

# State of Kansas

ANNUAL PERFORMANCE REPORT  
KANSAS BEHAVIORAL SAFETY SECTION

# State of Kansas

## Annual Performance Report FFY 2024

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The FFY 2024 Kansas Annual Performance Report is being submitted to the National Highway Traffic Safety Administration (NHTSA) and Federal Highway Administration (FHWA). This report describes the activities completed by the State of Kansas in the use of federal highway safety funds, consistent with the guidelines, the priority areas, and other requirements established under Section 402.

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## List of Acronyms

AAA	American Automobile Association	KBSS	Kansas Behavioral Safety Section
ABC	Alcoholic Beverage Control	KCDS	Kansas Crash Data System
AFIS	Automated Fingerprint Identification System	KCJIS	Kansas Criminal Justice Information System
AIC	Analysts International Corporation	KDHE	Kansas Department of Health and Environment
ARIDE	Advanced Roadside Impaired Driving Enforcement	KDOT	Kansas Department of Transportation
BAU	Breath Alcohol Unit	KEMSYS	Kansas Emergency Medical Services Information System
BIL	Bipartisan Infrastructure Law	KHP	Kansas Highway Patrol
BRAKES	Be Responsible And Keep Everyone Safe	KLER	Kansas Law Enforcement Reporting
CPS	Child Passenger Safety	KTSRO	Kansas Traffic Safety Resource Office
DASC	Data Access & Support Center	KUCR	University of Kansas Center for Research
DCCCA	Douglas County Citizen's Committee on Alcoholism, Inc.	LEL	Law Enforcement Liaison
DRE	Drug Recognition Expert	MARC	Mid-America Regional Council
DTZ	Drive to Zero Coalition	MIRE	Model Inventory of Roadway Elements
DUI	Driving Under the Influence	NHTSA	National Highway Traffic Safety Administration
DUID	Driving Under the Influence of Drugs	NSEP	Nighttime Seatbelt Enforcement Program
EAT	Emphasis Area Team	OJA	Office of Judicial Administration
ELTP	Eisenhower Legacy Transportation Program	PI&E	Public Information & Education
EMS	Emergency Medical Services	PSA	Public Service Announcement
FARS	Fatality Analysis Reporting System	RAVE	Roving Aggressive Violation Enforcement
FAST	Fixing America's Surface Transportation Act	SHSP	Strategic Highway Safety Plan
FDE	Fundamental Data Elements	STEP	Special Traffic Enforcement Program
FFY	Federal Fiscal Year	TASK	Traffic Safety Assistant for Kansas
FHWA	Federal Highway Administration	TFRP	Traffic Fatalities Reduction Program
GHSA	Governor's Highway Safety Association	TRCC	Traffic Records Coordinating Committee
IDDP	Impaired Driving Deterrence Program	TRS	Traffic Records Systems
IID	Ignition Interlock Device	TSC	Transportation Safety Conference
JNA	John Nohe & Associates, LLC	TSRP	Traffic Safety Resource Prosecutor
KAB	Kansas Association of Broadcasters	3HSP	Triennial Highway Safety Plan
KBI	Kansas Bureau of Investigation		

## 2024 EXECUTIVE SUMMARY

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

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

KDOT updated the Strategic Highway Safety Plan (SHSP). The mission of the SHSP is to drive strategic investments that reduce traveler casualties, and the emotional and economic burdens of crashes utilizing the four E's (education, enforcement, engineering, and EMS). KDOT has been responsible for the formation of many Emphasis Area Teams (EATs) that focus on specific traffic safety areas. In 2023, there were nine active teams that include: Data, Occupant Protection, Roadway Departure, Intersections, Teen Drivers, Local Roads, Older Driver, Pedestrian and Cyclists, and Impaired Driving. These EATs worked to support the Kansas Drive to Zero Coalition (DTZ). In 2024 these teams were consolidated into Safer System Strategy Teams: Post-Crash Care, Safer People, Safer Speeds, Safer Vehicles, and Safer Roads to better match the implementation of the Safe System Approach.

KDOT and the DTZ created a rolling 5-year Crash Summary Dashboard tool to aid traffic safety partners and advocates in understanding the nature, frequency, and spatial distribution of fatal and suspected serious injury crashes. This dashboard is available to the public. Individuals, agencies, and local planning organizations can use the tool to identify possible problem areas. The Crash Summary Dashboard was developed primarily for KDOT systems planning and strategizing by the EATs, not for engineering analysis for projects. KDOT has continued to develop additional dashboards inclusive of all crash severities that are not publicly available but are designed for specific scenarios such as KDOT Districts, Animal Strikes and designated Safety Corridors. All the dashboards maintain the same navigation strategies for the user and provide map and data visualization tools, where the tools interact with the map and allow users to filter crash characteristics. This dashboard was rolled out in the Spring of 2023. In FFY 2024, KDOT presented the dashboard to local agencies around the state to ensure that agencies were aware of this additional tool to make data informed decisions.

In 2023, the DTZ was tasked to select a state-wide strategy for traffic safety partners to participate, collaborate, support, and implement. The Safety-Corridor Program is a proven countermeasure in reducing fatalities and serious injuries. The DTZ identified this program as its "Big Push". The DTZ evaluated corridors across the state and selected four: US-69, US-83, US-24, and I-135. These corridors underwent evaluations to identify problematic driving behaviors within their boundaries. The following behaviors were identified as prevalent in these corridors: impaired driving, distracted driving, occupant protection, and speed. In response, the KBSS deployed many resources in 2024. Section 402 Funds, utilized by JNA (SP-1503-24), were used to secure ad placements. JNA coordinated and utilized various forms of marketing mediums to improve the driving behaviors of the traveling public in these areas. These combined efforts generated 97,205,057 impressions.

Another continued coordinated effort to note is the Drive Safe Sedgwick Coalition. Developed in previous years, the KBSS continued to support and expand efforts in FFY 2024. Sedgwick County has been consistently overrepresented in Kansas fatalities and serious injuries. Driving behaviors like excessive speeding, impaired driving, and seat belt compliance have been identified as reasons for this overrepresentation. Section 402 Funds, utilized by JNA (SP-1503-24), were used to secure ad placements in Sedgwick County. JNA deployed multiple media assets and generated 25,053,620 impressions in FFY 2024.

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

Kansas continued its support and participated in a multi-state enforcement and media mobilization to jointly address the continuing challenge of high numbers of crash fatalities and serious injuries across the nation due to marijuana impaired drivers. In 2023, Kansas joined Arkansas, Missouri, Iowa, and Nebraska on a joint drug impaired driving campaign. It overlapped with a time period well known in cannabis culture as “Weed Day” or “420”. Kansas continued its support and participated in a multi-state enforcement and media mobilization to jointly address the continuing challenge of high numbers of crash fatalities and serious injuries across the nation due to marijuana impaired drivers. In 2024, Kansas continued its enforcement targeting drug impaired driving. It overlapped with a time period well known in cannabis culture as “Weed Day” or “420”. Our media partner, JNA (SP-4708-24), utilized Section 405d Funds to secure media placements in Kansas via television, newspaper, outdoor billboards, social media, and other forms of digital media. These efforts generated 41,089,403 impressions state-wide and reached 1,099,608 individual people. These media efforts were supported and reinforced by a statewide enforcement period. “420” enforcement is voluntary and 48 agencies participated during the 2024 enforcement period. Reports showed 22 DUI/DUID arrests, 34 non-DUI arrests, 49 felony arrests, 576 speeding citations, and 83 seatbelt citations in the nearly 1,988 traffic stops.

In July of 2024, the State of Kansas again participated on joint speed media and enforcement. The campaign targeted the speeding motorist. We have added this annual speed even to our STEP Calendar as a non-mandatory annual event. Our media partner, JNA (SP 1503-24), utilized Section 402 Funds to secure media placements in Kansas via newspaper, social media, and other forms of digital media. These efforts generated 97,205,057 impressions and reached 5,423,743 individual people. These media efforts were supported and reinforced by a statewide enforcement period. Enforcement activity resulting from this campaign are included in the STEP ([SP-1300-24](#)) and the Kansas Highway Patrol (KHP) Fatality Reduction Program’s ([SP-1710-24](#)) activity numbers

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

The FFY 2024, Special Traffic Enforcement Program (STEP) subsidized the overtime personnel cost of four state-wide overtime enforcement campaigns plus the *July Speeding Slows You Down* enforcement, and five other more targeted local and regional enforcements. 165 state and local Kansas law enforcement agencies participated in FFY 2024.

During the course of 26,000 overtime hours, activity reports captured 45,500 traffic contacts made. Included were 12,438 speeding tickets, 396 arrests for DUI/DUID, and 1,315 non-DUI arrests. Occupant restraint citations include 220 child passengers, 200 teen, and 4,964 adult seat belt tickets.

In FFY 2024, many of the STEP agencies involved with the Kansas City Metro, Sedgwick County, and the city of Wichita continued their participation in the Aggressive/Inattentive Driving Enforcement Campaign and the Tri-State Impact Program. These special enforcements resulted in more than 3,433 citations being issued and 15 DUI/DUID arrests. Of note, there were 3,098 speeding citations issued for speeding and 170 occupant protection citations issued from 5,408 vehicle stops. These numbers are included in the overall numbers found above.

The pilot program “Safety Corridors” enforcement portion began in Oct 2024 and continued during the months where no STEP Campaigns were scheduled.

During the year’s enforcement – 389 speeding, 15 DUI and 150 occupant protection citations were recorded during the 3,206 contacts. Numbers included in the overall numbers above.

The Impaired Driving Deterrence Program (IDDP) supported overtime enforcement for 16 county and municipal police agencies and resulted in 4,377 driver contacts during 55 saturation patrols and 5 check lanes, which combined to net 65 DUI arrests and 25 arrests for drug possession along with 1,396 other citations and arrests.

The Nighttime Seatbelt Enforcement Program (NSEP) had five contracted agencies that provided 9 reports showing over 200 contacts and no belt citations issued. However, during these patrols, 102 equipment violations and one felony arrest, one DUI arrest as well as 40 other violations.

The KHP was available to assist with check lanes and provide additional roving DUI saturation patrols through the Roving Aggressive Violation Enforcement (RAVE) grant from KDOT. In FFY 2023, KHP made 130 DUI arrests, over 900 speeding citations and warnings, made over 3,100 public contacts and covered almost 47,000 miles. In FFY 2024, KHP made 114 DUI arrests, issued almost 600 speeding citations and warnings, made over 3,300 public contacts and logged over 35,000 miles of roadway. In short, the RAVE events targeted problem areas, were productive and increased visibility.

The KHP has completed the fifth full year of work with the statewide Ignition Interlock Enforcement Coordinator Program. The vision of this grant is to educate Kansas law enforcement on how to effectively enforce ignition interlock device (IID) requirements roadside and to systematically investigate non-compliant offenders. This is accomplished through the two Section 405d Funded trooper positions who use these investigations to train local law enforcement. For FFY 2025, the coordinators shall be assisting the KHP Breath Alcohol Unit by providing their expertise in instructing others with the proper use of the oral fluid testing devices (SoToxa).

In FFY 2023, KHP Troopers Crump and Sperry served as the IID Coordinators. Crump and Sperry completed over 30 IID and/or DRE investigations (evaluations) with information coming from Kansas vendors, local law enforcement leads, citizen complaints, and self-initiated investigations. Stopping this negative behavior and encouraging compliance is just one of the goals of the unit and the grant. Also, during FFY 2024 these coordinators instructed various courses in alcohol and drug-impaired driving detection (i.e.. ARIDE, etc.) to over 1,500 law enforcement personnel.

Intoxlyzer 9000 trainings, IID trainings, and the 2024 Joint Law Enforcement-Prosecutor Impaired Driving Conference, and many other venues allowed Troopers Crump and Sperry to educate law enforcement and other stakeholders on the importance of the IID program and its requirements. This collaboration has been on the forefront of getting, in 2023, the Ignition Interlock court requirement changed from a time-based to a compliance-based 90-

day requirement with a review prior to reinstatement of driving privileges. In 2023, IID oversight was also moved from the Kansas Department of Revenue to the KHP.

The KHP Breath Alcohol Unit coordinates the statewide Drug Recognition Expert Program (DRE) and the Advanced Roadside Impaired Driving Enforcement (ARIDE) program. LT. Matt Payne and LT. Rob Iestas have taken leadership of this unit and have made it a personal mission to be a leader in the United States for DRE programs. In 2024, KHP held two DRE classes and for the first time Kansas has 100 DREs.

The State of Kansas is continuing its efforts focused on roadside drug testing. In FFY 2023 the KHP, with support from KDOT and AAA Kansas, distributed SoToxa oral fluid devices to experienced DREs throughout regions of Kansas. These select DREs would represent all areas of Kansas; rural and urban, and large and small agencies as well as the KHP. This pilot field study of these oral fluid devices shall pave the way for oral fluid device testing in the future to be another tool of law enforcement to detect and arrest drug-impaired drivers. During this field testing, results from laboratories, the oral fluid devices, and the observations of the DREs are compared and validated against each other. These devices will provide drug impaired driving data and confirm officer observations. The field testing will be complete at the conclusion of 2024. Arming all the DREs with oral fluid testing devices we shall be adding another tool to combat impaired driving in Kansas.

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

The TSRP has taken steps to provide virtual training sessions and statewide discussion panels to help achieve training goals as well as attend local and national conferences. Additionally, by using monthly reporting to KDOT, the TSRP has reported that almost 700 traffic safety shareholders receive the TSRP newsletter, has had over 700 attend his training sessions, and had over 100 technical assistance requests. The TSRP has also continued to lead the Impaired Driving EAT towards its strategic goals of reducing impaired driving across the State of Kansas.

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

On KDOT's behalf, KTSRO performs the program administration of the SAFE (Seatbelts Are For Everyone) Program. Each year, KTSRO sponsors two statewide occupant restraint enforcement activities. These enforcement periods are non-contractual and purely voluntary on the part of participating agencies. The first is a one-week enforcement in the fall. It focuses on elementary and middle school neighborhoods. Police agencies are asked to contribute at least one hour during the enforcement period, broken out as 30 minutes before school and 30 minutes after. In our fall enforcement, 17 agencies responded, and in 131.5 hours, their 50 participating officers wrote 16 child/teen restrain citations, 19 adult restraint citations, 46 speeding and 18 other citations. The second enforcement opportunity focuses on high school neighborhoods in the Spring of 2024. The expectation is the same: a minimum

of one hour broken out between morning and afternoon. This year, the campaign engaged the efforts of 323 officers from 45 agencies and produced 30 child, 95 teen, and 390 adult restraint citations. In addition, these efforts resulted in 272 citations for speeding and 328 other citations. Importantly, these campaigns have drawn participation from agencies which have in the past shied away from participating in a more formal manner with the KBSS. In that respect, they have served as a gateway, of sorts, to more substantively informal and even formal relationships.

The KTSRO maintains a user-friendly website, keeping information current and relevant to the public. With one employee totally dedicated to communications, KTSRO maintains a presence on social media pages, as well. They also act as a distribution center, sending 332,889 pieces of education material to safety advocates throughout the state.

In FFY 2024, DCCCA completed the Occupant Protection Observed Seat Belt Survey. Utilizing NHTSA protocol, Kansas recorded an adult seat belt rate of 86.2% in 2024. This number is up by approximately one percent when compared to the observed number of 85% in 2023. Those in SUVs have been observed to have the highest belt use rate (about 93%), followed by drivers and passengers of Vans (about 91%). Belt use among automobiles drivers and outbound passengers was estimated at about 88%, distantly followed by trucks at about 78%. Belt use rates among all vehicle types have increased since 2002. Between 2002 and 2024, belt use in trucks has increased the most (34%), followed by SUVs (27%). Belt use among automobiles drivers and outbound passengers showed an increase of about 25% while among van drivers and outbound passengers depicted about 24% increase.

