

# **Annual Grant Application FFY26**

National Highway Traffic Safety Administration



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# Grant Applications

Kansas is applying for the following funding for FFY26.

Grant	Application
Section 402/HSP	Yes
405b Occupant Protection	Yes – Low
405c State Data Systems Improvements	Yes
405d Impaired Driving	Yes – Mid
405d Ignition Interlock	Yes
405d 24/7 Sobriety Program	No
405e Distracted Driving (Law)	No
405e Distracted Driving (Awareness)	Yes
405f Motorcyclist Safety	Yes
405g Non-motorized Safety	No
405h Preventing Roadside Deaths	Yes
405i Driver and Officer Safety	Yes
1906 Racial Profiling Data Collection	No

## 3HSP Updates

### Adjustments to Countermeasure Strategies

Due to the focus on post-crash care as part of the Safe Systems Approach, Kansas is introducing an innovative countermeasure to train citizens on traffic crash response, including first aid and Stop the Bleed, to provide additional response in rural communities where golden hour response times are longer.

<b>Project Name:</b>	Crash Bystander Training Pilot Project		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	SP-1901-26	<b>Eligible Use:</b>	CP – Community Traffic Safety
<b>Project Location:</b>	TBD	<b>Funding Source:</b>	402
<b>Problem Identification:</b>	The statewide median time between a crash being reported and the arrival of EMS services is 10 minutes; however, 6 Kansas counties exceed a median time of 15 minutes. The time between a crash and the arrival of EMS services contributes to the Golden Hour and crash victims' survival rates.		

**Project Description:** This pilot project would provide training to bystanders on first aid, Stop the Bleed and other critical skills to assist motorists with providing aid to crash victims while they wait for emergency personnel to arrive. The project would target these training classes in counties with the highest median response times for EMS services and include the purchase of supplies such as first aid kits and Stop the Bleed kits for training purposes and to supply trained bystanders to keep in their cars. The project will include a pre- and post-course evaluation on skill development and a 6-month post-course evaluation on the utilization of skills learned.

Funding Amount	P&A Costs?	Promised Project?
\$50,000	No	No
<b>Countermeasure Strategies:</b> Innovative		
<b>Strategy Justification:</b>	There are currently no countermeasures available for post-crash care projects. This is an innovative project in post-crash care, especially in rural communities due to low EMS staffing levels, low population density and healthcare deserts. This strategy will help identify the role and utility of bystanders in post-crash care.	
<b>Performance Target:</b>	C-1 Number of Traffic Fatalities: If successful, this project will help save lives by extending the golden hour and providing critical trauma care to crash victims that will result in serious injuries instead of fatalities.	
<b>Considerations for Funding:</b>	Affected Communities: Kansas counties with higher than median crash response times will be prioritized for funding.	

There are no additional adjustments to countermeasures. The state will focus efforts to make programmatic changes within the identified countermeasure strategies to address traffic safety issues, including:

- Adding a new media campaign to target pickup truck drivers in rural Kansas to address unrestrained fatalities and occupant protection rates.
- Adding investment in the Special Traffic Enforcement Program (STEP) to support law enforcement agencies with continued work to improve traffic safety across Kansas, including during the Click It or Ticket and You Drink, You Drive, You Lose mobilizations.
- Adding investment in mass media related to distracted driving to better spread “phone down” messages across the state and to target audiences.
- Adding investment in law enforcement roadside oral fluid testing instruments and training for local law enforcement agencies to adopt this strategy.
- Adding investment in local pedestrian and bicycle education projects to address vulnerable road user crashes.



## **Updates to Performance Measures**

In FFY25, a performance measure was added for 405h funds to address roadside injuries and deaths. Additional information is available in the [405h Preventing Roadside Deaths Grant Application](#). No performance measures are being added in FFY26.

## Project Information

### Community Traffic Safety

<b>Project Name:</b>	Kansas Traffic Safety Resource Office (KTSRO)		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	CP-0915-26	<b>Eligible Use:</b>	CP – Community Traffic Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	The Kansas Traffic Safety Resource Office is the educational arm of the Kansas highway safety office, providing education and training on child passenger safety, defensive driving and teen driving. KTSRO is contracted through the nonprofit organization DCCCA to support other KDOT contractors and provide communications support for KDOT.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$905,000	No	No
<b>Countermeasure Strategies:</b> Communication and Outreach			

<b>Project Name:</b>	Transportation Safety Conference		
<b>Subrecipient:</b>	University of Kansas Center for Research Inc.   Government		
<b>Project No.:</b>	CP-0943-26	<b>Eligible Use:</b>	CP – Community Traffic Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	This project will develop and deliver an annual Transportation Safety Conference to bring together stakeholders and traffic safety advocates interested in the Safe System Approach. This conference will host plenary speakers, regional breakout sessions, education and important dialogue to stimulate attendees with new data-driven considerations and methods to improve transportation safety in Kansas.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$185,155	No	No
<b>Countermeasure Strategies:</b> Communication and Outreach			

<b>Project Name:</b>	Electronic Grant Management System		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	TBD	<b>Eligible Use:</b>	CP – Community Traffic Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402

<b>Project Description:</b>	This project will fund an electronic grant administration and tracking system to 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 within the KDOT traffic safety office.
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<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$500,000	No	No

**Countermeasure Strategies:** Communication and Outreach

<b>Project Name:</b>	<b>Kansas Operation Lifesaver</b>
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<b>Subrecipient:</b>	Kansas Operation Lifesaver Inc.   Nonprofit
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<b>Project No.:</b>	CP-1024-26	<b>Eligible Use:</b>	CP – Community Traffic Safety
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<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
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<b>Project Description:</b>	In 2024, Kansas reported 8 fatalities and 11 injuries due to trespassing on railroad tracks in addition to 4 fatalities and 9 injuries at highway-rail crossings. Kansas Operation Lifesaver strives to reduce the number of injuries and fatalities at highway-rail grade crossings through various modes of public service announcements, education and videos. Kansas Operation Lifesaver provides free safety presentations and distributes railroad safety messages such as “Look! Listen! Live!”
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<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$16,000	No	No

**Countermeasure Strategies:** Communication and Outreach

<b>Project Name:</b>	<b>Mass Media Core Contract</b>
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<b>Subrecipient:</b>	Kansas Department of Transportation   Government
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<b>Project No.:</b>	CP-1057-26	<b>Eligible Use:</b>	CP – Community Traffic Safety
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<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
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<b>Project Description:</b>	In 2023, Kansas recorded 387 traffic fatalities. To address the spectrum of driving behaviors that contribute to these fatalities, KDOT will contract with John Nohe and Associates, LLC to develop mass media campaigns for distribution statewide throughout the year.
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<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$500,000	No	No

**Countermeasure Strategies:** Communications and Outreach

<b>Project Name:</b>	<b>Sports Marketing Core Contract</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	CP-1903-26	<b>Eligible Use:</b>	CP – Community Traffic Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	In 2023, over 1,900 individuals were seriously injured on Kansas roads. To address the spectrum of driving behaviors that contribute to these crash-related injuries, KDOT will contract with a sports marketing firm to develop relationships with sports and event venues to expand the reach of the <i>Fans with a Plan</i> marketing campaign.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$100,000	No	No
<b>Countermeasure Strategies:</b> Communications and Outreach			

<b>Project Name:</b>	<b>Infrastructure Education &amp; Content Development</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	TBD	<b>Eligible Use:</b>	CP – Community Traffic Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	In the last 5 years, there have been 439 fatal crashes and nearly 2,000 serious injury crashes at intersections on Kansas roads. As highway infrastructure advances, such as roundabouts and diverging diamond interchanges that are intended to help lower crash risk, there is a need to educate drivers about these advances. As part of Drive to Zero's Safer People strategy, a traffic safety stakeholder survey will determine the highest priority topics to address, and KDOT will contract with an advertising vendor to develop educational content. This content will be distributed via website, social media and during educational presentations. This will help educate the public about new infrastructure to improve driver safety when using new highway infrastructure with the ultimate goal of lowering intersection-related crashes.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$100,000	No	No
<b>Countermeasure Strategies:</b> Communication Campaign			

<b>Project Name:</b>	<b>Traffic Safety Culture Assessment</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	TBD	<b>Eligible Use:</b>	CP – Community Traffic Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402

<b>Project Description:</b>	In the last 5 years, Kansas has recorded 401 fatal crashes involving distracted driving and 377 fatal crashes involving speed. Kansas' Strategic Highway Safety Plan contains a traffic safety culture initiative, which will begin with an assessment of the current use of culture-based traffic safety strategies in educational campaigns and mass media deployed in Kansas.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$100,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	<b>Crash Bystander Training Pilot Project</b>	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	SP-1901-26	<b>Eligible Use:</b> CP – Community Traffic Safety
<b>Project Location:</b>	TBD	<b>Funding Source:</b> 402
<b>Project Description:</b>	The statewide median time between a crash being reported and the arrival of EMS services is 10 minutes; however, 6 Kansas counties exceed a median time of 15 minutes. The time between a crash and the arrival of EMS services contributes to the Golden Hour and crash victims' survival rates. This pilot project would provide training to bystanders on first aid, Stop the Bleed and other critical skills to assist motorists with providing aid to crash victims while they wait for emergency personnel to arrive. The project would target these training classes in counties with the highest median response times for EMS services and include the purchase of supplies such as first aid kits and Stop the Bleed kits for training purposes and to supply trained bystanders to keep in their cars. The project will include a pre- and post-course evaluation on skill development and a 6-month post-course evaluation on the utilization of skills learned.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$50,000	No	No

**Countermeasure Strategies:** Innovative

## Distracted Driving

<b>Project Name:</b>	<b>Distracted Driving Mass Media</b>	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	DD-4902-26	<b>Eligible Use:</b> M8PE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405e

<b>Project Description:</b>	In 2023, Kansas had over 13,000 distracted driving crashes. Many counties with high rates of distracted driving crashes also have high rates of crashes involving teen drivers. To address this issue, KDOT will contract with John Nohe and Associates, LLC to educate the public about the dangers of texting and driving and other distractions through mass media campaigns.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$200,000	No	No
<b>Countermeasure Strategies:</b> Mass Media Campaign		

## Driver and Officer Safety Education

<b>Project Name:</b>	Peace Officer Training	
<b>Subrecipient:</b>	Kansas Law Enforcement Training Center   Government	
<b>Project No.:</b>	TBD	<b>Eligible Use:</b> M13BTR – Education and Training
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405i
<b>Project Description:</b>	Traffic stops are a common activity for law enforcement officers. KDOT will work with subject matter experts to support the production of educational materials and training in relation to the role of law enforcement and duties and responsibilities of peace officers. The Kansas Law Enforcement Training Center (KLETC) will evaluate the TSI curriculum “Conducting the Complete Traffic Stop” for possible use in the Kansas training curriculum. This program will be new for law enforcement recruits and officers in Kansas, and the program curriculum developed may be offered to other certified Kansas police academies. Program development, delivery, training and travel are anticipated expenses.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$200,000	No	No
<b>Countermeasure Strategies:</b> Peace Officer Training		

## Emergency Medical Services

<b>Project Name:</b>	Post-Crash Care/EMS Assessment	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	TBD	<b>Eligible Use:</b> EM – Emergency Medical Services
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 402

<b>Project Description:</b>	KDOT will work with its stakeholders and partners to conduct a statewide post-crash care/EMS assessment to determine gaps in post-crash care service delivery. The results of the assessment will help determine priorities for funding of post-crash care initiatives within the Drive to Zero coalition.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$50,000	No	No
<b>Countermeasure Strategies:</b> Communication Campaign		

## Impaired Driving

<b>Project Name:</b>	Traffic Safety Resource Prosecutor		
<b>Subrecipient:</b>	Kansas Attorney General's Office   Government		
<b>Project No.:</b>	TC-9407-26	<b>Eligible Use:</b>	TC – Traffic Courts
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	Approximately 2,000 people are involved in alcohol-related crashes and an average of 80 people are killed in Kansas annually because of impaired drivers. In addition to alcohol, drug impaired driving (DID) arrests and crashes are prevalent in Kansas and prosecution of these cases is complicated and technical. The Traffic Safety Resource Prosecutor will provide continuing education, technical assistance and other services to partners in the criminal justice community including prosecutors, judges and law enforcement.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	
\$275,000	No	No	
<b>Countermeasure Strategies:</b> Prosecutor Training			

<b>Project Name:</b>	Impaired Driving Mass Media Campaign		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	AL-4701-26	<b>Eligible Use:</b>	FDLPEM – Paid/Earned Media
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405d Low
<b>Project Description:</b>	About one-third of Kansas traffic fatalities involve impaired driving annually. KDOT will contract with John Nohe and Associates, LLC to develop and distribute a mass media campaign to target males, ages 18-34 who are overrepresented in impaired driving crash data. The campaign will be distributed to coincide with various impaired driving initiatives, including You Drink, You Drive, You Lose.		

Funding Amount	P&A Costs?	Promised Project?
\$770,000	No	No

**Countermeasure Strategies:** Mass Media Campaign

<b>Project Name:</b>	KDHE Breath Alcohol Program	
<b>Subrecipient:</b>	Kansas Department of Health and Environment   Government	
<b>Project No.:</b>	AL-0841-26	<b>Eligible Use:</b> FDLBAC – BAC Testing/Reporting
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405d Low
<b>Project Description:</b>	To effectively identify and prosecute drivers operating vehicles under the influence of alcohol, Kansas uses the Intoxilyzer 9000 evidential breath alcohol testing device. Approximately 10,000 Kansas drivers are arrested for impaired driving each year. This project will continue to provide initial certification and re-certification training to law enforcement officers across Kansas in the proper use and calibration of breath testing instrumentation.	

Funding Amount	P&A Costs?	Promised Project?
\$15,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	Ignition Interlock Coordinators	
<b>Subrecipient:</b>	Kansas Highway Patrol   Government	
<b>Project No.:</b>	AL-9109-26	<b>Eligible Use:</b> M7IDC – Int ID Coordinator
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405d Int
<b>Project Description:</b>	In 2024, ignition interlock devices in Kansas prevented over 8,000 vehicle starts with alcohol concentrations of 0.08 or greater. The IID coordinator program funds KHP to provide training to law enforcement on ignition interlock devices and how to investigate and enforce ignition interlock compliance.	

Funding Amount	P&A Costs?	Promised Project?
\$311,450	No	No

**Countermeasure Strategies:** High Visibility Enforcement and Training



<b>Project Name:</b>	<b>KHP Breath Alcohol Unit</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	AL-9106-26	<b>Eligible Use:</b>	FDLHVE – High Visibility Enforcement
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405d Low
<b>Project Description:</b>	About 20% of Kansas' fatalities involve impaired driving. The KHP Breath Alcohol Unit trains and provides support for local law enforcement agencies through local sobriety checkpoints, saturation patrols, Standard Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and Drug Recognition Expert (DRE) training.		
<b>Funding Amount</b>		<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$1,000,000		No	No
<b>Countermeasure Strategies:</b> High Visibility Enforcement			

<b>Project Name:</b>	<b>Judicial Outreach Liaison</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	AL-4712-26	<b>Eligible Use:</b>	FDLCS – Court Support
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405d Low
<b>Project Description:</b>	About 10,000 drivers are arrested for impaired driving in Kansas each year. The Judicial Outreach Liaison will provide expertise and guidance for impaired and drugged driving prosecution and adjudication and to support implementation of alcohol traffic safety enforcement programs implemented by KDOT.		
<b>Funding Amount</b>		<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$50,000		No	No
<b>Countermeasure Strategies:</b> Communication and Outreach			

<b>Project Name:</b>	<b>Impaired Driving Sports Marketing Campaign</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	AL-4710-26	<b>Eligible Use:</b>	FDLPEM – Paid/Earned Media
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405d Low
<b>Project Description:</b>	Males ages 18-34 are overrepresented in impaired driving crashes. KDOT will contract with a vendor to provide sports marketing services to promote impaired driving within sports and event venues in Kansas that target this overrepresented audience who typically can be found as spectators at		

sporting events, concerts and other event venues reached through the sports marketing vendor.

Funding Amount	P&A Costs?	Promised Project?
\$300,000	No	No

**Countermeasure Strategies:** Communication and Outreach

<b>Project Name:</b>	<b>Underage Drinking Enforcement</b>		
<b>Subrecipient:</b>	Kansas Department of Revenue   Government		
<b>Project No.:</b>	YA-2227-26	<b>Eligible Use:</b>	AL – Impaired Driving
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	Teens make up just 8% of the driving population in Kansas but account for about 17% of Kansas’ alcohol-related crashes. This project provides overtime reimbursement and supplies for Alcohol Beverage Control (ABC) agents to assist local law enforcement agencies in enforcing Kansas’ underage drinking laws at youth events that advertise alcohol use. This project reduces impaired driving by promoting responsible alcohol service, educating ABC licensees, and enforcing alcohol laws to prevent sales to underage individuals. Through compliance checks, which are often done at youth centric areas and events, ABC helps create safer communities and reduces youth alcohol related crashes through early prevention efforts.		

Funding Amount	P&A Costs?	Promised Project?
\$62,896	No	No

**Countermeasure Strategies:** High Visibility Enforcement

<b>Project Name:</b>	<b>Roving Aggressive Violation Enforcement (RAVE)</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	AL-9102-26	<b>Eligible Use:</b>	FDLHVE – High Visibility Enforcement
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405d Low
<b>Project Description:</b>	KHP made 114 DUI arrests in 2024 under the RAVE program, which deploys manpower at locations and times where DUI is prevalent, as supported by crash statistics, KHP troop data and input from local stakeholders. Through DUI checkpoints and aggressive saturation patrols, RAVE works with local law enforcement agencies to reduce impaired driving crashes and fatalities throughout the state.		

