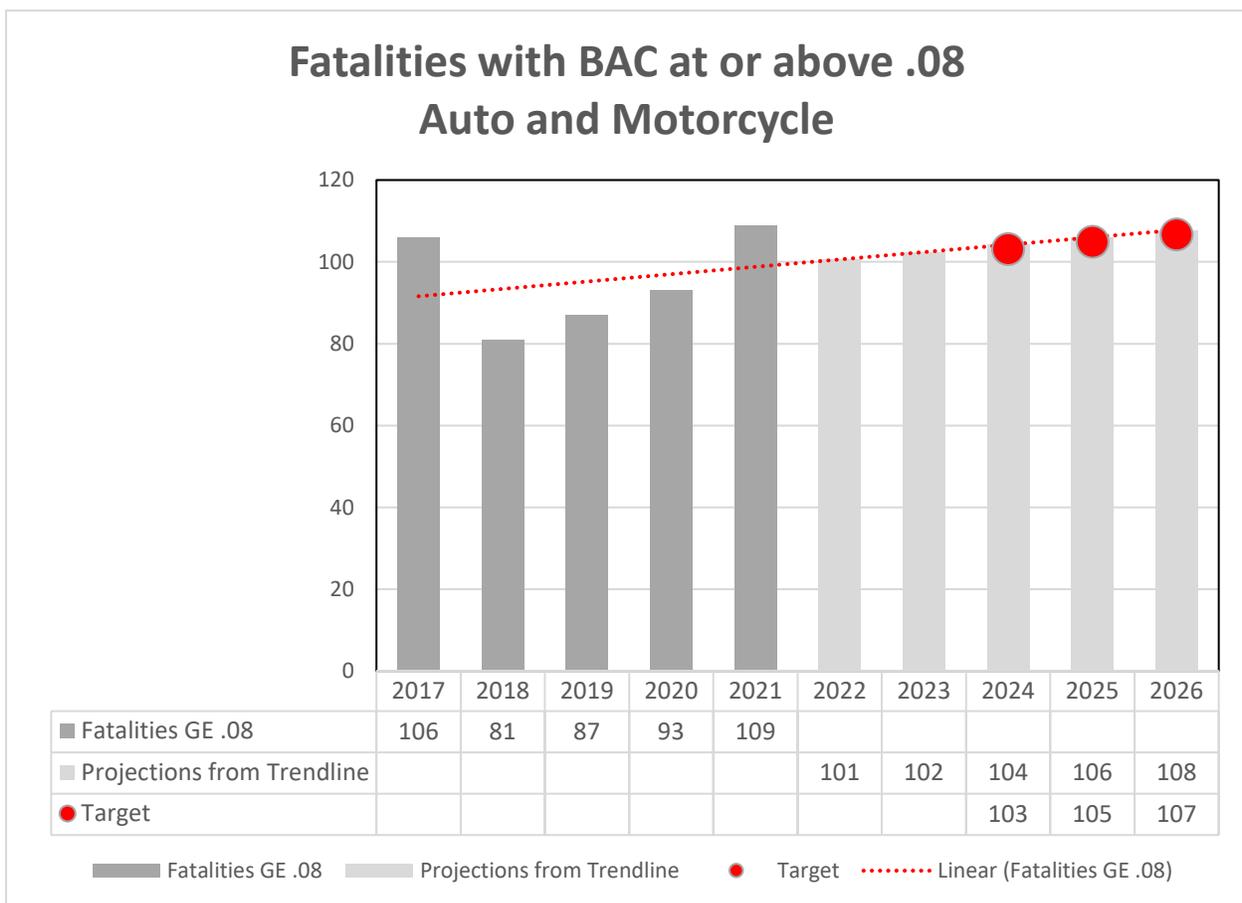
The Statewide Impaired Driving Task Force has the authority as promulgated by the Secretary of Transportation to set the priorities for impaired driving initiatives for Kansas in support of the Strategic Highway Safety Plan and the Highway Safety Plan. This is accomplished by majority rule and each member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

**Impaired Driving Task Force
2024 ROSTER IMPAIRED DRIVING EMPHASIS TEAM**

First	Last	Position	Email
Noel	Schneider	Behavioral Safety Coordinator	noel.schneider@ks.gov
Corey	Kenney	Asst. Attorney General - TSRP	Corey.Kenney@ag.ks.gov
Norraine	Wingfield	Consultant	nwingfield705@outlook.com
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Tammy	Allen	Supervisor	tammy.allen@ks.gov
Tim	Anderson	DRE Instructor	Tim.Anderson@ks.gov
Chris	Bauer	Captain - KHP	Christopher.Bauer@ks.gov
Aaron	Breitenbach	Assistant District Attorney	Aaron.Breitenbach@sedgwick.gov
Kristi	Carter	Criminal History Records Mgr.	Kristi.Carter@kbi.ks.gov
Michael	Christopher	Kansas Director	Michael.Christopher@dot.gov
Bradley	Diel	Night Shift Patrol Supervisor (Lt.)	Bradley.Diel@jcks.com
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Rob	Istas	DRE Instructor (Lt.)	Rob.Istas@ks.gov
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Tenille	Kimberlin	Director	tkimberlin@dcca.org
Daniel	Kiser II	Law Enforcement Liaison	dkiserlel@gmail.com
Jerod	Breit	Interim KS Director of MADD	Jerod.breit@madd.org

First	Last	Position	Email
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Matt	Payne	State DRE Program Coordinator (Lt.)	Matthew.Payne@ks.gov
Amanda	Pfannenstiel	Laboratory Improvement Specialist	Amanda.Pfannenstiel@ks.gov
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Troy	Wells	Law Enforcement Liaison	Wellsd0537@cox.net

Performance Target Justification



Goal Statement

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

The 2024 five-year average projection based upon the trendline indicates 104 fatalities. As required in BIL targets and goals with no increase, they will be set

reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 103 fatalities in 2024. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 105 fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

The 2026 five-year average projection based upon the trendline indicates 108 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 107 fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

Countermeasure Strategy: Communication Campaigns
Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	Adult Education and Awareness Project enables the Behavioral Safety Section to print selected materials, coordinate public information and education committees, conduct, or help sponsor special events and support activities related to prevention of impaired driving.
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Sub-Recipient:	KDOT			
Location served:	Statewide			
Community:	Statewide			
Project Number	SP-4700-23			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405d Impaired Driving Low (FAST)			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication Campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
<u>Estimated 3-year funding</u>	\$200,000	\$200,000	\$200,000	\$600,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

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

	FAST Act 405d	BIL 405	BIL 405	FY24-26
Estimated 3-year funding	\$ 15,000	\$ 15,000	\$ 15,000	\$ 45,000

Countermeasure Strategy:

Communication Campaign

Project and subrecipient information

Project Name & Description:	Judge’s Training The Judicial Training program will work in conjunction with the Kansas Office of Judicial Administration and administered by KDOT. The curriculum will target the drug impaired driver and the highlight the additional training and expertise in our law enforcement community.
Sub-Recipient:	Kansas Attorney General’s Office
Location served:	Statewide
Community:	Municipal judges
Project Number	SP-4710-23
Match:	\$0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	405d Impaired Driving Low (FAST)*
Problem Identification	The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol-related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol. Kansas judges are confronted with complicated impaired driving cases that require extra training and expertise to successfully and equally adjudicate.
Countermeasure Justification	Impaired driving sanctions and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.
Target (link to strategy)	The Kansas Attorney General’s Traffic Safety Resource Prosecutor will administer and implement a statewide

	program providing technical assistance and training to municipal judges in the aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 402d*	BIL 405d*	BIL 402	FY24-26
Estimated 3-year funding EXAMPLE ONLY	\$10,000	\$12,000	\$15,000	\$37,000

Countermeasure Strategy: Communication and Education Campaign

**Countermeasure Strategy: Prosecutor Training:
Project Safety Impacts**

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	<p>Traffic Safety Resource Prosecutor (TSRP) The Traffic Safety Resource Prosecutor (TSRP) shall provide continued legal educational training, technical assistance, and other services to all partners in the criminal justice community (prosecutors, judges, and law enforcement). This training will help participants to investigate, prosecute and adjudicate impaired driving (drug and alcohol) cases.</p> <p>The TSRP shall also represent Kansas as an impaired driving subject matter expert not only on the state level but on the national level through attending and/or presenting at training sessions, conferences, and workshops.</p>
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	On occasion the TSRP may assist local prosecutors with the prosecution of impaired driving cases which are extremely complex or are of high notoriety.			
Sub-Recipient:	Kansas Attorney General's Office			
Location served:	Statewide			
Community:	Law enforcement, judges, prosecutors, and community members			
Project Number	SP-4709-24			
Match:	\$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d			
Problem Identification	<p>The involvement of alcohol and drugs are significant contributing factors in many motor vehicle crashes and injuries. Approximately 2,000 people are involved in alcohol-related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers.</p> <p>In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. Cannabis is the most common or frequent illicit drug identified among impaired drivers. Nearly two-thirds of US trauma center admissions are due to motor vehicle crashes with almost 60% of such patients testing positive for drugs and/or alcohol.</p> <p>Kansas law enforcement officers and prosecutors are confronted with complicated impaired driving cases that require extra training and expertise to successfully prosecute.</p>			
Countermeasure Justification	Impaired driving sanctions and alcohol impaired driving legislative reviews are effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
Target (link to strategy)	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of drug and alcohol-related crashes and overall traffic fatalities.			
Funding source ID	FY24	FY25	FY26	Total
FAST Act 405d Impaired Driving Low				

	FAST Act 405d	BIL 405	BIL 405	FY24-26
Estimated 3-year funding EXAMPLE ONLY	\$378,600	\$378,600	\$378,600	\$1,135,800

Countermeasure Strategy:

Prosecutor Training

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

Project and subrecipient information

Project Name & Description:	Traffic Safety Resource Prosecutor This project will support the Traffic Safety Resource Prosecutor (SP-4709-24) on training and specific traffic case law and legislation on non-impaired driving issues. The TSRP shall offer this support to all participants in the criminal justice profession (ie. prosecutors, judges, law enforcement, etc.) as well as to other traffic safety partners and communities.
Sub-Recipient:	Kansas Attorney General's Office
Location served:	Statewide
Community:	Criminal justice professionals and community members
Project Number	SP-1703-24
Match:	\$ 0
Local Benefit:	100%
Federal Equipment:	No
Eligible Use of Funds:	405d
Problem Identification	From 2017 through 2021 Kansas has hovered around 100 speed-related traffic fatalities per year and vulnerable road user fatalities have not had a measurable decrease but appear to be on the rise. Therefore, the expertise of the TSRP in traffic law must be utilized to continue to educate and offer support across the state to all traffic safety partners. The traffic safety crisis involves much more than just impaired drivers and we must address all causations to truly embrace the Safe System Approach.
Countermeasure Justification	Communication and Outreach for speed management, distracted and drowsy driving, and vulnerable road users are

	all effective strategies referenced in the Countermeasures that Work manual. Allocated funds are appropriate.			
Target (link to strategy)	The TSRP will administer and implement a statewide program providing technical assistance and training in the prosecution of traffic laws statewide aimed at reducing the incidence of speeding, distracted driving crashes and overall traffic fatalities.			
Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405	BIL 405	FY24-26
Estimated 3-year funding	\$ 20,000	\$ 20,000	\$ 20,000	\$ 60,000