The Traffic Records Coordinating Committee (TRCC) continues to move forward. Through the TRCC process, numerous state agencies are working together to improve traffic records in Kansas. The Kansas Law Enforcement Reporting (KLER) System continues to be the main resource for electronic submission of crash reports to KDOT. Currently, the Traffic Records System (TRS) shows 218 agencies authorized to submit crash reports electronically with 50.7% of crash reports received during FFY23, being submitted to KDOT electronically.

During FFY24, the majority of the TRCC contracts were continuations of contracts from FFY23. A few highlights from these continued contracts are: the Motor Vehicle Crash Report Conversion contract continued to provide for a scanning and data entry process for 32,727 paper crash reports, with a total of 134,789 indexed images; the GIS Mapping Integration contract continued to provide crash mapping services for KDOT; with 56,707 of 59,865 (or 94.72%) crashes being successfully geocoded and offset to their corresponding intersection; and Kansas Crash Data System contract that provides for development, implementation, hosting, and maintenance of a replacement TRS continued with weekly meetings between the selected vendor and KDOT to discuss progress towards the new KCDS system. Also, as part of these continuation of contracts, the perpetual zero-cost contract for the Bio-Spatial Interstate Trauma Database was continued.

In addition to those contracts that continued from FFY23, the Kansas TRCC undertook a total of two (2) new contracts that were funded with Section 405c funds during FFY24. The first of these was titled Integration Developer for ESB and KBI Applications. This contract provided for a qualified integration developer for a fixed duration to push forward the current timeline for developing interfaces and assisting in maintenance and support of current TRS related integrations. The second new federally funded contract was with KDHE and titled Kansas Trauma Registry Gen 6 Operations. This contract provided for Trauma Registry updates and maintenance to allow the Kansas Trauma Program to obtain data from additional facilities with Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).

**2023 Actual vs. 2024 3HSP Performance Targets**

Core Performance Measures		Target Period	2018-22 Baseline*	2024 Projection*	2024 HSP Target	2023 Actual	Progress
C-1	Number of Traffic Fatalities (FARS)	5 Year	415	428	400	387	Progressing
C-2	Number of Serious Injuries (KCARS)	5 Year	1603	1,640	1,400	1,926	Not Progressing
	Serious Injury Rate per 100 million VMT (KCARS)	5 Year	5.186	5.390	4.460	6.047	Not Progressing
C-3	Fatalities/VMT (FARS/FHWA)	5 Year	1.34	1.41	1.27	1.215	Progressing
C-4	Number of unrestrained fatalities all positions (FARS)	Annual	135	111	109	132	Progressing
C-5	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	Annual	101	104	103	127	Not Progressing
C-6	Number of speeding fatalities (FARS)	Annual	100	99	98	78	Progressing
C-7	Number of motorcyclist fatalities (FARS)	Annual	54	46	45	42	Progressing
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	Annual	33	25	24	22	Progressing
C-9	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	Annual	55	42	41	73	Not Progressing
C-10	Number of pedestrian fatalities (FARS)	Annual	33	52	50	38	Progressing
C-11	Number of bicycle fatalities (FARS)	Annual	6	4	3	6	Not Progressing
<b>Core Behavior Measure</b>							
B-1	Observed seat belt use (FFY 23 State Survey Actual)	Annual	87.2	88	89	85	Progressing
<b>FFY 2024 Activity Measures</b>							
A-1	Number of seat belt citations issued during grant-funded activities					5,400	N/A
A-2	Number of impaired driving arrests made during grant-funded enforcement activities					400	N/A
A-3	Number of speeding citations issued during grant-funded enforcement activities					12,600	N/A
<b>Kansas Specific Measure</b>							
	Distracted Driving Crashes (KCARS)	Annual	13,660	9,528	9,433	13,938	Not Progressing

**Progressing Towards Targets** (Actual 2023 is even or improvement when compared to 2024 3HSP Target)

Based upon 2023 numbers, the state of Kansas is progressing in meeting the 2024 targets in a number of Performance Measures;

- (C-1) number of traffic fatalities,
- (C-3) fatalities VMT,
- (C-4) number of unrestrained fatalities all positions,
- (C-6) number of speeding fatalities,
- (C-7) number of motorcycle fatalities,
- (C-8) number of unhelmeted motorcycle fatalities,
- (C-10) number of pedestrian fatalities, and
- (B-1) observed seat belt use.

**Not Progressing Towards Targets** (Actual 2023 is not positively progressing when compared to the 2024 3HSP Target)

Based upon 2023 numbers, the state of Kansas is not progressing in meeting the 2024 targets in a number of Performance Measures;

- (C-2) number of serious injuries,
- (C-5) number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 or higher,
- (C-9) number of drivers, 20 and under involved in fatal crashes,
- (C-11) number of bicycle fatalities, and
- the Kansas specific measure, distracted driving crashes.

To remedy this, the state will work to increase paid media, education, and enforcement to lower the above measures in FFY 2025. In addition, the State will look to data in the above measures to identify overrepresented and underserved communities for potential community collaboration opportunities. A data deep dive will take place in FFY 2025. Based upon those findings, the state will evaluate, rank and select a performance measure to work towards in the coming years. The KBBS will look for Public Participation and Engagement opportunities, if applicable, and utilize findings from PP&E to evaluate and strengthen our strategies on the selected performance measure.

Core Performance Measures		Target Period	2018-22 Baseline*	2024 Projection*	2024 HSP Target	2023 Actual	Progress
<b>C-2</b>	Number of Serious Injuries (KCARS)	5 Year	1603	1,640	1,400	1,926	Not Progressing
<p>We are not progressing towards our 2024 target of 1,400. KBSS is projecting that we will see a decrease with the 2023 implementation and 2024 growth of the Safety Corridor Program and the Drive Safe Sedwick initiative. These programs and initiatives are data driven approaches directed to the areas in the state that have experienced the most serious injury crashes. The KBSS will continue to review new information and data as it is made available to remain vigilant on new strategies and needs of the State.</p>							
	Serious Injury Rate per 100 million VMT (KCARS)	5 Year	5.186	5.390	4.460	6.047	Not Progressing
<p>We are not progressing towards our 2024 target of 6.047. KBSS is projecting that we will see a decrease with the 2023 implementation and 2024 growth of the Safety Corridor Program. This program and initiative is a data driven approach directed to the corridors in the state that have experienced the most serious injury crashes. The KBSS will continue to review new information and data as it is made available to remain vigilant on new strategies and needs of the State.</p>							
<b>C-5</b>	Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator, with BAC of .08 or higher (FARS)	Annual	101	104	103	127	Not Progressing
<p>We are not progressing towards our 2024 target of 103. Although our occupant protection rate increased in 2024, we are not seeing a reduction in fatalities. To address this KBSS expanded the STEP Program (<a href="#">SP-1300-24</a>).</p>							
<b>C-9</b>	Number of Drivers, 20 and Under, Involved in Fatal Crash (FARS)	Annual	55	42	41	73	Not Progressing
<p>We are not progressing towards our 2024 target of 41. To accommodate and address this unexpected increase in fatalities, KBSS introduced implemented Every 15 Minutes Program (<a href="#">SP-2250-24</a>) in 2024 and expanded efforts with teens participating in SAFE along the Safety Corridors. The KBSS will continue to review new information and data as it is made available to remain vigilant on potential new strategies.</p>							
<b>C-11</b>	Number of bicycle fatalities (FARS)	Annual	6	4	3	6	Not Progressing
<p>We are not progressing towards our 2024 target of 3. To accommodate this increase, KBSS will be looking to expanding the TCCP's Light Topeka Bikes Program (<a href="#">SP-1602-25</a>). The costs of conspicuity items like Bike Lights have gone up in recent years. In addition, BWW will be piloting a new program starting in FFY 2025.</p>							
Kansas Specific Measure							
	Distracted Driving Crashes (KCARS)	Annual	13,660	9,528	9,433	13,938	Not Progressing
<p>We are not progressing towards our 2024 target of 9,433. KBSS is projecting that we will see a decrease with the 2023 implementation and 2024 growth of the Safety Corridor Program, which utilizes telematics technology. The KBSS, will reevaluate this new data as it becomes available and look for possibilities of increased enforcement through the STEP program (<a href="#">SP-1300-25</a>) along these corridors with special consideration of the up-and-coming telematics data.</p>							

## **Public Participation and Engagement**

*23 CFR 1300.35(b)(2)*

The below narratives describe the Public Participation and Engagement efforts of KBSS in FF2024. It also includes the plan established in the State of Kansas' 2024 Triennial Highway Safety Plan (HSP).

Haskell University Engagement

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

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

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

It is the goal of the KBSS to create engagement opportunities with the public. In 2024, the KBSS facilitated and developed an engagement opportunity with Native American students at Haskell University. For many years the knowledge of the traffic safety issues amongst this population remained unknown to the KBSS due to lack of communication and data analysis. For this reason, the KBSS was interested in continuing to have an open dialog with Native Americans on traffic safety issues their community faces.

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

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

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

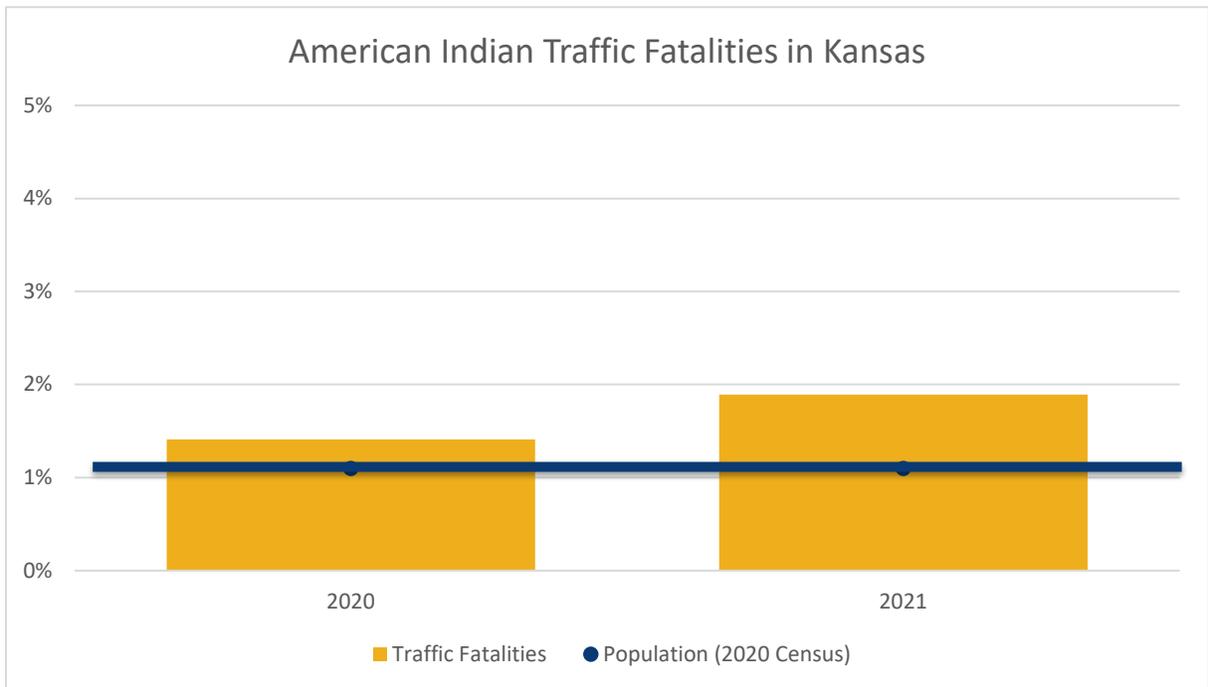
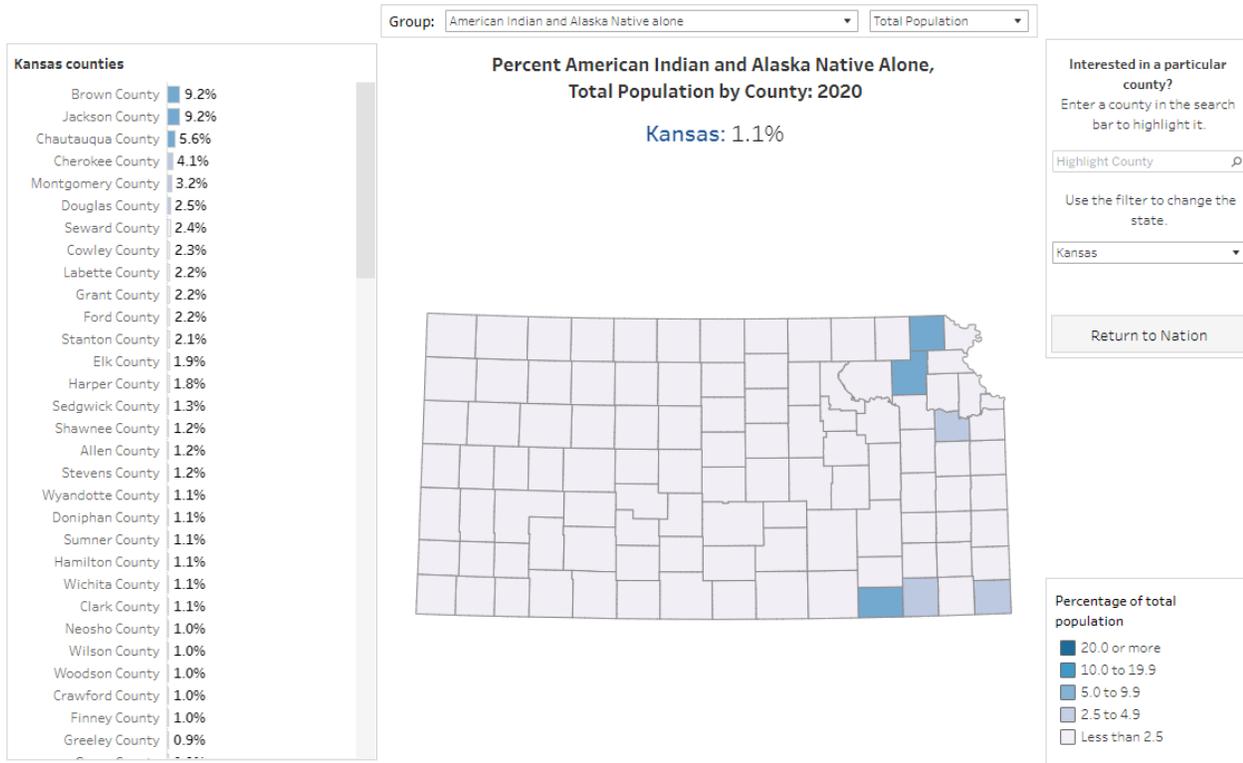
- According to the data from NHTSA, from 2017 to 2020, Kansas lost 21 Native Americans in traffic crashes, two of which were pedestrians. Those 21 fatalities represent 1.38% of all traffic fatalities in Kansas. Native Americans constitute only about .8% of the Kansas population. Native Americans in Kansas are 1.7 times more likely to be killed in crashes.
- GHSA in June 2021 did a study, based on race and the disparities in the amount of on a per 100,000 standards, which is generally used when gauge fatalities. Indian Country, Native Americans and Alaska Natives had 145 per 100,000 deaths versus 58 per 100,000 for the full population.
- Native American communities face unique challenges when it comes to road safety. According to the National Highway Traffic Safety Administration, Native Americans are nearly twice as likely to die in a motor vehicle crash than the general population.
- According to NHTSA, in 2019, Native American teens aged 15 to 20 years had a death rate of 26.5 per 100,000, which is more than three times the national average of 8.8.
- In Kansas, Native Americans represent 12% of Kansas Pedestrian Fatalities while only representing 1.1% of the population.