Funding Amount	P&A Costs?	Promised Project?
\$250,000	No	No

**Countermeasure Strategies:** High Visibility Enforcement

<b>Project Name:</b>	<b>Impaired Driving Deterrence and Commodities Program (IDDP)</b>		
<b>Subrecipient:</b>	Local Law Enforcement Agencies		
<b>Project No.:</b>	See below	<b>Eligible Use:</b>	AL – Impaired Driving
<b>Project Location:</b>	See below	<b>Funding Source:</b>	402
<b>Project Description:</b>	About 65% of drivers involved in serious injury and fatality crashes test positive for at least one impairing drug based on studied trauma centers. The Impaired Driving Deterrence and Commodities Program focuses on reducing the number of crashes caused by driving under the influence of alcohol, drugs or a combination of the two. Participating agencies receive a commodity allotment to help with the purchase of supplies to conduct DUI check lanes and saturation patrols.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	
\$175,000	No	No	

**Countermeasure Strategies:** High Visibility Enforcement

Project Number	County	Law Enforcement Agency	Contract Amount
AL-9080-26	Cherokee	Cherokee County Sheriff's Office	\$10,500
AL-9083-26	Douglas	Lawrence Police Department	\$13,500
AL-9085-26	Douglas	University of Kansas Police Department	\$5,500
AL-9477-26	Ford	Dodge City Police Department	\$13,500
AL-9076-26	Harvey	Harvey County Sheriff's Office	\$5,500
AL-9098-26	Johnson	Johnson County Sheriff's Office	\$9,500
AL-9089-26	Johnson	Mission Police Department	\$7,500
AL-9917-26	Johnson	Olathe Police Department	\$10,500
AL-9090-26	Johnson	Overland Park Police Department	\$12,500
AL-9088-26	Johnson	Prairie Village Police Department	\$7,500
AL-9091-26	Johnson	Westwood Police Department	\$5,500
AL-9078-26	Leavenworth	Leavenworth County Sheriff's Office	\$7,500
AL-0948-26	Montgomery	Coffeyville Police Department	\$7,500
AL-9425-26	Osage	Osage County Sheriff's Office	\$16,000
AL-9103-26	Reno	Reno County Sheriff's Office	\$8,500
AL-9094-26	Shawnee	Shawnee County Sheriff's Office	\$7,500
AL-9082-26	Shawnee	Topeka Police Department	\$10,500
AL-9292-26	Woodson	Yates Center Police Department	\$5,500
AL-9084-26	Wyandotte	Kansas City Police Department	\$10,500

## Media and Communications

<b>Project Name:</b>	<b>Mass Media General Advertising</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	PM-1504-26	<b>Eligible Use:</b>	PM – Paid Media UNATTD – Unattended Passengers
<b>Project Location:</b>	Statewide, Crawford County, Finney County, Pottawatomie County, Sedgwick County	<b>Funding Source:</b>	402
<b>Project Description:</b>	About 20% of traffic fatalities in Kansas are related to speed. Additionally, KDOT continues to invest in its Safety Corridor pilot project and coordinate work with the Drive Safe Sedgwick coalition. KDOT will contract with John Nohe and Associates, LLC to distribute mass media messages surrounding general traffic safety topics such as speeding, unattended passengers and regional campaigns targeted at KDOT's safety corridors and the Drive Safe Sedgwick coalition.		
<b>Funding Amount</b>		<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$350,000		No	No

**Countermeasure Strategies:** Communications and Outreach

<b>Project Name:</b>	<b>General Advertising</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	PM-1501-26	<b>Eligible Use:</b>	PM – Paid Media
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	In 2023, Kansas recorded 387 traffic fatalities. KDOT will contract with the Kansas Association of Broadcasters to deliver public service announcements on general traffic safety topics including the Put the Brakes on Fatalities Day campaign. PSAs give KDOT the ability to reach Kansas households through radio and television advertising.		
<b>Funding Amount</b>		<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$25,000		No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	<b>MARC Advertising</b>		
<b>Subrecipient:</b>	Mid-America Regional Council   Nonprofit		
<b>Project No.:</b>	PM-1516-26	<b>Eligible Use:</b>	PM – Paid Media

**Project Location:** Wyandotte County, Johnson County **Funding Source:** 402

**Project Description:** Wyandotte and Johnson counties ranked 2<sup>nd</sup> and 3<sup>rd</sup> among 105 Kansas counties for the number of fatality crashes in 2023. This project will allow MARC to purchase advertising in the Kansas City metro area to raise awareness about impaired driving, occupant protection and other driver behaviors.

Funding Amount	P&A Costs?	Promised Project?
\$20,000	No	No

**Countermeasure Strategies:** Mass Media Campaign

## Motorcyclist Safety

<b>Project Name:</b>	Motorcycle Awareness		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	MC-4801-26	<b>Eligible Use:</b>	M11MA – Motorcyclist Awareness
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405f
<b>Project Description:</b>	Over 40 motorcyclists died on Kansas roads in 2023 with about half of those fatalities in Sedgwick County alone. KDOT contracts with DCCCA to lead the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce motorcycle crashes and fatalities. The project provides “Share the Road” educational materials and offers reimbursements for motorcycle rider course completion.		

Funding Amount	P&A Costs?	Promised Project?
\$40,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	Motorcycle Mass Media Campaign		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	MC-4802-26	<b>Eligible Use:</b>	M11MA – Motorcyclist Awareness
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405f
<b>Project Description:</b>	Over 40 motorcyclists died on Kansas roads in 2023 with about half of those fatalities in Sedgwick County alone. KDOT contracts with John Nohe and Associates LLC to create and deploy a mass media campaign to educate drivers about sharing the road. Using digital platforms, the campaign encourages drivers to “Share the Road” in the counties with		

the highest motorcycle registrations and crashes involving motorcycles and other motor vehicles.

Funding Amount	P&A Costs?	Promised Project?
\$50,000	No	No

**Countermeasure Strategies:** Mass Media Campaign

## Non-Motorized Safety

<b>Project Name:</b>	Bike Equip KC		
<b>Subrecipient:</b>	Bike Walk Kansas City   Nonprofit		
<b>Project No.:</b>	PS-1135-26	<b>Eligible Use:</b>	PS – Pedestrian/Bicycle Safety
<b>Project Location:</b>	Wyandotte County, Johnson County	<b>Funding Source:</b>	402
<b>Project Description:</b>	Mid-America Regional Council data shows 15 bicycle fatalities in the Kansas City metro over the last five years with an average of 24 serious injuries crashes during the same time period. This project will purchase and distribute safety lights, hang tags with bicycle education, and helmets to individuals in the Kansas City metro area to increase bicyclist visibility, safety and knowledge.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$8,150	No	No

**Countermeasure Strategies:** Conspicuity Campaign

<b>Project Name:</b>	Ready to Roll		
<b>Subrecipient:</b>	Kansas Department of Health and Environment   Government		
<b>Project No.:</b>	PS-1131-26	<b>Eligible Use:</b>	PS – Pedestrian/Bicycle Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	Kansas recorded 6 bicycle fatalities in 2023. This project will purchase and distribute about 1,600 bicycle helmets across the state at child safety events. While distributing helmets, KDHE will provide bicycle safety education, tips and training for proper helmet use and fit and bicycle operation.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$20,000	No	No

**Countermeasure Strategies:** Conspicuity Campaign

<b>Project Name:</b>	<b>Bike Walk Wichita – Media</b>		
<b>Subrecipient:</b>	Bike Walk Wichita   Nonprofit		
<b>Project No.:</b>	PS-1136-26	<b>Eligible Use:</b>	PS – Pedestrian/Bicycle Safety
<b>Project Location:</b>	Sedgwick County	<b>Funding Source:</b>	402
<b>Project Description:</b>	Through the Wichita Area Metropolitan Planning Organization strategic planning, walking and bicycle safety education for youth ranked as the third most important safe road user countermeasure. This project will allow Bike Walk Wichita to develop a comprehensive media plan surrounding pedestrian and bike safety. Media assets will be developed and distributed to the target populations in and around the Wichita metro area.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$7,200	No	No

**Countermeasure Strategies:** Communications and Outreach

<b>Project Name:</b>	<b>Bike Walk Wichita – Lights, Reflectors &amp; Education</b>		
<b>Subrecipient:</b>	Bike Walk Wichita   Nonprofit		
<b>Project No.:</b>	PS-1134-26	<b>Eligible Use:</b>	PS – Pedestrian/Bicycle Safety
<b>Project Location:</b>	Sedgwick County	<b>Funding Source:</b>	402
<b>Project Description:</b>	Sedgwick County recorded four bicycle fatality crashes in 2024. This project will distribute bicycle safety education, lights and reflectors to individuals in the Wichita metro area to improve bicyclist safety.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$3,785	No	No

**Countermeasure Strategies:** Conspicuity Campaign

<b>Project Name:</b>	<b>Light Topeka's Bikes</b>		
<b>Subrecipient:</b>	Topeka Community Cycle Project   Nonprofit		
<b>Project No.:</b>	PS-1133-26	<b>Eligible Use:</b>	PS – Pedestrian/Bicycle Safety
<b>Project Location:</b>	Shawnee County	<b>Funding Source:</b>	402
<b>Project Description:</b>	Shawnee County recorded one bicyclist fatality crash in 2024. The Topeka Community Cycle Project works with economically disadvantaged populations in the Topeka area to distribute bicycle light kits and hang tags to provide education to improve bicyclist safety and education on the roads.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>

\$5,700	No	No
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**Countermeasure Strategies:** Conspicuity Campaign

<b>Project Name:</b>	<b>Wyandotte Vision Zero Block Demonstration</b>	
<b>Subrecipient:</b>	Unified Government of Wyandotte County and Kansas City, Kansas   Government	
<b>Project No.:</b>	TBD	<b>Eligible Use:</b> PS – Pedestrian/Bicycle Safety
<b>Project Location:</b>	Wyandotte County	<b>Funding Source:</b> 402
<b>Project Description:</b>	From 2014-2023, 83% of vulnerable road user crashes in Wyandotte County occurred on local roads. The Unified Government will engage local schools with a specific focus on pedestrians and cyclists. This project will support four educational events in partnership with bicycle advocates and local school districts to host temporary better-block style events at intersections with high rates of pedestrian serious injury and fatality.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$20,000	No	No

**Countermeasure Strategies:** Communication and Outreach



# Occupant Protection

<b>Project Name:</b>	<b>Observational Survey</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	OP-1316-26	<b>Eligible Use of Funds:</b>	M2OP – Information System
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	The 2024 Kansas Observational Seat Belt Survey showed an 86% rate of seat belt usage among adults. This remains below the national average and has remained stagnant in recent years. KDOT will contract with DCCCA to continue to provide observational survey services to continue to gauge success of media and law enforcement campaigns that encourage seat belt use.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$260,000	No	No
<b>Countermeasure Strategies:</b> Observational Survey			

<b>Project Name:</b>	<b>Occupant Protection Mass Media Campaign</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	OP-1475-26	<b>Eligible Use of Funds:</b>	M2PE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	In 2023, Kansas recorded 130 unrestrained fatalities. KDOT will contract with John Nohe and Associates, LLC to develop and distribute a mass media campaign focused on the importance of buckling up. These campaigns will coincide with law enforcement mobilizations as well as include a new targeted campaign for rural pickup truck drivers.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$300,000	No	No
<b>Countermeasure Strategies:</b> Mass Media Campaign			

<b>Project Name:</b>	<b>Child Seat Distribution</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	OP-1306-26	<b>Eligible Use of Funds:</b>	OP – Occupant Protection B2CPS_US – Underserved CPS Programs
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402 405b Low

<b>Project Description:</b>	Sixteen children under the age of 16 were killed in motor vehicle crashes in 2023. Having young children properly restrained is essential to protecting lives. KDOT will contract with a vendor to purchase child safety seats and distribute them through the statewide Child Passenger Safety Inspection Station network. Seats will be purchased for a variety of age ranges and distributed to low-income families across the state, using Safe Kids Worldwide criteria for car seat installation and distribution.
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Funding Amount	P&A Costs?	Promised Project?
\$100,000	No	No

**Countermeasure Strategies:** Child Safety Seat Distribution

<b>Project Name:</b>	<b>KHP CPS Metro</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	OP-4507-26	<b>Eligible Use of Funds:</b>	M2CPS – Community CPS Services
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	Childhood unintentional injury remains the leading cause of death among Kansas children ages 1 to 19. Motor vehicle crashes are the leading cause of injury, death and hospitalization of Kansas children. This project will provide funding for the Kansas Highway Patrol to be the lead agency to host and certify new CPS technicians in the Kansas City metro area.		

Funding Amount	P&A Costs?	Promised Project?
\$2,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	<b>Night-Time Seat Belt Local Support</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	TBD	<b>Eligible Use of Funds:</b>	M2HVE – High Visibility Enforcement
<b>Project Location:</b>	TBD	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	Two-thirds of traffic fatalities in 2023 were unrestrained, and data shows the likelihood of someone buckling up decreases after sundown. This project will fund the Kansas Highway Patrol to provide manpower to train and support local law enforcement agencies with hosting night-time seat belt check lanes and saturation patrols, which will also serve as a training experience for the local agencies.		

Funding Amount	P&A Costs?	Promised Project?
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\$100,000	No	No
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**Countermeasure Strategies:** High Visibility Enforcement

<b>Project Name:</b> Safe Kids Buckle Up		
<b>Subrecipient:</b> Safe Kids Kansas   Nonprofit		
<b>Project No.:</b> OP-4502-26	<b>Eligible Use of Funds:</b>	M2PE – Public Education B2CPS_US – Underserved CPS Programs
<b>Project Location:</b> Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	Between 2019 and 2022, nearly 14,000 children ages 0-19 visited the emergency department after being involved in a motor vehicle crash, and there were 168 deaths. This project will fund CPS training activities throughout the statewide Safe Kids Kansas network. The project will also fund activities that encourage the proper use of child restraints and provide education to families about the importance of seat belt use.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$60,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b> Child Passenger Safety Training		
<b>Subrecipient:</b> Kansas Department of Transportation   Nonprofit		
<b>Project No.:</b> OP-1602-26	<b>Eligible Use of Funds:</b>	M2PE – Public Education B2CPS_US – Underserved CPS Programs
<b>Project Location:</b> Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	In 2024, the Kansas Traffic Safety Resource Office trained 140 CPS technicians and recertified 92 technicians while providing additional training to day care providers on CPS basics. KDOT will continue to contract with DCCCA to provide child passenger safety technician and instructor training statewide to expand coverage of CPS technicians into the quarter of the state that remains a desert for CPS technicians and inspection stations.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$140,000	No	No

**Countermeasure Strategies:** Communication Campaign

## Planning and Administration

<b>Project Name:</b>	Planning and Administration		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	PA-0918-26	<b>Eligible Use:</b>	PA – Planning and Administration
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	This project provides program resources for staff training and travel opportunities to further the existing programs and learn about new strategies to address traffic safety in Kansas. Staff will attend NHTSA and GHSA trainings that help grow traffic safety program areas and generate new project ideas. Program staff are 100% state funded.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$80,000	Yes	No

**Countermeasure Strategies:** n/a

## Police Traffic Services

<b>Project Name:</b>	Law Enforcement Liaisons		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	PT-2026-00-00-00	<b>Eligible Use:</b>	PT – Police Traffic Services
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	Kansas recorded 387 fatalities in 2023, with two-thirds being unbelted and one-third involving impaired driving. This project will fund four law enforcement liaisons and a first responder liaison to provide technical assistance to law enforcement and first responder agencies across the state. LELs are an extension of the state highway safety office in promoting law enforcement mobilizations, understanding community policing challenges and helping connect agencies with traffic safety solutions.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$550,000	No	No

**Countermeasure Strategies:** Communication and Outreach

<b>Project Name:</b>	Special Traffic Enforcement and Equipment Program (STEP)		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	2026-00-99-99	<b>Eligible Use:</b>	PT – Police Traffic Services

**Project Location:** TBD

**Funding Source:** 402

**Project Description:** With 387 fatalities and more than 1,900 serious injuries in 2023, Kansas continues to experience a human and societal cost as the result of traffic crashes. The Special Traffic Enforcement and Equipment Program (STEP) allows local law enforcement agencies to provide education and enforcement aligning with NHTSA mobilization efforts such as Click It or Ticket and You Drink, You Drive, You Lose. Additional enforcement opportunities may be available, and participating agencies may earn equipment allocations to support their traffic safety efforts. A complete list of agency participation in FFY26 STEP will be provided following contract executions.

Funding Amount	P&A Costs?	Promised Project?
\$2,000,000	No	No

**Countermeasure Strategies:** High Visibility Enforcement

**Project Name:** Kansas Highway Patrol STEP

**Subrecipient:** Kansas Department of Transportation | Government

**Project No.:** 2026-00-09-80 **Eligible Use:** PT – Police Traffic Services

**Project Location:** Statewide **Funding Source:** 402

**Project Description:** This project specifically funds the Kansas Highway Patrol's participation in the Special Traffic Enforcement Program (STEP). Statewide enforcement will align with NHTSA mobilization efforts such as Click It or Ticket and You Drink, You Drive, You Lose.

Funding Amount	P&A Costs?	Promised Project?
\$500,000	No	No

**Countermeasure Strategies:** High Visibility Enforcement

**Project Name:** Training for Locals

**Subrecipient:** Kansas Department of Transportation | Government

**Project No.:** PT-0938-26 **Eligible Use:** PT – Police Traffic Services

**Project Location:** Statewide **Funding Source:** 402

**Project Description:** To support local law enforcement in how they address traffic fatalities in their communities, KDOT provides various training opportunities focused on traffic safety issues. This project will support requests from local and regional entities to provide training for local law enforcement and first responder agencies.

Funding Amount	P&A Costs?	Promised Project?
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\$80,000	No	No
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**Countermeasure Strategies:** Communication and Outreach

<b>Project Name:</b>	<b>Crash Reconstruction Training</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	PT-1708-26	<b>Eligible Use:</b>	PT – Police Traffic Services
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	Kansas experiences about 60,000 crashes annually. The Kansas Highway Patrol provides crash reconstruction training for state and local law enforcement officers to learn best practices, current trends and the latest technology updates. This specialized training details how officers should document and collect evidence of a vehicle crash, addressing multiple crash scenarios.		

<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$42,000	No	No

**Countermeasure Strategies:** Communication and Outreach

<b>Project Name:</b>	<b>Traffic Fatality Reduction Program</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	PT-1710-26	<b>Eligible Use:</b>	PT – Police Traffic Services
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	In 2023, there were 387 fatalities statewide. The Kansas Highway Patrol uses crash and citation data to target enforcement campaigns that reduce traffic fatalities. These campaigns address all driver behaviors and are selected based on problem identification for particular Kansas highways with high-risk crash profiles.		

<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$350,000	No	No

**Countermeasure Strategies:** High Visibility Enforcement

<b>Project Name:</b>	<b>TPD Speed Enforcement &amp; Training</b>		
<b>Subrecipient:</b>	Topeka Police Department   Law Enforcement		
<b>Project No.:</b>	PT-1743-26	<b>Eligible Use:</b>	PT – Police Traffic Services
<b>Project Location:</b>	Shawnee County	<b>Funding Source:</b>	402

<b>Project Description:</b>	Shawnee County recorded 261 speeding-related crashes in 2023 that resulted in one fatality, 15 serious injuries and over 80 suspected minor and possible injuries. The Topeka Police Department is the largest law enforcement agency in Shawnee County. To rebuild TPD's traffic safety enforcement capacity, this project will purchase mobile radar units for patrol officers and provide training to support the department's refocused traffic safety efforts.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$115,000	No	No
<b>Countermeasure Strategies:</b> High Visibility Enforcement		

## Roadside Death Prevention

<b>Project Name:</b>	Roadside Death Prevention Mass Media Campaign	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	RD-4300-26	<b>Eligible Use:</b> FHPE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405h
<b>Project Description:</b>	In 2023, 345 individuals were injured in crashes on Kansas roadsides. KDOT will contract with John Nohe and Associates, LLC to develop and distribute mass media campaigns related to roadside safety, including but not limited to work zone and first responder safety.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$50,000	No	No
<b>Countermeasure Strategies:</b> Mass Media Campaign		

<b>Project Name:</b>	Work Zone Awareness PSA Campaign	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	RD-4301-26	<b>Eligible Use:</b> FHPE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405h
<b>Project Description:</b>	To coincide with Work Zone Awareness Week, KDOT will contract with the Kansas Association of Broadcasters to place a public service announcement to raise awareness of the importance of paying attention while driving through construction work zones across Kansas.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$25,000	No	No
<b>Countermeasure Strategies:</b> Communication Campaign		

## Roadway Safety

<b>Project Name:</b>	Traffic Safety Assistance for Kansas (TASK)		
<b>Subrecipient:</b>	Kansas State University   Government		
<b>Project No.:</b>	RS-1402-26	<b>Eligible Use:</b>	RS – Roadway Safety
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402
<b>Project Description:</b>	Kansas recorded 345 injuries from roadside crashes in 2023. This project provides training for local and state public works employees on traffic safety responsibilities. Topics include MUTCD, work zone signing, traffic control devices and other materials to support safe roadside operations for public works and emergency personnel across the state.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$120,000	No	No
<b>Countermeasure Strategies:</b> Education and Training			

## Teen Traffic Safety

<b>Project Name:</b>	Think First Injury Prevention		
<b>Subrecipient:</b>	The Research Foundation   Nonprofit		
<b>Project No.:</b>	CP-1913-26	<b>Eligible Use:</b>	TSP – Teen Safety Program
<b>Project Location:</b>	Wyandotte County, Johnson County	<b>Funding Source:</b>	402
<b>Project Description:</b>	Wyandotte County ranks 2 <sup>nd</sup> and Johnson County ranks 30 <sup>th</sup> among the 105 Kansas counties for rate of crashes involving drivers younger than 20. Think First Injury Prevention provides school-based programming on occupant protection, distracted driving, speeding, aggressive driving, and impaired driving. Speakers include crash victims who have experienced traumatic brain injuries who provide impactful testimony on safe driving behaviors.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$12,000	No	No
<b>Countermeasure Strategies:</b> Communication and Outreach			

<b>Project Name:</b>	Collegiate Traffic Safety Program		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		



<b>Project No.:</b>	TBD	<b>Eligible Use:</b>	TSP – Teen Safety Program
<b>Project Location:</b>	TBD	<b>Funding Source:</b>	402
<b>Project Description:</b>	Kansas recorded 73 fatalities involving drivers 20 and younger in 2023. While the state has supported peer-to-peer education for high school students for years, this project will develop peer-led traffic safety education for college students at a variety of colleges and universities across Kansas.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	
\$100,000	No	No	

**Countermeasure Strategies:** Communication and Outreach

<b>Project Name:</b>	Ford Driving Skills for Life		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	TBD	<b>Eligible Use:</b>	DE – Driver Education
<b>Project Location:</b>	Wyandotte County	<b>Funding Source:</b>	402
<b>Project Description:</b>	Wyandotte County ranks 2 <sup>nd</sup> among the 105 Kansas counties for teens involved in crashes, recording over 8,000 crashes in 2023. The Driving Skills for Life program will provide advanced driver training for teens in the Kansas City, Kansas, area.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	
\$300,000	No	No	

**Countermeasure Strategies:** Driver Education

## Traffic Records

<b>Project Name:</b>	Motor Vehicle Crash Report Conversion		
<b>Subrecipient:</b>	Business Technology Career Opportunities (BTCO)   Nonprofit		
<b>Project No.:</b>	TR-4605-26	<b>Eligible Use of Funds:</b>	M3DA – Data Program
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405c
<b>Project Description:</b>	The KDOT Crash Data Unit receives approximately 30,000 paper motor vehicle crash reports annually. These crash reports arrive in paper form and must be manually input for further processing. This project will provide for a contractor to perform the sorting, scanning, destruction and daily data entry of paper crash reports from law enforcement agencies.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	

\$125,000	No	No
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**Countermeasure Strategies:** Crash Database – Accuracy and Completeness

<b>Project Name:</b>	<b>KCDS Hosting &amp; Maintenance</b>	
<b>Subrecipient:</b>	Affinity Global Solutions (AGS)   Limited Liability Corporation	
<b>Project No.:</b>	TR-4001-26	<b>Eligible Use of Funds:</b> M3DA – Data Program
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405c
<b>Project Description:</b>	This is the second and third phase of a three-phase agreement, which provides for a replacement of the TRS system. The second phase covers the hosting of the Kansas Crash Data System (KCDS) during implementation and for six years of production. The third phase covers maintenance charges for KCDS maintenance for six years of production, including at a minimum, platform upgrades and training on new features.	