Countermeasure Strategy:

Prosecutor Training and Community Outreach and Education

Countermeasure Strategy: High Visibility Enforcement Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

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

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

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

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	Fake ID This project includes the active involvement of local media and law enforcement at every stage. The grant will provide the funding for press releases, media contacts, radio, posters, and signage for
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	liquor establishments. In addition, social media ads will run through the campaign specifically targeting 16–20-year-olds in targeted counties and any other counties identified for each enforcement period. A coalition of law enforcement will begin targeted enforcement of liquor establishments and social hosting/underage drinking parties. The enforcement activities will be routine enforcement with tickets issued and investigation of the production or sources of the fake IDS will also be conducted.			
Sub-Recipient:	DCCCA			
Location served:	Statewide			
Community:	Urban and rural			
Project Number	SP4701-24			
Match:	\$0			
Local Benefit:	0%			
Federal Equipment:	No			
Eligible Use of Funds:	402			
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Underage individuals were cited for drinking though this project. This project will utilize community engagement to identify where enforcement efforts will take place.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the <i>Countermeasures That Work</i> document and funds allocated are appropriate.			
Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through high visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
<u>Funding source ID</u> 402	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$30,000	\$30,000	\$30,000	\$90,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

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

Countermeasure Strategy:

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

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

High Visibility Enforcement

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

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

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

Project and subrecipient information

Project Name & Description:	<p>Breath Alcohol Unit (BAU)</p> <p>This program provides numerous impaired driving resources throughout all regions and counties of the state. Local sobriety checkpoints, saturation patrols, Standard Field Sobriety Testing (SFST) training, Advanced Roadside Impaired Driving Enforcement (ARIDE) training, and Drug Recognition Expert (DRE) training are just a few of the resources this unit offers to local agencies based upon their respective needs.</p> <p>In 2019, the Kansas Legislature changed the impaired driving statute to include oral fluids as an acceptable test. In FFY 23 the KHP has cleared the way for a small rollout of sixteen oral fluid testing devices to be used by experienced DREs throughout the state. These DREs have been selected to represent both urban and rural communities and areas in most need of resources. Currently there are 91 DREs serving Kansas. In the International Association of Chiefs of Police 2022 Annual Report, our 91 Kansas DREs performed 322 enforcement evaluations which ranked them 5th in evaluations per DRE (3.54 ratio) for our NHTSA counterparts in regions 6, 7, and 8.</p>
Sub-Recipient:	Kansas Highway Patrol
Location served:	Statewide
Community:	Statewide
Project Number	SP-4706-24
Match:	\$0
Local Benefit:	100%
Federal Equipment:	No

Eligible Use of Funds:	405d FAST			
Problem Identification	Throughout 2016-2020 (and projected through 2024-2026) alcohol impaired driving fatalities account for at least twenty percent of fatalities. Data also shows that impairment is not limited to alcohol but drugs, as well as polydrug use (more than one substance in the system), has become more prevalent.			
Countermeasure Justification	According to the Countermeasures that Work manual, high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving are effective strategies and funding is applicable.			
Target (link to strategy)	This project targets impaired drivers by providing support, education, and enforcement to local law enforcement and communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities.			
Funding source ID FAST Act 405d Impaired Driving Low	FY24	FY25	FY26	Total
	FAST Act 405	BIL 405	BIL 405	FY24-26
Estimated 3-year funding	\$ 950,000	\$ 950,000	\$ 833,130	\$ 2,850,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	<p>Roving Aggressive Violation Enforcement (RAVE) The Kansas Highway Patrol (KHP) conducts impaired driving prevention through Roving Aggressive Violation Enforcement (RAVE) in areas selected by local communities as problem areas. The concept of RAVE is to reduce the incidences of impaired drivers and other hazardous moving violations which are the primary contributors to traffic crashes on Kansas roadways. RAVE seeks to deploy saturation patrols in locations where DUIs are prevalent, as supported by crash data, KHP data, and input from local community stakeholders. RAVE also extends local resources by responding to local priority traffic problems through collaboration and intelligence sharing. RAVE also liaisons with courts, prosecuting attorneys and other criminal justice professionals to encourage the vigorous prosecution of DUI offenders who frequent our roadways.</p>
Sub-Recipient:	Kansas Highway Patrol
Location served:	Statewide
Community:	Statewide

Project Number	SP-4705-24			
Match:	\$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d			
Problem Identification	<p>Alcohol and Drug- related crashes continue to plague Kansas roadways. Impaired driving represents a serious traffic safety hazard for the traveling public. DUI arrests over the last two years under the RAVE grant have increased to 287 arrests. In 2021, alcohol played a factor in 2,158 crashes and led to 77 people being killed in alcohol related crashes.</p> <p>Kansas alcohol related crashes represented approximately 4% of all crashes and 20% of all fatalities. Research is showing a growing percentage of drug impaired drivers would test positive for more than one drug category as well as alcohol.</p>			
Countermeasure Justification	According to the Countermeasures that Work manual, high-visibility saturation patrols, zero-tolerance enforcement, and enforcement of drug-impaired driving are effective strategies and funding is applicable.			
Target (link to strategy)	<p>This project targets impaired drivers in communities in need and addresses our core measure, C-5 Alcohol impaired driving fatalities.</p> <p>In FFY22 the KHP conducted almost 4,000 public contacts, drove over 42,000 miles, made 160 DUI arrests, issued over 1,300 speeding warnings/citations, and issued over 150 seat belt citations.</p>			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405d	BIL 405d	BIL 405d	FY24-26
<u>Estimated 3-year funding</u>	\$ 200,000	\$ 200,000	\$ 200,000	\$ 600,000

Countermeasure Strategy:

High Visibility Enforcement

Countermeasure Strategy: Youth Programs

Project Safety Impacts

Youth Drinking-and-driving prevention programs coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS). Based on problem

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	Every 15 Minutes This project is a comprehensive educational program on the dangers and consequences of drinking and driving. This project takes a systematic view at fatal crashes from EMS, Law Enforcement, Media, Judicial System, Medical Professionals, and community members perspectives. This project includes a mock crash and a two-day educational program for students participate in.
Sub-Recipient:	TBD
Location served:	TBD
Community:	Targeted at both rural and urban school aged students between 14 – 20 years of age
Project Number	SP4701-24
Match:	\$0
Local Benefit:	0%
Federal Equipment:	No
Eligible Use of Funds:	402
Problem Identification	Drivers ages 20 and under are represented in alcohol/drug related fatalities. Utilizing data, we have identified several communities that have had underage drinking crashes. This project will utilize community engagement with the schools to identify students who are more at-risk.
Countermeasure Justification	Youth drinking-and-driving prevention programs is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.

Target (link to strategy)	Reduce the number of underage drivers, ages 20 and younger, involved in fatal impaired driving crashes through education efforts and selected planned activities. Will positively impact demonstrated problem identification and core performance measure C-9, Number of Drivers, 20 and Under Involved in Fatal Crash (FARS).			
Funding source ID 402	FY24	FY25	FY26	Total
	FAST Act 402	BIL 402	BIL 402	FY24-26
<u>Estimated 3-year funding</u>	\$3,000	\$3,000	\$3,000	\$9,000

Countermeasure Strategy:

Educational Youth Programs

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS **(23 CFR 1300.23(G))**

Countermeasure Strategy: High Visibility Enforcement and Training

Project Safety Impacts

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

Linkage Between Program Area

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

Rationale

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

Project and subrecipient information

Project Name & Description:	Ignition Interlock Device Coordinators The State of Kansas instituted an Ignition Interlock Device (IID) program in 2016 to help stem the tide of Driving Under the Influence and prevent offender recidivism. Since 2013 over 60,000 devices have been installed in offender vehicles. This project funds two KHP troopers as Statewide IID Coordinators to train law enforcement officers on Ignition Interlock Devices, host community and victim-offender panels, and investigate and enforce Ignition Interlock compliance. These Coordinators also educate offenders at every Victim Impact Panel (VIP) that is facilitated by Mothers Against Drunk Driving (MADD). They provide an educational outreach presentation at the end of every VIP which addresses when and where a required IID should be used. It gives them the opportunity to answer any questions from the community (offenders, victims, and/or attendees). Each year these presentations reach nearly 500 offenders. These
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	Coordinators not only educate during their outreach in our communities but also investigate compliance complaints from vendors, civilians, and court staff regarding the over 30,000 IID drivers across the state.			
Sub-Recipient:	Kansas Highway Patrol			
Location served:	Statewide			
Community:	Urban and rural communities			
Project Number	SP-4703-24			
Match:	\$ 0			
Local Benefit:	100%			
Federal Equipment:	No			
Eligible Use of Funds:	405d FAST			
Problem Identification	Since 2013 over 60,000 devices have been installed in offender vehicles. Local and state law enforcement need to know how to find the 4,000 offenders who do not comply with the Courts, how to identify circumvention, and what statues to use when arresting offenders. Additionally, this grant will provide funding to ensure offenders that have the interlock installed are following the guidelines established by this license sanction.			
Countermeasure Justification	According to the Countermeasures that Work manual, alcohol ignition interlocks and DWI offender monitoring are effective strategies and funding is applicable.			
Target (link to strategy)	This project monitors court ordered ignition interlock drivers, habitual impaired drivers, and provides educational and impactful presentations to DUI offenders and impacted communities. This project addresses our core measure, C-5 Alcohol impaired driving fatalities. In FFY 23 these two coordinators instructed over 120 courses to over 1,900 students as well as presented at 34 engagements to over 750 attendees.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405	BIL 405	BIL 405	FY24-26
<u>Estimated 3-year funding</u>	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,050,000

Countermeasure Strategy:

High Visibility Enforcement

Local Partnerships:

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



Part 6: Distracted Driving Grants

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

Distracted Driving Awareness Grant

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

Distracted Driving

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

Distracted Driving Law Grants

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

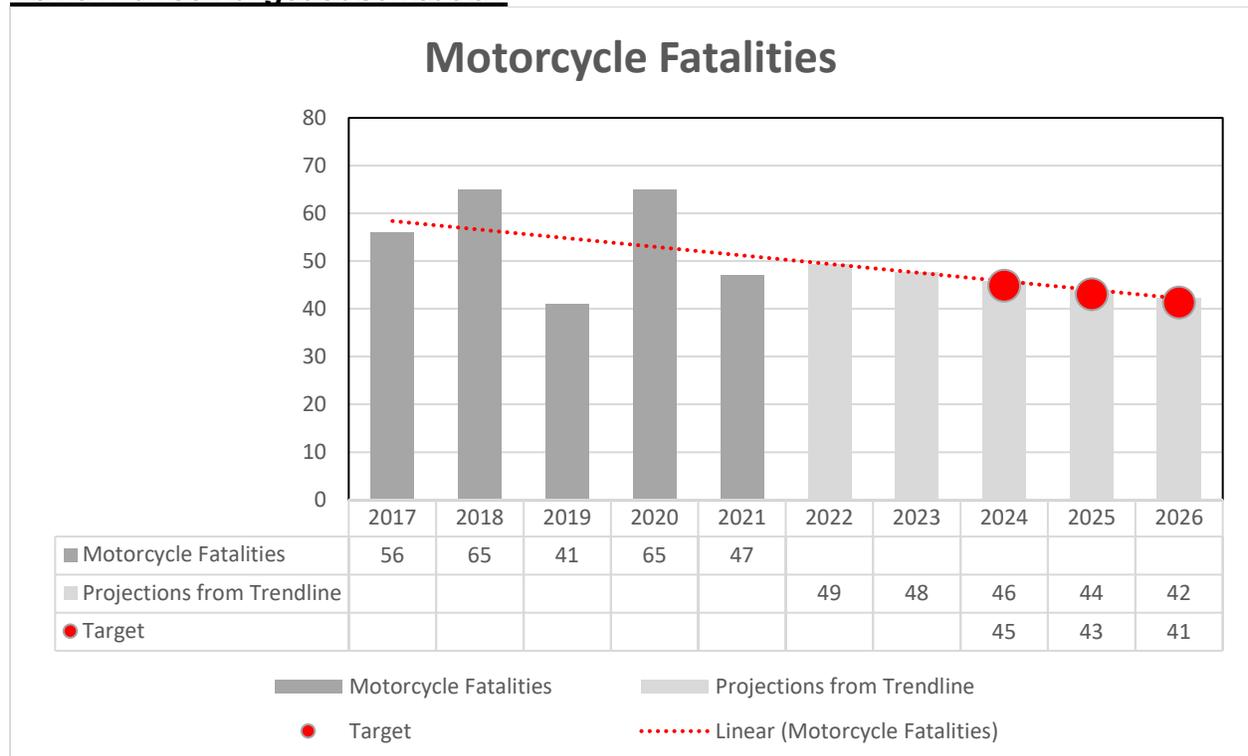
KSA 8-15,111(2)(b) Texting/Hands-Free
KSA 8-291 Violation of restrictions

Part 7: Motorcyclists Safety Grants

Motorcyclists Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is **Maura Fitzgerald, Kansas Department of Transportation**
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at **Motorcycle Safety Program Area**, performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at **Motorcycle Safety Program Area**, the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Performance Target Justification



Goal Statement

C-7 Number of Motorcycle Fatalities:

- The 2024 five-year average projection based upon the trendline indicates 46 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 45 fatalities in 2024. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational.
- The 2025 five-year average projection based upon the trendline indicates 44 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 43 fatalities in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational.
- The 2026 five-year average projection based upon the trendline indicates 42 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2% percent reduction would derive our goal of 41 fatalities in 2026. Based upon recent history, the trendline of the target, the two percent reduction goal is aspirational.

- **Motorcyclist Awareness Program**
Motorcycle/Moped Crashes

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

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

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

County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
ALLEN	2021	0	0	0	0	0	0
ANDERSON	2021	0	0	0	0	0	0
ATCHISON	2021	3	1	2	0	1	2
BARBER	2021	0	0	0	0	0	0
BARTON	2021	4	0	2	2	0	2
BOURBON	2021	1	1	0	0	1	1
BROWN	2021	1	0	1	0	0	1
BUTLER	2021	7	0	6	1	0	7
CHASE	2021	1	0	1	0	0	2
CHAUTAUQUA	2021	0	0	0	0	0	0
CHEROKEE	2021	4	0	2	2	0	2
CHEYENNE	2021	0	0	0	0	0	0
CLARK	2021	0	0	0	0	0	0
CLAY	2021	0	0	0	0	0	0
CLOUD	2021	0	0	0	0	0	0
COFFEY	2021	0	0	0	0	0	0
COMANCHE	2021	0	0	0	0	0	0
COWLEY	2021	9	1	7	1	1	7
CRAWFORD	2021	5	0	3	2	0	3
DECATUR	2021	0	0	0	0	0	0
DICKINSON	2021	0	0	0	0	0	0
DONIPHAN	2021	2	1	1	0	1	1
DOUGLAS	2021	11	0	8	3	0	10
EDWARDS	2021	0	0	0	0	0	0
ELK	2021	0	0	0	0	0	0
ELLIS	2021	4	0	3	1	0	3
ELLSWORTH	2021	0	0	0	0	0	0
FINNEY	2021	4	0	2	2	0	2
FORD	2021	3	0	3	0	0	3
FRANKLIN	2021	3	0	2	1	0	3
GEARY	2021	4	1	2	1	1	2
GOVE	2021	0	0	0	0	0	0
GRAHAM	2021	1	1	0	0	1	0
GRANT	2021	1	0	0	1	0	0
GRAY	2021	0	0	0	0	0	0

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

County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
GREELEY	2021	0	0	0	0	0	0
GREENWOOD	2021	4	1	3	0	1	4
HAMILTON	2021	0	0	0	0	0	0
HARPER	2021	0	0	0	0	0	0
HARVEY	2021	3	1	2	0	1	3
HASKELL	2021	0	0	0	0	0	0
HODGEMAN	2021	1	0	1	0	0	1
JACKSON	2021	1	0	1	0	0	3
JEFFERSON	2021	3	0	2	1	0	2
JEWELL	2021	0	0	0	0	0	0
JOHNSON	2021	80	5	54	21	5	64
KEARNY	2021	0	0	0	0	0	0
KINGMAN	2021	0	0	0	0	0	0
KIOWA	2021	1	0	1	0	0	1
LABETTE	2021	1	1	0	0	1	0
LANE	2021	0	0	0	0	0	0
LEAVENWORTH	2021	12	1	7	4	1	9
LINCOLN	2021	0	0	0	0	0	0
LINN	2021	2	1	1	0	1	3
LOGAN	2021	0	0	0	0	0	0
LYON	2021	4	0	3	1	0	5
MARION	2021	0	0	0	0	0	0
MARSHALL	2021	1	0	1	0	0	1
MCPHERSON	2021	2	0	2	0	0	2
MEADE	2021	0	0	0	0	0	0
MIAMI	2021	2	0	1	1	0	2
MITCHELL	2021	0	0	0	0	0	0
MONTGOMERY	2021	1	0	1	0	0	1
MORRIS	2021	0	0	0	0	0	0
MORTON	2021	0	0	0	0	0	0
NEMAHA	2021	0	0	0	0	0	0
NEOSHO	2021	0	0	0	0	0	0
NESS	2021	0	0	0	0	0	0
NORTON	2021	1	0	1	0	0	2
OSAGE	2021	2	0	2	0	0	2

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

County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)
OSBORNE	2021	1	0	0	1	0	0
OTTAWA	2021	0	0	0	0	0	0
PAWNEE	2021	1	0	1	0	0	1
PHILLIPS	2021	0	0	0	0	0	0
POTTAWATOMIE	2021	3	0	3	0	0	3
PRATT	2021	0	0	0	0	0	0
RAWLINS	2021	0	0	0	0	0	0
RENO	2021	12	0	9	3	0	12
REPUBLIC	2021	0	0	0	0	0	0
RICE	2021	0	0	0	0	0	0
RILEY	2021	17	1	13	3	1	15
ROOKS	2021	0	0	0	0	0	0
RUSH	2021	0	0	0	0	0	0
RUSSELL	2021	0	0	0	0	0	0
SALINE	2021	19	2	16	1	2	18
SCOTT	2021	1	0	1	0	0	1
SEDGWICK	2021	135	7	101	27	8	120
SEWARD	2021	2	0	1	1	0	1
SHAWNEE	2021	47	4	35	8	5	36
SHERIDAN	2021	0	0	0	0	0	0
SHERMAN	2021	1	0	1	0	0	1
SMITH	2021	0	0	0	0	0	0
STAFFORD	2021	0	0	0	0	0	0
STANTON	2021	0	0	0	0	0	0
STEVENS	2021	0	0	0	0	0	0
SUMNER	2021	1	0	1	0	0	1
THOMAS	2021	0	0	0	0	0	0
TREGO	2021	0	0	0	0	0	0
WABAUNSEE	2021	0	0	0	0	0	0
WALLACE	2021	0	0	0	0	0	0
WASHINGTON	2021	1	0	1	0	0	1
WICHITA	2021	0	0	0	0	0	0
WILSON	2021	1	0	1	0	0	1
WOODSON	2021	0	0	0	0	0	0
WYANDOTTE	2021	27	0	24	3	0	28

MOTOR VEHICLE CRASH SUMMARY							
Motorcycle/Moped Crashes Involving Another Motor Vehicle by County							
County Name	Crash Year	Count of Crashes	Count of Fatal Crashes	Count of Injury Crashes	Count of Property Damage Only (PDO) Crashes	Crash Total Count of Fatalities	Crash Total Count of Injuries (Suspected Serious, Suspected Minor, or Possible)

Project and subrecipient information

Project Name & Description:	<p>Motorcycle Awareness</p> <p>The Kansas Traffic Safety Educational Contractor will continue to provide leadership for the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce the number of motorcycle fatalities and crashes. This contract will continue to provide educational materials at public events. Educational materials may include cards with Share the Road, Rider Safety Course listings and proper Class M licensure information. Other educational materials include posters at motorcycle dealers promoting Share the Road and offered a \$200 reimbursement for new traffic cones to the motorcycle schools. In Kansas, in 2020, more than 50 percent of fatal motorcycle operators were not properly endorsed. Maintaining qualified statewide instructors is crucial to addressing the problem. KDOT will offer mini grants to motorcycle riders that have not earned their endorsement. Not only will the mini grants provide a reduced rate on the \$400 training but will aid in the retention of qualified instructors across the state that may choose to forgo their instructor status if classes are not well attended. Retention of motorcycle instructors is one of the eligible uses of Section 405(f) funding.</p>
Sub-Recipient:	KTSRO
Project Number	SP-4801-24
Match:	\$0
Local Benefit:	\$0
Federal Equipment:	No
Eligible Use of Funds:	405f Motorcycle Safety FAST
Problem Identification	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.

Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405f	BIL 405f	BIL 405f	FY24-26
Estimated 3-year funding	\$40,000	\$40,000	\$40,000	\$120,000

Countermeasure Strategy:

Communication campaign

Project and subrecipient information

Project Name & Description:	Motorcycle Awareness KDOT will continue to utilize a comprehensive statewide media campaign to primarily remind drivers to Share the Road. Motorists will be the primary audience and the awareness campaign to alert them of motorcyclists will be promoted in most counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Project Number	SP-4800-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405f Motorcycle Safety FAST			
Problem Identification	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communications campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Unhelmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405f	BIL 405f	BIL 405f	FY24-26

Estimated 3-year funding	\$50,000	\$50,000	\$50,000	\$150,000
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Countermeasure Strategy:

Communication Campaign

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at **Motorcycle Safety Program Area**, performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
 - Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS).
 - Prosecutor training coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS).
 - High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measure, Number of Fatalities in Crashes Involving a Driver of Automobile or Motorcycle Operator, with a BAC of .08 or above (FARS).
- In the annual grant application at Motorcycle Safety Program Area, countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political subdivisions with the highest numbers of motorcycle crashes involving an impaired operator) based upon state data.

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

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

The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 105 fatalities in 2025. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

The 2026 five-year average projection based upon the trendline indicates 108 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 1% percent reduction would derive our goal of 107 fatalities in 2026. Based upon recent history, the trendline of the target, the one percent reduction goal is aspirational.

Impaired Riding Program
Impaired Riding

There were 22 impaired motorcycle operator crashes in 2021. This data shows the state should target impaired-motorcycle educational and media resources in Johnson, Saline, Sedgwick, and Shawnee Counties, which will reach more than half of all impaired motorcycle crashes in the state where the operator recorded a BAC of .08 or greater.

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

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

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

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

Project and subrecipient information

Project Name & Description:	Motorcycle Enforcement Funding will be provided to fund overtime to the Kansas Highway Patrol and law enforcement in the greater Kansas City, Wichita, and Topeka metro areas which, together, represent over 50 percent of the state’s impaired motorcycle fatalities. The enforcement program will consist of two weekend mobilizations, and others as local need dictates, in the summer of 2024 aimed at deterring impaired driving behaviors for all motorcycle operators.			
Sub-Recipient:	Local Law Enforcement			
Project Number	SP-1300-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	FAST Act NHTSA 402			
Problem Identification	High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Un-helmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Motorcycle Fatalities and Un-helmeted Motorcycle Fatalities. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405f	BIL 405f	BIL 405f	FY24-26
Estimated 3-year funding	\$240,000	\$240,000	\$240,000	\$720,000

• Countermeasure Strategy:

High Visibility Enforcement

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

Local Partnerships

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

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators is provided in the annual grant application at Motorcycle Safety.
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application Motorcycle Safety Program Area.

FY 2024 Motorcyclist Safety Grants Eligibility (23 CFR 1300.25)		
	Calendar Year	
	2019	2020

	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle Rider with a BAC =.08+
Kansas	41	21	65	17

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

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
ALLEN	3	0	0	0
ANDERSON	4	0	0	0
ATCHISON	4	0	1	0
BARBER	2	0	0	0
BARTON	7	0	0	0
BOURBON	4	1	1	1
BROWN	5	0	0	0
BUTLER	25	1	0	0
CHASE	2	0	0	0
CHAUTAUQUA	0	0	0	0
CHEROKEE	6	0	1	0
CHEYENNE	1	0	0	0
CLARK	1	0	1	0
CLAY	3	0	0	0
CLOUD	2	0	0	0
COFFEY	1	0	0	0
COMANCHE	0	0	0	0
COWLEY	20	0	1	0
CRAWFORD	13	0	0	0
DECATUR	0	0	0	0
DICKINSON	2	0	0	0
DONIPHAN	2	0	1	0
DOUGLAS	33	1	0	0
EDWARDS	0	0	0	0
ELK	0	0	0	0
ELLIS	9	0	0	0
ELLSWORTH	0	0	0	0
FINNEY	7	0	0	0
FORD	10	1	1	0
FRANKLIN	4	0	0	0
GEARY	7	0	1	0

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

County	Total number of crashes involving motorcycles	Number of motorcycle crashes with MC operator BAC = .08+	Total Fatalities in crashes involving a motorcycle	Fatalities involving a motorcycle operator with BAC = .08+
OSBORNE	1	0	0	0
OTTAWA	2	0	0	0
PAWNEE	4	0	0	0
PHILLIPS	0	0	0	0
POTTAWATOMIE	8	0	0	0
PRATT	2	1	0	0
RAWLINS	1	0	0	0
RENO	29	0	0	0
REPUBLIC	0	0	0	0
RICE	3	0	0	0
RILEY	29	1	2	0
ROOKS	0	0	0	0
RUSH	0	0	0	0
RUSSELL	1	0	0	0
SALINE	33	0	2	0
SCOTT	2	0	0	0
SEDGWICK	228	2	11	0
SEWARD	2	0	0	0
SHAWNEE	78	0	6	0
SHERIDAN	0	0	0	0
SHERMAN	2	0	0	0
SMITH	0	0	0	0
STAFFORD	1	0	0	0
STANTON	0	0	0	0
STEVENS	0	0	0	0
SUMNER	8	0	0	0
THOMAS	3	0	1	0
TREGO	0	0	0	0
WABAUNSEE	2	0	0	0
WALLACE	0	0	0	0
WASHINGTON	3	0	0	0
WICHITA	1	0	0	0
WILSON	1	0	0	0
WOODSON	0	0	0	0
WYANDOTTE	49	0	1	0
Totals	947	11	47	3

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

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

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

State Reportable Crashes Data Collection Law

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

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

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

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

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

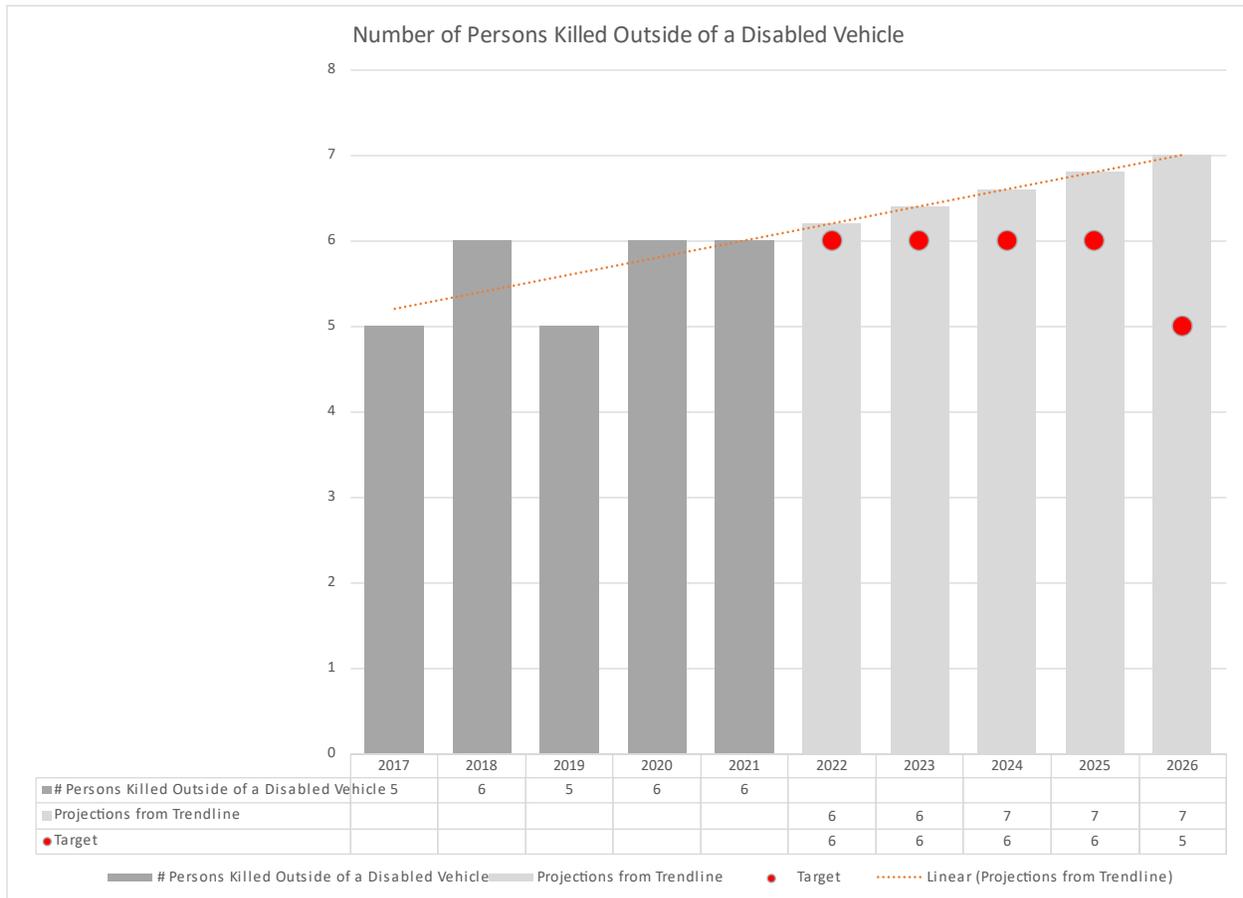
Kansas Traffic Safety Resource Office offers reimbursement for applicants who complete a Motorcycle Safety Course.

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

Part 9: Preventing Roadside Deaths Grants

Preventing Roadside Deaths

The KBSS will educate the public regarding the safety of vehicles and individuals stopped at the roadside in the State through public information campaigns for the purpose of reducing roadside deaths and injuries. In Kansas, between 2017 and 2021 there have been a recorded 28 roadside deaths. By implementing a high visibility enforcement program and communications program the State is hopeful that we can reduce the projected 7 fatalities in 2024 to a target of 6.