Lawrence, Kansas is home to Haskell Indian Nations University. There are over 800 students. Given that Native American teens aged 15-20 are three times more likely to be involved in a fatal crash, and the university attracts Native American

Students from all over the state and nation, creating a higher native American Pedestrian population, it was determined and confirmed through a focus group held in February 2024 that Haskell would be the ideal location to hold an event and engage with this at-risk group to collaborate on solutions to this problem.

Person Type by Race/Hispanic Origin <sup>1</sup>		2018	2019	2020	2021
<b>Occupants (All Vehicle Types)</b>	Hispanic	36	38	47	45
	White Non-Hispanic	310	305	285	285
	Black, Non-Hispanic	18	25	27	29
	American Indian, Non-Hispanic/Unknown	2	3	5	7
	Asian, Non-Hispanic/Unknown	1	5	2	0
	Multiple Races, Non-Hispanic/Unknown	0	0	0	4
	All Other Non-Hispanic or Race	1	2	2	2
	Unknown Race and Unknown Hispanic	3	6	8	1
	<i>Total</i>	371	384	376	373
<b>Non-Occupants (Pedestrians, Pedalcyclists and Other/Unknown NonOccupants)</b>	Hispanic	3	2	6	5
	White Non-Hispanic	25	16	35	38
	Black, Non-Hispanic	4	3	5	5
	American Indian, Non-Hispanic/Unknown	0	1	1	1
	Asian, Non-Hispanic/Unknown	0	0	2	1
	Pacific Islander, Non-Hispanic/Unknown	0	1	0	0
	All Other Non-Hispanic or Race	0	2	0	0
	Unknown Race and Unknown Hispanic	2	1	1	0
	<i>Total</i>	34	26	50	50
<b>Total</b>	Hispanic	39	40	53	50
	White Non-Hispanic	335	321	320	323
	Black, Non-Hispanic	22	28	32	34
	<b>American Indian, Non-Hispanic/Unknown</b>	<b>2</b>	<b>4</b>	<b>6</b>	<b>8</b>
	Asian, Non-Hispanic/Unknown	1	5	4	1
	Pacific Islander, Non-Hispanic/Unknown	0	1	0	0
	Multiple Races, Non-Hispanic/Unknown	0	0	0	4
	All Other Non-Hispanic or Race	1	4	2	2
	Unknown Race and Unknown Hispanic	5	7	9	1
<b><i>Total</i></b>	<b>405</b>	<b>410</b>	<b>426</b>	<b>423</b>	

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



**Triennial HSP engagement outcomes. A narrative description of the outcomes of the State's engagement efforts in the highway safety planning process****The steps taken by the State to produce meaningful engagement with affected communities,****Engagement opportunities conducted and a description of how those opportunities were designed to reach the communities identified.**

In April 2024, the Kansas Bureau of Traffic Safety (KBSS) hosted an engagement opportunity for the Native American population at Haskell University. The event featured a job fair, interactive booths, and a feedback station.

Prior to this, in February 2024, the KBSS conducted a focus group at Haskell to gather feedback on the 2023 event and collaborate on plans for the upcoming 2024 event.

A significant topic during the focus group was how to effectively advertise the event. Students highlighted areas on campus where promotion could take place, suggested innovative ways to reach their peers, and discussed how to make traffic safety messaging engaging and competitive with other campus events. Taking their suggestions into account, the KBSS implemented various communication strategies leading up to the 2024 event, with a key focus on the job fair. Students expressed eagerness not only to provide feedback but also to learn about career opportunities within the field of traffic safety.

Students identified specific areas of concern, including impaired driving and seat belt usage. In response, the KBSS ensured that educational materials addressing these issues were available at Haskell, aiming to both educate attendees and gather additional feedback. All booths were designed to be engaging and interactive for a younger audience.

The KBSS organized a meeting with all partners before the April event. During this meeting, they communicated the students' traffic safety concerns and preferences for the event, suggesting that partners bring descriptions of vacant positions and job opportunities to share with students.

The April 2024 KBSS event was a significant success. Twelve partners/vendors participated, showcasing current traffic safety strategies in Kansas. Students were able to learn about various countermeasures through interactive booths, including a seat belt convincer and impaired driving goggles. After exploring these strategies, students interacted with the State Highway Safety Office (SHSO) at a booth, voicing their concerns and suggestions for improving the Highway Safety Plan. A total of 46 students signed in, representing 26 tribal nations. The feedback gathered facilitated meaningful discussions between the affected community and the Kansas State Highway Safety Office.

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

Ahead of the 2024 event, KBSS conducted a focus group with students to gather feedback on the 2023 event. The students provided insights on the optimal and accessible times, dates, approaches, and locations on campus to enhance participation.

Students expressed a preference for the spring semester and suggested hosting the event outdoors for easy access and convenience. They recommended scheduling it around midterms to minimize conflicts. Additionally, they highlighted that many incoming students would be visiting campus for tours during this time. The students preferred an afternoon event that was relaxed, allowing them to feel comfortable and confident in participating.

Regarding advertising, students suggested using flyers and provided ideas on their design and placement. The Haskell event was promoted through flyers distributed around campus, and several emails were sent to the student body to provide advance notice.

The event took place in a parking lot near the center of campus, a location identified by students as easily accessible and recognizable. This venue ensured a safe, reliable, and healthy environment for students, faculty, staff, and guests to participate comfortably. Accessible parking was also available for attendees with temporary or permanent physical disabilities that limited their mobility and ability to engage in the event and discussions.

**The results of the engagement opportunities conducted, including—**

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

The educational event featured 12 Traffic Safety Partners – KDOT, KTSRO, LELs, BIA, NHTSA, KHP, Kickapoo Tribal Police Department, Iowa Tribe Police Department, Jicarilla Apache Police Department, White Mountain Apache Police Department, Lawrence EMS, and DCCCA.

In total KBSS directly talked with 46 participants, all of which were members of the affected community. These 46 participants represented 26 Tribal Nations. Students spoke directly in a conversation with the KBSS and recorded their own thoughts on a board for us to consider adjusting our strategies and Highway Safety Plan.

**A summary of the issues covered:**

Though Kansas has only four federally recognized tribes, Kansas is in the unique position of being home to thousands of natives from across the country for four years. These students are new to Kansas driver's behavior, traffic flow, road design, traffic laws, weather and environment.

The participants elaborated on driving behaviors that they have seen in friends, community, and coming to Kansas. Of note, they mentioned that speeding, drinking and driving, marijuana impaired driving, distracted driving, and jaywalking/unsafe pedestrian behaviors. They identified several countermeasures that they would like to see to address these behaviors including enforcement, diversion programs, social media, and addressing the mental health issue behind some of these behaviors through a public health perspective.

*“Mental health affects driving”*

The participants also provided the KBSS with an area of opportunity with education. Many students expressed that they enjoyed the countermeasures and strategies that KTSRO provides and would like to see more of them. One participant specifically suggested that KTSRO is present at orientation for new students.

Students indicated that “culture circumstances” may be especially contributing the overrepresentation in traffic fatalities. They supported and identified an area of opportunity and growth in our traffic safety culture.

The traffic safety event was well received and expressed as an important step in the right direction.

In Indian country when a loved one is lost or when a loved one is in the hospital, it affects everyone not only emotionally or through family, but also spiritually as a family as all are connected in some fashion. Students expressed overwhelmingly that more education and enforcement was a necessary step to protect their loved ones.

By engaging tribal youth in Traffic Safety efforts, we can empower them to take an active role in promoting safe travelling practices and help to create a safer future for all community members. By reaching them at Haskell we have the opportunity to influence for the better Tribal Nations not only in Kansas but across America.

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

The KBSS will continue to review and reevaluate the feedback provided by the participants at the Haskell University engagement, but has made several adjustments already to strategies, contracts, and programing based upon this feedback.

The Drive To Zero Coalition's Safer People Strategy Team has championed the traffic safety culture initiative. Through the JNA Contract ([SP-1903-25](#)), JNA will be required to do annually a traffic safety culture perception survey. This is an adjustment to the scope of this project. Prior to this, JNA did a perception survey every other year. The safer people team, owned by the KBSS Manager, Gary Herman, will create an index and develop/identify new strategies and programmatic changes to positively impact the traffic safety culture in Kansas. This initiative will be pursued until 2029 and the KBSS will continue to add adjustments to our Highway Safety Plan as they develop. These adjustments and this effort is a direct outcome from the conversations that took place at the Haskell University engagement.

KBSS will be looking to KTSRO to ensure that more educational opportunities are present at Haskell in FFY 2025 to accommodate the participant's needs. Providing critical educational material and resources to students will be an expectation and new task tracked through the project ([SP-1900-25](#))

The direct result of this engagement became effective in FFY 2024. Kickapoo Tribal Police Department for the first time is a STEP agency under the contract ([SP-1300-24](#)). This is solely accredited to the overwhelming support and need expressed by students at the Haskell University engagement.

## Wyandotte County Engagement

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

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

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

In 2024, the KBSS identified partners within Wyandotte County including local police departments, planning organizations, advocacy groups, and large employers. In addition, the state has set its eyes on FFY 2025 to conduct the first engagement with the affected community.

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

- The KBSS has identified some potential overrepresentation reflected in both National and State Traffic Fatalities. The KBSS has found the following:
- In a NHTSA 2018 study, it was discovered that 11.28 Americans per 100,000 died in traffic accidents. For Black Americans this rate was 13.47.
- From 2017-2020 Black Kansans, according to NHTSA Fatality Data, the number in fatal crashes has been on the rise. Specifically, among two age groups: 25-54 and 55+.
- From 2017-2020 Black Kansans, according to NHTSA Fatality Data, the age group of 25-34 made up 11% of all fatalities in this age group while only representing around 5% of the population.
- The KBSS intends to target, reach, and collaborate with Black Kansans ages 25-34 during the remainder of the 3HSP.

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

Based on census data this target demographic is primarily in Geary County and Wyandotte County, so KBSS will prioritize engagement opportunities there first. In 2024, KBSS began discussions on how to engage and optimize engagement opportunities in Wyandotte County, more specifically Kansas City, KS. The KBSS and partners will continue to explore options on how to engage and collaborate most effectively with these communities through the remainder of the 3HSP. We will maximize and consider the most accessible ways to engage and collaborate with this population in a meaningful way.

The KBSS will continue to actively search for new grant opportunities to reach and benefit Black Kansans. This will be an ongoing effort taken on by our Traffic Safety Internship position and one of the KBSS Program Consultants. The KBSS is committed to focusing on ways to promote traffic safety in equitable ways both now and in the future.

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

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

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

## Community Collaboration

*23 CFR 1300.35(b)(3)*

**A description of the State’s evidence-based enforcement program activities, including discussions of community collaboration efforts and efforts to support data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities.**

*Law Enforcement community collaboration efforts as a result of State HSO support:*

### **Kickapoo Nation Police Department**

In April of 2024, the Kansas State Highway Office hosted a traffic safety event at Haskell University. The KBSS invited all 4 federally recognized Kansas Tribes to the event. The event was hosted at Haskell due to overrepresentation in Kansas traffic fatalities. Students, the State Highway Safety Office, and members of the Kickapoo Nation Police Department discussed overrepresentation in traffic fatalities. Students provided feedback on the Highway Safety Plan, but also expressed support of additional enforcement. After this dialogue the Kickapoo Nation Police Department became a model 1 STEP (Special Traffic Enforcement Program) agency. This is the first time the Nation has entered into a partnership with the KBSS and is a direct outcome of this community collaboration. Data and their community influenced, informed, and adjusted their policing activities in accordance to 23 CFR 1300.35(b)(3).

*Local Law Enforcement community collaboration efforts:*

### **Riley County Police Department**

The Kansas Department of Transportation awarded the Riley County Police Department a “People Saving People” Award for their Operation Accident Reduction Citations (ARC) program. This program uses data collected by the Kansas State University, community surveys, and the police department’s own data to determine high-crash locations or areas of traffic safety issues. For transparency, the police department then publishes locations and times identified as high-crash areas and assigns high-visibility enforcement to these areas. Through their own efforts, Riley County Police Department utilized data and their communities voices to influence, inform, and adjust their policing activities and procedures in accordance to 23 CFR 1300.35(b)(3).

# Planning and Administration

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Planning &amp; Administration</b> <i>Local, Statewide, and National</i> In FFY 24, these funds allowed KBSS staff to attend many training opportunities, including the Governor’s Highway Safety Association Annual Meeting, GHSA dues, safety coalition meetings across the state, travel to contract monitoring sessions, and other section-sponsored events.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1400-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$50,000)
<b>Amount of Funds Expended:</b>	\$39,447
<b>Eligible Use of Funds:</b>	Travel and training costs.
<b>Countermeasure Strategy:</b>	Training

# Alcohol

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>ABC Underage Drinking Enforcement</b> <i>Statewide</i> The Division of Alcoholic Beverage Control (ABC) oversees licensing, regulatory, legal, and enforcement events. Through this grant ABC was able to participate in 10 enforcement events across the state this year. ABC checked 436 IDs. They found 58 fake identification cards, and 26 minors in possession. Of the 79 Licensees visited 74 were compliant.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Revenue, Alcohol Beverage Control <i>State Agency</i>
<b>Project Number:</b>	SP-2253-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$58,896)
<b>Amount of Funds Expended:</b>	\$42,410
<b>Eligible Use of Funds:</b>	402 TSP – Teen Safety Program
<b>Countermeasure Strategy:</b>	High Visibility Enforcement

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Teen Angel</b> <i>Overland Park, KS</i> This initiative was undertaken by the Overland Park Police Department to enforce underage alcohol laws. The Overland Park Police Department engaged in at minimum one enforcement per month, starting in May and ending in September. Six officers worked 52 overtime hours, with 68 citizen contacts, 11 traffic stops, and 4 citations issued.
<b>Sub-Recipient &amp; Type of Organization:</b>	Overland Park Police Department <i>Local law-enforcement</i>
<b>Project Number:</b>	SP-2254-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$17,400)
<b>Amount of Fund Expended:</b>	\$2,597.17
<b>Eligible Use of Funds:</b>	402 TSP – Teen Safety Program
<b>Countermeasure Strategy:</b>	High Visibility Enforcement

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Fake ID</b> <i>Statewide</i> This program targets university towns, utilizing a coalition of university staff, students, alcohol retailers, police, and local media representatives to build awareness of the seriousness of using a false I.D. as well as the consequences of underage alcohol and other drug use. Education, coupled with media campaigns, and joint actions by law enforcement task forces – local and the Division of Alcoholic Beverage Control (ABC) – have demonstrated the effectiveness of the Fake I.D. program. This program conducted 8 enforcement efforts in Hays, KS and Lawrence, KS. They issued in total 29 citations and seized 1 fake identification card this fiscal year.
<b>Sub-Recipient &amp; Type of Organization:</b>	DCCCA <i>Non-profit</i>
<b>Project Number:</b>	SP-4701-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$30,000)
<b>Amount of Funds Expended:</b>	\$17,183
<b>Eligible Use of Funds:</b>	High Visibility Enforcement, Travel, and Impaired Driving Education
<b>Countermeasure Strategy:</b>	High Visibility Enforcement