<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$294,000	No	No

**Countermeasure Strategies:** Crash Database – Accuracy, Completeness and Timeliness

<b>Project Name:</b>	<b>MMUCC Alignment</b>	
<b>Subrecipient:</b>	TBD	
<b>Project No.:</b>	TBD	<b>Eligible Use of Funds:</b> B3MUC – MMUCC
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405c
<b>Project Description:</b>	This project will provide for a contractor to map Kansas crash data elements (State Crash Report and Crash Database) to the MMUCC 6 <sup>th</sup> Edition. As part of this project, the contractor will develop a gap analysis and gap closure plan to attain High to Full compatibility ratings.	

<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$150,000	No	No

**Countermeasure Strategies:** Crash Database – Accuracy, Completeness and Uniformity

<b>Project Name:</b>	<b>KBI Integration Developer for ESB and KBI Applications</b>	
<b>Subrecipient:</b>	Kansas Bureau of Investigation (KBI)   Government	
<b>Project No.:</b>	TR-4618-26	<b>Eligible Use of Funds:</b> M3DA – Data Program
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405c

<b>Project Description:</b>	This project provides for a contract with a qualified integration developer for a fixed three-year duration to push forward the current timeline for developing interfaces and assisting in maintenance and support of current TRS related integrations.
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<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$120,000	No	No

**Countermeasure Strategies:** Crash Database – Integration

<b>Project Name:</b>	<b>Kansas Trauma Registry Gen 6 Operations</b>
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<b>Subrecipient:</b>	Kansas Department of Health & Environment   State Government
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<b>Project No.:</b>	TR-4620-26	<b>Eligible Use of Funds:</b>	M3DA – Data Program
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<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405c
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<b>Project Description:</b>	This agreement will secure Kansas trauma registry updates and maintenance, allowing for the Kansas Trauma Program to obtain data from additional facilities that have Kansas resident trauma patients (including from the mechanism of motor vehicle crashes).
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<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$150,000	No	No

**Countermeasure Strategies:** Injury Surveillance Database – Completeness

<b>Project Name:</b>	<b>Injury Surveillance Linkage</b>
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<b>Subrecipient:</b>	Kansas Board of Emergency Medical Services (KBEMS)   Government
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<b>Project No.:</b>	TBD	<b>Eligible Use of Funds:</b>	B3DSA – Data Sharing and Analysis
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<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405c
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<b>Project Description:</b>	This project provides for a multi-jurisdictional, all-hazards communication Software-as-a-Service platform designed to support public safety, EMS, hospitals, affiliated healthcare organizations, and state agencies in routine motor vehicle crash response, emergency operations, and post-crash analysis.
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<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$475,000	No	No

**Countermeasure Strategies:** Crash Database – Integration

<b>Project Name:</b>	<b>ATSIP Attendance / Training</b>
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<b>Subrecipient:</b>	Kansas Department of Transportation   State Government
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<b>Project No.:</b>	TBD	<b>Eligible Use of Funds:</b>	M3DA – Data Program
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405c
<b>Project Description:</b>	This project provides for registration and travel expenses for up to five traffic safety data personnel to attend the ATSIP Traffic Records Forum.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	
\$25,000	No	No	
<b>Countermeasure Strategies:</b> Crash Database – Uniformity			

# **Section 405 Applications**

# 405b Occupant Protection Grant

## Occupant Protection Program Area Plan Update

The Occupant Protection Program Area Plan was updated in July 2025. In 2023, the number of unbelted fatalities reached a 5-year low with 130 individuals killed in crashes while not buckled up. Among all occupants involved in crashes in 2023, about 2% were unbelted. However, many rural counties far exceed the state average for unbelted occupants and fatalities.

County	Population	Total Occupants Involved in Crashes	Percent of Unbelted Occupants in All Crashes	Unbelted Fatalities
Rawlins	2,463	51	43%	1
Osborne	3,427	34	21%	0
Edwards	2,733	77	18%	0
Lane	1,529	24	17%	0
Stanton	1,901	24	17%	0
Doniphan	7,493	50	14%	0
Chautauqua	3,347	83	13%	2
Greeley	1,181	23	13%	1
Graham	2,376	32	13%	1
Wichita	2,082	41	12%	0

Rural populations continue to have lower belted rates in the statewide occupant protection survey than urban populations, and pickup truck drivers also continue to have lower observed belted rates than other vehicle drivers.

The 2025 child occupant protection survey preliminary analysis shows a decline in child seatbelt use in rural areas from 86% to 83%. The survey continues to show a strong correlation between drivers being buckled up and their passengers following suit.

Kansas will continue to employ mass media campaigns, child safety seat distribution, communication campaigns and high visibility enforcement countermeasures in FFY26. However, new projects will be initiated within those countermeasures to address the low occupant protection rates among rural populations, including a media campaign targeting rural pickup truck drivers, refocused distribution of child safety seat to at-risk and rural populations, and increased investment in high visibility enforcement for campaigns such as Click It or Ticket.

These new strategies, combined with ongoing media and enforcement activities, will help address the following performance targets:

Performance Target		2024 Target	2023 Actual
B-1	Observed seat belt use (FFY24 state survey actual)	89%	85%
C-4	Number of unrestrained fatalities, all positions (FARS)	109	130

## Participation in Click It or Ticket National Mobilization

In addition to the projects described below, Kansas leverages participation in the Special Traffic Enforcement Program (STEP) to address occupant protection issues, including widespread implementation of the Thanksgiving Safe Arrival and Click It or Ticket mobilizations. The following law enforcement agencies were involved in the FFY25 campaign and are anticipated to continue participation in FFY26.

County	Agency
Allen	Allen County Sheriff's Office
Allen	Humboldt Police Department
Allen	Iola Police Department
Anderson	Garnett Police Department
Barber	Barber County Sheriff's Office
Barber	Medicine Lodge Police Department
Barton	Claflin Police Department
Bourbon	Bourbon County Sheriff's Office
Bourbon	Fort Scott Police Department
Brown	Brown County Sheriff's Office
Brown	Hiawatha Police Department
Butler	Andover Police Department
Butler	August Police Department
Butler	El Dorado Police Department
Butler	Rose Hill Police Department
Chase	Chase County Sheriff's Office
Cherokee	Baxter Springs Police Department
Cloud	Cloud County Sheriff's Office
Cloud	Concordia Police Department
Comanche	Coldwater Police Department
Cowley	Arkansas City Police Department
Cowley	Cowley County Sheriff's Office
Cowley	Udall Police Department
Crawford	Cherokee Police Department
Crawford	Frontenac Police Department
Crawford	Pittsburg Police Department
Decatur	Decatur County Sheriff's Office
Decatur	Oberlin Police Department
Doniphan	Elwood Police Department
Doniphan	Highland Police Department
Doniphan	Doniphan County Sheriff's Office
Douglas	Douglas County Sheriff's Office
Douglas	Eudora Police Department
Douglas	KU Office of Public Safety

County	Agency
Douglas	Lawrence Police Department
Edwards	Edwards County Sheriff's Office
Elk	Elk County Sheriff's Office
Ellis	Ellis County Sheriff's Office
Ellis	Hays Police Department
Ellsworth	Ellsworth Police Department
Ellsworth	Ellsworth County Sheriff's Office
Ford	Bucklin Police Department
Ford	Dodge City Police Department
Ford	Ford County Sheriff's Office
Franklin	Franklin County Sheriff's Office
Franklin	Ottawa Police Department
Franklin	Wellsville Police Department
Geary	Geary County Sheriff's Office
Grant	Grant County Sheriff's Office
Gray	Gray County Sheriff's Office
Greenwood	Greenwood County Sheriff's Office
Hamilton	Hamilton County Sheriff's Office
Harper	Anthony Police Department
Harper	Harper County Sheriff's Office
Harvey	Halstead Police Department
Harvey	Harvey County Sheriff's Office
Harvey	Hesston Police Department
Harvey	Newton Police Department
Haskell	Haskell County Sheriff's Office
Jackson	Jackson County Sheriff's Office
Jackson	Kickapoo Tribe Police Department
Johnson	Gardner Police Department
Johnson	Johnson County Sheriff's Office
Johnson	Leawood Police Department
Johnson	Lenexa Police Department
Johnson	Merriam Police Department
Johnson	Mission Police Department
Johnson	Olathe Police Department

County	Agency
Johnson	Overland Park Police Department
Johnson	Prairie Village Police Department
Johnson	Shawnee Police Department
Johnson	Westwood Police Department
Kearny	Kearny County Sheriff's Office
Kingman	Kingman County Sheriff's Office
Kingman	Kingman Police Department
Kiowa	Greensburg Police Department
Labette	Altamont Police Department
Labette	Labette County Sheriff's Office
Labette	Parsons Police Department
Leavenworth	Lansing Police Department
Leavenworth	Leavenworth Police Department
Leavenworth	Leavenworth County Sheriff's Office
Leavenworth	Tonganoxie Police Department
Linn	Lacygne Police Department
Linn	Linn County Sheriff's Office
Linn	Pleasanton Police Department
Logan	Logan County Sheriff's Office
Lyon	Lyon County Sheriff's Office
Marion	Hillsboro Police Department
Marion	Marion County Sheriff's Office
Marion	Marion Police Department
Marion	Peabody Police Department
McPherson	Lindsborg Police Department
McPherson	McPherson County Sheriff's Office
McPherson	McPherson Police Department
McPherson	Moundridge Police Department
Meade	Meade County Sheriff's Office
Miami	Louisburg Police Department
Miami	Miami County Sheriff's Office
Miami	Oswatomie Police Department
Miami	Paola Police Department
Mitchell	Beloit Police Department
Mitchell	Mitchell County Sheriff's Office
Montgomery	Caney Police Department
Montgomery	Cherryvale Police Department
Montgomery	Coffeyville Police Department
Montgomery	Montgomery County Sheriff's Office
Morris	Council Grove Police Department
Morris	Morris County Sheriff's Office

County	Agency
Neosho	Chanute Police Department
Neosho	Neosho County Sheriff's Office
Ness	Ness County Sheriff's Office
Norton	Norton Police Department
Osage	Lyndon Police Department
Osage	Osage County Sheriff's Office
Osage	Overbook Police Department
Ottawa	Minneapolis Police Department
Ottawa	Ottawa County Sheriff's Office
Pawnee	Larned Police Department
Pawnee	Pawnee County Sheriff's Office
Pottawatomie	Wamego Police Department
Pratt	Pratt Police Department
Pratt	Pratt County Sheriff's Office
Rawlins	Rawlins County Sheriff's Office
Republic	Belleville Police Department
Republic	Republic County Sheriff's Office
Reno	Hutchinson Police Department
Reno	Reno County Sheriff's Office
Reno	South Hutchinson Police Department
Rice	Lyons Police Department
Riley	Riley County Police Department
Rooks	Plainville Police Department
Rooks	Rooks County Sheriff's Office
Russell	Russell Police Department
Russell	Russell County Sheriff's Office
Saline	Salina Police Department
Saline	Saline County Sheriff's Office
Scott	Scott City Police Department
Sedgwick	Bel Aire Police Department
Sedgwick	Bentley Police Department
Sedgwick	Cheney Police Department
Sedgwick	Clearwater Police Department
Sedgwick	Conway Springs Police Department
Sedgwick	Derby Police Department
Sedgwick	Goddard Police Department
Sedgwick	Haysville Police Department
Sedgwick	Kechi Police Department
Sedgwick	Maize Police Department
Sedgwick	Park City Police Department
Sedgwick	Sedgwick Police Department



County	Agency
Sedgwick	Sedgwick County Sheriff's Office
Sedgwick	Valley Center Police Department
Sedgwick	Wichita State University
Sedgwick	Wichita Police Department
Seward	Liberal Police Department
Seward	Seward County Sheriff's Office
Shawnee	Shawnee County Sheriff's Office
Shawnee	Topeka Police Department
Sheridan	Hoxie Police Department
Sherman	Goodland Police Department
Stevens	Hugoton Police Department
Sumner	Wellington Police Department

County	Agency
Thomas	Colby Police Department
Thomas	Thomas County Sheriff's Office
Wichita	Wichita County Sheriff's Office
Wilson	Fredonia Police Department
Wilson	Neodesha Police Department
Wilson	Wilson County Sheriff's Office
Woodson	Yates Center Police Department
Wyandotte	Bonner Springs Police Department
Wyandotte	Edwardsville Police Department
Wyandotte	Kansas City Police Department
Wyandotte	Wyandotte County Sheriff's Office
Statewide	Kansas Highway Patrol

### Child Restraint Inspection Stations

Kansas' preliminary 2025 child occupant protection survey shows the observed statewide seat belt rate among Kansas children under the age of 18 to be 88.5%. Preschool age groups are buckled up at the highest rate at about 95%. However, there were 5 fatalities among children under the age of 5 in 2023. To address the seat belt rate and help prevent infant and toddler fatalities in crashes, Kansas supports 116 child restraint inspection stations. Of the total 116 stations, 25 are located in urban areas and 70 serve rural populations. Combined rural and urban at-risk populations are represented by 107 stations. Child Restraint Inspection Stations are supported by the following projects: OP-1306-26, OP-4502-26 and OP-1602-26.

County	Agency	Population Type
Allen	SEK Multi-County Health Department	Rural/At-Risk
Atchison	Atchison Police Department	Rural/At-Risk
Barton	Barton County Health Department	Rural/At-Risk
Barton	Ellinwood Fire/EMS/Police Department	Rural/At-Risk
Barton	Great Bend Fire/EMS	Rural/At-Risk
Bourbon	Fort Scott Police Department	Rural/At-Risk
Brown	Amberwell Hiawatha Hospital	Rural/At-Risk
Brown	Brown County Sheriff's Office	Rural/At-Risk
Butler	Affinity Automotive Services	At-Risk
Butler	El Dorado Police Department	At-Risk
Chase	Chase County Health Department	Rural/At-Risk
Cherokee	Cherokee County Health Department	Rural/At-Risk
Cherokee	Cherokee County Sheriff's Office	Rural/At-Risk
Clark	Russell Child Development Center	Rural/At-Risk
Clay	Clay County EMS	Rural/At-Risk
Cloud	Cloud County Health Department	Rural/At-Risk
Coffey	Coffey County Health Department	Rural/At-Risk

Cowley	Kansas Traffic Safety Resource Office/DCCCA	Rural/At-Risk
Crawford	Community Health Center of Southeast Kansas	At-Risk
Crawford	Mercy Hospital Pittsburg	At-Risk
Crawford	Pittsburg Police Department	At-Risk
Dickinson	Dickinson County EMS/Safe Kids Dickinson County	Rural/At-Risk
Douglas	Safe Kids Douglas County	Urban
Ellis	Kansas Highway Patrol Troop D	Rural/At-Risk
Ellsworth	Ellsworth County EMS	Rural/At-Risk
Finney	Garden City Police Department	Rural/At-Risk
Finney	Kansas Highway Patrol Troop E	Rural/At-Risk
Ford	Dodge City Fire Department	Rural/At-Risk
Ford	Dodge City Police Department	Rural/At-Risk
Franklin	Ottawa Fire Department	Rural/At-Risk
Geary	Fort Riley Safety Office	At-Risk
Geary	Geary County Health Department	At-Risk
Geary	Junction City Fire Department	At-Risk
Geary	Junction City Police Department	At-Risk
Gove	Gove County Health Department	Rural/At-Risk
Grant	Grace Place Pregnancy Care Center	Rural/At-Risk
Gray	Gray County Health Department	Rural/At-Risk
Greenwood	Greenwood County Health Department	Rural/At-Risk
Harvey	Harvey County Health Department	Rural/At-Risk
Harvey	Health Ministries Clinic	Rural/At-Risk
Harvey	NMC Health	Rural/At-Risk
Haskell	Haskell County Health Department	Rural/At-Risk
Hodgeman	Hodgeman County Health Department	Rural/At-Risk
Jackson	NEK Multi-County Health Departments Inc.	Rural/At-Risk
Jackson	Prairie Band Potawatomi Tribal Police	Rural/At-Risk
Jewell	Jewell County Health Department	Rural/At-Risk
Johnson	Shawnee Fire Department	Urban
Johnson	Gardner Police Department	Urban
Johnson	Johnson County Sheriff's Office	Urban
Johnson	Kansas Highway Patrol Troop A	Urban
Johnson	Lenexa Police Department	Urban
Johnson	Mission Police Department	Urban
Johnson	Overland Park Police Department	Urban
Johnson	Safe Kids Johnson County/Johnson County Health Department	Urban
Kearny	Kearny County Hospital	Rural/At-Risk
Kingman	Kingman County Health Department	Rural/At-Risk
Labette	Oswego Police Department	Rural/At-Risk
Lane	Lane County Fire Department	Rural/At-Risk
Leavenworth	Henry Leavenworth Elementary/USD 453	At-Risk