Project and subrecipient information

Project Name & Description:	Move Over Law Enforcement Funding will be provided to fund overtime to the Kansas Highway Patrol and law enforcement across the state to enforce the Move Over Law. This enforcement will work in concert with other KHP Overtime Enforcement Efforts. KHP will select two Highway Patrol Troopers to be present during high visibility efforts like Click-it-or-Ticket. One would remind the public to move over and the other will solely pull over motorists who fail to move over while the other troopers are engaging in a traffic stop. This enforcement program will record traffic stops related to the move over law and its activities will be funded through 405H.			
Sub-Recipient:	KHP			
Project Number	SP-1300-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405H			
Problem Identification	High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Roadside Deaths. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	High visibility enforcement is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	High visibility enforcement coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Roadside Deaths. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Funding source ID	FY24	FY25	FY26	Total
	FAST Act 405H	BIL 405H	BIL 405H	FY24-26
Estimated 3-year funding	\$80,000	\$80,000	\$80,000	\$240,000

Countermeasure Strategy:

High Visibility Enforcement

Project and subrecipient information

Project Name & Description:	Move Over Law Communications Campaign This project is directed at educating the traveling public about the importance of slowing down and Moving Over for Law Enforcement, emergency responders, and maintenance vehicles. This Program will develop, produce, and distribute messaging and material to reduce Roadside Death.			
Sub-Recipient:	John Nohe & Associates (JNA)			
Location Served:	Statewide			
Community:	Statewide			
Project Number	SP-4502-24			
Match:	\$0			
Local Benefit:	\$0			
Federal Equipment:	No			
Eligible Use of Funds:	405H			
Problem Identification	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Roadside Deaths. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
Countermeasure Justification	Communication campaign is a proven strategy identified in the Countermeasures That Work document and funds allocated are appropriate.			
Target (link to strategy)	Communication campaign coupled with selected planned activities will positively impact demonstrated problem identification and core performance measures, Roadside Deaths. Based on problem identification weighted with overall fatalities and other measures, the funds allocated are appropriate.			
<u>Funding source ID</u>	FY24	FY25	FY26	Total
	FAST Act 405H	405H	405H	FY24-26
<u>Estimated 3-year funding</u>	\$70,000	\$70,000	\$70,000	\$210,000

Countermeasure Strategy:

Communication Campaign

Part 10: Driver and Officer Safety Education Grants

Peace Officer Training

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

KANSAS COMMISSION ON PEACE OFFICERS' STANDARDS & TRAINING

Policy: 101 Racial and Other Biased Based Policing

Issue/Rev: March 27, 2013

Page 1 of 5

Issuing Authority: Executive Director Gary Steed

I. Purpose

- A. The purpose of this policy is to prohibit the practice of racial and other biased-based policing by members of the Kansas Commission on Peace Officers' Standards and Training.
- B. Individuals are free to walk and drive our streets, highways, and other public places without law enforcement interference so long as they obey the law. They also are entitled to enjoy personal safety and an expectation the government will engage in the prevention of crime and the apprehension of those persons who violate the law. This includes an expectation to drive and walk our public ways without subjection to risks posed by law breakers including drivers violating traffic laws.
- C. The government, including law enforcement, is charged with protecting these rights for all persons, regardless of race, ethnicity, national origin, gender, or religion.
- D. Members of KSCPOST are required to be observant of unusual occurrences and suspected or actual law violations, and to act upon those observations. It is this proactive enforcement that keeps people free from crime, our streets and highways safe to drive upon, and leads to the detection and apprehension of criminals.
- E. This policy is intended to assist the officers of KSCPOST to safely accomplish their law enforcement mission in compliance with legal and constitutional requirements and in a manner respecting the dignity of all persons and to enhance positive relationships with the public. It is intended to support a strong deterrent message to actual and potential offenders that they are likely to be detected, identified, and prosecuted if they violate the law. This policy is also intended to protect our members from unwarranted accusations when they act within the dictates of the law and policy.

II. Policy Statement

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

III. Scope

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

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III. Scope

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

IV. Definitions

- A. "Crime" means an act or omission defined by law and classified as felonies, misdemeanors, traffic infractions, or cigarette or tobacco infractions as provided in K.S.A. 21-5102.
- B. "Enforcement action" means any law enforcement act during a nonconsensual contact with an individual(s) in 1) determining the existence of probable cause to take into custody or to arrest an individual; 2) constituting a reasonable and articulable suspicion That an offense has been or is being committed so as to justify the detention of an individual or the investigatory stop of a vehicle; or 3) determining the existence of probable cause to conduct a search of an individual or a conveyance.
- C. "Probable Cause" means reasonable grounds to believe a person has committed or is committing a crime or that a place contains specific items connected with a crime, supported by specific and articulable facts, based on the officer's observation, knowledge, training and experience, including information from a reliable source.
- D. "Racial or other biased-based policing" means the unreasonable use of race, ethnicity, national origin, gender or religion by a law enforcement officer in deciding to initiate an enforcement action. It is not racial or other biased-based policing when race, ethnicity, national origin, gender or religion is used in combination with other identifying factors as part of a specific individual description to initiate an enforcement action.
- E. "Reasonable suspicion" means a particularized and objective basis, supported by specific and articulable facts, to suspect a person has committed, is committing or is about to commit a crime. Reasonable suspicion may be based on the officer's observations, knowledge, and experience as well as reasonably trustworthy information known to the officer at the time an action is taken.
- F. "Stop" is a seizure occurring when a law enforcement officer, by force or some show of authority, restrains a person's liberty.
- G. Acts that constitute racial or other biased-based policing include but are not limited to:
 - 1. Using race, ethnicity, national origin, gender, or religion as a general indicator or predictor of criminal activity.

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

V. Procedures

- A. Members of KSCPOST are prohibited from engaging in racial or other biasedbased policing as provided in this policy or prohibited by law.
- B. Members of KSCPOST shall report to their supervisor any incidents of racial or other biased-based policing they have direct knowledge of
- C. Any member violating the provisions of this policy or the state or federal statutes pertaining to racial or other biased-based policing or violating the constitutional rights of any person as provided in this policy is subject to corrective action or discipline. Such discipline includes actions appropriate in response to the nature of the violation based on facts revealed in the investigation of the complaint and consistent with applicable laws, rules and not limited to, demerits, suspension or termination of employment. Discipline may also include retraining, counseling, or any other action deemed appropriate to deter repeated violations.
- D. All members of the agency are responsible for oversight to ensure all officers use reasonableness and properly apply the legal standards for taking enforcement actions or applying law enforcement discretion.
- E. The Executive Director shall review citizen complaints and reports filed on stops by officers of KSCPOST and randomly observe officers actions on vehicle and pedestrian stops.
- F. The Executive Director shall take appropriate action, including but not limited to coaching and discipline to assure compliance with this policy and related state and federal statutes.

- G. All KSCPOST members should be cognizant of any pattern or practice of possible discriminatory treatment by individual officers or groups of officers. If such pattern or practice is observed, the agency member must take immediate steps to further investigate; to intervene in such activity; take corrective action; and report the activity and action taken to superiors.

VI. TRAINING

- A. All law enforcement officers of KSCPOST shall attend and successfully complete annual racial or other biased-based policing training.
 - 1. Distance learning training technology is allowed for racial or other biasedbased policing training.
 - 2. The required racial and other biased-based policing training may include directly or indirectly related to training intended to address racial and biasedbased policing issues.
- B. Training exemptions referenced in KSA 22-4610 subsection (d)(2)(F) shall be in accordance with the authority granted to the Executive Director of the Kansas Commission on Peace Officers' Standards and Training per KSA 74-5607a, which in pertinent part provides "The director may extend, waive or modify the annual continuing education requirement, when it is shown that the failure to comply with the requirements was not due to the intentional avoidance of the law.

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

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

- D. No person will be discriminated against or subjected to retribution because they have filed such a complaint.

VIX. AGENCY REQUIREMENTS

- A. KSCPOST may conduct ongoing community outreach and communications efforts:
 - 1. Such outreach and communications shall include:
 - a) A statement of the person's right to file a complaint with the agency and/or the Office of the Attorney General.
 - b) An explanation of how to file a complaint with the agency.
 - c) An explanation of how to file a complaint with the Office of the Attorney General, and
 - d) A description of the agency's complaint process.
- B. This policy is a public document and any person requesting to see it during normal business hours will be provided an opportunity to examine it.
- C. KSCPOST shall file a report no later than July 31 of each year to the Attorney General as required by statute. Such report shall be for the period beginning July 1 of the previous year through June 30 of the current year. Such a report shall be available for examination by any person requesting to see it during normal business hours.

MODEL POLICY REQUIRED BY KANSAS LAW

The following policy is the Model Policy developed by the Kansas Attorney General as required in Kansas Statutes regarding Racial Profiling Training including Citizen/Officer encounters during traffic stops. The grant would greatly expand the Model Policy and Training to law enforcement officers to address traffic stops more profoundly and expertly.



STATE OF KANSAS
OFFICE OF THE ATTORNEY GENERAL

DEREK SCHMIDT
ATTORNEY GENERAL

MEMORIAL HALL
120 SW 10TH AVE., 2ND FLOOR
TOPEKA, KS 66612-1597
(785) 296-2215 • FAX (785) 296-6296
WWW.AG.KS.GOV

OFFICE OF THE KANSAS ATTORNEY GENERAL
RACIAL AND OTHER BIASED-BASED POLICING

I. **PURPOSE**

- A. The purpose of this policy is to prohibit the practice of racial and other biased-based policing by members of the Kansas Attorney General's Office. This policy applies to all employees and volunteers (members) of this agency.
- B. Individuals are free to walk and drive our streets, highways, and other public places without law enforcement interference so long as they obey the law. They also are entitled to enjoy personal safety and an expectation the government will engage in the prevention of crime and the apprehension of those persons who violate the law. This includes an expectation to drive and walk our public ways without subjection to risks posed by law breakers including drivers violating traffic laws.
- C. The government, including law enforcement, is charged with protecting these rights for all persons, regardless of race, ethnicity, national origin, gender, or religion.
- D. Members, who are certified law enforcement officers (Special Agents), are required to be observant of unusual occurrences and suspected or actual law violations, and to act upon those observations. It is this proactive enforcement that keeps people free from crime, our streets and highways safe to drive upon, and leads to the detection and apprehension of criminals.
- E. This policy is intended to assist the Special Agents of this agency to safely accomplish their law enforcement mission in compliance with legal and constitutional requirements and in a manner respecting the dignity of all persons and to enhance positive relationships with the public. It is intended to support a strong deterrent message to actual and potential offenders that they are likely to be detected, identified, and prosecuted if they violate the law. This policy is also intended to protect our members from unwarranted accusations when they act within the dictates of the law and policy.
- F. It is the policy of this agency to only stop or detain persons when reasonable suspicion exists to believe they have committed, are committing, or are about to commit a violation of the law and to do so without interjecting personal biases into the law enforcement decision process.