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>KDHE Breath Alcohol Program (KDHE BAP)</b> <i>Statewide</i> Personnel from the Kansas Department of Health and Environment were able to travel across the state providing training and materials for law enforcement on the proper use of breath testing equipment with this grant. In 2024 the KDHE BAP Unit instructed 43 classes to over 800 attendees.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Health and Environment (KDHE) <i>State Agency</i>
<b>Project Number:</b>	SP-4702-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$10,000)
<b>Amount of Funds Expended:</b>	\$8,154
<b>Eligible Use of Funds:</b>	Training
<b>Countermeasure Strategy:</b>	Communication Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>The Impaired Driving Deterrence Program (IDDP)</b> <i>Statewide</i> The Impaired Driving Deterrence Program (IDDP) supported overtime enforcement utilizing saturation patrols and check lanes targeting the impaired driver. In 2024, the eleven agencies participating in IDDP conducted over 1,000 traffic stops which resulted in 26 DUI arrests. Agencies also partnered to conduct four check lanes which conducted 233 SFST evaluations and made 51 DUI arrests.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Law Enforcement Agencies <i>Local Law Enforcement Agencies</i>
<b>Project Number:</b>	SP-4704-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$204,000)
<b>Amount of Fund Expended:</b>	\$73,982
<b>Eligible Use of Funds:</b>	High Visibility Enforcement and approved commodities purchased at the start of the FFY are included in the use of funds.
<b>Countermeasure Strategy:</b>	High Visibility Enforcement

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>KHP Roving Aggressive Violation Enforcement (KHP RAVE) Program</b> <i>Statewide</i> The Kansas Highway Patrol (KHP) restructured the Roving Aggressive Violation Enforcement (RAVE) Program in Federal Fiscal Year 2019 by moving under the command of the Breath Alcohol Unit (BAU). The goal was to concentrate on driving under the influence (DUI) problem areas identified through statistics showing which counties have the highest rate of DUI crashes. In FFY 2024, the Kansas Highway Patrol initiated enforcement activities every single month which netted 114 DUI arrests, issued over 500 speeding citations and/or warnings, conducted over 1,600 public contacts and covered over 35,000 miles of Kansas roadway.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Highway Patrol <i>Law Enforcement</i>
<b>Project Number:</b>	SP-4707-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$170,000)
<b>Amount of Funds Expended:</b>	\$125,230
<b>Eligible Use of Funds:</b>	High-visibility Enforcement
<b>Countermeasure Strategy:</b>	High visibility Enforcement

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>KHP Breath Alcohol Unit (KHP BAU)</b>  <b>Statewide</b></p> <p>The Breath Alcohol Unit (BAU) provided support resources for local sobriety checkpoints and saturation patrols. In addition, the BAU provided support for the statewide Standardized Field Sobriety Testing (SFST), Drug Recognition Expert (DRE), and Advanced Roadside Impaired Driving Enforcement (ARIDE) training programs. Training in SFST, ARIDE, Preliminary Breath Testing and the Intoxilyzer 9000 strengthened the detection and apprehension skills of the officers, both during sobriety checkpoints and in other targeted traffic enforcement. Cases of polydrug use (more than one drug class present) with alcohol have been on the rise as well as higher BACs on arrestees.</p> <p>The BAU also coordinates the statewide Drug Recognition Expert Program (DRE) and the Advanced Roadside Impaired Driving Enforcement (ARIDE) program. In 2024, for the first time in Kansas history, Kansas has 100 DREs in the field (with the potential to make it 102 before the end of the year). For the last year cannabis was found in almost 50% of all DRE cases while next was CNS Stimulants at 30%, Narcotic Analgesics at 21.7% and CNS Depressants at 15.6%.</p> <p>The BAU has spear headed the push for the allowance of oral fluid testing in Kansas and with the expertise of the Kansas Department of Health and Environment (KDHE) and the Kansas Bureau of Investigation (KBI) oral fluid testing protocols have been validated and field testing of oral fluid devices should be completed in January 2025. Results from KBI, DRE observations, and oral fluid results shall be compared and expanded upon to further demonstrate their relevance as a much-needed tool to combat drug-impaired driving. Twenty-seven SoToxa oral fluid testing devices have been in the field (provided for by AAA of Kansas, NHTSA and KDOT) to be utilized by DREs in all regions of the state, representing all facets of demographics and communities. This additional law enforcement tool, oral fluid testing, for the detection of drugged driving has been a long time coming, over ten years, and is finally seeing fruition.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>Kansas Highway Patrol  <i>Law Enforcement</i></p>
<p><b>Project Number:</b></p>	<p>SP-4706-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>405d (\$933,130)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$858,980</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Training and High Visibility Enforcement</p>
<p><b>Countermeasure Strategy:</b></p>	<p>High Visibility Enforcement</p>

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>KHP Ignition Interlock Device Statewide Coordinator (KHP IID) Program</b>  <i>Statewide</i>                  The Kansas Highway Patrol, in conjunction with the Kansas Department of Transportation, has completed four full years of work under this Statewide Coordinator grant. The vision of this grant is to train and educate Kansas law enforcement and prosecutors on how to effectively enforce ignition interlock requirements roadside and complete to begin systematically investigating non-compliant offenders utilizing two funded trooper positions. The investigations were done to teach local law enforcement officers how to develop protocols and policies for enforcement of Court Ordered IID's.</p> <p>For FFY 2024 while IDD investigations have become less and less, Coordinators Trooper Crump and Sperry have been very active conducting trainings in various courses in alcohol and drug-impaired driving detection (ie. ARIDE, etc.) to over 1,000 law enforcement personnel.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>Kansas Highway Patrol  <i>Law Enforcement</i></p>
<p><b>Project Number:</b></p>	<p>SP-4703-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>405d (\$288,160)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$265,262</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Training and High Visibility Enforcement</p>
<p><b>Countermeasure Strategy:</b></p>	<p>High Visibility Enforcement</p>

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>Traffic Safety Resource Prosecutor (TSRP)</b>  <i>Statewide</i>                  The Kansas TSRP program is well respected and continues to make an impact on DUI arrests and prosecutions in Kansas. The TSRP also continued to present at the DUI Prosecutor Boot Camp training, Drug Recognition Expert (DRE) trainings, Kansas Teen Traffic Safety Conference, and the Joint Prosecutor-Law Enforcement Impaired Driving Conference. The TSRP has worked on providing training to underserved communities in western and southern counties or counties which might not have a traffic safety experienced prosecutor or who do not receive DUI updates.</p> <p>The TSRP has taken steps to provide virtual training sessions and statewide discussion panels to help achieve training goals and uses monthly reports to KDOT and partners. To this end, the TSRP has documented over 100 unique technical assistance requests that he has provided expertise or research for prosecutors and law enforcement officers, presented at almost twenty trainings with a total class attendance of over 700. The TSRP has also continued to lead the Impaired Driving Emphasis Area Team towards its strategic goals of reducing impaired driving across the State of Kansas.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>Kansas Office of the Attorney General  <i>State Agency</i></p>
<p><b>Project Number:</b></p>	<p>SP-4709-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>405d (\$227,200)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$194,843</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Training</p>
<p><b>Countermeasure Strategy:</b></p>	<p>Communications and Outreach</p>

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>Every 15 Minutes</b>  <i>Local</i>                  Douglass High School conducted a educational program for at risk students to learn about the dangers of dangerous driving behaviors including impaired driving. Utilizing local law enforcement, EMS, Hospital, Judicial, and parents as partners in this programing, Douglass High sent a clear message: Impaired Driving is unacceptable. The program was held April 26<sup>th</sup>, 2024. Upon the conclusion of the program, 139 students participated in a post survey. This survey was voluntary, anonymous, and self-reported. After the Every 15 Minutes Program, 90% of students said that the program was beneficial to the student body. 43% of students reported that their opinion on driving impaired changed. Douglass High School created a PSA through these funds and will continue to share it with classmates to address the dangers of impaired driving.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>Douglass High School  <i>Local Agency</i></p>
<p><b>Project Number:</b></p>	<p>SP-2250-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>State Funds (\$3,000)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$2,766</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Training</p>
<p><b>Countermeasure Strategy:</b></p>	<p>Educational Youth Programs</p>

# Drivers Education

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Eisenhower Legacy Transportation Program (ELTP) Driver Education Reimbursement Grant</b> <i>Statewide</i> The Eisenhower Legacy Transportation Program (ELTP) Driver Education Reimbursement Grant was created to encourage driver education providers to open their doors to those students who might otherwise be unable to afford a driver education course. This grant reimburses the driver education provider for the student to attend the course, \$200 per student or the cost of the course (whichever is least), for each grant eligible student who successfully completes both sections of the course (classroom and behind-the-wheel instruction). For Federal Fiscal Year 2024, 753 grant eligible students, 26 public schools, and one commercial school participated in this grant. Through this grant we hope the safety lessons learned in class translate to long-term safe driving behavior.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1800-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State Funds (SBSF) (\$312,870)
<b>Amount of Fund Expended:</b>	\$137,336

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>B.R.A.K.E.S. Inc.</b> <i>Wyandotte &amp; Shawnee County</i> The Be Responsible And Keep Everyone Safe (BRAKES) program was attended by over 700 teens and parents to the two, two-day events in Kansas. The first event was held at the Kansas Speedway, Kansas City Kansas and the second event was held at the Stormont Vail Events Center, Topeka Kansas. The students were given instruction on driving safely and then provided behind the wheel experience in high-risk situations, extreme braking, skid control and distracted driving.
<b>Sub-Recipient &amp; Type of Organization:</b>	Put On The B.R.A.K.E.S. Driving School <i>For-profit</i>
<b>Project Number:</b>	SP-1911-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State Funds (SBSF) (\$70,000)
<b>Amount of Funds Expended:</b>	\$70,000

# Motorcycle Safety

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Kansas Traffic Safety Resource Office</b> <i>Statewide</i> The Kansas Traffic Safety Resource Office (KTSRO) maintained and organized the Motorcycle Safety Task Force for KDOT’s Behavioral Safety Section by providing educational materials and programs, such as motorcycle safety classes and reimbursements, aimed at reducing motorcycle crashes, injuries, and fatalities in Kansas. KTSRO also utilized NHTSA’s marketing materials on the Drive Safe Kansas social media platforms. This year, 631 motorcyclists were reimbursed for attending a motorcycle safety course.
<b>Sub-Recipient &amp; Type of Organization:</b>	DCCCA <i>Non-profit</i>
<b>Project Number:</b>	SP-4801-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405f (\$37,000)
<b>Amount of Funds Expended:</b>	\$37,000
<b>Eligible Use of Funds:</b>	Motorcycle Safety Education
<b>Countermeasure Strategy:</b>	Communication Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Ride to Live Kansas</b> <i>Sedgwick County region</i> The Wichita Police Department Traffic Unit requested a program to address motorcycle education and promote safe operation. The Motorcycle Unit modeled this program after the Hawthorne California Police Department program, Ride to Live. In this program, WPD’s motor unit officers would put on free motorcycle operations classes for civilian motorcycle riders on to improve their skills, increase safety awareness, and promote motorcycle outreach and education. The WPD used a dedicated trailer with cones to better facilitate the mobility of this program around the Sedgwick County region. The program was very well received by the public and five classes were taught to almost sixty students. Wichita PD hopes to increase the publicity for the course as well as participation, weather depending of course.
<b>Sub-Recipient &amp; Type of Organization:</b>	Wichita Police Department <i>Law Enforcement Agency</i>
<b>Project Number:</b>	SP-4803-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405f (\$14,800)
<b>Amount of Funds Expended:</b>	\$14,165
<b>Eligible Use of Funds:</b>	Motorcycle Safety Education
<b>Countermeasure Strategy:</b>	Communication Campaign

# Occupant Protection

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Child Passenger Seat Distribution</b> <i>Statewide</i> 1,391 booster and car seats were purchased FFY 24. These seats were distributed via partnership with KTSRO.
<b>Sub-Recipient &amp; Type of Organization:</b>	Vehicle Maintenance Program Inc. <i>For-profit</i>
<b>Project Number:</b>	SP-1304-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$100,000)
<b>Amount of Funds Expended:</b>	\$99,942
<b>Eligible Use of Funds:</b>	Booster and Car Seats
<b>Countermeasure Strategy:</b>	Distribution Program

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Safe Kids Kansas</b> <i>Statewide</i> In FFY 24, Safe Kids Kansas made a coordinated effort to improve child passenger safety and occupation protection compliance across the state. These efforts included a car seat distribution program, mobile CPS Seat check stations, and the Bucks for Buckles Campaign. <ul style="list-style-type: none"> <li>• In FFY 24, Safe Kids Kansas purchased 337 car seats for distribution.</li> <li>• In FFY 24, Safe Kids Kansas maintained and operated 3 mobile child safety seat checkup vans. Locations included: Topeka, Lawrence, and Wichita.</li> <li>• In FFY 24, there were 57 Bucks for Buckles sites registered that distributed \$7,586.00 to drivers who made sure everyone in the vehicle were correctly seat belted.</li> </ul>
<b>Sub-Recipient &amp; Type of Organization:</b>	Safe Kids Kansas Inc <i>Non-profit</i>
<b>Project Number:</b>	SP-4503-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405b (\$50,000)
<b>Amount of Funds Expended:</b>	\$49,817.92
<b>Eligible Use of Funds:</b>	Child Passenger Safety Education
<b>Countermeasure Strategy:</b>	Communication Campaign

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>Kansas Traffic Safety Resource Office - CPS</b>  <i>Statewide</i></p> <p>In FFY 24, KTSRO made a coordinated effort to improve child passenger safety across the state. This was achieved through maintaining CPS stations across the state, trainings, distributing educational material, educational programs, collaborating with stakeholders in CPS, and coordinating social media efforts and campaigns pertaining to child passenger safety.</p> <ul style="list-style-type: none"> <li>• KTSRO tracked technician status to ensure each inspection station had properly trained technicians. Currently, Kansas has 690 CPS Technicians (CPST), 33 certified CPST Instructors, and 131 CPS Inspection Stations in 73 Counties.</li> <li>• KTSRO hosted or provided resources for 6 NHTSA CPST certification classes, with a total of 139 participants. A 1-day recertification classes were held that renewed 16 technicians.</li> <li>• KTSRO hosted the annual CPST update course in Topeka. Six sessions were offered this year, all were qualified for an hour of continuing education credit. 92 attendees gained CEU's from these sessions. KTSRO sent out free opportunities to get CEU's to the state's technicians. KTSRO's website has CEU's, from the year prior's, updates, and links to additional online training. This year, 221 people utilized those trainings.</li> <li>• KTSRO provided online training for Child Care Transportation and CPS for Foster Parents. This year, 163 individuals were trained.</li> <li>• KTSRO distributed 166,515 CPS educational materials across the state. This included: 33,691 KIDS ID stickers for child safety seats, 17,772 bilingual CPS activity books, 827 booster posters, and 27,859 bilingual booster flyers.</li> <li>• KTSRO offered a speaker's fee to elementary teachers and SAFE programs, whose high school students completed a Boosters to Belts presentation to their local elementary school. 34 schools completed the presentation, reaching more than 4,491 elementary students.</li> <li>• KTSRO collaborated with the Kansas Safe Kids board of directors, KDHE's Injury Prevention Consortium, Safe Communities, Operation Impact, KDOT Strategic Highway Safety Plan (DTZ Plan) with the Safer People team, Destination Safe, ICT Safe (DSS), and many other organizations across the state on matters pertaining to CPS.</li> <li>• KTSRO provided valuable assistance in coordinating social media promotions with KHP, KDHE, Safe Kids, and KDOT for NHTSA's Heatstroke Prevention campaign, CPS Week, and many other social media opportunities this year.</li> <li>• In total, KTSRO approximately assisted and came into direct contact with 35,427 Kansans on matters regarding CPS.</li> </ul>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>DCCCA  <i>Non-profit</i></p>
<p><b>Project Number:</b></p>	<p>SP-4504-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No.</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>405b (\$40,000)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$39,517.53</p>