Leavenworth	Leavenworth County Health Department	At-Risk
Linn	Linn County Sheriff's Office	Rural/At-Risk
Lyon	Lyon County Sheriff's Office	Rural/At-Risk
Marion	Marion County Health Department	Rural/At-Risk
Marion	Prairie View Inc.	Rural/At-Risk
Marshall	Marshall County Health Department	Rural/At-Risk
McPherson	Safe Kids McPherson County/McPherson EMS	Rural/At-Risk
Meade	Meade County Health Department	Rural/At-Risk
Miami	Miami County Sheriff's Office	Rural/At-Risk
Mitchell	Heart Choices Pregnancy & Parenting Resource Center	Rural/At-Risk
Montgomery	Coffeyville Fire Department	Rural/At-Risk
Montgomery	Montgomery County Health Department/Safe Kids Montgomery-Elk	Rural/At-Risk
Morris	Morris County Health Department	Rural/At-Risk
Nemaha	Nemaha County Sheriff's Office	Rural/At-Risk
Nemaha	Nemaha Valley Community Hospital	Rural/At-Risk
Neosho	Erie Police Department	Rural/At-Risk
Neosho	Kansas Highway Patrol Troop H	Rural/At-Risk
Norton	Norton County Hospital	Rural/At-Risk
Osage	Osage County Sheriff's Office	Rural/At-Risk
Ottawa	Ottawa County Rural Fire District #4	Rural/At-Risk
Pawnee	Larned Police Department	Rural/At-Risk
Pottawatomie	Community HealthCare System	Rural/At-Risk
Pottawatomie	Pottawatomie County Health Department/Safe Kids Pottawatomie County	Rural/At-Risk
Reno	Parents as Teachers	At-Risk
Republic	Republic County Health Department	Rural/At-Risk
Riley	Manhattan Fire Department Firehouse #5	At-Risk
Riley	Riley County Police Department	At-Risk
Rooks	Rooks County Health Department	Rural/At-Risk
Russell	Russell County Health Department	Rural/At-Risk
Saline	Kansas Highway Patrol Troop C	At-Risk
Saline	Salina Police Department	At-Risk
Saline	Saline County Sheriff's Office	At-Risk
Sedgwick	Ascension Via Christi Hospital/Safe Kids Wichita	Urban/At-Risk
Sedgwick	Kansas Traffic Safety Resource Office/DCCCA	Urban/At-Risk
Sedgwick	Goddard Police Department	Urban/At-Risk
Sedgwick	Haysville Police Department	Urban/At-Risk
Sedgwick	Kansas Highway Patrol Troop F	Urban/At-Risk
Sedgwick	Military & Family Readiness Center	Urban/At-Risk
Seward	Birthline of Liberal, Kansas, Inc.	At-Risk
Seward	Seward County Health Department	At-Risk
Shawnee	Cotton O'Neil Pediatrics	Urban/At-Risk
Shawnee	Kansas Children's Service League	Urban/At-Risk

Shawnee	Kansas Highway Patrol Troop B	Urban/At-Risk
Shawnee	Kansas Traffic Safety Resource Office/DCCCA	Urban/At-Risk
Shawnee	Mission Township Fire Department	Urban/At-Risk
Sheridan	Sheridan County Health Department	Rural/At-Risk
Smith	Smith County Health Department	Rural/At-Risk
Stafford	Stafford County Health Department	Rural/At-Risk
Thomas	Colby Police Department	Rural/At-Risk
Wabaunsee	Wabaunsee County Health Department	Rural/At-Risk
Wichita	Wichita County Sheriff's Office	Rural/At-Risk
Wilson	Wilson County Health Department	Rural/At-Risk
Wyandotte	Community Health Council of Wyandotte	Urban/At-Risk
Wyandotte	Kansas City Kansas Early Childhood Center	Urban/At-Risk
Wyandotte	Kansas City Kansas Police Department Traffic Unit	Urban/At-Risk
Wyandotte	Unified Government Public Health Department	Urban/At-Risk
Wyandotte	Wyandotte County Infant-Toddler Services	Urban/At-Risk

### Child Passenger Safety Technicians

Of the 5 fatalities among children under the age of 5 in 2023, 4 of them occurred in rural counties. Kansas has a goal of having at least one trained child passenger safety technician in all 105 Kansas counties. To further this goal, CPS technician training is focused in rural areas to reach populations not currently served by CPS technicians, and hybrid courses are offered to reach additional individuals with a lower travel commitment. Training is supported by OP-4502-26 and OP-1602-26. In FFY26, 12 child passenger safety technician training classes are anticipated to occur, which is anticipated to result in 190 child passenger safety technicians trained and 135 recertifications.

Date	County	Location	Number of Projected Students
Oct. 21-23, 2025	Ellsworth	Ellsworth County EMS	20
Nov. 18-20, 2025	Harvey	Newton Police Department	20
March 10-12, 2026	Cowley	Winfield Civic Center	20
March 31-Apr. 2, 2026	Linn	Linn County Health Department	20
May 5-7, 2026	Finney	KHP Troop E Headquarters	20
June 16-18, 2026	Sherman	Kansas National Guard Armory	20
July 14-16, 2026	Shawnee	Kansas Traffic Safety Resource Office	20
Aug. 25-27, 2026	Ellis	Ellis County EMS	20
Feb/March 2026	Shawnee	Hybrid training, online/Topeka	15
Aug/Sept. 2026	Shawnee	Hybrid training, online/Topeka	15
<b>Total technicians to be trained</b>			<b>190</b>

Date	Location	Number of Projected Students
March 24, 2026	CPS Update Training, Topeka	125
May 2026	NHTSA CPS Renewal Class	10
<b>Total technicians to be recertified</b>		<b>135</b>

## Seat Belt Enforcement Plan

Kansas uses proven countermeasures to address occupant protection including high visibility enforcement and coinciding mass media campaigns. The Kansas Special Traffic Enforcement Program (STEP) focuses on the Thanksgiving Safe Arrival and Click It or Ticket national mobilizations. STEP reimburses law enforcement agencies for overtime hours spent working high visibility enforcement campaigns. As part of recurring efforts to promote seat belt and child restraint enforcement, Kansas law enforcement agencies enforce seat belt laws in school zones, safety corridors and aggressive driving campaigns throughout the year. The Kansas Highway Patrol's Traffic Fatality Reduction Program focuses on occupant protection along with other driver behaviors through targeted enforcements statewide. The following table shows county-level participation in STEP seat belt enforcement programs listed from highest percentage of unrestrained fatalities to lowest.

County	Count of Unrestrained Fatalities and Serious Injuries	Percent of Total	Accumulated Percent	Agency Participation
Sedgwick	116	14%	14%	STEP
Johnson	79	10%	24%	STEP
Wyandotte	59	7%	31%	STEP
Shawnee	39	5%	36%	STEP
Butler	23	3%	39%	STEP
Reno	19	2%	41%	STEP
Gray	18	2%	43%	STEP
Cowley	17	2%	45%	STEP
Montgomery	17	2%	47%	STEP
Saline	16	2%	49%	STEP
Thomas	15	2%	51%	STEP
Douglas	15	2%	53%	STEP
Leavenworth	14	2%	55%	STEP
Neosho	12	1%	56%	STEP
McPherson	12	1%	57%	STEP
Finney	11	1%	58%	
Cherokee	11	1%	59%	STEP
Marion	10	1%	60%	STEP
Sumner	10	1%	61%	STEP
Jefferson	10	1%	62%	

Crawford	10	1%	63%	STEP
Harvey	10	1%	64%	STEP
Rice	9	1%	65%	STEP
Kingman	9	1%	66%	STEP
Lyon	9	1%	67%	STEP
Clay	9	1%	68%	
Bourbon	8	1%	69%	STEP
Osage	8	1%	70%	STEP
Smith	8	1%	71%	
Morris	8	1%	72%	STEP
Ellis	8	1%	73%	STEP
Clark	7	1%	74%	
Ford	7	1%	75%	STEP
Ottawa	7	1%	76%	STEP
Riley	7	1%	77%	STEP
Seward	7	1%	78%	STEP
Washington	7	1%	79%	
Labette	6	1%	80%	STEP
Miami	6	1%	81%	STEP
Nemaha	6	1%	82%	
Republic	6	1%	83%	STEP
Dickinson	5	1%	84%	
Franklin	5	1%	85%	STEP
Geary	5	1%	86%	STEP
Pratt	5	1%	87%	STEP
Rush	5	1%	88%	
Wabaunsee	5	1%	89%	
Allen	4	0%	89%	STEP
Atchison	4	0%	90%	
Barton	4	0%	90%	STEP
Brown	4	0%	91%	STEP
Mitchell	4	0%	91%	STEP
Norton	4	0%	92%	STEP
Phillips	4	0%	92%	
Rawlins	4	0%	93%	STEP
Russell	4	0%	93%	STEP
Cheyenne	3	0%	93%	
Greenwood	3	0%	94%	STEP
Hamilton	3	0%	94%	STEP
Jackson	3	0%	94%	STEP
Kiowa	3	0%	95%	STEP
Lincoln	3	0%	95%	

Marshall	3	0%	95%	
Cloud	2	0%	95%	STEP
Coffey	2	0%	96%	
Comanche	2	0%	96%	STEP
Gove	2	0%	96%	
Harper	2	0%	96%	STEP
Jewell	2	0%	96%	
Linn	2	0%	97%	STEP
Pawnee	2	0%	97%	STEP
Rooks	2	0%	97%	STEP
Sherman	2	0%	97%	STEP
Stafford	2	0%	97%	
Stevens	2	0%	98%	STEP
Wilson	2	0%	98%	STEP
Anderson	1	0%	98%	STEP
Barber	1	0%	98%	STEP
Doniphan	1	0%	98%	STEP
Edwards	1	0%	99%	STEP
Ellsworth	1	0%	99%	STEP
Greeley	1	0%	99%	
Logan	1	0%	99%	STEP
Osborne	1	0%	99%	
Pottawatomie	1	0%	99%	STEP
Stanton	1	0%	99%	
Woodson	1	0%	100%	STEP

## High-Risk Population Countermeasures

Kansas is implementing data-driven programs to improve seat belt and child restraint use for the following at-risk populations:

- Unrestrained night-time drivers (See [Night-Time Seat Belt Local Support](#) for details)
- Teenage drivers (See [Teen Traffic Safety projects](#) for details)

## Comprehensive Occupant Protection Program

Kansas' occupant protection program assessment was conducted by NHTSA in 2023. The Occupant Protection Strategic Plan was approved in 2023 and will be updated on a triennial basis in 2026. Maura Fitzgerald, Program Consultant, is the state's designated occupant protection coordinator. The Safer People strategy team that is part of the Drive to Zero Coalition serves as the Occupant Protection Task Force. Membership in the strategy team advises on occupant protection strategies based on data analysis:

Name	Title	Organization
Ingrid Vandervoort	Safety Engagement Strategist	KDOT

Jenny Egging	Professional Civil Engineer	KDOT
Phyllis Larimore	RN, MPH, CPSTI	Keeping Kids Safe in Greater Kansas City
Michelle Grayson	Regional Trauma Coordinator	KDHE
Anthony Fadale	State ADA Coordinator	KDCF
Amanda Pfannenstiel	Lead Breath Alcohol Specialist	KDHE
Doug Ballou	CEO	Blue Window
Kristina Eichkorn	Engineering Program Manager	Kansas Turnpike Authority
Haley Dougherty	State Safety Engineer	KDOT
Gary Herman	Behavioral Safety Section Manager	KDOT
Patricia Middleton	Communications Specialist	KTSRO
Anthony Gallo	Transportation Engineer	Kimley-Horn
Matthew Payne	Captain/Breath Alcohol Unit/DRE State Coordinator	KHP
Sara Gudenkauf	Traffic Safety Program Supervisor	KTSRO
Todd Linder	Traffic Safety Advocate	Family of Cassandra Linder
Nelda Buckley	LTAP Local Field Liaison	University of Kansas
Kent Selk	Manager, Driver Services	KDOR
Rob Ista	Law Enforcement Liaison	KDOT
Karen Wittman	Judge	Wyandotte County
Tim Burrows	Senior Behavioral Specialist & Law Enforcement SME	Kimley-Horn
Lisa Frey-Blume	Community Health Manager	KDHE
Max Wilcox	Transportation Safety Planner	KDOT
Matthew Messina	Bureau Chief	KDOT
Nic Ward	Chief Scientific Officer	Safe System Solutions LLC
Gayle Donaldson	Assistant Behavioral Safety Section Manager	KDOT
Carey Spoon	Grants Administrator	Southeast Kansas Regional Planning Commission
Drew Pearson	Senior Planner	Wilson & Company
Cherie Sage	State Coordinator	Safe Kids Kansas/KDHE
Markey Jonas	Outreach Coordinator	WAMPO
Courtney Nowland	Traffic Safety Specialist	KTSRO
Regina Leandro	Vehicle Services Supervisor	KDOR
Maura Fitzgerald	Program Consultant	KDOT
Chris Bortz	Assistant Bureau Chief	KDOT
Noel Schneider	Program Consultant	KDOT
Tenille Kimberlin	Director of Traffic Safety	KTSRO
Ashlee Barkley	Outreach Coordinator	Safe Kids Kansas/KDHE
Jared Tremblay	Planning Manager	Flint Hills MPO
Jenny Lancaster	Program Manager	KTSRO
Gayle Bergman	Sustainability Programs Coordinator	City of Overland Park
Vanessa Spartan	Bureau Chief	KDTO
Candice Breshears	Captain/Public and Governmental Affairs	KHP



Jenny Kramer	Active Transportation Manager	KDOT
Pat Toby	Bureau Chief	KDOT
Daina Zolck	Section Director	KDHE
Andy Fry	Transportation Planner	Topeka Community Cycle Project/WSP
Amy Sims-Shonka	Program Consultant	KDOT

## Occupant Protection Projects

<b>Project Name:</b>	<b>Observational Survey</b>	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	OP-1316-26	<b>Eligible Use of Funds:</b> M2OP – Information System
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405b Low
<b>Project Description:</b>	The 2024 Kansas Observational Seat Belt Survey showed an 86% rate of seat belt usage among adults. This remains below the national average and has remained stagnant in recent years. KDOT will contract with DCCCA to continue to provide observational survey services to continue to gauge success of media and law enforcement campaigns that encourage seat belt use.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$260,000	No	No
<b>Countermeasure Strategies:</b> Observational Survey		

<b>Project Name:</b>	<b>Occupant Protection Mass Media Campaign</b>	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	OP-1475-26	<b>Eligible Use of Funds:</b> M2PE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405b Low
<b>Project Description:</b>	In 2023, Kansas recorded 130 unrestrained fatalities. KDOT will contract with John Nohe and Associates, LLC to develop and distribute a mass media campaign focused on the importance of buckling up. These campaigns will coincide with law enforcement mobilizations as well as include a new targeted campaign for rural pickup truck drivers.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$450,000	No	No
<b>Countermeasure Strategies:</b> Mass Media Campaign		

<b>Project Name:</b>	<b>Occupant Protection Sports Marketing Campaign</b>	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	

<b>Project No.:</b>	OP-4502-26	<b>Eligible Use of Funds:</b>	M2PE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	In 2023, Kansas recorded 130 unrestrained fatalities. KDOT will work with a contractor to distribute occupant protection messaging within sports and event venues to encourage event participants to buckle up on their way home. This strategy targets a primary audience of males ages 18-34 who typically attend sporting and other large gathering events.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	
\$50,000	No	No	

**Countermeasure Strategies:** Mass Media Campaign

<b>Project Name:</b>	<b>Child Seat Distribution</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	OP-1306-26	<b>Eligible Use of Funds:</b>	OP – Occupant Protection B2CPS_US – Underserved CPS Programs
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	402 405b Low
<b>Project Description:</b>	Sixteen children under the age of 16 were killed in motor vehicle crashes in 2023. Having young children properly restrained is essential to protecting lives. KDOT will contract with a vendor to purchase child safety seats and distribute them through the statewide Child Passenger Safety Inspection Station network. Seats will be purchased for a variety of age ranges and distributed to low-income families across the state, using Safe Kids Worldwide criteria for car seat installation and distribution.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>	
\$100,000	No	No	

**Countermeasure Strategies:** Child Safety Seat Distribution

<b>Project Name:</b>	<b>KHP CPS Metro</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	OP-4507-26	<b>Eligible Use of Funds:</b>	M2CPS – Community CPS Services
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	Childhood unintentional injury remains the leading cause of death among Kansas children ages 1 to 19. Motor vehicle crashes are the leading cause of injury, death and hospitalization of Kansas children. This project		

will provide funding for the Kansas Highway Patrol to be the lead agency to host and certify new CPS technicians in the Kansas City metro area.

Funding Amount	P&A Costs?	Promised Project?
\$2,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	<b>Night-Time Seat Belt Local Support</b>		
<b>Subrecipient:</b>	Kansas Highway Patrol   Government		
<b>Project No.:</b>	TBD	<b>Eligible Use of Funds:</b>	M2HVE – High Visibility Enforcement
<b>Project Location:</b>	TBD	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	Two-thirds of traffic fatalities in 2023 were unrestrained, and data shows the likelihood of someone buckling up decreases after sundown. This project will fund the Kansas Highway Patrol to provide manpower to train and support local law enforcement agencies with hosting night-time seat belt check lanes and saturation patrols, which will also serve as a training experience for the local agencies.		

Funding Amount	P&A Costs?	Promised Project?
\$100,000	No	No

**Countermeasure Strategies:** High Visibility Enforcement

<b>Project Name:</b>	<b>Safe Kids Buckle Up</b>		
<b>Subrecipient:</b>	Safe Kids Kansas   Nonprofit		
<b>Project No.:</b>	OP-4502-26	<b>Eligible Use of Funds:</b>	M2PE – Public Education B2CPS_US – Underserved CPS Programs
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	Between 2019 and 2022, nearly 14,000 children ages 0-19 visited the emergency department after being involved in a motor vehicle crash, and there were 168 deaths. This project will fund CPS training activities throughout the statewide Safe Kids Kansas network. The project will also fund activities that encourage the proper use of child restraints and provide education to families about the importance of seat belt use.		

Funding Amount	P&A Costs?	Promised Project?
\$55,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	<b>Child Passenger Safety Training</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Nonprofit		
<b>Project No.:</b>	OP-1602-26	<b>Eligible Use of Funds:</b>	M2PE – Public Education B2CPS_US – Underserved CPS Programs
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405b Low
<b>Project Description:</b>	In 2024, the Kansas Traffic Safety Resource Office trained 140 CPS technicians and recertified 92 technicians while providing additional training to day care providers on CPS basics. KDOT will continue to contract with DCCCA to provide child passenger safety technician and instructor training statewide to expand coverage of CPS technicians into the quarter of the state that remains a desert for CPS technicians and inspection stations.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$40,000	No	No
<b>Countermeasure Strategies:</b>	Communication Campaign		

# 405c State Traffic Safety Information Systems Grant

## Quantitative Improvement

Infrastructure Investment and Jobs Act (IIJA) Sec. 405c

INTERIM PROGRESS REPORTING (FY 2026)

State: Kansas

Report Date: 04/28/2025

Submitted by: Amy Smith

System to be Impacted (pick one primary area)	<input checked="" type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY  <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY
Performance Area(s) to be Impacted (pick one primary area)	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS  <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: Increase the percentage of single vehicle, single person, fatal crash reports that include a Blood-Alcohol Content (BAC) test result.
Is project included in the Traffic Records Strategic Plan?	Yes – Project: Toxicology  If the project is not currently included in the State Traffic Records Strategic Plan (TRSP), the plan will need to be modified prior the State’s FY26 application.
Is this a new project? Or was it the same measure used to show progress previously?	New Measure - Yes  Same Measure as FY25 No  If yes, is the State using the same data set, with the same time period to demonstrate progress? Choose an item.
Improvement(s)  Achieved or Anticipated	Narrative of the Improvement(s): This measurement supports the TRCC goal of decreasing the number of blank (or unknown values) in the BAC test result field on State fatality crash reports, which are in turn submitted to the FARS and state crash database. When comparing the baseline data and the current year data, the percentage of single vehicle, single person, fatality crash reports that

	included a BAC test result increased from 32.7% to 38.6%. This represents an 18.0% increase from the baseline data.
<b>Specification of how the Measure is calculated / estimated</b>	<p><b>Narrative Description of Calculation / Estimation Method:</b> Data was collected for crashes that occurred between April 1 and March 31 of the baseline and current reporting periods, with additional filtering based on each crash being indicated as fatal and single vehicle and having a count of total persons involved of one.</p> <p>From these datasets (baseline and current), counts were calculated for crash reports with BAC test results of: null (no BAC test result), less than 0.08, and greater than or equal to 0.08. These counts were then used to calculate the percentage of reports in each dataset that included a BAC test result.</p>
<b>Date and Baseline Value for the Measure</b>  (A contiguous, 12-month performance period starting no earlier than April 1, 2023, e.g., April 1, 2023 – March 31, 2024)	<p>For the time period of April 1, 2023, to March 31, 2024, the percentage of the selected crash reports that included a BAC test result was 32.7%.</p> <p><b>Is supporting documentation attached? Yes</b></p>
<b>Date and Current Value for the Measure</b>  (An identical contiguous, 12-month baseline period starting no earlier than April 1, 2024, e.g., April 1, 2024-March 31, 2025)	<p>For the time period of April 1, 2024, to March 31, 2025, the percentage of the selected crash reports that included a BAC test result was 38.6%.</p> <p><b>Is supporting documentation attached? Yes</b></p>
<b>Regional Program Manager Conclusion and Comments</b>  <b>Review Date: 5/6/2025</b>	Aaron Bartlett has reviewed the IPR and believes that it demonstrates progress.
<b>RA Comments – Susan DeCourcy</b>  <b>Review Date: 5/21/2025</b>	After review, I concur this Kansas project demonstrates progress.