II. **DEFINITIONS**

- A. "Crime" means an act or omission defined by law and classified as felonies, misdemeanors, traffic infractions, or cigarette or tobacco infractions as provided in K.S.A 21-5102.
- B. "Enforcement action" means any law enforcement act during a nonconsensual contact with an individual(s) in 1) determining the existence of probable cause to take into custody or to arrest an individual; 2) constituting a reasonable and articulable suspicion that an offense has been or is being committed so as to justify the detention of an individual or the investigatory stop of a vehicle; or 3) determining the existence of probable cause to conduct a search of an individual or a conveyance.
- C. "Probable Cause" means reasonable grounds to believe a person has committed or is committing a crime or that a place contains specific items connected with a crime, supported by specific and articulable facts, based on the officer's observations, knowledge, training and experience, including information from a reliable source.
- D. "Racial or other biased-based policing" means the unreasonable use of race, ethnicity, national origin, gender or religion by a law enforcement officer in deciding to initiate an enforcement action. It is not racial or other biased-based policing when race, ethnicity, national origin, gender or religion is used in combination with other identifying factors as part of a specific individual description to initiate an enforcement action.
- E. "Reasonable suspicion" means a particularized and objective basis, supported by specific and articulable facts, to suspect a person has committed, is committing or is about to commit a crime. Reasonable suspicion may be based on the officer's observations, knowledge, and experience as well as reasonably trustworthy information known to the officer at the time an action is taken.
- F. "Stop" is a seizure occurring when a law enforcement officer, by force or some show of authority, restrains a person's liberty.
- G. Acts that constitute racial or other biased-based policing include but are not limited to:
1. Using race, ethnicity, national origin, gender, or religion as a general indicator or predictor of criminal activity.
 2. Using the race, ethnicity, national origin, gender, or religion of a person in the course of any law enforcement action unless the officer is seeking to detain, apprehend, or otherwise be on the lookout for a suspect sought in connection with a crime who has been identified or described in part by race, ethnicity, national origin, gender, or religion.
 3. Using the race, ethnicity, national origin, gender, or religion of a person in the course of any reasonable action in connection with a status offense, such as, runaways, child in need of care, missing persons, and other non-criminal care taker functions unless the person is identified or described in part by race, ethnicity, national origin, gender, or religion.
 4. Using race, ethnicity, national origin, gender, or religion shall not be motivating factors in making law enforcement decisions and/or actions, unless the person is identified or described in part by race, ethnicity, national origin, gender, or religion.

5. Using race, ethnicity, national origin, gender, or religion as the basis for discretionary law enforcement i.e. who they will cite, arrest, warn, search, release or which person(s) to treat with respect and dignity.

III. **REGULATION**

- A. Members of this agency are prohibited from engaging in racial or other biased-based policing as provided in this policy or prohibited by law.
- B. Members of this agency shall report to their supervisor any incidents of racial or other biasedbased policing they have direct knowledge of.
- C. Any member violating the provisions of this policy or the state or federal statutes pertaining to racial or other biased-based policing or violating the constitutional rights of any person as provided in this policy is subject to corrective action or discipline. Such discipline includes actions appropriate in response to the nature of the violation based on facts revealed in the investigation of the complaint and consistent with applicable laws, rules and regulations, labor contracts, resolutions, ordinances or policies, including but not limited to, demerits, suspension or termination of employment. Discipline may also include retraining, counseling, or any other action deemed appropriate to deter repeated violations. Disciplinary procedures for Special Agents shall proceed as established in Professional Standards Policy SPP-006.

IV. **SUPERVISOR RESPONSIBILITIES**

- A. Supervisors are responsible for oversight to ensure all Special Agents use reasonableness and properly apply the legal standards for taking enforcement actions or applying law enforcement discretion.
- B. Supervisors shall review citizen complaints and reports alleging violations of this policy.
- C. Supervisors shall take appropriate action, including but not limited to coaching and discipline, to assure compliance with this policy and related state and federal statutes.
- D. Supervisors should be cognizant of any pattern or practice of possible discriminatory treatment by individual Special Agents or groups of Special Agents. If such pattern or practice is observed, the supervisor must take immediate steps to further investigate; to intervene in such activity; take corrective action; and report the activity and action taken to superiors.

V. **TRAINING**

- A. All law enforcement officers of this agency (Special Agents) shall attend and successfully complete annual racial or other biased-based policing training.
 1. Distance learning training technology is allowed for racial or other biased-based policing training.
 2. The required racial and other biased-based policing training may include directly or indirectly related to training intended to address racial and biased-based policing issues.
- B. Training exemptions referenced in KSA 22-4610 subsection (d)(2)(F) shall be in accordance with the authority granted to the Executive Director of the Kansas Commission on Peace Officers Standards and Training per KSA 74-5607a, which in pertinent part provides "The director may extend, waive or modify the annual continuing education requirement, when it is shown that the failure to comply with the requirements was not due to the intentional avoidance of the law."

VI. **COMPLAINTS OF RACIAL OR OTHER BIASED-BASED POLICING**

- A. Any person who believes they have been subjected to racial or other biased-based policing may file a complaint with the Attorney General's Office.
- B. Complaints are to be filed on forms supplied by the Attorney General's Office. Complaint forms may be obtained at the Kansas Attorney General's Office, Memorial Hall, 2nd Floor, 120 SW 10th Street Topeka, KS 66612, on the website at www.ag.ks.gov, or by calling the Kansas Attorney General's Office at (785) 296-3751 (toll-free at 800-432-2310).

Complaints may be mailed to the Kansas Attorney General's Office located at Memorial Hall, 2nd Floor, 120 SW 10th Street Topeka, KS 66612, or FAXED to 785-296-6296.
- C. No person who believes they have been subjected to racial or other biased-based policing shall be discouraged, intimidated, or coerced from filing such a complaint.
- D. No person will be discriminated against or subjected to retribution because they have filed such a complaint.

VII. **AGENCY REQUIREMENTS**

- A. This agency will conduct ongoing community outreach and communications efforts:
 - 1. Such outreach and communications shall include:
 - a) A statement of the person's right to file a complaint with the agency and/or the Office of the Attorney General.
 - b) An explanation of how to file a complaint with the agency,
 - c) An explanation of how to file a complaint with the Office of the Attorney General, and
 - d) A description of the agency's complaint process.
- B. This policy is a public document and any person requesting to see it during normal business hours will be provided an opportunity to examine it.
- C. The agency shall file a report no later than July 31 of each year to the Attorney General as required by statute. Such report shall be for the period beginning July 1 of the previous year through June 30 of the current year. Such report shall be available for examination by any person requesting to see it during normal business hours.

Fair and Equitable Police Practices

In today's rapidly evolving society, it is crucial to comprehend the complex interplay between bias, privilege, and police legitimacy. This comprehensive course delves deep into the nuances of these concepts, providing participants with a solid foundation for fostering more equitable and effective community relationships. Through a combination of theoretical exploration and real-world case studies, participants will gain a thorough understanding of implicit and explicit bias, privilege, and their intricate connections. Moreover, participants will grasp the pivotal role of police legitimacy and its impact on community trust and overall effectiveness.

Fair and equitable policing refers to law enforcement agencies and officers consistently applying principles of justice, impartiality, and equality in their interactions with the public. It involves treating all individuals fairly, without discrimination or bias, and ensuring equal legal protection.

Fair and equitable policing recognizes the importance of upholding constitutional rights, addressing systemic inequalities, and building trust and positive community relationships. It encompasses unbiased decision-making, transparent processes, respectful and professional conduct, and proactive efforts to eliminate discrimination and disparities within the criminal justice system.

The goals of fair and equitable policing are to

Promote public trust: Fair and equitable policing practices are a cornerstone for building and maintaining trust between law enforcement agencies and the communities they serve. When individuals perceive that they are treated fairly and impartially by law enforcement, they are more likely to have confidence in the system. This trust is crucial for encouraging cooperation, facilitating crime reporting, and promoting community partnerships in addressing public safety concerns.

Enhance officer safety: Fair and equitable policing practices contribute to officer safety by fostering positive relationships and cooperation with the community. Officers who treat individuals with respect and professionalism reduce the likelihood of confrontations and escalations. Building trust and rapport can also result in better communication and information sharing, enabling law enforcement to address crime and maintain public safety effectively.

Foster a sense of justice and equality for all individuals, regardless of background or circumstances.

Fair and equitable policing practices are paramount for fostering trust, legitimacy, and positive community relationships. They play a vital role in upholding the principles of justice, ensuring equal treatment under the law, and promoting public safety.

After completing this course, participants will be able to:

- Define implicit and explicit bias
- Define privilege and describe how it relates to identity and bias
- Explain the importance of police legitimacy
- Recognize the importance of procedurally just behavior with community relationships
- Recognize how trust affects police effectiveness
- Describe the difference between lawfulness vs. legitimacy

Supporting and reference materials include the following:

22-4606. Racial and other profiling; definitions. As used in this act:

(a) "Governmental unit" means the state, or any county, city or other political subdivision thereof, or any department, division, board or other agency of any of the foregoing, except governmental unit shall not include the board of education of any school district employing school security officers.

(b) "Law enforcement agency" means the governmental unit employing the law enforcement officer.

(c) "Law enforcement officer" has the meaning ascribed thereto in K.S.A. [74-5602](#), and amendments thereto, except law enforcement officer shall not include school security officers designated as school law enforcement officers pursuant to K.S.A. [72-6146](#), and amendments thereto.

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

(e) "Enforcement action" means any law enforcement act, as described in K.S.A. [22-4609](#), and amendments thereto, during a nonconsensual contact with an individual or individuals.

(f) "Collection of data" means that information collected by Kansas law enforcement officers after each traffic stop.

History: L. 2005, ch. 159, § 1; L. 2011, ch. 94, § 1; May 26.

22-4610. Same; law enforcement policies preempting profiling, requirements; annual training required; community advisory boards; annual reports of complaints. (a) All law enforcement agencies in this state shall adopt a detailed, written policy to preempt racial or other biased-based policing. Each agency's policy shall include the definition of racial or other biased-based policing found in K.S.A. [22-4606](#), and amendments thereto.

(b) Policies adopted pursuant to this section shall be implemented by all Kansas law enforcement agencies within one year after the effective date of this act. The policies and data collection procedures shall be available for public inspection during normal business hours.

(c) The policies adopted pursuant to this section shall include, but not be limited to, the following:

(1) A detailed written policy that prohibits racial or other biased-based policing and that clearly defines acts constituting racial or other biased-based policing using language that has been recommended by the attorney general.

(2) (A) The agency policies shall require annual racial or other biased-based policing training which shall include, but not be limited to, training relevant to racial or other biased-based policing. Distance learning training technology shall be allowed for racial or other biased-based policing training.

(B) Law enforcement agencies may appoint an advisory body of not less than five persons composed of representatives of law enforcement, community leaders and educational leaders to recommend and review appropriate training curricula.

(3) (A) For law enforcement agencies of cities or counties that have exercised the option to establish community advisory boards pursuant to K.S.A. 2022 Supp. [22-4611b](#), and amendments thereto, use of such community advisory boards which include participants who reflect the racial and ethnic community, to advise and assist in policy development, education and community outreach and communications related to racial or other biased-based policing by law enforcement officers and agencies.

(B) Community advisory boards shall receive training on fair and impartial policing and comprehensive plans for law enforcement agencies.