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<b>Eligible Use of Funds:</b>	Child Passenger Safety Education
<b>Countermeasure Strategy:</b>	Communications Campaign



**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Observational Survey</b> <i>Statewide</i> In FFY 24, DCCCA completed the 2023-2024 Child and Adult Direct Observation Safety Belt Survey. The survey involved observations at 222 sites across 16 counties. Ten individuals conducted the observations between June 1 <sup>st</sup> and July 20 <sup>th</sup> . There were 23,326 vehicles and 29,656 drivers and front outboard passengers observed. The findings of this survey can be found in the Executive Summary of this report.
<b>Sub-Recipient &amp; Type of Organization:</b>	DCCCA <i>Non-profit</i>
<b>Project Number:</b>	SP-4506-23
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405b (\$258,596)
<b>Amount of Funds Expended:</b>	\$191,648
<b>Eligible Use of Funds:</b>	Occupant Protection Observational Survey
<b>Countermeasure Strategy:</b>	Observational Survey

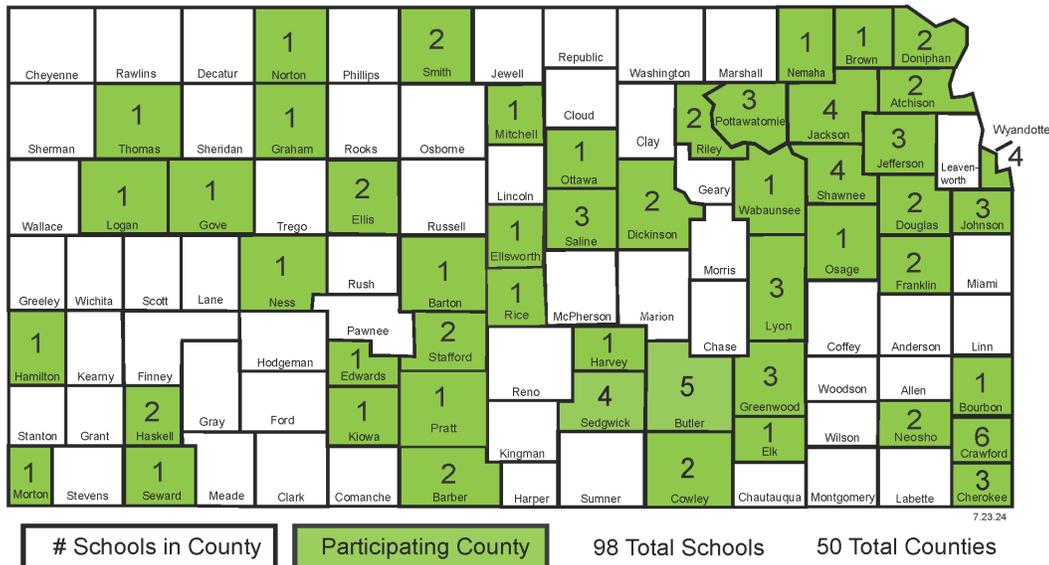
**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Nighttime Seat Belt Enforcement Program (NSEP)</b> <i>Statewide</i> The Nighttime Seat Belt Enforcement Program (NSEP) supported overtime enforcement utilizing saturation patrols and check lanes supporting Kansas Occupant Protection Laws. All enforcement is scheduled to take place after sundown. The Nighttime Seatbelt Enforcement Program (NSEP) had five contracted agencies that provided nine reports. 200 contacts and while no adult belt citations were issued during these patrols, 102 equipment violations plus one felony arrest, one DUI and 40 other violations were recorded.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Law Enforcement Agencies Local Law Enforcement Agencies
<b>Project Number:</b>	SP-4505-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405b (\$41,000)
<b>Amount of Funds:</b>	\$5,859
<b>Eligible Use of Funds:</b>	High Visibility Enforcement
<b>Countermeasure Strategy:</b>	High Visibility Enforcement

Project and Subrecipient Information

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>SAFE (Seatbelts Are For Everyone)</b> <i>Statewide</i> SAFE, a state funded program, completed another successful year. Now in its 17th year, SAFE is in 98 schools in 50 counties. Reaching more than 48,990 students across Kansas. SAFE increased its following on Twitter from 3,443 to 3,521, Instagram from 696 to 807, and on Facebook from 2,232 to 2,675.  Through a state funded grant with KDOT, KTSRO sponsored the seventh Kansas Teen Traffic Safety Conference, with 219 teens and sponsors in attendance. This reflects an increase in comparison to last year with 200 in attendance. FFY 2024's annual conference was offered in person in Manhattan Kansas November 7th and 8th, 2023.
<b>Sub-Recipient &amp; Type of Organization:</b>	DCCCA <i>Non-profit</i>
<b>Project Number:</b>	SP-0917-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State Funds (SBSF) (\$581,500)
<b>Amount of Funds:</b>	\$581,266

SAFE 2023 - 2024



# Paid Media

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>General Advertising</b> <i>Statewide</i> In FFY 2024, KDOT conducted two campaigns. The Kansas Association of Broadcasters (KAB) were contracted to purchase paid media surrounding <i>Put the Breaks on Fatalities Day</i> and <i>Work Zone Awareness</i> .
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1500-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$60,000)
<b>Amount of Funds Expended:</b>	\$30,000
<b>Eligible Use of Funds:</b>	Paid Media
<b>Countermeasure Strategy:</b>	Mass Media Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Destination Safe</b> <i>Kansas City Metro</i> In 2024, MARC secured radio and streaming audio spots in the Kansas City Metro area which collected almost 900,000 gross impressions. Engaging with outdoor advertising with billboards has an estimated 3.2 million impressions. Their social media messaging has collected almost 500,000 impressions. With their online advertising they have collected over 400,000 impressions.
<b>Sub-Recipient &amp; Type of Organization:</b>	Mid-America Regional Council (MARC) <i>Local Government</i>
<b>Project Number:</b>	SP-1505-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$20,000)
<b>Amount of Funds Expended:</b>	\$18,946
<b>Eligible Use of Funds:</b>	Paid Media
<b>Countermeasure Strategy:</b>	Mass Media Campaign

## Project and Subrecipient Information

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Blue Window Misc. Media Placement</b> <i>Statewide</i> In Federal Fiscal Year 2023, Blue Window purchased \$50,330 worth of paid media, engagement tactics, and promoted RideShare/Designated Driver accommodations at sports venues. In FFY 2023, 25 Venues were subjected to traffic safety material and messaging.
<b>Sub-Recipient &amp; Type of Organization:</b>	Whitworth Ballou Inc <i>For-profit</i>
<b>Project Number:</b>	SP-1503-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$50,000)
<b>Amount of Funds Expended:</b>	\$50,000
<b>Eligible Use of Funds:</b>	Paid Media
<b>Countermeasure Strategy:</b>	Mass Media Campaign

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>JNA Misc. Media Placement</b></p>
	<p><i>Statewide</i></p> <p>In FFY 2023, JNA executed 6 traffic safety campaigns: distracted driving, speed enforcement, and heat in cars. JNA also executed two location-specific campaigns: Safety Corridor Campaign and the Drive Safe Sedgwick Campaign. In total, 5,423,743 individual people were reached, and 97,205,057 impressions were a direct result of these efforts.</p> <p><b>Drive Safe Sedgwick Campaign</b> <i>January 8<sup>th</sup> – June 30<sup>th</sup></i></p> <p>The Drive Safe Sedgwick campaign was a sustained effort in Sedgwick County. JNA deployed many tactics and activated multiple media assets to educate and deter drivers in this area from participating in destructive driving behaviors that are prominent in that area: impaired driving, excessive speeding, and seat belt usage.</p> <p>Paid Media for this campaign included: social media efforts, digital marketing, 4,245 television ad placements, 15 billboards. These efforts generated 25,053,620 impressions.</p> <p>Marketing campaigns for Sports Marketing Partners, including MiLB Baseball, ECHL Hockey, and PGA Web.com Golf, were unified under the Drive Safe Sedgwick banner and were also featured on <a href="http://www.DriveSafeKansas.gov">www.DriveSafeKansas.gov</a>.</p> <p><b>Distracted Driving Campaign</b> <i>April 1<sup>st</sup> – April 7<sup>th</sup></i></p> <p>Paid Media for this campaign included: social media efforts, digital marketing, 1,741 television ad placements, and 17 digital outdoor billboards. These efforts generated 9,157,622 impressions and reached 1,158,645 individual people.</p> <p><b>Heat in Cars Campaign</b> <i>July 8<sup>th</sup> – July 21<sup>st</sup></i></p> <p>The Heat in Cars Campaign focused on how quickly cars heat up in the sun and the severe risks it poses to vulnerable passengers. Paid Media for this campaign included: digital marketing and social media efforts. These efforts generated 3,258,453 impressions and reached 548,895 individuals.</p> <p><b>Speed Enforcement Campaign</b> <i>July 22<sup>nd</sup> – August 11<sup>th</sup></i></p> <p>Paid Media for this campaign included: social media efforts, digital marketing, and 5,101 radio ad placements. These efforts generated 19,202,090 impressions and reached 1,285,347 individual people.</p> <p><b>Safety Corridor Campaigns</b> <i>October 1<sup>st</sup> – September 30<sup>th</sup></i></p> <p>The Safety Corridor Campaigns were a sustained effort on 4 high-risk corridors identified by the Kansas Drive to Zero Coalition. The following corridors were targeted: US-69, US-83, US-24, and I-135. Each corridor was evaluated, and prominent destructive driving behaviors were identified. JNA deployed tactics accordingly to effectively meet the needs of each corridor.</p> <p>Paid Media for these campaigns included: social media efforts, digital marketing (English and Spanish), television ad placements, 6,924 radio ad placements, streaming services ad placements, outdoor billboards (static &amp; mobile). These efforts generated 25,313,075 impressions.</p>

	<p><b>Local Roads (EAT) Campaign</b> <i>December 11<sup>th</sup> – June 30<sup>th</sup></i></p> <p>The Local Roads campaign focused on addressing the high rates of local road crashes and fatalities on Kansas Roadways. Paid Media for this campaign included: digital marketing and social media efforts. These efforts generated 15,220,197 impressions and reached 2,979,751 individuals.</p>
<b>Sub-Recipient &amp; Type of Organization:</b>	John Nohe & Associates LLC <i>For-profit</i>
<b>Project Number:</b>	SP-1503-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$720,000)
<b>Amount of Funds Expended:</b>	\$713,821.80
<b>Eligible Use of Funds:</b>	Paid Media
<b>Countermeasure Strategy:</b>	Mass Media Campaign

## Project and Subrecipient Information

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Blue Window Occupant Protection Media Placement</b> <i>Statewide</i> In Federal Fiscal Year 2023, Blue Window purchased \$49,648 worth of paid media in sports venues. Venue including the University of Kansas, Kansas State University, Butler Athletics, Emporia State, Pittsburg State, Wichita State University, Sporting KC, Kansas Speedway, and the Shrine Bowl received occupant protect material and messaging.
<b>Sub-Recipient &amp; Type of Organization:</b>	Whitworth Ballou LLC <i>For-profit</i>
<b>Project Number:</b>	SP-4500-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405b (\$50,000)
<b>Amount of Funds Expended:</b>	\$50,000
<b>Eligible Use of Funds:</b>	Occupant Protection Paid Media
<b>Countermeasure Strategy:</b>	Mass Media Campaign

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>JNA Occupant Protection Media Placement</b>  <i>Statewide</i>                  In FFY 2024, JNA executed 3 statewide occupant protection campaigns. In total, 5,104,317 people were reached and 29,277,508 impressions were a direct result of these efforts.</p> <p><b>Thanksgiving <i>Click It. Or Ticket.</i> Campaign November 20<sup>th</sup> – November 26<sup>th</sup></b>                  This Campaign deployed traditional media channels like Television and Radio, digital media channels and efforts, and out of house advertising like digital billboards to remind Kansans to buckle up during the holiday travel period. Efforts resulted in 1,755 TV ad placements, 2,123 Radio ad placements, 3,225,000 impressions via digital efforts, 1,643,491 impressions via social media, 130,869 video views, and 2.5 million impressions via 25 digital billboards across Kansas.</p> <p><b>Memorial Day <i>Click It. Or Ticket.</i> Campaign May 15<sup>th</sup> – May 27<sup>th</sup></b>                  Paid Media for this campaign included social media efforts, digital marketing, 3,705 television ad placements, and 4,394 radio ad placements. These efforts generated 16,381,657 impressions and reached 2,159,729 individual people.</p> <p><b>Child Passenger Safety Campaign September 18<sup>th</sup> – September 24<sup>th</sup></b>                  Paid Media for this campaign included social media efforts, digital marketing, 1,915 radio ad placements via 74 stations, and 17 outdoor billboards. These efforts generated 5,527,360 impressions and reached 2,944,588 individual people through social media alone.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>John Nohe &amp; Associates LLC  <i>For-profit</i></p>
<p><b>Project Number:</b></p>	<p>SP-4500-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No.</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>405b (\$400,000)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$399,902.16</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Occupant Protection Paid Media</p>
<p><b>Countermeasure Strategy:</b></p>	<p>Mass Media Campaign</p>

## Project and Subrecipient Information

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Blue Window Impaired Driving Media Placement</b> <i>Statewide</i> In FFY 2023, Blue Window purchased \$299,377 worth of paid media in sports venues. Over 25 venues received impaired driving focused material and messaging. Campaigns like Fans with a Plan were implemented to encourage sports goers to plan ahead before drinking and utilize alternative transportation.
<b>Sub-Recipient &amp; Type of Organization:</b>	Whitworth Ballou LLC <i>For-profit</i>
<b>Project Number:</b>	SP-4708-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$500,000)
<b>Amount of Funds Expended:</b>	\$500,000
<b>Eligible Use of Funds:</b>	Impaired Driving Paid Media
<b>Countermeasure Strategy:</b>	Mass Media Campaign

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>JNA Impaired Driving Media Placement</b> <i>Statewide</i> In FFY 2023, JNA executed 7 statewide impaired driving campaigns. In total, 1,099,608 people were reached and 41,089,403 impressions were a direct result of these efforts.</p> <p><b>Holiday Impaired Driving Campaign</b> <i>December 13<sup>th</sup> – December 31<sup>st</sup></i> Paid Media for this campaign included social media efforts, and digital marketing. The campaign broadcasted 4,580 spots across 76 radio stations. Television and cable stations added over 4,242 spots. 18 digital billboards delivered over 8 million impressions. Overall, these efforts generated 20,920,835 impressions.</p> <p><b>Super Bowl Impaired Driving Campaign</b> <i>February 8<sup>th</sup> – February 11<sup>th</sup></i> Paid Media for this campaign included social media efforts and digital marketing. These efforts generated 4,745,761 impressions.</p> <p><b>St. Patrick’s Day Impaired Driving Campaign</b> <i>March 9<sup>th</sup> – March 17<sup>th</sup></i> Paid Media for this campaign included social media efforts and digital marketing. These efforts generated 3,127,776 impressions and reached 1,099,608 individual people.</p> <p><b>420 Drugged Driving Campaign</b> <i>April 15<sup>th</sup> – April 21<sup>st</sup></i> Paid Media for this campaign included social media efforts and digital marketing, 1,762 television ad placements, and digital outdoor billboards. These efforts generated 6,803,974 impressions and 90,702 video views on social media.</p> <p><b>4<sup>th</sup> of July Impaired Driving Campaign</b> <i>July 1<sup>st</sup> – July 7<sup>th</sup></i> Paid media for this campaign included social media efforts, digital marketing, and 1,400 television ad placements via 27 television and cable stations. These efforts generated impressions of 5,491,057.</p> <p><b>Labor Day Impaired Driving Campaign</b> <i>August 4<sup>th</sup> – September 2<sup>nd</sup></i> Paid Media for this campaign included social media efforts, digital marketing, 4,439 television ad placements via 25 television and cable stations, 4,694 radio ad placements via 72 stations, 9 digital outdoor billboards, and 125 movie theater screens. These efforts generated 5,491,057 impressions.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>John Nohe &amp; Associates LLC <i>For-profit</i></p>
<p><b>Project Number:</b></p>	<p>SP-4708-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No.</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>405d (\$575,000)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$572,065.29</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Impaired Driving Paid Media</p>
<p><b>Countermeasure Strategy:</b></p>	<p>Mass Media Campaign</p>