April 1, 2023 – March 31, 2024		
Count	%	%

null	68	67.3%	67.3%	w/out Results
less than 0.08	15	14.9%	32.7%	w/ Results
0.08 and over	18	17.8%		
total	101			

April 1, 2024 – March 31, 2025				
	Count	%	%	
null	51	61.4%	61.4%	w/out Results
less than 0.08	12	14.5%	38.6%	w/ Results
0.08 and over	20	24.1%		
total	83			

Accident Key	Date Of Accident	BAC Test Result
20230014599	4/2/2023	
20230005322	4/3/2023	
202300095077	4/15/2023	0
202300095068	4/17/2023	
202300095069	4/17/2023	
20230016321	4/19/2023	
202300095074	4/22/2023	0.173
202300095084	5/3/2023	
202300095087	5/5/2023	0
202300095105	5/7/2023	
202300095085	5/8/2023	0
20230008309	5/15/2023	
202300095091	5/16/2023	
20230013049	5/21/2023	
20230021995	5/23/2023	
202300095098	5/27/2023	0.214
202300095106	5/28/2023	
202300095158	6/10/2023	
20230010791	6/11/2023	
20230011220	6/11/2023	
202300095170	6/12/2023	
202300095103	6/13/2023	
202300095111	6/13/2023	
202300095112	6/22/2023	
20230011737	6/25/2023	
202300095246	7/1/2023	
202300095247	7/1/2023	0.139
20230015142	7/25/2023	
202300095140	7/25/2023	
20230015541	7/26/2023	
202300095222	7/26/2023	
202300095212	7/28/2023	0.278
202300095150	8/6/2023	0
20230015542	8/9/2023	
20230015819	8/15/2023	
202300095149	8/21/2023	
202300095151	8/25/2023	
202300095178	8/25/2023	
202300095156	8/31/2023	0
202300095147	9/1/2023	
20230016739	9/4/2023	
202300095157	9/4/2023	
20230018583	9/10/2023	
20230021079	9/14/2023	
20230019093	9/15/2023	
202300095168	9/16/2023	0
202300095172	9/16/2023	
202300095175	9/17/2023	0.136
202300095176	9/18/2023	0.238
202300095161	9/19/2023	0.098
202300095243	9/23/2023	0.141
202300095169	9/28/2023	0.129
20230020241	10/1/2023	
202300095174	10/2/2023	
20230116597	10/3/2023	
202300095171	10/8/2023	
20230021996	10/10/2023	
202300095185	10/10/2023	
202300095188	10/11/2023	
202300095179	10/14/2023	
202300095194	10/21/2023	0.341
202300095196	10/21/2023	
20230118470	10/23/2023	
20230024706	10/31/2023	
20230026836	11/1/2023	0.15
202300095198	11/4/2023	0
202300095201	11/9/2023	
202300095206	11/9/2023	
202300095210	11/10/2023	0
202300095202	11/12/2023	
20230025427	11/14/2023	
20230026835	11/22/2023	
20230121521	11/22/2023	0
202300095223	12/5/2023	
202300095221	12/6/2023	0
202300095219	12/7/2023	0
202300095228	12/8/2023	0.19
202300095239	12/15/2023	0.173
202300095245	12/27/2023	
20230029699	12/29/2023	
20230031230	12/30/2023	
202400095001	1/5/2024	0
20240101377	1/8/2024	
202400095009	1/10/2024	
202400095007	1/14/2024	
20240001936	1/20/2024	0.216
20240005524	1/20/2024	
202400095015	2/2/2024	0.029
20240015714	2/11/2024	
20240004592	2/17/2024	
202400095090	2/17/2024	0.081
202400095020	2/19/2024	0
20240005173	2/25/2024	0.173
20240005523	2/25/2024	0
20240004351	2/26/2024	
202400095024	3/3/2024	0.231
202400095025	3/4/2024	
20240009348	3/11/2024	0.166
20240005587	3/20/2024	
20240005588	3/22/2024	
202400095070	3/31/2024	

Accident Key	Date Of Accident	BAC Test Result
20240007187	4/5/2024	
202400095042	4/5/2024	0.231
202400095040	4/6/2024	0
202400095045	4/20/2024	0.262
202400095052	4/22/2024	
202400095059	5/1/2024	0.026
20240009346	5/6/2024	
202400095064	5/8/2024	
202400095055	5/10/2024	
202400095067	5/10/2024	0.202
20240010188	5/11/2024	
202400095058	5/11/2024	0.158
20240107806	5/18/2024	
202400095062	5/23/2024	0
202400095060	5/26/2024	0.22
20240011832	5/27/2024	0.178
20240013621	5/29/2024	0
202400095073	5/29/2024	0.139
202400095079	6/6/2024	0.243
202400095071	6/10/2024	0.16
202400095081	6/28/2024	
20240110226	6/29/2024	
20240015713	7/13/2024	0.152
202400095098	7/16/2024	
202400095102	7/18/2024	0.179
20240015767	7/19/2024	0
202400095100	7/19/2024	
20240016304	7/21/2024	
20240016534	7/30/2024	
202400095103	8/4/2024	0.154
202400095116	8/6/2024	
20240016707	8/11/2024	0
202400095173	8/19/2024	0.278
202400095121	8/22/2024	0
202400095128	8/22/2024	
202400095176	8/24/2024	
202400095129	8/25/2024	
202400095127	8/29/2024	0.353
202400095135	9/4/2024	
20240021485	9/11/2024	
202400095178	9/13/2024	
202400095150	9/19/2024	
20240026594	9/22/2024	0.182
202400095151	9/24/2024	
202400095144	9/25/2024	
202400095158	10/5/2024	0.206
20240022044	10/7/2024	
20240029113	10/17/2024	
20240024210	10/26/2024	0.27
20240032497	10/27/2024	0.244
202400095172	10/28/2024	0
202400095184	11/12/2024	0
202400095182	11/17/2024	
202400095201	11/22/2024	
202400095194	11/24/2024	
20240028077	11/30/2024	0.126
202400095195	12/3/2024	
202400095203	12/6/2024	
20240031139	12/19/2024	
202400095208	12/23/2024	0
20240031523	12/24/2024	0
202400095211	12/28/2024	
202400095206	12/29/2024	0.233
202400095212	12/30/2024	
202500095003	1/1/2025	
202500095040	1/17/2025	
20250102824	1/21/2025	0
202500095018	1/22/2025	
202500095014	1/25/2025	
202500095016	1/27/2025	
20250004087	2/3/2025	
202500095019	2/5/2025	
202500095032	2/6/2025	
202500095025	2/11/2025	
20250003474	2/23/2025	
202500095037	2/23/2025	
20250004534	3/4/2025	
20250005040	3/11/2025	
202500095042	3/14/2025	
20250005171	3/15/2025	
202500095051	3/15/2025	
202500095045	3/16/2025	
20250006149	3/19/2025	



# 405d Impaired Driving Countermeasures Grant

## FFY26 Impaired Driving Countermeasure Grant Classification (23 CFR 1300.23) 2020-2022

State	Fatalities	VMT	Rate	Classification
Kansas	337	90,881	0.370264412	Mid-Range

### Impaired Driving Strategic Plan

The Statewide Impaired Driving Strategic Plan was adopted on July 1, 2024, and is attached to this application as Appendix C. The Kansas Statewide Impaired Driving Task Force meets quarterly with the following membership:

Name	Title	Organization	Representation
Corey Kenney	Traffic Safety Resource Prosecutor	Kansas Attorney General's Office	Criminal justice system
Carrie Hodges	Forensic Toxicologist	Kansas Bureau of Investigation	Law enforcement
Amanda Pfannenstiel	Laboratory Improvement Specialist	Kansas Department of Health and Environment	Public health
Tyson Baird	Chief Toxicologist	Sedgwick County	Public health
Kimberly Youso	Forensic Scientist	Sedgwick County	Public health
Julinne Kemp	Forensic Scientist	Johnson County	Public health
Megan Kocher	Victim Services Specialist	MADD	Community engagement
Shawn Steward	Public Affairs	AAA	Community engagement
Matt Payne	Captain	Kansas Highway Patrol	State DRE Coordinator
Noel Schneider	Program Consultant	Kansas Department of Transportation	State highway safety office
Gary Herman	Behavioral Safety Manager	Kansas Department of Transportation	State highway safety office
Al Ackerman	Law Enforcement Liaison	Kansas Department of Transportation	State highway safety office
Jenny Lancaster	Traffic Safety Specialist	Kansas Traffic Safety Resource Office	Community engagement
Karen Wittman	Municipal court judge	Kansas City, Kansas, Municipal Court	Criminal justice system
Carissa Robertson	Section Chief Lab Improvement	Kansas Department of Health & Environment	Public Health
Tim Anderson	Staff Development	Kansas Highway Patrol	Law enforcement
Aaron Breitenbach	Assistant District Attorney	Sedgwick County	Criminal justice system
Wade Bowie	County Attorney	Coffey County	Criminal justice system
Lacey Black	Supervisor-Driver Solutions	Kansas Department of Revenue	Government
Kendall Kaut	Assistant District Attorney	Johnson County	Criminal justice system

Don Hughes	Law Enforcement Liaison	Kansas Department of Transportation	State highway safety office
Troy Wells	Law Enforcement Liaison	Kansas Department of Transportation	State highway safety office
Rob Istas	Law Enforcement Liaison	Kansas Department of Transportation	State highway safety office

The task force operates under the Safer People strategy of the Drive to Zero Coalition. The coalition approved the 2025-2029 Kansas Strategic Highway Safety Plan (SHSP) in May 2025, and the Impaired Driving Task Force adopted new goals relevant to the new plan. Those goals include and are reflected in subsequent project descriptions:

- Bringing oral fluids evidentiary testing labs through instrumentation and accreditation process to expand capacity.
- Support efforts to institute evidential oral fluids testing for drug-impaired driving.
- Support the establishment of a statewide law enforcement phlebotomy program to expand capacity to enforce alcohol and/or drug-impaired driving.
- Continue to expand awareness of resources and technical support available through the Law Enforcement Liaisons, Traffic Safety Resource Prosecutor and Judicial Outreach Liaison.

## 405e Distracted Driving Awareness Grant

Kansas maintains the following distracted driving questions on its driver's license examination.

**1. A driver distraction is:**

- a) anything that causes you to pay more attention to driving.
- b) anything that takes your attention away from driving.
- c) anything that causes evasive action while driving.

**2. To keep you from getting distracted:**

- a) avoid arguments and stressful conversations
- b) turn the radio on
- c) talk to other passengers

# 405f Motorcyclist Safety Grant

## Motorcycle Rider Training Course

Motorcycle training courses are available in the following counties, which make up 52% of all registered motorcycles in Kansas. Available courses are identified by the Kansas Department of Revenue.

County	Number of State's Registered Motorcycles	Cumulative Percent of State's Motorcycles
Butler	2,921	3%
Cloud	399	3%
Cowley	1,197	4%
Johnson	13,732	19%
Leavenworth	3,487	23%
Reno	2,946	26%
Sedgwick	15,271	42%
Shawnee	5,595	48%
Wyandotte	3,552	52%

## Motorcyclist Awareness Program

Kansas will target the following performance measures related to motorcycle awareness:

Performance Target		2024 Target	2023 Actual
C-7	Number of motorcyclist fatalities	45	42
C-8	Number of un-helmeted motorcyclist fatalities (FARS)	24	22

## List of the counties in the state ranked in order of highest to lowest number of crashes

The following data represents the number of motorcycle crashes involving a motorcycle and another motor vehicle by county, ranked from highest to lowest, based on 2024 motorcycle crash data. The motorcycle mass media campaign (MC-4802-26) and motorcycle awareness project (MC-4801-26) will focus on counties identified as having the highest incidence of crashes.

Rank	County	Count of Crashes	Count of Fatalities
1	Sedgwick	169	11
2	Johnson	69	2

Rank	County	Count of Crashes	Count of Fatalities
3	Shawnee	46	3
4	Wyandotte	39	1

Rank	County	Count of Crashes	Count of Fatalities
5	Douglas	18	0
6	Leavenworth	18	2
7	Riley	16	1
8	Saline	12	1
9	Reno	8	0
10	Ford	7	0
11	Geary	7	1
12	Butler	6	1
13	Cowley	6	0
14	Ellis	5	0
15	Finney	5	1
16	Lyon	5	0
17	Montgomery	5	0
18	Cherokee	4	1
19	Labette	4	1
20	Pottawatomie	4	1
21	Clay	3	1
22	Atchison	2	0
23	Bourbon	2	0
24	Crawford	2	0
25	Dickinson	2	1
26	Harvey	2	0
27	Jefferson	2	1

Rank	County	Count of Crashes	Count of Fatalities
28	Miami	2	0
29	Scott	2	0
30	Thomas	2	0
31	Allen	1	0
32	Barton	1	0
33	Chautauqua	1	0
34	Cloud	1	1
35	Jackson	1	0
36	Kiowa	1	0
37	Marshall	1	0
38	McPherson	1	0
39	Morris	1	0
40	Neosho	1	0
41	Norton	1	1
42	Osage	1	0
43	Pawnee	1	0
44	Phillips	1	0
45	Seward	1	0
46	Stevens	1	1
47	Sumner	1	0
48	Wabaunsee	1	1

All other counties (57) recorded 0 motorcycle crashes involving another motor vehicle.

The following projects are statewide implementation projects focused on awareness of motorcycle safety for both motorcycle riders and other drivers on Kansas roads. Where possible, awareness efforts will be focused on target communities identified by motorcycle registration and crash data to bring awareness to populations most impacted by motorcycle use in Kansas.

<b>Project Name:</b>	<b>Motorcycle Awareness</b>	
<b>Subrecipient:</b>	Kansas Department of Transportation   Government	
<b>Project No.:</b>	MC-4801-26	<b>Eligible Use:</b> M11MA – Motorcyclist Awareness
<b>Project Location:</b>	Statewide	<b>Funding Source:</b> 405f
<b>Project Description:</b>	Over 40 motorcyclists died on Kansas roads in 2023 with about half of those fatalities in Sedgwick County alone. KDOT contracts with DCCCA to lead the Motorcycle Safety Task Force, which meets quarterly to analyze data and identify creative ways to reduce motorcycle crashes and fatalities. The project provides “Share the Road” educational materials and offers reimbursements for motorcycle rider course completion.	
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$40,000	No	No

**Countermeasure Strategies:** Communication Campaign

<b>Project Name:</b>	<b>Motorcycle Mass Media Campaign</b>		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	MC-4802-26	<b>Eligible Use:</b>	M11MA – Motorcyclist Awareness
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405f
<b>Project Description:</b>	Over 40 motorcyclists died on Kansas roads in 2023 with about half of those fatalities in Sedgwick County alone. KDOT contracts with John Nohe and Associates LLC to create and deploy a mass media campaign to educate motorcyclists and other drivers about sharing the road. Using digital platforms, the campaign encourages drivers to “Share the Road” in the counties with the highest motorcycle registrations and crashes involving motorcycles and other motor vehicles.		
	<b>Funding Amount</b>	<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
	\$50,000	No	No

**Countermeasure Strategies:** Mass Media Campaign

# 405h Preventing Roadside Deaths Grant

## Preventing Roadside Deaths Plan

Kansas adopted an enhanced “Move Over” law, effective July 1, 2025, which requires drivers to move over for all vehicles displaying flashers or warning lights in addition to emergency personnel operating on the roadside. The enhanced law is intended to protect motorists that are stranded on the roadside or who have pulled over to deal with other issues. In FFY25, Kansas adopted the following performance measures to address roadside deaths:

Performance Target		2024 Target	2023 Actual
C-13	Number of fatalities in roadside crashes (KCARS)	0	0
C-14	Number of injuries in roadside crashes (KCARS)	361	345

The countermeasure strategies to be implemented to address this issue are:

- Mass Media Campaign
- Communication Campaign

The eligible use of funds selected are:

- To educate the public regarding the safety of vehicles and individuals stopped at the roadside in the state through public information campaigns for the purpose of reducing roadside deaths and injuries.

<b>Project Name:</b>	Roadside Death Prevention Mass Media Campaign		
<b>Subrecipient:</b>	Kansas Department of Transportation   Government		
<b>Project No.:</b>	RD-4300-26	<b>Eligible Use:</b>	FHPE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405h
<b>Project Description:</b>	In 2023, 345 individuals were injured in crashes on Kansas roadsides. KDOT will contract with John Nohe and Associates LLC to develop and distribute mass media campaigns related to roadside safety, including but not limited to work zone and first responder safety.		
<b>Funding Amount</b>		<b>P&amp;A Costs?</b>	<b>Promised Project?</b>
\$50,000		No	No

**Countermeasure Strategies:** Mass Media Campaign

<b>Project Name:</b>	Work Zone Awareness PSA Campaign
<b>Subrecipient:</b>	Kansas Department of Transportation   Government

<b>Project No.:</b>	TBD	<b>Eligible Use:</b>	FHPE – Public Education
<b>Project Location:</b>	Statewide	<b>Funding Source:</b>	405h
<b>Project Description:</b>	To coincide with Work Zone Awareness Week, KDOT will contract with the Kansas Association of Broadcasters to place a public service announcement to raise awareness of the importance of paying attention while driving through construction work zones across Kansas.		
<b>Funding Amount</b>	<b>P&amp;A Costs?</b>		<b>Promised Project?</b>
\$15,000	No		No
<b>Countermeasure Strategies:</b> Communication Campaign			



## 405i Driver and Officer Safety Education Grant

In 2013, the Kansas Commission on Peace Officers' Standards and Training developed standards and training for Peace Officers. Policies defining how officers should interact with civilians are noted in "Policy 101: Racial and Other biased Policing." The proposed project would expand the scope of this policy to more officers and ensure civilian and police traffic interactions are positive and meaningful through new curriculum and educational materials.

### Supporting Documentation

[Policy 101 Racial and Other Biased Based Policing](#)

### Curriculum & Course Materials

The Kansas Law Enforcement Training Center (KLETC) offers the online course "Fair and Equitable Policing Practices." The goal of this course is to identify and understand barriers to fair and equitable policing and how to implement practices of justice-based policing to reduce bias and enhance fair and equitable policing.