(4) Policies for discipline of law enforcement officers who engage in racial or other biased-based policing.

(5) A provision that, if the investigation of a complaint of racial or other biased-based policing reveals the officer was in direct violation of the law enforcement agency's written policies regarding racial or other biased-based policing, the employing law enforcement agency shall take appropriate action consistent with applicable laws, rules and regulations, resolutions, ordinances or policies, including demerits, suspension or removal of the officer from the agency.

(6) Provisions for community outreach and communications efforts to inform the public of the individual's right to file with the law enforcement agency or the office of the attorney general complaints regarding racial or other biased-based policing, which outreach and communications to the community shall include ongoing efforts to notify the public of the law enforcement agency's complaint process.

(7) Procedures for individuals to file complaints of racial or other biased-based policing with the agency, which, if appropriate, may provide for use of current procedures for addressing such complaints.

(d) (1) Each law enforcement agency shall compile an annual report for the period of July 1 to June 30 and shall submit the report on or before July 31 to the office of the attorney general for review. Annual reports filed pursuant to this subsection shall be open public records and shall be posted on the official website of the attorney general.

(2) The annual report shall include:

(A) The number of racial or other biased-based policing complaints received;

(B) the date each racial or other biased-based policing complaint is filed;

(C) action taken in response to each racial or other biased-based policing complaint;

(D) the disposition of each racial or other biased-based policing complaint;

(E) the date each racial or other biased-based policing complaint is closed;

(F) whether or not all agency law enforcement officers not exempted by Kansas commission on peace officers' standards and training received the training required in subsection (c)(2)(A);

(G) whether the agency has a policy prohibiting racial or other biased-based policing;

(H) whether the agency policy mandates specific discipline for sustained complaints of racial or other biased-based policing;

(I) whether the agency has a community advisory board; and

(J) whether the agency has a racial or other biased-based policing comprehensive plan or if it collects traffic or pedestrian stop data.

History: L. 2005, ch. 159, § 5; L. 2011, ch. 94, § 3; May 26.

[Governor's Commission on Racial Equity and Justice](#)

[2020 Census](#)

[Final Report of the President’s Task Force on 21st Century Policing](#)

[Women in Policing: Breaking Barriers and Blazing a Path](#)

[Contacts Between Police and Public](#)

[Pew Research Center Report – Behind the Badge](#)

[Complaint Form](#)

22-4609. Same; prohibited as basis for making stop, search or arrest. It is unlawful to use racial or other biased-based policing in:

- (a) Determining the existence of probable cause to take into custody or to arrest an individual;
- (b) constituting a reasonable and articulable suspicion that an offense has been or is being committed so as to justify the detention of an individual or the investigatory stop of a vehicle; or
- (c) determining the existence of probable cause to conduct a search of an individual or a conveyance.

History: L. 2005, ch. 159, § 4; L. 2011, ch. 94, § 2; May 26.



CJ 540 - Racial Profiling, cross listed with Ethnic Studies 381O, spring 2020

Instructor: Dr. Michael Birzer

Department: School of Criminal Justice

Office: 311 – Law Enforcement Training Building

Telephone: 978-6525

Email: michael.birzer@wichita.edu

Preferred Method of Contact: email

Office Hours: 12:45 – 2:00pm – Tuesday and Thursday or call me for an appointment

Classroom Days/Time: Room 336 – LE Building, 12:30 - 1:45pm, Tuesday and Thursday

Prerequisites: There are no prerequisites for this course other than your desire to learn. All adult learners from any academic major are welcome.

How to use this syllabus

This syllabus provides you with information specific to this course, and provides information about important university policies. This document should be viewed as a course overview; it is not a contract and is subject to change as the semester evolves. If there are changes made to this syllabus during the semester, the instructor will notify you either directly in class, or by email.

Academic Honesty

Students are responsible for knowing and following the Student Code of Conduct http://webs.wichita.edu/inaudit/ch8_05.htm and the Student Academic Honesty policy http://webs.wichita.edu/inaudit/ch2_17.htm.

Course Description

Racial Profiling: CJ 540, cross-listed as ETHS 381O. The primary purpose of this course is to examine racial profiling, or as it is also referred to - biased-based policing. The course emphasizes racial minority citizens who believe they were stopped by police authorities because of their race. Examines how racial minority citizens experience what they believe to be racial profiling, and how they interpret and give meaning to it. Examines police perspectives on racial profiling.

A secondary purpose of the course is to examine the intersection of race and the larger criminal justice system processing. The course will sharpen your critical thinking skills through readings and class discussions. The theoretical framework I will use in this course is Critical Race Theory (CRT). Critical Race Theory focuses attention on race, in other words, it is race conscious. Through CRT, we will discuss disparate practices embedded and acted on either implicitly or explicitly within the framework criminal justice system. Because we will discuss racial profiling and other issues centering on race and the criminal justice system, it is important that our discussions are civil in

tone, and that we our courteous and respectful to each other. Please remain current on the assigned readings. Reading ahead is encouraged.

Definition of a Credit Hour

Success in this 3 credit hour course is based on the expectation that students will spend, for each unit of credit, a minimum of 45 hours over the length of the course (normally 3 hours per unit per week with 1 of the hours used for lecture) for instruction and preparation/studying or course related activities, including working online – participating in online discussions, for a total of 135 hours.

Upon successful completion of this course, students will be able to:

1. Describe the historical context that gives rise to racial profiling allegations.
2. Explain the strengths and limitations of collecting police stop data.
3. Describe how racial minority citizens experience racial profiling.
4. Explain approaches used to study racial profiling.
5. Describe police perspectives on racial profiling.
6. Describe how race intersects with the criminal justice system

Required Books

Birzer, Michael L. (2013). *Racial profiling: They stopped me because I'm ----!* Boca Raton, FL: CRC Press.

Overstake, Grant (2018). *The real education of T.J. Crowley*. Wichita, KS: Grain Valley Publishing.

Other Required Reading:

Birzer, Michael L. (2015). *Racial profiling: Perspectives of Kansas Law Enforcement Officers*. (This technical report is free and available on the course Blackboard website)

Class Protocol

To perform at an outstanding level in the class, as well as to have a quality learning experience, attendance is required. Because this class meets partially over the lunch hour, feel free to bring your lunch, or a snack or drink. If you do bring food and/or drink, please discard your trash at the end of class.

Assignments

Activity	Points
Midterm exam	100
<i>The real education of TJ Crowley</i> in class group book discussion (4 group discussion sessions X 25 points each)	100
One online discussion post assignment/activity	25
One interview paper	175
Total Points Possible	400

Assignments Detailed

1. **Midterm Exam (100 possible points):** The midterm exam will cover specific course readings as well as classroom lectures material. More information forthcoming as we approach the midpoint in the semester.

2. ***The Real Education of TJ Crowley: Four in class book discussions (25 points each for a total of 100 possible points):*** We will read, critically reflect on, and discuss this excellent book. During our discussions, we will examine from a historically local reference (1968 - Wichita, KS), race, stereotyping, implicit and explicit bias, racial profiling, geographical red lines, housing discrimination, hate crime, racism, and police-racial minority community relations. Moreover, we will examine the mediating factors that can go a long way in overcoming biases and racism specifically focusing on criminal justice system processing. We will explore these issues using TJ Crowley's life as a focal point. You must attend and contribute to your book discussion group in order to receive points. During the semester, you will have an opportunity to meet the awardwinning author, Grant Overstake. His highly acclaimed book has won several book awards.

3. **One Online Discussion Post (25 possible points):** During the semester, you will have the opportunity to participate in one online discussion post on the course supplemental Blackboard site.

4. **Interview paper protocol (175 possible points):** Have a conversation with at least two persons that you know (preferably one person from the opposite race as you and one person from the same race as you) about racial profiling. Then write a 4-5 page double spaced paper reporting what you found. A few questions you might consider asking during the conversation are: (1) Do you think racial profiling occurs in the U.S. criminal justice system? Why or why not? (2) Which race or ethnic group do you believe is most likely to be racially profiled? (3) How does racial profiling occur e.g., police stops, court system, housing, employment, etc.? (4) Do you think that racial/ethnic minority citizens who find themselves caught up in the criminal justice system are treated the same as white citizens who are find themselves caught up in the system? Why or why not? You can ask any other question(s) you wish. In your paper, report what you found and compare your answers between the two persons that you talked with. Discuss any information you discovered during your conversation referencing back to material discussed in class, or what you have read in the readings this semester. In other words, if you can, apply what you discovered during your conversations to course material. If you use references, which you are encouraged to do so, (books, newspapers, journal articles), attach a bibliography reference page to your paper. Ensure your paper is coherent and free of spelling errors prior to submission. Submit (upload) your paper through the course webpage on or before the end of the day - Friday April 24, 2020.

Grading Scale

□ WSU uses a +/- grading scale for final grades and to calculate grade point averages. In this class, grades are assigned according to the following chart. (Other classes might assign grades differently: Be sure to understand the different grading scales in all of your classes.)

Points / Percentage	Letter Grade	Grade Points	Interpretation
368-400 / 93-100%	A	4.00	A range denotes excellent performance
358-367 / 90-92%	A-	3.70	

350-357 / 88-89%	B+	3.30	
330-349 / 83-87%	B	3.00	B range denotes good performance
318-329 / 80-82%	B-	2.70	
310-317 / 78-79%	C+	2.30	
291-309 / 73-77%	C	2.00	C range denotes satisfactory performance
278-290 / 70-72%	C-	1.70	
270-277 / 68-69%	D+	1.30	
251-269 / 63-67%	D	1.0	D range denotes unsatisfactory performance
238-250 / 60-62%	D-	0.70	
001-237 / 0-59%	F	0	

Important Academic Dates

Spring semester 2020 classes begin January 21, 2020 and end May 7, 2020. The last date to drop a class and receive a W (withdrawn) instead of F (failed) is April 3, 2020.

Disabilities

If you have a physical, psychiatric/emotional, or learning disability that may impact on your ability to carry out assigned course work, I encourage you to contact the Office of Disability Services (DS). The office is located in Grace Wilkie, room 203, (316) 978-3309 (voice/tty) (316-854-3032 videophone). DS will review your concerns and determine, with you, what academic accommodations are necessary and appropriate for you. All information and documentation of your disability is confidential and will not be released by DS without your written permission.

Counseling & Prevention Services

WSU Counseling & Prevention Services (CAPS) provides quality mental health services to enrolled students by licensed providers and presents programs and trainings on topics promoting personal growth and optimal wellbeing. Services are by appointment, low cost and confidential. They are located in room 320 of Grace Wilkie Hall and will move to the new YMCA/Student Wellness Center in January. Their phone number is (316) 978-3440. CAPS is open during regular University business hours. If you have a mental health emergency while Counseling & Prevention Service is not open, please call 911 or COMCARE Crisis Services at (316) 660-7500 for 24-hour assistance.