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>JNA Motorcycle Media Placement</b>  <i>Statewide</i>                  In FFY 2024, JNA executed a statewide motorcycle safety campaign. In total, 1,194,849 individual people were reached through social media alone, and 15,589,975 impressions were a direct result of these efforts.</p> <p><b>Motorcycle Safety Campaign May 1<sup>st</sup> – May 31<sup>st</sup></b>                  Paid media for this campaign included: social media efforts, digital marketing, and 18 outdoor billboards. These efforts generated 15,589,975 impressions and reached 1,194,849 individual people through social media efforts alone.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>John Nohe &amp; Associates LLC  <i>For-profit</i></p>
<p><b>Project Number:</b></p>	<p>SP-4802-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No.</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>405f (\$50,000)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$50,000</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Paid Media</p>
<p><b>Countermeasure Strategy:</b></p>	<p>Communication Campaign</p>

# Pedestrian & Bicycle Safety

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Bike Equip KC</b> <i>Kansas City, KS</i> KDOT partnered with BikeWalkKC to promote bicycle helmet use and educate bicycle riders on safe bike riding practices including utilizing blinky lights. In total, BikeWalk KC distributed 142 helmets at bicycle safety related events across Kansas City, KS. BikeWalkKC distributed 888 Blinky Light Education Kits at bicycle safety events across Kansas City, KS. In addition to distributing bike safety items and education, BikeWalk KC, utilized funding to contract a data consultant to collect, analyze, and visualize the Wyandotte and Johnson County data. Data like underserved populations/overrepresentation in crash fatalities in correlation to who is attending BikeWalkKC educational bike/ped safety courses, what type of traffic safety education did they receive, and who is walking the most (How far? To where? When?). BikeWalkKC will utilize these findings to further ensure that underserved and overrepresented get relevant and needed bike/ped safety educational courses.
<b>Sub-Recipient &amp; Type of Organization:</b>	BikeWalkKC <i>Non-profit</i>
<b>Project Number:</b>	SP-1602-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$8,150)
<b>Amount of Funds Expended:</b>	\$8,150
<b>Eligible Use of Funds:</b>	Bike & Pedestrian Education
<b>Countermeasure Strategy:</b>	Conspicuity Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Bike Helmets</b> <i>Statewide</i> KDOT partnered with the Kansas Department of Health and Environment to promote bicycle helmet use. Local Kansas agencies were encouraged to apply for helmets to be distributed in conjunction with their bicycle safety events. In total, the Kansas Department of Health and Environment distributed 1,359 helmets to 21 organizations throughout Kansas.
<b>Sub-Recipient &amp; Type of Organization:</b>	KDHE <i>State Agency</i>
<b>Project Number:</b>	SP-1601-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$15,000)
<b>Amount of Funds Expended:</b>	\$15,000
<b>Eligible Use of Funds:</b>	Bike & Pedestrian Education
<b>Countermeasure Strategy:</b>	Helmet Distribution Program

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Light Topeka’s Bikes</b> <i>Topeka, KS</i> KDOT partnered with the Topeka Community Cycle Project to purchase bicycle light kits. The kits were a part of a program designed to educate bicycle riders on the state and local laws and the importance of visibility when riding. This program distributed 350 light kits during their education events to those underserved within their community.
<b>Sub-Recipient &amp; Type of Organization:</b>	Topeka Community Cycle Project <i>Non-profit</i>
<b>Project Number:</b>	SP-1602-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$5,500)
<b>Amount of Funds Expended:</b>	\$5,498
<b>Eligible Use of Funds:</b>	Bike & Pedestrian Education
<b>Countermeasure Strategy:</b>	Conspicuity Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Bike Walk Wichita</b> <i>Wichita, KS</i> KDOT partnered with Bike Walk Wichita to purchase and distribute front and rear bicycle lights, educational material to promote improved compliance with City Code Section 11.48.09 and Section 11.48.160. Bike Walk Wichita’s mission statement is to transform Wichita into a more livable, accessible, connected city by making biking safe, equitable, and appealing. Bike Walk Wichita has continued to work on educating underserved and marginalized populations on bicycle safety. In Federal Fiscal Year 2024, Bike Walk Wichita, through their community outreach, distributed 720 bike lights and 300 taillights. This was achieved by engaging riders through their “Earn A Bike” program, “Build A Bike” program, “bike jams”, individual requests, bike safety events, law enforcement agencies, and local agencies dedicated to serving and assisting low-income, disadvantaged, and homeless Wichitans. Bike Walk Wichita staff expended 52 hours in community outreach.
<b>Sub-Recipient &amp; Type of Organization:</b>	Bike Walk Wichita <i>Non-profit</i>
<b>Project Number:</b>	SP-1602-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$3,785)
<b>Amount of Funds Expended:</b>	\$3,169
<b>Eligible Use of Funds:</b>	Bike & Pedestrian Education
<b>Countermeasure Strategy:</b>	Conspicuity Campaign

# Police Traffic Services

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Local Travel &amp; Training</b> <i>Statewide</i> These funds enabled the Kansas Department of Transportation Behavioral Safety Section to support the Sheriff’s Association Annual meeting, Police Chief’s Spring Conference, Law Enforcement Liaison Law Enforcement Luncheons, and other trainings and presentations.
<b>Sub-Recipient &amp; Type of Organization:</b>	<i>KDOT</i> <i>State Agency</i>
<b>Project Number:</b>	SP-1701-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$75,000)
<b>Amount of Funds Expended:</b>	\$75,000
<b>Eligible Use of Funds:</b>	Law Enforcement Training
<b>Countermeasure Strategy:</b>	Communication and Outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Crash Reconstruction Training</b> <i>Statewide</i> Through this project the KHP hosted a weeklong course detailing advanced crash reconstruction training to both troopers and local law enforcement. Of the thirty-crash reconstructionist, eleven local agencies were represented as well as the KHP. Through this specialized training, the crash reconstructionist gains valuable information on investigating complex crashes and presenting this information in court to help secure a prosecution.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Highway Patrol <i>Law Enforcement</i>
<b>Project Number:</b>	SP-1702-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$42,000)
<b>Amount of Funds Expended:</b>	\$40,058
<b>Eligible Use of Funds:</b>	Training for law enforcement in specialized crash reconstruction training.
<b>Countermeasure Strategy:</b>	Communications and Outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>JCSO Accident Investigation Unit</b> <i>Johnson County</i> The Johnson County Sheriff’s Office -Accident Investigation Unit (JCSO-AIU) has seen a distinct increase in fatal crashes and this has indicated a demand for mapping software to decrease the time on-scene to reconstruct the crash and increases investigative quality and public safety. This unit often assists other agencies with their major crashes and with this software can improve our ability to get our roadways open faster (possibly decreasing scene time from 4-6 hours to just 2-3) and reducing the possibility of secondary crashes.
<b>Sub-Recipient &amp; Type of Organization:</b>	Johnson County Sheriff’s Office <i>Law Enforcement</i>
<b>Project Number:</b>	SP-1705-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$600)
<b>Amount of Funds Expended:</b>	\$600
<b>Eligible Use of Funds:</b>	Law Enforcement Training
<b>Countermeasure Strategy:</b>	Communication and outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Prairie Village Mapping</b> <i>Johnson County</i> The Prairie Village Police Department, to address crashes within their city as well as in neighboring jurisdictions upgraded their crash software to enable communication with drones utilized for crash reconstruction. Crash reconstruction drones reduce on-scene time investigation, reduce the danger to officers in traffic, and increase road re-opening times. In addition to the software, the police department also hosted a drone crash reconstruction course for local jurisdiction. This course was attended by sixteen crash reconstruction experts from four different agencies.
<b>Sub-Recipient &amp; Type of Organization:</b>	Prairie Village Police Department <i>Law Enforcement</i>
<b>Project Number:</b>	SP-1705-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$14,499)
<b>Amount of Funds Expended:</b>	\$14,499
<b>Eligible Use of Funds:</b>	Law Enforcement Training
<b>Countermeasure Strategy:</b>	Communication and outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>KHP Traffic Fatalities Reduction Program (KHP TFRP)</b> <i>Statewide</i> This overtime reimbursement is to address unbelted drivers and passengers travelling on Kansas roadways. These enforcement activities are scheduled outside of Specialized Traffic Enforcement Program (STEP) mobilizations and are high crash corridors utilizing roving saturation patrols. In FFY 2024, enforcement in the four Safety Corridors was added to this program. The Kansas Highway Patrol engaged in nine statewide enforcement activities utilizing almost 3,500 hours, logged over 65,000 miles, and arrested twenty-two DUIs. The KHP also wrote over 3,000 speed citations and warnings as well as made over 5,000 public contacts.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Highway Patrol <i>Law Enforcement</i>
<b>Project Number:</b>	SP-1710-23
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$305,000)
<b>Amount of Funds Expended:</b>	\$293,633
<b>Eligible Use of Funds:</b>	Law enforcement overtime compensation for targeted saturation patrols.
<b>Countermeasure Strategy:</b>	High-visibility saturation patrol

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>Law Enforcement Liaison (LEL)</b>  <i>4-regions Statewide</i></p> <p>To better meet the challenge of effectively serving a law enforcement community of over 350 diverse agencies spread across 82,264 square miles, KDOT employs a team of four full-time LELs and one part-time LEL. These professionals – all of them retired law enforcement officers – promote KDOT’s safety programs to law enforcement and advise on their application, as well as on traffic enforcement tactics and methodologies, in general. The part-time LEL focuses on other first responders (EMS, FD, vehicle recovery, public health, etc.) and works to build partnerships, collaboration, and provide training. They also work to build collaborations between the law enforcement community and other sectors, such as school districts and the media; to advance the safety messaging that is complementary to effective enforcement strategies. They teach at the Kansas Law Enforcement Training Academy about Traffic Safety and Traffic Safety related programs funded by KDOT. They arrange training for local law enforcement agencies and attend many conferences throughout the year to recruit new agencies and promote traffic safety. They recruit law enforcement agencies involved in all national mobilizations and Kansas specific mobilizations. They also engage in their region’s meetings with fellow traffic safety partners to have meaningful dialogue and interchange with community constituents.</p>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p><i>Contractor</i>  <i>Individual</i></p>
<p><b>Project Number:</b></p>	<p>SP-1700-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>402 (\$473,056)</p>
<p><b>Amount of Funds:</b></p>	<p>\$394,902</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Coalition and partnership building with law enforcement, fire departments, EMS, and other traffic safety partners</p>
<p><b>Countermeasure Strategy:</b></p>	<p>Communication and Outreach</p>

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>The Special Traffic Enforcement Program (STEP) &amp; Law Enforcement Equipment Program</b> <i>Local Law Enforcement Agencies</i> The FFY 2024, Special Traffic Enforcement Program (STEP) subsidized the overtime personnel cost of four state-wide overtime enforcement campaigns plus the Safety Corridor, July <i>Speeding Slows You Down</i> , and five other more targeted local and regional enforcements. 165 state and local Kansas law enforcement agencies participated in FFY 2024. During the course of 26,000 overtime hours, activity reports captured 46,000 traffic contacts made. Included were 12,438 speeding tickets, 396 arrests for DUI/DUID, and 1,315 non-DUI arrests. Occupant restraint citations include 220 child passengers, 200 teen, and 4,964 adult seat belt tickets.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Law Enforcement Agencies <i>Local Law Enforcement</i>
<b>Project Number:</b>	SP-1300-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$1,507,142)
<b>Amount of Funds:</b>	\$1,463,128.00
<b>Eligible Use of Funds:</b>	Reimbursement of overtime hours incurred during scheduled STEP Campaigns as well as other, targeted, local, and regional mobilizations.  NHTSA approved equipment purchased at the beginning of the year utilized to support these activities. STEP agencies receive items purchased at the beginning of the FY in support of the overtime enforcement of Kansas traffic laws during the STEP Mobilizations.
<b>Countermeasure Strategy:</b>	High Visibility Enforcement

# Roadway Safety

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## Strategy

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Traffic Safety Assistant for Kansas (TASK)</b> <i>Statewide</i> In conjunction with K-State, the TASK program has provided training on the MUTCD, work zone signing, traffic control devices, and other materials to technicians and emergency response personnel across the state.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas State University <i>State Agency</i>
<b>Project Number:</b>	SP-1402-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$120,000)
<b>Amount of Funds Executed:</b>	\$107,756
<b>Eligible Use of Funds:</b>	Commodities - Training Material. Travel.
<b>Countermeasure Strategy:</b>	Education and Training

# Safe Communities

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## Strategies

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

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>PI&amp; E Safe Communities</b> <i>Statewide</i> KDOT purchased and reproduced 332,889 pieces of educational material. Through contractors (KTSRO, <a href="#">SP-1906-23</a> ).
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1900-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$25,000)
<b>Amount of Funds Expended:</b>	\$13,009.65
<b>Eligible Use of Funds:</b>	Impaired Driving and Occupant Protection Education
<b>Countermeasure Strategy:</b>	Communications and Outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Kansas Operation Lifesaver</b> <i>Statewide</i> The Kansas Operation Lifesaver program continued its lifesaving work through outreach and education using authorized volunteers, approved messages, and educational materials. Kansans and visitors to Kansas were targeted through public service announcements. In October of 2023, Kansas Operation Lifesaver conducted a digital campaign.
<b>Sub-Recipient &amp; Type of Organization:</b>	Operation Lifesaver, Inc. <i>Non-profit</i>
<b>Project Number:</b>	SP-1902-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$15,000)
<b>Amount of Funds Expended:</b>	\$15,000
<b>Eligible Use of Funds:</b>	Railroad Safety
<b>Countermeasure Strategy:</b>	Communications and Outreach