Core Competency: Participants will determine their responsibility in identifying implicit biases, select proper procedures that are just and impartial, and recall the importance of character to establish legitimacy during police/public interactions.

#### Core Objectives:

- Understand the types of bias; specifically explicit and implicit bias
- Define privilege and how it relates to identity and bias
- Understand police legitimacy
- Understand procedural justice
- Define procedurally just behavior
- Define how trust affects police effectiveness
- Understand lawfulness vs. legitimacy

The course satisfies the annual training requirement set forth in K.S.A. 22-4610(2)(A) as amended by Section 3 of Chapter 4 of the 2011 Session Laws. "The agency policies shall require annual racial or other biased-based policing training which shall include but not be limited to training relevant to racial or other biased-based policing. Distance learning training technology shall be allowed for racial or other biased-based policing training."

The course can be found online at [Fair and Equitable Policing Practices - Shopping cart.](#)

## **Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants**

*[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]*

State: Kansas

Fiscal Year: 2026

**By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:**

### **GENERAL REQUIREMENTS**

The State will comply with applicable statutes and regulations, including but not limited to:

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

### **INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS**

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs).

### **FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)**

The State will comply with FFATA guidance, *OMB Guidance on FFATA Subaward and Executive Compensation Reporting*, August 27, 2010, ([https://www.fsrc.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrc.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRG.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
  - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
  - (i) the entity in the preceding fiscal year received—
    - (I) 80 percent or more of its annual gross revenues in Federal awards;
    - (II) \$25,000,000 or more in annual gross revenues from Federal awards;
  - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

## **NONDISCRIMINATION**

**(applies to subrecipients as well as States)**

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d et seq.](#), 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (23 U.S.C. 324 *et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the



Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

### **GENERAL ASSURANCES**

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

*“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”*

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

## SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:  
*“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”*
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) <sup>[1]</sup> in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
  - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
  - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or



structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
  - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

**THE DRUG-FREE WORKPLACE ACT OF 1988 (41 U.S.C. 8103)**

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
  1. The dangers of drug abuse in the workplace;
  2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  1. Abide by the terms of the statement;
  2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
  1. Taking appropriate personnel action against such an employee, up to and including termination;
  2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

#### **POLITICAL ACTIVITY (HATCH ACT)**

**(applies to subrecipients as well as States)**

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

#### **CERTIFICATION REGARDING FEDERAL LOBBYING**

**(applies to subrecipients as well as States)**

#### **CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a



Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

#### **RESTRICTION ON STATE LOBBYING**

**(applies to subrecipients as well as States)**

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

#### **CERTIFICATION REGARDING DEBARMENT AND SUSPENSION**

**(applies to subrecipients as well as States)**

#### **INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)**

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an



erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS**

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
  - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
  - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
  - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
  - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

**INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION**

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.



5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

**CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS**

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

## **BUY AMERICA**

**(applies to subrecipients as well as States)**

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

## **CERTIFICATION ON CONFLICT OF INTEREST**

**(applies to subrecipients as well as States)**

### **GENERAL REQUIREMENTS**

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
  - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
  - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

### **DISCLOSURE REQUIREMENTS**

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in



organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

#### **PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE**

**(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

#### **POLICY ON SEAT BELT USE**

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at [www.trafficsafety.org](http://www.trafficsafety.org). The NHTSA website ( [www.nhtsa.gov](http://www.nhtsa.gov)) also provides information on statistics, campaigns, and program evaluations and references.

## POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

### SECTION 402 REQUIREMENTS

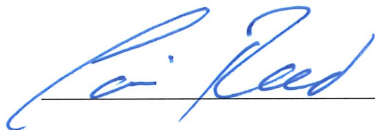
1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:



- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
    - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
    - Increase use of seat belts by occupants of motor vehicles;
  - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
  - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
  - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
  - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
  - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
  8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

**I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.**

**Click here to validate form fields and permit signature**



Signature Governor's Representative for Highway Safety



Date

Calvin Reed

Printed name of Governor's Representative for Highway Safety

## Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

*[Each fiscal year, to apply for a grant under 23 U.S.C. 405 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]*

State: Kansas

Fiscal Year: 2026

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**Instructions:** Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

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### **PART 1: OCCUPANT PROTECTION GRANTS (23 CFR 1300.21)**

*[Check the box above only if applying for this grant.]*

#### **ALL STATES**

*[Fill in all blanks below.]*

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at page 34  
(location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at page 35-37  
(location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at page 37-40  
(location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at page 40-41  
(location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.



## LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

- ☐ The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ Legal citation(s):

- ☐ The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date) and is in effect and will be enforced during the fiscal year of the grant.

○ Legal citation(s):

- Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;
- Coverage of all passenger motor vehicles;
- Minimum fine of at least \$25;
- Exemptions from restraint requirements.

- ☒ Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at  
page 41-43 \_\_\_\_\_ (location).

- ☒ The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at  
page 43 \_\_\_\_\_ (location).

- ☒ The State's comprehensive occupant protection program is provided as follows:
- Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: 2/15/23 (date);
  - Multi-year strategic plan: annual grant application or triennial HSP at  
page 43 \_\_\_\_\_ (location);
  - The name and title of the State's designated occupant protection coordinator is  
Maura Fitzgerald, Behavioral Safety Coordinator.
  - The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at  
page 43-45 \_\_\_\_\_ (location).

- ☒ The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on 2/15/23 (date) (within 5 years of the application due date);

☒ **PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- ☒ The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- ☒ The State has designated a TRCC coordinator.
- ☒ The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- ☒ [ *Fill in the blank below.* ] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at page 49-52 (location).

☒ **PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))**

*[Check the box above only if applying for this grant.]*

**ALL STATES**

- ☒ The State will use the funds awarded under 23 U.S.C. 405(d) only for the implementation of programs as provided in 23 CFR 1300.23(j).

**MID-RANGE STATES ONLY**

*[ Check one box below and fill in all blanks under that checked box.]*

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date). Specifically:

- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.
- ☒ The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on 7/1/24 (date) and continues to use this plan.

#### **HIGH-RANGE STATE ONLY**

[ Check one box below and fill in all blanks under that checked box.]

- ☐ The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on \_\_\_\_\_ (date).  
Specifically:
- Annual grant application at \_\_\_\_\_ (location)  
describes the authority and basis for operation of the statewide impaired driving task force;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the list of names, titles, and organizations of all task force members;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
  - Annual grant application at \_\_\_\_\_ (location)  
addresses any related recommendations from the assessment of the State's impaired driving program;
  - Annual grant application at \_\_\_\_\_ (location)  
contains the projects, in detail, for spending grant funds;

- Annual grant application at

\_\_\_\_\_ (location)

describes how the spending supports the State's impaired driving program and achievement of its performance targets.

- ☐ The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on \_\_\_\_\_ (date) and updates its assessment review and spending plan provided in the annual grant application at \_\_\_\_\_ (location).

☒ **PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))**

*[Check the box above only if applying for this grant.]*

*[Check one box below and fill in all blanks under that checked box.]*

- ☒ The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 7/1/88 (date) and last amended on 7/1/22 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

K.S.A. 8-1014

- Identify all alcohol-ignition interlock use exceptions.

K.S.A. 8-1015(e)

- ☐ The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;  
\_\_\_\_\_
- Identify all alcohol-ignition interlock use exceptions.  
\_\_\_\_\_

☐ The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Requirement for installation of alcohol ignition interlocks for refusal to submit to a test for 180 days;  
\_\_\_\_\_
- Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;  
\_\_\_\_\_
- Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;  
\_\_\_\_\_

- Identify list of alcohol-ignition interlock program use violations;

- Identify all alcohol-ignition interlock use exceptions.

☐ **PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))**

*[ Check the box above only if applying for this grant.]*

*[ Fill in all blanks.]*

- ☐ The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

*[ Check at least one of the boxes below and fill in all blanks under that checked box.]*

- ☐ *Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citation(s):*

- ☐ *Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at \_\_\_\_\_ (location).

☒ **PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)**

*[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]*

- ☐ The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

#### **DISTRACTED DRIVING AWARENESS GRANT**

- ☒ The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at \_\_\_\_\_ (location).  
page 55

#### **DISTRACTED DRIVING LAW GRANTS**

- ☐ **Prohibition on Texting While Driving**  
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on texting while driving;

- \_\_\_\_\_  
Definition of covered wireless communication devices;

- \_\_\_\_\_  
Fine for an offense;

- \_\_\_\_\_  
Exemptions from texting ban.

- ☐ **Prohibition on Handheld Phone Use While Driving**  
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

○ *Legal citations:*

- Prohibition on handheld phone use;

- \_\_\_\_\_  
Definition of covered wireless communication devices;

- \_\_\_\_\_  
Fine for an offense;

- \_\_\_\_\_  
Exemptions from handheld phone use ban.

- ☐ **Prohibition on Youth Cell Phone Use While Driving**  
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.



○ *Legal citations:*

- Prohibition on youth cell phone use while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_
- Fine for an offense;  
\_\_\_\_\_
- Exemptions from youth cell phone use ban  
\_\_\_\_\_

☐ **Prohibition on Viewing Devices While Driving**

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant

○ *Legal citations:*

- Prohibition on viewing devices while driving;  
\_\_\_\_\_
- Definition of covered wireless communication devices;  
\_\_\_\_\_

☒ **PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)**

*[ Check the box above only if applying for this grant.]*

*[ Check at least 2 boxes below and fill in all blanks under those checked boxes only.]*

☒ **Motorcycle Rider Training Course**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Leslie Richards, Kansas Department of Revenue
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:

*[Check at least one of the following boxes below and fill in any blanks.]*

- ☒ Motorcycle Safety Foundation Basic Rider Course;
- ☐ TEAM OREGON Basic Rider Training;
- ☐ Idaho STAR Basic I;
- ☐ California Motorcyclist Safety Program Motorcyclist Training Course;
- ☐ Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.

- In the annual grant application at page 56  
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the



grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.



#### **Motorcyclist Awareness Program**

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Leslie Richards, Kansas Department of Revenue.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at page 56  
(location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at page 57-58  
(location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.



#### **Helmet Law**

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
  - *Legal citation(s):*



#### **Reduction of Fatalities and Crashes Involving Motorcycles**

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).



#### **Impaired Motorcycle Driving Program**

- In the annual grant application or triennial HSP at \_\_\_\_\_ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at \_\_\_\_\_ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

☐ **Reduction of Fatalities and Crashes Involving Impaired Motorcyclists**

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at \_\_\_\_\_ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **Use of Fees Collected From Motorcyclists for Motorcycle Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

☐ Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

*Legal citation(s):*

AND

The State's law appropriating funds for FY \_\_\_\_ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

*Legal citation(s):*

☐ Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at \_\_\_\_\_ (location).

☐ **PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)**

*[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]*

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at \_\_\_\_\_ (location(s)).

☒ **PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)**

*[Check the box above only if applying for this grant, then fill in the blank below.]*

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at \_\_\_\_\_ (location(s)).  
page 59

☒ **PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in required blanks under the checked box only.]*

☐ **Driver Education and Driving Safety Courses**

*[Check one box only below and fill in all blanks under the checked box only.]*

☐ Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):* \_\_\_\_\_.

☐ Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at \_\_\_\_\_ (location).

☒ **Peace Officer Training Programs**

*[Check one box only below and fill in all blanks under the checked box only.]*

☐ Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on \_\_\_\_\_ (date) and last amended on \_\_\_\_\_ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* \_\_\_\_\_.



Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at page 61 \_\_\_\_\_ (location).



Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at \_\_\_\_\_ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at \_\_\_\_\_ (location).



**PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)**

*[Check the box above only if applying for this grant.]*

*[Check one box only below and fill in all blanks under the checked box only.]*



The official document(s) (i.e., a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).



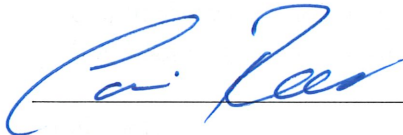
The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at \_\_\_\_\_ (location).



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

- ☒ I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- ☒ As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- ☒ I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

**Click here to validate form fields and permit signature**



Signature Governor's Representative for Highway Safety

7/29/2025

Date

Calvin Reed

Printed name of Governor's Representative for Highway Safety

# 2025 Kansas Impaired Driving Strategic Plan

Behavioral Safety Section  
KANSAS DEPARTMENT OF TRANSPORTATION

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7/1/2024

On behalf of the Kansas Impaired Driving Taskforce, it is our pleasure to present the Kansas Strategic Impaired Driving Plan.

Crashes involving substance-impaired drivers continue to be a serious problem. To address the issue of impaired driving. The plan focuses on reducing impaired driving crashes by establishing key strategies in the area of program management and strategic planning, prevention, the criminal justice system, communication, alcohol and other drug misuse, and program evaluation and data.

In addition to approving the plan, the Impaired Driving Task Force will oversee coordination and implementation of the Impaired Driving Strategic Plan.

We would like to extend a special thanks to all those who contributed to the development of this plan. We look forward to working with you all over the coming months and years to carry out the vision outlined in the plan.

Noel Schneider, Owner  
Behavioral Safety Coordinator, Impaired Driving  
Kansas Department of Transportation



## Approved Statewide Driving Task Force Plan

The below listed three impaired driving strategies are listed in the Kansas Strategic Highway Safety Plan 2020-2024 and were voted upon and approved by the Impaired Driving Emphasis Area Team (EAT) members in 2019. These strategies approved in 2019 are current as of July of 2024.

### IMPAIRED DRIVING STRATEGIES

#### **1. Institute legally permissible roadside oral fluids testing program for drug impaired driving.**

The initial Kansas study demonstrating the reliability of roadside oral fluids was completed with the Sedgwick County Criminal Forensics Laboratory as the lead agency. The study demonstrated the field-testing instrument's high degree of accuracy with validations done at two independent laboratories. A high level of confidence now exists to accurately measure drugs present in the body. The current oral fluid testing device being tested in the field is the SoToxa roadside oral fluid testing device.

To use oral fluids, the Kansas Legislature had to modify statutes in 2019 to authorize testing of oral fluids for driving under the influence statutes. That was completed and became law July 1, 2019. Currently select Drug Recognition Experts (DRE) with both the Kansas Highway Patrol and local law enforcement agencies are using these instruments and are ensuring policies, procedures and protocols are appropriate for successful prosecution. In-field testing of these devices shall be concluded in 2024 and model policies will be available to law enforcement agencies to adopt to ensure the program is legally acceptable.

#### **2. Equip Kansas forensic crime labs to test oral fluids to allow for courtroom evidence.**

Current Kansas statutes allow oral fluids for preliminary testing only. This is what officers use to establish probable cause for the arrest. The next step is to allow oral fluids to be entered as evidence into the court proceedings. To provide this, Kansas labs need instruments capable of testing oral fluids for evidentiary submissions. KDOT has purchased instruments for Johnson County Sheriff's Office (JCSO) and the Kansas Bureau of Investigation (KBI) who are currently certifying lab instrument for oral fluids.

Sedgwick County Regional Forensic Crime Laboratory (SCRFCL) is working with KDOT to secure a contract for the purchase of the lab instrument. This mass spectrometer is expected to be purchased in 2025 with installation and staff certification and training completed in late 2025 to early 2026. Once these crime labs are certified for oral fluids, the Kansas Legislature must amend current state law to allow oral fluids to be used as evidence in court.

#### **3. Institute a state-wide enforcement unit with Kansas Highway Patrol for offender compliance enforcement of ignition interlock devices (IID).**

Monitoring those convicted of DUI offenses is key to reducing recidivism of DUI-related arrests. Studies show a significant reduction of repeat DUI arrests for those who have IIDs installed vs.

those who do not. Studies also show a 15 percent reduction in fatality crashes related to alcohol in states requiring IIDs. Kansas has led the nation in IID requirements including requiring IIDs for first time offenders. Per capita, Kansas has the second most IIDs deployed in the nation. The weak link is enforcement of IID requirements. Some offenders are illegally circumventing the IIDs or getting “curbside service” where a sober person blows for them. Some offenders are never getting an IID installed.

To address offender compliance issues, KDOT and KHP have teamed up to provide two full time IID statewide coordinators to train Kansas law enforcement on IID violations. KDOT has funded these two positions and necessary equipment for five years beginning in 2019 and ending in 2024. The coordinators’ primary focus in the first three years is training; last two years will be enforcement driven to increase compliance with IID requirements. For 2025 these two coordinators shall support the education of law enforcement agencies with the utilization and roll-out of the SoToxa roadside oral fluid devices while scaling back on some of their IID education.

## **State of Kansas IDC 2025 Plan**

### **Part 3.2: Impaired Driving Countermeasures (23 CFR 1300.23)**

#### **Authority and Basis for Operation of Task Force**

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

#### **2024 - 2025 ROSTER - IMPAIRED DRIVING EMPHASIS TEAM**

<b>First</b>	<b>Last</b>	<b>Position</b>	<b>Agency</b>	<b>E-mail</b>
Noel	Schneider	Program Consultant	KDOT	<a href="mailto:noel.schneider@ks.gov">noel.schneider@ks.gov</a>
Corey	Kenney	Assistant Attorney General - KTSR Prosecutor	Office of Kansas AG	<a href="mailto:Corey.Kenney@ag.ks.gov">Corey.Kenney@ag.ks.gov</a>
Norraine	Wingfield		Self	<a href="mailto:nwingfield705@outlook.com">nwingfield705@outlook.com</a>
Alvin	Ackerman	Law Enforcement Liaison	KDOT	<a href="mailto:Alackerman491@gmail.com">Alackerman491@gmail.com</a>
Tammy	Allen		KDOR	<a href="mailto:tammy.allen@ks.gov">tammy.allen@ks.gov</a>
Tim	Anderson		KHP	<a href="mailto:Tim.Anderson@ks.gov">Tim.Anderson@ks.gov</a>
Capt. Chris	Bauer	Captian	KHP	<a href="mailto:Christopher.Bauer@ks.gov">Christopher.Bauer@ks.gov</a>
Chris	Bortz	Assistant Bureau Chief - Transportation Safety	KDOT	<a href="mailto:Chris.Bortz@ks.gov">Chris.Bortz@ks.gov</a>
Aaron	Breitenbach	Assistant District Attorney	Sedgwick County	<a href="mailto:Aaron.Breitenbach@sedgwick.gov">Aaron.Breitenbach@sedgwick.gov</a>

Kristi	Carter	Criminal History Records Manager	KBI	<a href="mailto:Kristi.Carter@kbi.ks.gov">Kristi.Carter@kbi.ks.gov</a>
Michael	Christopher	Kansas Director	FMCSA	<a href="mailto:Michael.Christopher@dot.gov">Michael.Christopher@dot.gov</a>
LT. Bradley	Diel	Night Shift Patrol Supervisor	Junction City PD	<a href="mailto:Bradley.Diel@jcks.com">Bradley.Diel@jcks.com</a>
LT. Mark	French	Patrol Division	Riley County PD	<a href="mailto:Mfrench@rileycountypolice.org">Mfrench@rileycountypolice.org</a>
Bob	Hamilton	Law Enforcement Liaison	KDOT	<a href="mailto:bobhlel@gmail.com">bobhlel@gmail.com</a>
Lacey	Hane	Driver Solutions Resource Services	KDOR	<a href="mailto:lacy.hane@ks.gov">lacy.hane@ks.gov</a>
Tracy	Harcar		KDHE	<a href="mailto:tracy.harcar@ks.gov">tracy.harcar@ks.gov</a>
Lori	Haskett	Regional Program Manager	NHTSA	<a href="mailto:Lori.Haskett@dot.gov">Lori.Haskett@dot.gov</a>
Carrie	Hodges	Toxicology Section Supervisor	KBI	<a href="mailto:Carrie.Hodges@kbi.state.ks.us">Carrie.Hodges@kbi.state.ks.us</a>
Julinne	Kemp	Forensic Scientist	Johnson County Sheriff	<a href="mailto:Julinne.Kemp@jocogov.org">Julinne.Kemp@jocogov.org</a>
Tenille	Kimberlin	Coordinator	Kansas Traffic Safety Resource Office	<a href="mailto:tkimberlin@dcca.org">tkimberlin@dcca.org</a>
Daniel	Kiser II	Law Enforcement Liaison	KDOT	<a href="mailto:dkiserlel@gmail.com">dkiserlel@gmail.com</a>
Chase	Tipton	POC for all EATs	MADD Kansas	<a href="mailto:chase.tipton@madd.org">chase.tipton@madd.org</a>
Laurie	Martinez	Ignition Interlock Vendor Oversight Program	KHP	<a href="mailto:Laurie.Martinez@ks.gov">Laurie.Martinez@ks.gov</a>
LT. Matt	Payne	State DRE Program Coordinator (Breath Alcohol Unit)	KHP	<a href="mailto:Matthew.Payne@ks.gov">Matthew.Payne@ks.gov</a>
Amanda	Pfannenstiel	Laboratory Improvement Specialist	KDHE	<a href="mailto:Amanda.Pfannenstiel@ks.gov">Amanda.Pfannenstiel@ks.gov</a>
Carissa	Robertson		KDHE	<a href="mailto:carissa.robertson@ks.gov">carissa.robertson@ks.gov</a>
Kent	Selk	Driver Services Manager	KDOR	<a href="mailto:kent.selk@ks.gov">kent.selk@ks.gov</a>
Shawn	Steward	Director	AAA Kansas	<a href="mailto:ssteward@aaa-alliedgroup.com">ssteward@aaa-alliedgroup.com</a>
Troy	Wells	Law Enforcement Liaison	KDOT	<a href="mailto:Wellsd0537@cox.net">Wellsd0537@cox.net</a>
Karen	Wittman	Deputy District Attorney	Wyandotte County	<a href="mailto:kwittman@wycokck.org">kwittman@wycokck.org</a>
			legislative	
			office of judicial admin	<a href="mailto:raymonda@kscourts.org">raymonda@kscourts.org</a>
			engineer	

## Multidisciplinary Membership

As shown in the above roster, this group is multidisciplinary and includes key stakeholders from the Kansas Department of Transportation. Representatives also include law enforcement officials from medium and large agencies from the four corners of Kansas including the Kansas Highway Patrol. Membership also includes members of the criminal justice system including the Drivers License Hearing Officer Program managers and the Ignition Interlock managers and the state forensic crime laboratory. Prosecution is represented by the Kansas Attorney General's office Traffic Safety Resource Prosecutors. Crash data, criminal data custodian, breath testing, and non-profit agencies who focus on impaired driving are also included (AAA Kansas & MADD Kansas).