Intellectual Property

Wichita State University students are subject to Board of Regents and University policies (see http://webs.wichita.edu/inaudit/ch9_10.htm) regarding intellectual property rights. Any questions regarding these rights and any disputes that arise under these policies will be resolved by the President of the University, or the President's designee, and such decision will constitute the final decision.

Shocker Alert System

Get the emergency information you need instantly and effortlessly! With the Shocker Alert System, we will contact you by email the moment there is an emergency or weather alert that affects the campus. Sign up at www.wichita.edu/alert.

Title IX

Title IX of the Educational Amendments of 1972 prohibits discrimination based on sex in any educational institution that receives federal funding. Wichita State University does not tolerate sex discrimination of

any kind including: sexual misconduct; sexual harassment; relationship/sexual violence and stalking. These incidents may interfere with or limit an individual's ability to benefit from or participate in the University's educational programs or activities. Students are asked to immediately report incidents to the University Police Department, (316) 978- 3450 or the Title IX Coordinator (316) 978-5177. Students may also report incidents to an instructor, faculty or staff member, who are required by law to notify the Title IX Coordinator. If a student wishes to keep the information confidential, the student may speak with staff members of the Counseling and Testing Center (316) 978-3440 or Student Health Services (316)978-3620. For more information about Title IX, go to: <http://www.wichita.edu/thisis/home/?u=titleixf>

In part, the course introduces learners to the following terms and concepts:

- Driving while black or brown
- Symbolic hooptie
- Race and place
- Symbolic appearance
- Self-fulfilling prophecy
- Geographical red lines
- Stereotyping
- Symbolic assailant
- Self-fulfilling prophecy
- Disproportionate stops vs. discriminatory stops
- Race and place
- Pre-textual stops
- Police stop data
- Benchmarks and their measurement error
- Relative Risk Index (RRI) statistic when analyzing police stop / citation data
- Symbolic Interactionism to inform racial profiling
- Critical Race Theory to inform biased based policing
- Racial profiling / biased based policing
- Criminal profiling vs. racial profiling
- Drug war
- Procedural justice
- Correlation vs. causality in racial profiling research.
- Proactive policing
- Implicit bias
- 4th amendment to U.S. Constitution
- Equal Protection Clause (14th Amendment to U.S. Constitution)
- 1994 Omnibus Crime Bill
- Community oriented policing
- Biased based policing policy
- Whren vs. United States, 517 U.S. 806
- Consent search waivers to the 4th Amendment of the US Constitution

- First Step Act - criminal justice reform bill of 2018

The following books are good reads for those of you who would like to learn more about the intersection of race and the criminal justice system:

1. *The New Jim Crow*, authored by Michelle Alexander.
2. *The Black and the Blue*, authored by Matthew Horace and Ron Harris.
3. *Good Kids, Bad City: The story of race and wrongful conviction in America*, authored by Kyle Swenson.
4. *Search and Destroy: African American Males in the Criminal Justice System*, authored by Jerome Miller.
5. *Occupied Territory: Policing Black Chicago from Red Summer to Black Power*, authored by Simon Balto.
6. *The Color of Justice: Race, Ethnicity, and Crime in America*, (6th ed.), authored by Samuel Walker, Cassia Spohn, and Miriam DeLone.
7. *Policing the Poor: From Slave Plantation to Public Housing*, authored by Neil Websdale.
8. *Punished: Policing the Lives of Black and Latino Boys*, authored by Victor M. Rios.
9. *Racial Profiling: Research, Racism, and Resistance*, authored by Karen S. Glover.
10. *Just Mercy: Story of Justice and Redemption*, authored by Bryan Stevenson.

Course Schedule (Subject to modification with advance notice) spring 2020

Date	Discussion Topic	Reading/Activity
1-21	Introduction / overview of course	Syllabus
1-23	Race and profiling: Overview of problem	Chap. 1 & start reading TJ Crowley
1-28	Race and profiling: Overview of problem	Chap. 1
1-30	Defining racial profiling. The New Jersey Turnpike study	Chap. 1
	February is Black History Month	
2-4	Historical context, drug war, disparities	Chapter 2
2-6	Historical context, drug war, disparities	Chapter 2
2-11	Guest speaker: Meet Grant Overstake, the author of the <i>Real Education of TJ Crowley</i> .	None
2-13	<i>The real education of T.J. Crowley</i>	Group Discussion 1: (<i>TJ Crowley</i> , pp. 1-145)
2-18	Guest Speaker (Ebo Browne, Kansas Sentencing Commission)	None
2-20	Measuring racial profiling, the benchmark problem	Chapter 3
2-25	Measuring racial profiling, the benchmark problem	Chapter 3 Chapter
2-27	Measuring racial profiling, pretext stops, Whren court decision	3
3-3	Racial minority citizens experiences with racial profiling	Chapter 4-5 Chapter
3-5	Racial minority citizens experiences with racial profiling	4-5
3-10	Midterm Exam	None
3-12	Guest speaker (TBD)	None
3-17	Racial profiling striking revelations <i>The</i>	Chapter 7
3-19	<i>real education of T.J. Crowley</i>	Group Disc. 2: (<i>TJ Crowley</i> , pp. 146-266)
3-24	Spring Break – no class Spring	-----
3-26	Break – no class	-----

3-31 4-2	Law Enforcement perspectives on racial profiling Online assignment (we will not meet in class)	Technical report (retrieve on course website) None
4-7 4-9	Law Enforcement perspectives on racial profiling Guest speaker from law enforcement	Technical report (retrieve on course website) None
4-14 4-16	Racial profiling: what do we do? policy and practice Racial profiling: what do we do? policy and practice	Chapter 8 Chapter 8
4-21 4-23	<i>The real education of TJ Crowley</i> Implicit bias (A film about policing and race in America)	Group Disc 3: (<i>TJ Crowley</i> , pp. 267-322) “Psychosocial factors ...” (on course website)
4-28 4-30	Constructing criminality: Symbols, codes, and race. Guest speaker – Julie Sherwood, Partnership and Community Engagement Manager, Wichita Public Library	None None
5-5 5-7	<i>The real education of TJ Crowley</i> Concluding thoughts and course takeaways	Group Disc. 4: (<i>TJ Crowley</i> , pp. 323-368) None

Important dates to note:

- Interview Paper is due by midnight, Friday, April 24.
- Online discussion assignment will be open from 6am through 11pm on April 2nd
- *The Real Education of TJ Crowley* in class book discussions Feb. 13, March 19, April 21, and May 5.

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Kansas

Fiscal Year: 2024

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at Occupant Protection & Police Traffic Services Program Areas (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at Traffic Safety Enforcement Program (TSEP) (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at Occupant Protection Program Area (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at Occupant Protection Program Area (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ Coverage of all passenger motor vehicles;

▪ Minimum fine of at least \$25;

▪ Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ TSEP Section _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ Occupant Protection Program Area, Teen Drivers (In OP Section), Nighttime Belt Use (NSEP) _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 2/15/23 (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at _____ Occupant Protection Program Area _____ (location);
- o The name and title of the State's designated occupant protection coordinator is _____ Robyn Meinholdt _____.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ Occupant Protection Program Area - 2024 Roster Occupant Protection Emphasis Area Team _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 2/15/23 (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [Fill in the blank below.]* Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at
Kansas Traffic Records Coordinating Committee Performance Measures Report (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date). Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[*For fiscal year 2024 grant applications only.*]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[*Check one box below and fill in all blanks under that checked box.*]

The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).

Specifically:

- Annual grant application at _____ (location) describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location) contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location) contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
- Annual grant application at _____ (location) addresses any related recommendations from the assessment of the State's impaired driving program;
- Annual grant application at _____ (location) contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

- The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR
- The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS (23 CFR 1300.23(G))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 7/1/88 (date) and last amended on 6/1/22 (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;
KANSAS HB 2377 (2022), K.S.A. 8-1016, K.S.A. 8-1017 K.S.A. 8-1567
- Identify all alcohol-ignition interlock use exceptions.
N/A

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;

-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ Drivers Education _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 7/1/10 (date) and last amended on 7/1/10 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
8-15,111
- Definition of covered wireless communication devices;
8-15,111 (1)
- Fine for an offense;
Determined by the courts.
- Exemptions from texting ban.
8-15,111 (c) and (d)

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 7/1/10 (date) and last amended on 7/1/10 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
8-15,111 (2)
- Definition of covered wireless communication devices;
8-15,111 (1)
- Fine for an offense;
Determined by the courts.
- Exemptions from handheld phone use ban.
8-15,111 (c) (d)

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 5/27/09 (date) and last amended on 5/27/09 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on youth cell phone use while driving;
8-2,100 (4)
- Definition of covered wireless communication devices;
8-15,111 (1)
- Fine for an offense;
8-291 (1) (2)
- Exemptions from youth cell phone use ban
(4)



Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 7/1/10 (date) and last amended on 7/1/10 (date), is in effect, and will be enforced during the fiscal year of the grant

o *Legal citations:*

- Prohibition on viewing devices while driving;
8-15,111
- Definition of covered wireless communication devices;
8-15,111 (1)



PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]



Motorcycle Rider Training Course

- o The name and organization of the head of the designated State authority over motorcyclist safety issues is _____
- o The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

[Check at least one of the following boxes below and fill in any blanks.]

- Motorcycle Safety Foundation Basic Rider Course;
- TEAM OREGON Basic Rider Training;
- Idaho STAR Basic I;
- California Motorcyclist Safety Program Motorcyclist Training Course;
- Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- o In the annual grant application at _____
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Maura Fitzgerald, Kansas Department of Transportation.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at Motorcycle Safety Program Area (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at Motorcycle Safety Program Area (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at Motorcycle Safety Program Area (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at Motorcycle Safety Program Area (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at Motorcycle Safety (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at Motorcycle Safety (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

_____.

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

_____.

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).
Preventing Roadside Deaths

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* _____

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):*
_____.

- Applying as a documentation State—
 - The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
 - Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

- Applying as a qualifying State—
 - A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
 - A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).

PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]

- The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).
- The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

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

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature



Signature Governor's Representative for Highway Safety

7/31/2023

Date

Calvin E. Reed P.E.

Printed name of Governor's Representative for Highway Safety

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act (42 U.S.C. 12131-12189)* (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and *49 CFR parts 37 and 38*;
- *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- *Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- *Executive Order 13985, Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- *Executive Order 13988, Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
 5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
 - d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
 - e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
 - f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180 and 1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE
(applies to subrecipients as well as States)

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.

[Click here to validate form fields and permit signature](#)



Signature Governor's Representative for Highway Safety



Date



Printed name of Governor's Representative for Highway Safety