**Project and Subrecipient Information**

<p><b>Project Name &amp; Description of Activities Conducted:</b></p>	<p><b>Kansas Traffic Safety Resource Office</b> <i>Statewide</i></p> <p>In FFY 24, The Kansas Traffic Safety Resource Office (KTSRO) administered and implemented statewide programs providing public education and information, technical assistance, research, and evaluation aimed at reducing the incidence of crashes caused by alcohol/drug impairment, distractions, speed, and other risky driver behaviors, while increasing seat belt use in Kansas. KTSRO worked closely with KDOT’s Behavioral Safety Section, law enforcement, minority organizations, employers, Safe Kids Kansas, and other safety advocates around the state to achieve these goals.</p> <p>Some of the FFY 2024 highlights include:</p> <ul style="list-style-type: none"> <li>• KTSRO updated, designed, and distributed 332,889 educational items across Kansas. Whenever possible, items are produced with English on one side, Spanish on the other. These items are primarily used by law enforcement and other safety partners as an outreach to the traveling public.</li> <li>• With one full-time employee at KTSRO devoted to communications, KDOT has 24,647 followers on Twitter. This is a decrease from 24,670 in 2023. KDOT has 11,132 followers on Facebook. This reflects an increase when compared to our 10,602 in 2023. KDOT published 15 videos garnering 547,931 watches. KDOT has 773 followers on Instagram, which reflects an increase when compared to our 677 followers in 2023. KTSRO sent 131,974 Newsletters in FFY 24. Averaging an open rate of 24%.</li> <li>• KTSRO hosted online trainings, with 577 completing courses. They also registered nearly 766 participants for various in-person training.</li> <li>• Staff members at KTSRO continued their leadership roles on the Strategic Highway Safety Plan Emphasis Area Teams.</li> <li>• KTSRO partnered with KDOT and KHP BAU division on the Annual Impaired Driving Conference.</li> <li>• 1,391 child safety seats (convertible and booster), purchased under SP-1304-23, were distributed statewide to child passenger safety inspection stations through this project. These seats were provided to low-income families.</li> </ul>
<p><b>Sub-Recipient &amp; Type of Organization:</b></p>	<p>DCCCA <i>Non-profit</i></p>
<p><b>Project Number:</b></p>	<p>SP-1906-24</p>
<p><b>Deobligation of Funds?</b></p>	<p>No.</p>
<p><b>P&amp;A Costs/Amount</b></p>	<p>N/A</p>
<p><b>Funding Source (Amount):</b></p>	<p>402 (\$848,052)</p>
<p><b>Amount of Funds Expended:</b></p>	<p>\$848,052</p>
<p><b>Eligible Use of Funds:</b></p>	<p>Occupant Protection and Impaired Driving Education</p>
<p><b>Countermeasure Strategy:</b></p>	<p>Communications and Outreach</p>

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Kansas Transportation Safety Conference</b> <i>Statewide</i> The 29th annual Kansas Transportation Safety Conference (TSC) was held in Topeka, at the Hotel at City Center, April 16-17, 2024. The TSC was attended by over 400 people who participated in Keynote, breakout and lunch plenary sessions supporting the 5 Safe System Approach categories: Safer People, Safer Roads, Safer Speeds, Safer Vehicles and Post-Crash Care. Attendees chose from 16 breakout sessions. Three regional breakout sessions were offered for stakeholders to review data from their area, discuss and network over challenges and ideas to improve transportation safety. Keynote and plenary speakers included: Jay Otto – Montana State University (at the time of the 2024 TSC), David Harkey – President, Insurance Institute for Highway Safety and the Highway Loss Data Institute, and Sangeeta Badlani – Founder, Nikhil Badlani Foundation, Families for Safe Streets New Jersey, and co-founder of the Vision Zero MJ Alliance. Crash Data dashboard overview and tutorials were part of featured exhibits.
<b>Sub-Recipient &amp; Type of Organization:</b>	University of Kansas Center for Research, Inc. <i>State Agency</i>
<b>Project Number:</b>	SP-1905-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$147,499)
<b>Amount of Funds Expended:</b>	\$143,546.22
<b>Eligible Use of Funds:</b>	Traffic Safety Education
<b>Countermeasure Strategy:</b>	Communications and Outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Think First Injury Prevention Program</b> <i>Kansas City, KS</i> During FFY 24, the program conducted presentations at 15 schools, reaching 5,220 K-12 students in the Kansas City area. The presentation brought crash victims (Think First voices for injury prevention VIPs), who have suffered from life-long traumatic brain or spinal cord injuries to share their safety message.
<b>Sub-Recipient &amp; Type of Organization:</b>	The Research Foundation <i>Non-Profit</i>
<b>Project Number:</b>	SP-1904-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$9,840)
<b>Amount of Funds Expended:</b>	\$8,270
<b>Eligible Use of Funds:</b>	Traffic Safety Education
<b>Countermeasure Strategy:</b>	Communications and Outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Blue Window Sports Media (Core)</b> <i>Statewide</i> During FFY 24, Blue Window performed the program administration of KBSS' sports media efforts. Blue Window contributed 1,601.75 hours towards affinity marketing, identifying effective marketing mediums and engagement opportunities, and coordinating marketing strategy and messaging with 23 marketing partners state-wide that promoted safe driving behaviors.
<b>Sub-Recipient &amp; Type of Organization:</b>	Whitworth Ballou Inc <i>For-profit</i>
<b>Project Number:</b>	SP-1903-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$250,000)
<b>Amount of Funds Expended:</b>	\$249,500
<b>Eligible Use of Funds:</b>	Program Administration
<b>Countermeasure Strategy:</b>	Communication and Outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>JNA (Core)</b> <i>Statewide</i> During FFY 24, JNA performed the program administration of the KBSS' comprehensive media plan. JNA contributed roughly 3404.5 hours towards creative asset development, media production, planning, and campaign coordination. Working with outside contractors JNA was able to deliver a perception survey and cover postproduction costs through this contract. JNA conducted 2 creative production events and held 3 media press events.
<b>Sub-Recipient &amp; Type of Organization:</b>	John Nohe & Associates LLC <i>For-profit</i>
<b>Project Number:</b>	SP-1903-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$570,000)
<b>Amount of Funds Expended:</b>	\$50,616.54
<b>Eligible Use of Funds:</b>	Program Administration
<b>Countermeasure Strategy:</b>	Communication and Outreach

# Traffic Records

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## Strategies

- Improve and expand the quantity and quality of Traffic Safety Data (including data capture, data completeness, data collection, data accuracy, electronic submission, and support).
- Improve and expand information sharing (including governance, data quality, data integration, uniformity, deduplication, and accessibility).
- Expand crash data analysis capabilities (including data collection, data quality, modernization, support of law enforcement, and decision making).
- Promote collaboration and innovation (including collaboration, communication, training, and innovation).

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>1 – Master Data Management</b> <span style="float: right;"><b>01.5/01.6</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<p><b>KCDS Hosting and Maintenance</b>  <i>Statewide</i></p> <p>This contract provided for the second and third phase of a three-phase agreement for a replacement of the TRS system. The second phase covered the hosting of the Kansas Crash Data Systems (KCDS) between October 1, 2023, and September 30, 2024. Hosting was vendor-provided, KDOT-approved, secure public cloud. The third phase covers the annual KCDS maintenance charges; including at minimum, platform upgrades and training on new features. These maintenance charges do not start until go-live of the new KCDS system.</p>
<b>Sub-Recipient &amp; Type of Organization:</b>	Affinity Global Solutions, LLC <i>Limited Liability Corporation</i>
<b>Project Number:</b>	SP-4607-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$304,962)
<b>Amount of Funds Expended:</b>	\$114,000
<b>Eligible Use of Funds:</b>	Funds paid under this contract were for hosting of the Kansas Crash Data Systems.
<b>Countermeasure Strategy:</b>	Improves Accuracy, Completeness, and Timeliness of a Core Highway Safety Database.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>1 – Master Data Management</b> <span style="float: right;"><b>01.3</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>Motor Vehicle Crash Report Conversion</b> <i>Statewide</i> This contract provided for a company to perform the sorting, scanning, destruction, and daily data entry of paper crash reports from state and local law enforcement agencies.
<b>Sub-Recipient &amp; Type of Organization:</b>	Business Technology Career Opportunities (BTCO) <i>Non-Profit Organization</i>
<b>Project Number:</b>	SP-4605-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405c (\$121,893.30)
<b>Amount of Funds Expended:</b>	\$106,929
<b>Eligible Use of Funds:</b>	Funds were used through this contract to process of approximately 33,000 paper crash reports (including over 134,000 indexed images). This processing included mail receipt, preparation for conversion, scanning services, data entry services, and paper record destruction.
<b>Countermeasure Strategy:</b>	Improves Accuracy and Completeness of a Core Highway Safety Database Countermeasure.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>2 – Geo-Location Capture/Recording</b>	<b>02.1</b>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>GIS Mapping Integration</b> <i>Statewide</i> This contract provided for automated and semi-automated routines to locate (geocode) crash records to their corresponding intersections, and manual review of automated determined crash locations. The mapped crashes were then integrated into the crash database for use by KDOT for analysis and the development of possible preventative safety measures.	
<b>Sub-Recipient &amp; Type of Organization:</b>	University of Kansas Center for Research (KUCR) – Data Access & Support Center (DASC) <i>Non-Profit Organization</i>	
<b>Project Number:</b>	SP-4608-24	
<b>Deobligation of Funds?</b>	No.	
<b>P&amp;A Costs/Amount</b>	N/A	
<b>Funding Source (Amount):</b>	405c (\$261,872)	
<b>Amount of Funds Expended:</b>	\$214,600	
<b>Eligible Use of Funds:</b>	Funds under this contract were utilized for KUCR to process the 2023 crash records. In total, 56,707 of 59,865 crash records were geocoded with an offset of their corresponding intersection being determined.	
<b>Countermeasure Strategy:</b>	Improves Accuracy and Timeliness of one or more Core Highway Safety Database Countermeasures.	

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>3 – Provide Ongoing Maintenance</b>	<b>03.3</b>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>KCJIS Identity Access Management</b> <i>Statewide</i> This contract provided for upgrade implementation of the Kansas Criminal Justice Information System (KCJIS) Identity and Access Management system to version 15 with custom configuration changes. The costs for the new versions of the software are included in the current maintenance agreement, this contract is for implementation costs only.	
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Bureau of Investigation (KBI) <i>State Government</i>	
<b>Project Number:</b>	SP-4612-24	
<b>Deobligation of Funds?</b>	No.	
<b>P &amp; A Costs/Amount</b>	N/A	
<b>Funding Source (Amount):</b>	405c (\$132,250)	
<b>Amount of Funds Expended:</b>	\$11,500	
<b>Eligible Use of Funds:</b>	Funds under this contract reimbursed the amount due upon signing of the Statement of Work. This is the only cost that has been reimbursed during Federal Fiscal Year 2024, the remainder of the costs are expected at specific milestones of the project and will be reimbursed in Federal Fiscal Year 2025.	
<b>Countermeasure Strategy:</b>	Improves Accessibility of a Core Highway Safety Database Countermeasure.	

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>5 – Security Modernization Phase 2</b>	<b>05.3</b>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>Integration Developer for ESB and KBI Applications</b> <i>Statewide</i> This agreement allowed KBI, through temporary 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.	
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Bureau of Investigation (KBI) <i>State Government</i>	
<b>Project Number:</b>	SP-4618-24	
<b>Deobligation of Funds?</b>	No.	
<b>P &amp; A Costs/Amount</b>	N/A	
<b>Funding Source (Amount):</b>	405c (\$130,000)	
<b>Amount of Funds Expended:</b>	\$102,763	
<b>Eligible Use of Funds:</b>	Funds paid under this contract provided reimbursement for temporary staff to develop interfaces, assist in maintenance and support of TRS related ESB and KBI applications, and improve integrations allowing for collection and sharing of statutorily required data sets which are not currently able to be accommodated due to system restrictions.	
<b>Countermeasure Strategy:</b>	Improves Integration of a Core Highway Safety Database Countermeasure.	

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>8 – EMS/Injury Integration</b> <span style="float: right;"><b>08.2</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>Kansas Trauma Registry Gen 6 Operations</b> <i>Statewide</i> This agreement secured 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).
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Health and Environment (KDHE) <i>State Government</i>
<b>Project Number:</b>	SP-4620-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405c (\$150,000)
<b>Amount of Funds Expended:</b>	\$136,803
<b>Eligible Use of Funds:</b>	Funds paid under this contract provided for reimbursement of the Trauma Registry System (TRS), including hosting and maintenance.
<b>Countermeasure Strategy:</b>	Improves Completeness and Integration of a Core Highway Safety Database Countermeasure.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>1 – Master Data Management</b> <span style="float: right;"><b>01.4</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>Kansas Crash Data System (KCDS)</b> <i>Statewide</i> This is a continuation of the first phase of a three-phase contract, which provides for replacement of the TRS system. This contract covers change orders related to Data Migration, Bulk PDF Assignment, and Crash Comparison Review that were approved during the planning phase of the annual Kansas Crash Data System (KCDS). The first of these change orders was partially paid during FFY24, with the remainder and the other two change orders expected to be paid during FFY25.
<b>Sub-Recipient &amp; Type of Organization:</b>	Affinity Global Solutions, LLC <i>For Profit Organization</i>
<b>Project Number:</b>	SP-4200-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State (TREF) (\$219,260)
<b>Amount of Funds Expended:</b>	\$125,180
<b>Eligible Use of Funds:</b>	Funds paid under this contract provided for Change Order #1 – Data Migration.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>3 – Provide Ongoing Maintenance</b> <span style="float: right;"><b>03.2.2</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>Architecture &amp; Application Support &amp; Enhancements (fka TRS 2.0 Support Staff)</b> <i>Statewide</i> This contract provided for the Kansas Bureau of Investigation (KBI) to contract with a consultant/contractor as augmentation of staff to support Traffic Records Systems (TRS) initiatives and platforms put in place by previous and ongoing Traffic Records Coordinating Council (TRCC)-funded grants (i.e., e-Citation, the Kansas Criminal Justice Information System (KCJIS) Portal, Master Entity Index) and TRS-related systems integration (i.e., Crash, Driver/Vehicle, and Citation/Adjudication).
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Bureau of Investigation (KBI) <i>State Government</i>
<b>Project Number:</b>	SP-4200-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State (TREF) (\$90,000)
<b>Amount of Funds Expended:</b>	\$7,054
<b>Eligible Use of Funds:</b>	Funds paid under this contract provided for reimbursement of consultant staff to support TRS initiatives and platforms.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>5 – Security Modernization Phase 2</b> <span style="float: right;"><b>05.2</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>Systems Architect Position</b> <i>Statewide</i> This contract provided for a position to research, develop, and document current and future standards for data exchanges and coordinator with peer staff at partner agencies. The position is intended to design enterprise level integration solutions and single system integrations and system interfaces and update the process flow chart.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Bureau of Investigation (KBI) <i>State Government</i>
<b>Project Number:</b>	SP-4200-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State (TREF) (\$150,000)
<b>Amount of Funds Expended:</b>	\$150,000
<b>Eligible Use of Funds:</b>	Funds paid under this contract provided for a systems architect position within the Kansas Bureau of Investigation (KBI). Some of the projects and efforts that were undertaken by this position during the 2023-2024 reporting period were completion of integration for the eStatute interface in the DNA System Replacement, completion of Kansas Department of Revenue (KDOR) driver restriction code issue for the KCJIS Portal and central message switch, and integration planning and development consultation for the new Kansas Incident Based Reporting System (KIBRS).