## Kansas State Plan-- Approved by Impaired Driving Task Force

A statewide impaired driving task force was established in February 2012 and they subsequently authored and approved the Impaired Driving Strategic Plan. Each year following, the Task Force has reviewed and updated the plan to meet the new emerging challenges. This plan utilized data and problem identification to identify measurable goals and objectives for preventing and/or reducing impaired driving behavior and impaired driving crashes. Additional information, if needed, may be found in the 2024 Triennial HSP. This year (2024) is the twelfth year of the Impaired Driving Task Force and there have been quarterly meetings to set goals, establish projects, and recommend projects to KDOT to lower DUI crashes and arrest rates in Kansas.

Tackling the impaired driving problem in the state requires a combination of education and enforcement. The state of Kansas will dedicate considerable resources to reduce the number of impaired driving fatalities. Included in this effort is the continuation of an Impaired Driving Taskforce and the initiatives it champions. The Taskforce contains representatives from many state and local agencies. The state of Colorado passed the use of recreational use marijuana in 2014. This legislation has been one of the main topics the task force is addressing. Additionally, the Task Force in 2017 is establishing proven methods of addressing recidivism including ground work already accomplished to implementation a 24/7 program in a mid to large municipal or district court. The Kansas Attorney General has agreed to partner with KDOT to bring in the 24/7 program in 2017 and will take responsibility for generating support and establishment of the 24/7 program. Additionally, KDOT funded a Roadside Oral Fluids Testing Program to curb and detect Driving Under the Influence of Drugs offenses (DUID). This technology and program is planned to be adopted statewide beginning in 2017 with incremental phasing in periods. The Kansas Supreme Court in 2016 ruled it unconstitutional to obtain many evidentiary tests to prove impairment without first getting a search warrant. The US Supreme Court subsequently handed down a case that puts the Kansas decision in question. The Task Force is moving rapidly to help education law enforcement in the recent decisions.

“No DUI Refusal” initiatives are being significantly increased in FFY2017 through partnerships with law enforcement agencies. The four KDOT Law Enforcement Liaisons will conduct at least one in their geographical district in FFY2017. These initiatives require coordination between local law enforcement, prosecutors, Kansas Traffic Safety Resource Prosecutors office, judges, medical professionals for blood draw, and KDOT for funding. In practice, if a person who is under arrest for suspicion of DUI refuses the breath test, officers via prosecutors will seek a search warrant for a mandatory blood draw. After the blood draw the defendant is booked into jail based upon probable cause by the officer. The case is then prosecuted in normal fashion.

The Kansas Traffic Safety Resource Office will continue its mission of educating the driving public on the importance of preventing impaired driving. To facilitate a broader social media message component, KDOT funded a Social Media Manager with Kansas Traffic Safety Resource

Office (KTSRO) to push out social media messaging on alcohol prevention. KDOT brought on JNA Advertising as its new media contractor and has tasked them with developing and increasing traditional and non-traditional media opportunities targeting the 18-34 year old male and high school students.

Educating court personnel will also be addressed through training from our Kansas Traffic Safety Resource Prosecutor. In FFY2016 KDOT added one FTE Traffic Safety Resource Prosecutor also housed in the Attorney General's Office and this effort will be continued in FFY2017. The state has a significant investment in the DRE program and will continue to fund training and provide education opportunities for these officers through the KHP Breath Alcohol Unit.

As referenced in the Problem Identification Section of the plan, utilizing FARS data, the state established a 2025 goal of 103 for the number of fatalities with a BAC of .08 or above. Additionally, Kansas ranked all counties by alcohol-involved crashes as a percent of all crashes. The state of Kansas has, and will continue to offer, overtime grant opportunities in many of these counties. KDOT will equip our law enforcement liaisons with relevant data and seek additional law enforcement commitments from those jurisdictions not currently receiving an impaired driving or STEP grant.

### Impaired Driving Task Force Mission and Focus

The Impaired Driving Task Force is multi-disciplined group who developed a comprehensive strategy to combat the impaired driving problem. The Impaired Driving Emphasis Area Team (Taskforce) is required by NHTSA in order to receive federal funds to address impaired driving. NHTSA funds are used for enforcement initiatives, equipment purchases, training, education and media campaigns, and for other costs associated with reducing the incidence of impaired driving in Kansas. These programs and the Impaired Driving Emphasis Area Team are audited by NHTSA to ensure compliance with federal requirements.

The Impaired Driving Task Force established an alcohol chapter for the Strategic Highway Safety Plan (SHSP). The Task Force meets quarterly throughout the year to gauge progress on objectives and review any new data. The afore-referenced plan includes short term (less than one year), medium range (more than one but less than five years) and long term (more than five year) goals. As referenced in the plan, the task force will look at all facets of the impaired driving program, including but not limited to: the judicial system, treatment, education, enforcement, field and lab testing, marketing and evaluation.

### Statewide Impaired Driving Plan

The state of Kansas has updated the Statewide Impaired Driving Plan. The plan was updated throughout FFY2024 and approved for FFY2025 by the Impaired Driving Task Force. The comprehensive strategy focusing on data and problem identification can be found on page 64. These strategies contain the general areas of program management, strategic planning, prevention, the criminal justice system, communications programs, alcohol and other drug use and program evaluation and data.

### Statewide Impaired Driving Task Force

The agenda's and minutes of the impaired driving task force meetings for the last 12 months can be found in on pages 9-25. A current list of membership on the Impaired Driving Task Force may be found on pages 4-5.

### FFY 2024 Scheduled meeting of the Impaired Driving Task Force:

December 5<sup>th</sup>, 2023

March 5<sup>th</sup>, 2024

June 4<sup>th</sup>, 2024

September 3<sup>rd</sup>, 2024

## FFY2024 Meeting Agenda's





## IMPAIRED DRIVING EMPHASIS AREA TEAM

**DATE:** December 5, 2023

**TIME:** 9:00 AM to 11:30 AM

**LOCATION:** Virtual – Webex

<b>Team Owner:</b> NOEL SCHNEIDER	<b>Type of Meeting:</b> QUARTERLY IMPAIRED DRIVING EMPHASIS AREA TEAM	
<b>Team Chair:</b> COREY KENNEY	<b>Consultant:</b> NORRAINE WINGFIELD	
<b>ACTION ITEM(S):</b> NEXT MEETING DATE PROPOSED FOR TUESDAY, MARCH 5, 2024		
<b>AGENDA TOPICS</b>	<b>MEMBER</b>	<b>TIME</b>
WELCOME	COREY	5 MINUTES
E.A.T. MEMBER AGENCY HIGHLIGHTS	MEMBERS	45 MINUTES
KHP STATEWIDE DRE/SFST/ARIDE UPDATE	MATT PAYNE	10 MINUTES
ROADSIDE ORAL FLUIDS PROGRESS UPDATE	MATT PAYNE	10 MINUTES
KDOT DRIVE TO ZERO COALITION UPDATE	NORRAINE	5 MINUTES
DTZ COALITION LEGISLATION GROUP UPDATE	TBD	10 MINUTES
NEW BUSINESS		

2020 – 2024 STATE HIGHWAY SAFETY PLAN STRATEGIES
<b>Strategy 1</b>
Institute legally permissible roadside oral fluids testing program for drug impaired driving.
<b>Strategy 2</b>
Equip Kansas forensic labs to test oral fluids to allow for courtroom evidence.
<b>Strategy 3</b>
Institute a state-wide enforcement unit with KHP for offender compliance of Ignition Interlock Devices (IID)

NOTES:

<b>Members:</b>	Lacey Black, KDOR	Nikhila Gunda, KU
<b>Present:</b>	Jeff Halloran, NHTSA	Nakooma Pelt, KDOT
	Al Ackerman, KDOT	Chase Tipton, MADD
	Tim Anderson, KHP	Maggie Wilcox, KDOT
	Robert Eichkorn, NHTSA	Temille Kimberlin, KTSRO
	Laurie Martinez, KHP	Daniel Kiser II, KDOT
	Matt Payne, KHP	Jenny Lancaster, KTSRO
	Amanda Pfannenstiel, KDHE	Troy Wells, KDOT
	Cheyenne Waller, DUI Victim Center KS	Julinne Kemp, Johnson Co.
	Wade Bowie, Coffey Co.	Carissa Robertson, KDHE
	Gary Herman, KDOT	Shawn Steward, AAA KS
	Noel Schneider, KDOT	Don Hughes, KDOT
	Norraine Wingfield, KU	
	Carrie Hodges, KBI	

Corey brought the meeting to order and read the Meeting Agenda

<b>Team Owner:</b>	<b>Type of Meeting:</b>	
NOEL SCHNEIDER	QUARTERLY IMPAIRED DRIVING EMPHASIS AREA TEAM	
<b>Team Chair:</b>	<b>Consultant:</b>	
CORRY KRINEY	NORRAINE WINGFIELD	
<b>ACTION ITEM(S):</b>	<b>NEXT MEETING DATE PROPOSED FOR TUESDAY, MARCH 5, 2024</b>	
<b>AGENDA TOPICS</b>	<b>MEMBER</b>	<b>TIME</b>
WELCOME	CORRY	5 MINUTES
E.A.T. MEMBER AGENCY HIGHLIGHTS	MEMBERS	45 MINUTES
KHP STATEWIDE DRE/SHS TRAINING UPDATE	MATT PAYNE	10 MINUTES
ROADSIDE ORAL FLUIDS PROGRESS UPDATE	MATT PAYNE	10 MINUTES
KDOT DRIVE TO ZERO COALITION UPDATE	NORRAINE	5 MINUTES
DTZ COALITION LEGISLATION GROUP UPDATE	TBD	10 MINUTES
NEW BUSINESS		
<b>2020 – 2024 STATE HIGHWAY SAFETY PLAN STRATEGIES</b>		
<b>Strategy 1</b>		
Institute legally permissible roadside oral fluids testing program for drug impaired driving		
<b>Strategy 2</b>		
Equip Kansas forensic labs to test oral fluids to allow for courtroom evidence.		
<b>Strategy 3</b>		
Institute a state wide enforcement unit with KHP for offender compliance of Ignition Interlock Devices (IID)		

The following agency highlights were presented by EAT members:

<b>Al Ackerman</b>	<ul style="list-style-type: none"> <li>• KHP over Thanksgiving reported 18 DUI arrests, 621 speed arrests</li> </ul>
<b>Chase Tipton</b>	<ul style="list-style-type: none"> <li>• Representing the Heartland region which includes Oklahoma, Kansas, Missouri, and Arkansas.</li> <li>• Planning some victim impact panels across the state and continuing services to victims of impaired driving crashes.</li> </ul>
<b>Cheyenne Waller</b>	<ul style="list-style-type: none"> <li>• Moved office in the Wichita area from the Seneca location to the Garvey Center.</li> <li>• First six months of the panels for 2024 are scheduled.</li> </ul>
<b>Gary Herman</b>	<ul style="list-style-type: none"> <li>• Fatalities are down 9%</li> <li>• Kansas is a "Low State" with alcohol involved fatalities, which allows for more flexibility with NHTSA funding to explore more areas with that funding</li> <li>• The Kansas Highway Safety Plan was approved.</li> <li>• We continue funding for oral fluids project. Continuing with IID program with KHP</li> <li>• Quarterly meetings with all partners involved in the oral fluids project</li> </ul>
<b>Amanda Pfannenstiel</b>	<ul style="list-style-type: none"> <li>• Oct-dec processed 226 application renewal requests, only 3 agencies left to hear from (Butler Community College PD, Conway Springs PD, and Chapman PD)</li> <li>• Online trainings are being completed, please complete any online training prior to deadline (end of year)</li> <li>• Approximately 500 to 750 officers still need to complete online training</li> <li>• Hoping to get everyone done prior to end of year</li> </ul>
<b>Dan Kiser</b>	<ul style="list-style-type: none"> <li>• Tri-state impact meeting will be presenting in February with the Traffic Safety Resource Prosecutors (TSRP) from Oklahoma, Kansas, and Missouri</li> <li>• MO phlebotomy program will present next, a few counties on Kansas side do not have any medical facilities who can draw blood after hours</li> <li>• Safety Corridor in the Pittsburg area, will try to gather agencies around TIM training (all responders and not just law enforcement)</li> </ul>
<b>Don Hughes</b>	<ul style="list-style-type: none"> <li>• Busy with TIM training for agencies</li> <li>• CPS/CarFit training with agencies/communities</li> <li>• Work with Wellsville PD for a high school event and do SFST presentation with the fatal vision goggles</li> <li>• TPD checklanes for STEP enforcement</li> </ul>

<b>Jeff Halloran</b>	<ul style="list-style-type: none"> <li>• The month of December is our holiday campaign with new materials (trafficsafetymarketing.gov)</li> <li>• Lots of playbooks, media posts, news releases. Lots of educational resources.</li> <li>• Spent last week with Corey at the Motor Carrier Safety Conference - some states are posting DREs at weigh stations. Should give some interesting research info in the next couple years</li> </ul>
<b>Jenny Lancaster</b>	<ul style="list-style-type: none"> <li>• November we had the Kansas Teen Transportation Safety Conference</li> <li>• One session was on impaired driving – using the fatal vision goggles and trikes, lots of requests for future events</li> <li>• Continue to support future campaigns around the holidays</li> </ul>
<b>Julinne Kemp</b>	<ul style="list-style-type: none"> <li>• Found new vendor for the blood alcohol tube kits due to pricing and licensing issues</li> <li>• Lynn PB continues to have tube kits in stock</li> <li>• BWR, a pretty big vendor, been working on getting them to provide inventory supplies</li> </ul>
<b>Carrie Hodges</b>	<ul style="list-style-type: none"> <li>• A few months ago we had a blood alcohol level that came across our instrumentation, 0.533 blood result – which is above our highest calibrator <ul style="list-style-type: none"> <li>◦ We could only report that this result was greater than 0.5</li> <li>◦ KHP reported this person was alive, was passed out and was taken to hospital</li> <li>◦ This is the highest BAC I have seen in an alive person – the suspect's wife talked to him at 1800 and he sounded fine - crash occurred 3 hours later with BAC taken</li> </ul> </li> <li>• Amanda – Saw in Lawrence, I had a case of 0.491 BAC</li> <li>• Carrie- It seems cases with higher BACs have been slowly increasing over the years</li> <li>• Dan- The highest I found was 0.535 BAC, driver backed into a pole at the liquor store</li> </ul>
<b>Lacey Black</b>	<ul style="list-style-type: none"> <li>• 2 special committee meetings regarding restricted license (legislative request to open restricted privileges for revoked status) complex meetings and unsure direction legislation wants to go</li> <li>• January 1 – anniversary of IID program partnership with KHP and KDOR Driver Solutions</li> <li>• Corey – Any talk around 90 day suspension punishment? So once somebody's been suspended or revoked and they get reinstated and they have to serve 90 day suspension, any discussion on alleviating that in certain situations?</li> <li>• Lacy – A couple years ago they did change a little bit of that law, if someone does get a Driving while suspended for unpaid tickets, then we no longer add the extra 90. But the discussions went a million ways. Currently the 90 would be tagged on for other additional suspensions</li> </ul>

<b>Corey Kenney</b>	<ul style="list-style-type: none"> <li>Presented at the Midwest Impaired Driving Safety Conference in Chicago, helping out the Illinois TSRP</li> <li>Kansas had more prosecutors/cops at our conference</li> <li>Some agencies in Illinois did not have DREs</li> <li>In Omaha to assist Nebraska TSRP next week with their DRE update</li> <li>Kansas AG Office will not be including any DUI related legislative priorities on their list but KHP is considering adding the HGN/DRE admissibility statutes to their legislative priority list (Matt confirms they did a presentation to the Colonel and it has been added to their priority list)</li> </ul>
<b>Laurie Martinez</b>	<ul style="list-style-type: none"> <li>Retiring next year in November</li> </ul>
<b>Norraine Wingfield</b>	<ul style="list-style-type: none"> <li>The Drive To Zero (DTZ) Coalition has been working on moving forward with new State Highway Safety Plan (SHSP)</li> <li>DTZ is sponsoring a traffic safety day at the capital on Feb 29 with speakers and booths and hopefully the Governor</li> </ul>
<b>Robert Eichkorn</b>	<ul style="list-style-type: none"> <li>Alcohol-impaired driving track and drug-impaired driving track of info at <a href="https://trafficsafetymarketing.gov">trafficsafetymarketing.gov</a></li> <li>We (Kansas) are at 345 fatalities, while Iowa (which is sometimes 100 less than us) are at 349 fatalities</li> <li>Throughout all of our hard work, Kansas is doing well but we should keep up our efforts</li> </ul>
<b>Shawn Steward</b>	<ul style="list-style-type: none"> <li>Traffic safety fund endowment – 2024 allocated funding to continue ARIDE training (seven for this year)</li> <li>Purchase 8 Intoximeters to LEL distribution</li> <li>Funding 2 additional SoToxa oral fluid devices</li> <li>Continuing DRE of the Year Award funding</li> </ul>
<b>Tenille Kimberlain</b>	<ul style="list-style-type: none"> <li>Opioid conference was last week -530 total attendees and does have an impaired driving tract</li> <li>Teen conference 180 students attended and 40 sponsors, had a great attendance, pre-covid numbers</li> </ul>
<b>Tim Anderson</b>	<ul style="list-style-type: none"> <li>Last week completed certification for new SFST instructors, between Sedgwick County and Johnson County, somewhere around 35 to 40 new instructors</li> <li>Did webinar on report writing for Michigan TSRP, have a recording and pdf format for this presentation</li> <li>Report writing is important and underappreciated</li> </ul>
<b>Troy Wells</b>	<ul style="list-style-type: none"> <li>Upcoming New Years Eve enforcement</li> </ul>
<b>Wade Bowie</b>	<ul style="list-style-type: none"> <li>In Coffey County -quite a few DUIs cycling in due to nuclear power plant, and a lot are from out of state</li> </ul>