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>6 – Citation Automation Deployment</b> <span style="float: right;"><b>06.2</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>eCitation Position</b> <i>Statewide</i> This contract provided for a Program Consultant II within the Kansas Bureau of Investigation (KBI)'s Information Services Division.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Bureau of Investigation (KBI) <i>State Government</i>
<b>Project Number:</b>	SP-4200-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State (TREF) (\$80,000)
<b>Amount of Funds Expended:</b>	\$75,096
<b>Eligible Use of Funds:</b>	Funds paid under this contract provided for a program consultant II within the Kansas Bureau of Investigation (KBI). This position conducted training to instruct law enforcement on use of the electronic form, provided reports to partners, and worked with eCitation vendors.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>4 – MMUCC Alignment</b> <span style="float: right;"><b>04.1</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>MMUCC 6<sup>th</sup> Edition Mapping</b> <i>Statewide</i> This undertaking is not technically an agreement; however, it is being tracked due to a future agreement (MMUCC Alignment) being dependent upon its completion.  The appropriate documentation was submitted to NHTSA in February 2024, and a draft of the related mapping of Kansas crash data elements (State Crash Report and Crash Database) was returned to KDOT in January 2025.
<b>Sub-Recipient &amp; Type of Organization:</b>	National Highway Traffic Safety Administration (NHTSA) <i>Federal Government</i>
<b>Project Number:</b>	N/A
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	N/A
<b>Amount of Funds Expended:</b>	\$0
<b>Eligible Use of Funds:</b>	NHTSA offers MMUCC mappings at no cost to the State.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>8 – EMS/Injury Integration</b> <span style="float: right;"><b>08.1.2</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<b>Bio Spatial Interstate Trauma Database</b> <i>Statewide</i> This contract was designed to explore the exchange of medical information from non-Kansas Emergency Medical Services Information System (KEMSIS), bordering state databases.
<b>Sub-Recipient &amp; Type of Organization:</b>	Biospatial <i>For Profit</i>
<b>Project Number:</b>	N/A
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	N/A
<b>Amount of Funds Expended:</b>	\$0
<b>Eligible Use of Funds:</b>	There were no funds paid under this contract. Through the contract, KDOT provides certain crash report data elements to Biospatial who allows KDOT access to their analytics software to perform analysis of this data and other third-party data

# Total Expenditures for Federal Fiscal Year 2024

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<b>Program Area</b>	<b>Expenditures</b>
Section 402 Planning and Administration	\$ 46,738
Section 402 Occupant Protection	\$ 99,942
Section 402 Paid Media	\$ 798,787
Section 402 Pedestrian and Bike	\$ 31,817
Section 402 Police Traffic Safety	\$ 2,302,707
Section 402 Roadway Safety	\$ 107,756
Section 402 Safe Communities	\$ 1,756,694
Section 402 Traffic Records	\$ 114,000
Section 402 TSP - Teen Safety	\$ 47,773
<b>Sub-Total Section 402</b>	<b>\$ 5,306,216</b>
Section 405(b) Occupant Protection	\$ 736,684
Section 405(c) Traffic Records	\$ 572,594
Section 405(d) Impaired Driver	\$ 2,626,971
Section 405(f) Motorcycle Safety	\$ 101,166
<b>Sub-Total Section 405</b>	<b>\$ 4,037,415</b>
<b>Grant Total</b>	<b>\$ 9,343,631</b>

\$9,343,631.22 - Grand Total Amount when not rounding.

## **2024 Highway Safety Plan Projects Not Implemented**

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**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>KBSS Internship</b> <i>Local, Statewide, and National</i> In FFY 24, our KBSS internship’s training, and travel was paid out of the Planning & Administration project ( <a href="#">SP-1400-24</a> )
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1400-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State Funds (\$30,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Eligible Use of Funds:</b>	Travel and training costs.
<b>Countermeasure Strategy:</b>	Training

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Adult Education and Awareness</b> <i>Statewide</i> Due to staffing levels withing KBSS, KDOT was unable to pursue this project and utilize these funds in FFY 2024. The Bureau of Transportation Safety refocused efforts in 2024 to the safety corridor program. Due to this change of focus, this initiative was not able to be followed up on. In FFY 2025, we anticipate that this program will be carried out because the safety corridor program is on a management maintenance effort and not an initiation effort.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-4700-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$200,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communication Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Judge’s Training</b> <i>Statewide</i> In FFY 2024 the State of Kansas received a grant from the American Bar Association (ABA) and the National Highway Traffic Safety Administration (NHTSA) for a State Judicial Outreach Liaison (SJOL). This SJOL will be funded by the grant for two years during which time they shall focus on educating judges throughout the state on traffic safety issues and providing specialized DUI adjudication training. In FFY 2026 the BSS will be continuing this very important project.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Office of Judicial Administration (OJA) <i>State Agency</i>
<b>Project Number:</b>	SP-4710-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$200,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communications Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Traffic Safety Resource Prosecutor</b> <i>Statewide</i> This project was not implemented. This project was merged under the Traffic Safety Resource Prosecutor project ( <a href="#">SP-4709-24</a> ).
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Attorney General’s Office <i>State Agency</i>
<b>Project Number:</b>	SP-1703-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405d (\$20,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Prosecutor Training

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Safety Corridor Pilot Program</b> <i>Statewide</i> In FFY 24, this project was not implemented due to the activities being carried out through other contracts like the JNA – Misc. Media ( <a href="#">SP-1503-24</a> ) and the KHP TFRP ( <a href="#">SP-1710-24</a> )
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-XXXX-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$1,000,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Eligible Use of Funds:</b>	402
<b>Countermeasure Strategy:</b>	Communications Campaign, High Visibility Enforcement

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Distracted Driving PI&amp;E</b> <i>Statewide</i> In FFY 2024, KBSS conducted Distracted Driving PI &E was conducted, but was not billed under this contract. A Distracted Driving Paid Media Campaign was executed under the JNA (SP-1503-24) Contract. The KBSS will look for opportunities to utilize these funds.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-4901-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$100,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communications Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Motorcycle Enforcement Local Law Enforcement</b> <i>Kansas City, KS</i> This project is no longer permissible due to regulation prohibiting the enforcement of a specific vehicle type, in this case, motorcycles. This project’s scope of work shifted into an aggressive driving high visibility enforcement program as a part of the STEP Program ( <a href="#">SP-1300-24</a> ).
<b>Sub-Recipient &amp; Type of Organization:</b>	Local Law Enforcement Agencies <i>Law Enforcement</i>
<b>Project Number:</b>	SP-1300-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$240,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	High Visibility Enforcement

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>OP PI&amp;E</b> <i>Statewide</i> In FFY 24, these funds supported administrative costs for the OP Assessment. 6 consultants were contracted from February 13th-17th, 2023.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1301-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$30,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Eligible Use of Funds:</b>	Occupant Protection Education
<b>Countermeasure Strategy:</b>	Communications Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Occupant Protection Survey Consultant</b> <i>Statewide</i> The consultant hired for this position retired in 2023 and there was this position was not filled for 2024.  This consultant’s responsibilities would include utilizing crash data, observational data, and other data sources to provide a targeted and comprehensive plan to address belt use and other restraints in areas of the state with low belt use.  Additionally, this data would assist KDOT and other vendors in providing educational and enforcement strategies to target areas of lower belt use. The contractor would also assist in analysis and evaluation of data that supported problem identification and required Kansas Highway Safety Plan data elements.
<b>Sub-Recipient &amp; Type of Organization:</b>	Contractor <i>Data Consultant</i>
<b>Project Number:</b>	SP-1303-24
<b>Deobligation of Funds?</b>	No
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$42,600)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Data evaluation

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Occupant Protection PI&amp;E</b> <i>Statewide</i> Occupant Protection Initiatives were completed under the JNA (SP-4500-24) contract and the OP PI&E (SP-1301-24) Contract. In FFY 25 KBSS will look for opportunities to utilize these funds.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-4501-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405b (\$300,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communication Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Child Passenger Safety Outreach</b> <i>Statewide</i> Additional Activities tied to occupant protection initiatives were handled through the Safe Kids Kansas (SP-4503-24) Contract and Advertising Consultants.
<b>Sub-Recipient &amp; Type of Organization:</b>	John Nohe & Associates LLC <i>For-profit</i>
<b>Project Number:</b>	SP-4502-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405b (\$50,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communication Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>KHP Rollover/Convincer</b> <i>Statewide</i> In FFY 24, KHP requested to replace five Convincers in dire need of replacement. This was moved to FFY 25 at the request of the manufacturer.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Highway Patrol <i>State Law Enforcement</i>
<b>Project Number:</b>	SP-4502-24
<b>Deobligation of Funds?</b>	No.
<b>P&amp;A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405b (\$40,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Eligible Use of Funds:</b>	Occupant Protection Education
<b>Countermeasure Strategy:</b>	Communications Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Regional Safety Coalition Ad Campaign</b> <i>Sedgwick County, Kansas</i> These project’s activities were performed under the JNA Misc. Media Placement contract (SP-1503-24).
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1500-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$500,000 based on 2023 HSP)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Mass Media Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Ped &amp; Bike PI&amp;E</b> <i>Statewide</i> Due to staffing levels withing KBSS, KDOT was unable to pursue this project and utilize these funds in FFY 2024. In FFY 2025, KBSS will look for educational opportunities within the Safe Routes to Schools Programs to utilize these funds.
<b>Sub-Recipient &amp; Type of Organization:</b>	Kansas Department of Transportation <i>State Agency</i>
<b>Project Number:</b>	SP-1600-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$15,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communications Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Ped and Bike Education Americans for Older Driver Safety</b> <i>Kansas City, KS</i> This plan was not executed but will carry over into FFY 2025 due to programmatic delays beyond our control.
<b>Sub-Recipient &amp; Type of Organization:</b>	Americans for Older Driver Safety <i>Non-profit</i>
<b>Project Number:</b>	SP-XXXX-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$2,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communications Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Education and Awareness – Native American VRU</b> <i>Statewide</i> This plan was not implemented due to staff levels within KBSS. The KBSS will look for opportunities in FFY 2025 to utilize these funds.
<b>Sub-Recipient &amp; Type of Organization:</b>	TBD <i>TBD</i>
<b>Project Number:</b>	SP-XXXX-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$4,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Conspicuity Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Safe Across</b> <i>Local</i> This plan was not implemented due to staff levels within KBSS. The KBSS will look for opportunities in FFY 2025 to utilize these funds.
<b>Sub-Recipient &amp; Type of Organization:</b>	TBD <i>TBD</i>
<b>Project Number:</b>	SP-XXXX-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$20,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Conspicuity Campaign

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>PT Communication and Community Engagement</b> <i>Local</i> The project description and the activities intended to be fulfilled in FFY 2024 were carried out through other projects: Law Enforcement Liaison ( <a href="#">SP-1700-24</a> )
<b>Sub-Recipient &amp; Type of Organization:</b>	Local Law Enforcement <i>Local Law Enforcement</i>
<b>Project Number:</b>	SP-1701-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402 (\$80,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Communications and Outreach

**Project and Subrecipient Information**

<b>Project Name &amp; Description of Activities Conducted:</b>	<b>Electronic Grant Management System</b> <i>Statewide</i> This project will fund an electronic grant administration and tracking system. The new system will provide potential grantees with the ability to submit grant applications, reimbursement vouchers, and progress reports electronically. This system will also improve internal workflows, contract documentation, and monitoring inside the Traffic Safety office.  This project was not implemented during FFY24 and was placed on a “hold” status by KDOT’s Executive Project Oversight Committee (EPOC). Once the “hold” is released by EPOC, KDOT Bureau of Transportation Safety (BTS) intends to resume the implementation process.
<b>Sub-Recipient &amp; Type of Organization:</b>	TBD
<b>Project Number:</b>	TBD
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	402CP – Community Traffic Safety Programs (\$400,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	The electronic grant management system is expected to allow KDOT BTS staff to track grant funds, create grant awards, and generate grant award packages and allow sub-grantees to submit sub-grant applications and paperwork electronically and track expenses and activities tied to their specific grant.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>1 – Master Data Management</b>	<b>01.9</b>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<p><b>Overtime – Data Entry of Backlog Crash Reports</b>  <i>Statewide</i></p> <p>This contract 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>Wichita Police Department was able to hire two new staff members and the need for overtime was no longer a concern; therefore, the project was not implemented.</p>	
<b>Sub-Recipient &amp; Type of Organization:</b>	Wichita Police Department (WPD) <i>Law Enforcement</i>	
<b>Project Number:</b>	SP-4616-24	
<b>Deobligation of Funds?</b>	No.	
<b>P &amp; A Costs/Amount</b>	N/A	
<b>Funding Source (Amount):</b>	405c (\$75,000)	
<b>Amount of Funds Expended:</b>	\$0	
<b>Countermeasure Strategy:</b>	Improves Timeliness of a Core Highway Safety Database Countermeasure.	

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>4 – MMUCC Alignment</b>	<b>04.2</b>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<p><b>MMUCC Alignment</b>  <i>Statewide</i></p> <p>This project will provide for a contractor to map Kansas crash data elements (State Crash Reports and Crash Database) to the MMUCC 6<sup>th</sup> Edition and will result in a gap analysis and gap closure plan to obtain High to Full compatibility ratings.</p> <p>This project is dependent on completion of MMUCC 6<sup>th</sup> Edition Mapping through the National Highway Traffic Safety Administration (NHTSA) which is currently expected to be completed in early calendar year 2025, after which, KDOT intends to renew its efforts towards implementation of this project.</p>	
<b>Sub-Recipient &amp; Type of Organization:</b>	TBD	
<b>Project Number:</b>	SP-4617-24	
<b>Deobligation of Funds?</b>	No.	
<b>P &amp; A Costs/Amount</b>	N/A	
<b>Funding Source (Amount):</b>	405c (\$150,000)	
<b>Amount of Funds Expended:</b>	\$0	
<b>Countermeasure Strategy:</b>	Improves Accuracy, Completeness, and Uniformity of a Core Highway Safety Database Countermeasure.	

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>7 – Model Inventory of Roadway Elements (MIRE) Alignment</b> <span style="float: right;"><b>07.4</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<p><b>MIRE Collaboration</b>  <i>Statewide</i></p> <p>This project will provide for collaboration between the KS911 Coordinating Council and/or the University of Kansas Center for Research – Data 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 in support of a 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>The requestor for this proposed contract determined that the contract was not needed as they would not be working directly with local partners. They intended to look at the Statewide Parcel Service and 911 data collection through KUCR-DASC and KDOT internal processes.</p>
<b>Sub-Recipient &amp; Type of Organization:</b>	TBD
<b>Project Number:</b>	SP-4619-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	405c (\$150,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Improves Accuracy and Completeness of a Core Highway Safety Database Countermeasure.

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>6 – Citation Automation Deployment</b>	<b>06.1</b>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<p><b>KBI eCite Vendor</b>  <i>Statewide</i></p> <p>This contract will provide for the Kansas Bureau of Investigation (KBI) to contract with a vendor to assist in the electronic capture and dissemination from local law enforcement agencies and courts. The contract with the vendor(s) will provide for updates to software, allowing local law enforcement agencies to submit electronic citation reports directly from their mobile data units.</p> <p>This contract did not move forward during Federal Fiscal Year 2024.</p>	
<b>Sub-Recipient &amp; Type of Organization:</b>	<p>Kansas Bureau of Investigation (KBI)  <i>State Government</i></p>	
<b>Project Number:</b>	SP-4200-24	
<b>Deobligation of Funds?</b>	No.	
<b>P &amp; A Costs/Amount</b>	N/A	
<b>Funding Source (Amount):</b>	State (TREF) (\$100,000)	
<b>Amount of Funds Expended:</b>	\$0	
<b>Countermeasure Strategy:</b>	Improves Completeness and Integration of a Core Highway Safety Database Countermeasure.	

**Project and Subrecipient Information**

<b>Project Number/Name &amp; Contract Identifier:</b>	<b>9 – Toxicology</b> <span style="float: right;"><b>09.1.1</b></span>
<b>Contract Name &amp; Description of Activities Conducted:</b>	<p><b>Laboratory Equipment (QTOF)</b>  <i>Statewide</i></p> <p>This contract 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.</p> <p>This contract was in the negotiation phase during Federal Fiscal Year 2024. These negotiations included a delay to allow Sedgwick County RFSC additional time to obtain adequate infrastructure to house the QTOF equipment and additional time for their internal Request for Proposal processes. This contract is currently under contract and implementation is anticipated in Federal Fiscal Year 2026.</p>
<b>Sub-Recipient &amp; Type of Organization:</b>	Sedgwick County Regional Forensics Science Center <i>State Government</i>
<b>Project Number:</b>	SP-4200-24
<b>Deobligation of Funds?</b>	No.
<b>P &amp; A Costs/Amount</b>	N/A
<b>Funding Source (Amount):</b>	State (TREF) (\$550,000)
<b>Amount of Funds Expended:</b>	\$0
<b>Countermeasure Strategy:</b>	Improves Accuracy and Completeness of a Core Highway Safety Database Countermeasure.