<p><b>Matt Payne</b></p>	<ul style="list-style-type: none"> <li>• SFST / ARIDE update – had the prosecutor conference in October, we had 40 brand new attendees which is fantastic</li> <li>• SFST refresher schedule for 2024 cycle is completed</li> <li>• DRE school coming up (application is open) in the last two weeks of January, want to fill this class. Currently at 87 active DREs, we want to get to 100. Some areas in the state are in desperate need of DREs</li> <li>• Lots of citizen inquires as to DUI training for officers (a request for credentials), if it is just a request for a training certificate they do not need to go through a full records request process. Luckily our unit (BAU) has a database of these training records. Luckily all of the officers whose credentials are being requested, they have all been current</li> <li>• Looking to expand the oral fluids program. We need to pass on to agencies the limitation of these oral fluid devices (they have a limited scope, cannot detect synthetic opioids). Also they can be cost prohibitive, so agencies know about the cost (cartridges are costly)</li> <li>• Hoping for all information and data so that January 1 we can compile report (KBI laboratory testing / DRE observations and evaluation / SoToxa oral fluid device results) comparison of all three</li> <li>• Rural communities are really offering up some numbers which is surprising and illustrates problem all over</li> </ul>
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**Next meeting is scheduled for Tuesday, March 5<sup>th</sup> at 9:00 AM.**

*Potential to be in-person (location to be determined) or be scheduled for Wednesday, March 6<sup>th</sup>*





## IMPAIRED DRIVING EMPHASIS AREA TEAM

**DATE:** March 5, 2024

**TIME:** 9:00 AM to 11:30 AM

**LOCATION:** Webex

Team Owner: NOEL SCHNEIDER		Type of Meeting: QUARTERLY IMPAIRED DRIVING EMPHASIS AREA TEAM	
Team Chair: COREY KENNEY		Consultant: NORRAINE WINGFIELD	
ACTION ITEM(s):		TBD	
AGENDA TOPICS		MEMBER	TIME
WELCOME		COREY KENNEY	5 MINUTES
2024 LEGISLATIVE SESSION UPDATE		COREY KENNEY	10 MINUTES
KDOT DRIVE TO ZERO COALITION REORGANIZATION		VANESSA SPARTAN	10 MINUTES
E.A.T. MEMBER AGENCY HIGHLIGHTS		MEMBERS	45 MINUTES
KHP STATEWIDE DRE/SFST/ARIDE UPDATE		MATT PAYNE	10 MINUTES
ROADSIDE ORAL FLUIDS PROGRESS UPDATE		MATT PAYNE	10 MINUTES
NEW BUSINESS			

2020 – 2024 STATE HIGHWAY SAFETY PLAN STRATEGIES
<b>Strategy 1</b>
Institute legally permissible roadside oral fluids testing program for drug impaired driving.
<b>Strategy 2</b>
Equip Kansas forensic labs to test oral fluids to allow for courtroom evidence.
<b>Strategy 3</b>
Institute a state-wide enforcement unit with KHP for offender compliance of Ignition Interlock Devices (IID)

NOTES:





## IMPAIRED DRIVING EMPHASIS AREA TEAM MEETING

Minutes for March 5, 2024

Team Owner: Noel Schneider

Team Chair: Corey Kenney

Consultant: Norrairie Wingfield

Next meeting is scheduled for June 4th, 2024

### AGENDA TOPICS

Welcome: Corey Kenney

2024 Legislative Session Update: Corey Kenney

Drive To Zero Coalition Reorganization: Vanessa Spartan (Chris Bortz)

EAT Member Agency Highlights: Members

KHP Statewide DRE/SFST/ARIDE Update: Matt Payne

Roadside Oral Fluids Progress Update: Matt Payne

### 2020 -2024 STATE HIGHWAY SAFETY PLAN (SHSP) STRATEGIES

*Strategy 1: Institute legally permissible roadside oral fluids testing program for drug impaired driving*

*Strategy 2: Equip Kansas forensic labs to test oral fluids to allow for courtroom evidence*

*Strategy 3: Institute a state-wide enforcement unit with KHP for offender compliance of Ignition Interlock Devices (IID)*

### LEGISLATIVE UPDATE

Corey Kenney

#### Kansas Rep. Carl Maughan arrested on evn. traffic charges - KAKE

- \* Kansas Congressman Carl Maughan was arrested for possession of a firearm while under the influence of alcohol or drugs, improper driving, and failure to signal.

<https://www.ksnt.com/video/could-kansas-adopt-a-medical-cannabis-pilot-program-legislation-is-in-the-works/9477717/>

- \* Proposal for Kansas to adopt a pilot medical marijuana program.

Senate Bill 318

- \* Removing the requirement that municipal courts collect fingerprints from persons convicted of No DL and No Insurance
- \* Requires city attorney to inspect & review relevant matters including all audio & video recording from LEO or defense\*

House Bill 142 (Move Over)

- \* Requiring drivers to proceed with due caution when passing stationary vehicles displaying hazard warning lights...Hearing in House Transportation (3/7 @130)

House Bill 2499 (Hands Free)

- \* Prohibiting use of mobile phone while driving in a school or construction zone or by individuals younger than 18 (Hearing in Senate Transportation (3/7 @830)

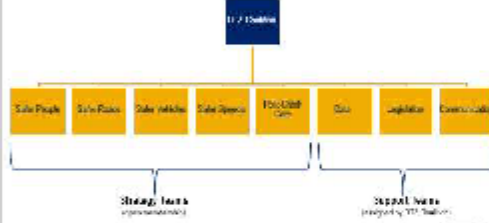
## SHSP 2025-2030 Update: Terminology and Other Changes

- Executive Safety Council >> Drive To Zero Coalition
- Kansas Strategic Highway Safety Plan >> Kansas Drive To Zero Plan
- Emphasis Area Teams (EATs) >> Strategy Teams
- Democratizing Teams

## Existing Teams



## New Teams



## Team Leaders

- Manager**
  - Consultant who supports team deliberation and meetings
  - Responsible for meeting minutes to meet deadlines, follow up with the project manager and stakeholders, produce team deliverables, and prepare the agenda
- Owner**
  - KDOT staff member who is a subject matter expert
  - Responsible for team meeting notes, supports Chair and Manager to follow up with individuals on action items
- Chair**
  - Non-KDOT individual who is a subject matter expert and skilled facilitator
  - Responsible for preparing for meetings, chairing meetings, approving meeting items, providing recommendations to DTZ Coalition

## New Teams >> Mapped Strategies

Safe People	Safe Roads	Safe Vehicles	Safe Speeds	Prohibit Cars	Data	Legislation	Communications
2021	10		10		10	10	10
2022	10					10	
2023	10						
2024	10						
2025	10						
2026	10						
2027	10						

## Schedule for DTZ Plan Update

- By February 2024 – Finalize Appointment of Team Leaders
- By March 2024 – New Consultant Team Onboard
- April 17, 2024 – Revised Plan Update
  - As part of Joint DTZ Coalition and Team Leaders Workshop
- May 2025 – Plan Approval by DTZ Coalition
- 2025-2030 – Plan Implementation

- \* For 2023, Kansas is preliminarily under 400 fatalities, first time since 2015
- \* We are down 30% this time in 2023
- \* Kansas is one of a few states who are down fatalities for 2021, 2022, and 2023

## EAT MEMBER AGENCY HIGHLIGHTS

<u>Noel Schneider</u>	<ul style="list-style-type: none"><li>* Please consider attending an LEL Appreciation Training/Lunch <a href="#">2024 Law Enforcement Appreciation Lunches</a></li><li>* Please consider attending the KDOT Transportation Safety Conference <a href="#">29th Annual KDOT Transportation Safety Conference</a></li></ul>
<u>Corey Kenney</u>	<ul style="list-style-type: none"><li>* Attended the Tri-State Impact meeting in Pittsburg KS with: TSRP Oklahoma Kevin Behren <a href="mailto:Kevin.Behrens@dps.ok.gov">Kevin.Behrens@dps.ok.gov</a> TSRP Missouri Stephanie Wat <a href="mailto:Stephanie.Watson@prosecutors.mo.gov">Stephanie.Watson@prosecutors.mo.gov</a></li><li>* Sentencing for double fatality in Miami County</li></ul>
<u>Norraine Wingfield</u>	<ul style="list-style-type: none"><li>* Will be developing EAT annual report Draft report submitted in May Group shall continue but will transition to new designation</li></ul>
<u>Law Enforcement Liaisons</u> Don Hughes / Dan Kiser Troy Wells	<ul style="list-style-type: none"><li>* Delivering STEP equipment to agencies</li><li>* Upcoming LEL Luncheons / SFST refresher trainings</li><li>* Douglass High School is presenting "Every 15 minutes" program on April 26th, if interested please contact Maura Fitzgerald (KDOT) <a href="mailto:maura.fitzgerald@ks.gov">maura.fitzgerald@ks.gov</a></li></ul>
<u>Kimberly Youso</u>	<ul style="list-style-type: none"><li>* There might be a possible blood tube shortage?</li></ul>
<u>Tim Anderson</u>	<ul style="list-style-type: none"><li>* No update at this time</li></ul>
<u>Carrie Hodges</u>	<ul style="list-style-type: none"><li>* No update at this time</li></ul>
<u>Megan Kocher</u>	<ul style="list-style-type: none"><li>* No update at this time</li></ul>
<u>Laurie Martinez</u>	<ul style="list-style-type: none"><li>* KHP has been approved for a 2nd IID position (Job Posting #211754)</li><li>* SB 493 requires ignition interlock device manufacturers to pay fees to the state for the administration of the ignition interlock program <a href="https://www.kslegislature.org/li/b2023_24/measures/sb493/">https://www.kslegislature.org/li/b2023_24/measures/sb493/</a></li><li>* Hosting technician workshops in August</li></ul>
<u>Amanda Pfannenstiel</u>	<ul style="list-style-type: none"><li>* Starting annual site inspection calendar</li><li>* Having an uptick in court cases and requests for testimony</li><li>* Adding training classes to the calendar</li></ul>
<u>Shawn Steward</u>	<ul style="list-style-type: none"><li>* AAA Kansas is continuing their initiatives for impaired driving projects Providing (2) additional SoToxa devices to the KHP BAU Providing (8) additional Pbt's to local agencies Continuing to sponsor ARIDE training lunches and DRE Award</li></ul>
<u>Karen Wittman</u>	<ul style="list-style-type: none"><li>* Kansas City Kansas Police Athletic League driver education project <a href="#">KCK police tout success of driver's education program run by officers (kshb.com)</a></li></ul>

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**EAT MEMBER AGENCY HIGHLIGHTS***continued*

<u>Tenille Kimberlin</u>	<ul style="list-style-type: none"><li>* Fake ID grant will kick off spring enforcement with KU plus another location Creating Fake ID posters for bars</li></ul>
<u>Lacey Black</u>	<ul style="list-style-type: none"><li>* Busy with legislation such as Senate Bill 500 -restricted privileges for certain individuals that fail to comply with traffic citation, certain individuals with revoked driving privileges to be eligible <a href="https://www.kslegislature.org/li/b2023_24/measures/sb500/">https://www.kslegislature.org/li/b2023_24/measures/sb500/</a></li></ul>
<u>Nikhila Gunda</u>	<ul style="list-style-type: none"><li>* Will continue to be involved with strategy teams by working with new consulting group</li></ul>
<u>Rob Istas</u>	<ul style="list-style-type: none"><li>* No update at this time</li></ul>
<u>Janelle Robinson</u>	<ul style="list-style-type: none"><li>* No update at this time</li></ul>
<u>Wade Bowie</u>	<ul style="list-style-type: none"><li>* Working a human smuggling case which is tied to two Mexican drug cartels <a href="https://kvoe.com/2024/02/08/investigation-underway-after-suspected-human-trafficking-arrest-in-coffey-county/">https://kvoe.com/2024/02/08/investigation-underway-after-suspected-human-trafficking-arrest-in-coffey-county/</a></li></ul>
<u>Heather Plaza</u>	<ul style="list-style-type: none"><li>* Continuing victim support and created a Victim-Survivor Advisory Council</li><li>* Working on a presentation schedule for schools and colleges</li><li>* Have partnered with Safe Streets in Wichita</li><li>* Have moved to the Darby Center in Wichita - we have a pool!!!</li></ul>
<u>Jerod Breit</u>	<ul style="list-style-type: none"><li>* We are working closer with KHP to provide legislative assistance</li><li>* Our primary mission in Kansas is victim/survivor support and resources and are increasing our educational components and providing speaking engagements</li></ul>
<u>Jenny Lancaster</u>	<ul style="list-style-type: none"><li>* Working on the RFPs for the Impaired Driving Conference hotels</li></ul>
<u>Gary Herman</u>	<ul style="list-style-type: none"><li>* We have a new 5th LEL (Law Enforcement Liaison) - Bill Sullivan Bill has retired from NHTSA and is our First Responder/Post-Crash Care/EMS Liaison LEL</li><li>* NHTSA vehicle recall week - please check to make sure your personal or fleet vehicle is not on the recall list. If taken to a dealership, they should repair the recall for free</li><li>* Wichita Area Metropolitan Planning Organization (WAMPO) has been working with Doug Ballou (Blue Windows) to get Fans With A Plan project (ride-share partnership) running at full speed in Wichita. Lots of partnerships here (Wichita Sports Commission, Wichita PD, Sedgwick County Sheriff's Office, etc.)</li></ul>
<u>Matt Payne</u>	<ul style="list-style-type: none"><li>* Senate Bill 493 Allows KHP to hire 6 positions within IID (vendor compliance, admin, compliance review, etc.) to bolster existing program which should accomplish our Strategy #3</li><li>* Currently compiling data for oral fluid update, but pushing so much data through our labs is time consuming. So far 75 tests met all three criteria (oral fluid result/DRE observation/lab test) Hoping to compile all results by end of summer</li><li>* New SFST refresher cycle beginning as well as DRE class (next DRE class in September) Three new agencies now have their first DRE</li></ul>

PAGE 4 OF 4



## IMPAIRED DRIVING EMPHASIS AREA TEAM

**DATE:** June 4, 2024

**TIME:** 9:00 AM to 11:30 AM

**LOCATION:** Webex

<b>Team Owner:</b> NOEL SCHNEIDER	<b>Type of Meeting:</b> QUARTERLY IMPAIRED DRIVING EMPHASIS AREA TEAM	
<b>Team Chair:</b> COREY KENNEY	<b>Consultant:</b> NORRAINE WINGFIELD	
<b>ACTION ITEM(s):</b>		
<b>AGENDA TOPICS</b>	<b>MEMBER</b>	<b>TIME</b>
WELCOME	COREY KENNEY	
KDOT DRIVE TO ZERO COALITION REORGANIZATION	VANESSA SPARTAN	15 MINUTES
2024 LEGISLATIVE SESSION UPDATE	COREY KENNEY	10 MINUTES
E.A.T. MEMBER AGENCY HIGHLIGHTS	MEMBERS	45 MINUTES
KHP STATEWIDE DRE/SFST/ARIDE UPDATE	MATT PAYNE	10 MINUTES
ROADSIDE ORAL FLUIDS PROGRESS UPDATE	MATT PAYNE	10 MINUTES
NEW BUSINESS		

<b>2020 – 2024 STATE HIGHWAY SAFETY PLAN STRATEGIES</b>
<b>Strategy 1</b>
Institute legally permissible roadside oral fluids testing program for drug impaired driving.
<b>Strategy 2</b>
Equip Kansas forensic labs to test oral fluids to allow for courtroom evidence.
<b>Strategy 3</b>
Institute a state-wide enforcement unit with KHP for offender compliance of Ignition Interlock Devices (IID)

<b>NOTES:</b>





## IMPAIRED DRIVING EMPHASIS AREA TEAM MEETING

Minutes for Tuesday June 4, 2024

Team Owner: Noel Schneider

Team Chair: Corey Kenney

Consultant: Norrairie Wingfield

Next meeting is scheduled for Tuesday September 3, 2024

### AGENDA TOPICS

Welcome: Corey Kenney

KDOT Drive to Zero Coalition Reorganization: Vanessa Spartan

2024 Legislative Session Update: Corey Kenney

EAT Member Agency Highlights: Members

KHP Statewide DRE/SFST/ARIDE Update: Matt Payne

Roadside Oral Fluids Progress Update: Matt Payne

### 2020 -2024 STATE HIGHWAY SAFETY PLAN (SHSP) STRATEGIES

**Strategy 1:** Institute legally permissible roadside oral fluids testing program for drug impaired driving

**Strategy 2:** Equip Kansas forensic labs to test oral fluids to allow for courtroom evidence

**Strategy 3:** Institute a state-wide enforcement unit with KHP for offender compliance of Ignition Interlock Devices (IID)

### KDOT Drive To Zero Coalition

Reorganization

Vanessa Spartan

### Goals for the Plan Update

- Utilize the Safe System Approach
  - Focus on system boundaries
- Focus on quality of strategies
  - Well developed, feasible, and economic
- Increase shared ownership in the Plan and its outcomes and outputs
- Increase awareness
- "Localize" the Plan



70% of crashes are on the local systems

It is critical to "localize" the plan (Safe Systems Approach)

Incentivize traffic safety projects for locals

### Plan Update Schedule

- Now through winter transition to new planning activities
- Summer / Fall 2024: data analysis, refined strategies, performance measures
- Winter 2024-25: writing and refining the Plan
- Ongoing: continuation of 2020-2024 SHSP implementation activities



Over the summer, the plan is to identify strategies to push forward



```

graph TD
    MEH[Ministry of Education and Higher Education] --> HE[Higher Education]
    MEH --> HEQA[Higher Education Quality Assurance]
    MEH --> HEPR[Higher Education Planning and Research]
    MEH --> HEP[Higher Education Policy]
    MEH --> HES[Higher Education Information Systems]
    MEH --> HER[Higher Education International Relations]
    MEH --> HELA[Higher Education Legal Affairs]
    MEH --> HEF[Higher Education Finance]
    
    HE & HEQA --> ST[Strategic Theme  
Strategic Planning and Research]
    HEP & HES & HER & HELA & HEF --> SPT[Support Theme  
Supporting the Higher Education System]
  
```

- **Message**
  - Contains key, value, priority, time to live, and ttl values
  - Message ID: Message key and hash of payload are used as the unique message ID. It is distributed among all nodes in the network, and is replicated to all nodes
- **Owner**
  - KEDT table member who is assigned the table's owner
  - Performs all table tasks, manages nodes, supports Chord-like Message forwarding with respect to a table's owner table
- **Choir**
  - Non-KEDT table member who is used for message replication and distribution
  - Performs all tasks except for message ID and message key management, message replication, and message management (GET, DELETE)

Encourage safe, responsible driving and behavior by people who use our roads and create conditions that minimize their ability to reach their destination unharmed.

- ✓ Client – Karen Nielsen
- ✓ Owner – Gary Herman
  - o Social Support: Mom, 7 days/24
- ✓ Manager – Nick Zbind
  - o Managerial Support: Nicole Woldrich



- **June:** Establish project website
- **July:** Strategy Teams meet and discuss strategies
  - Leading states develop model to consider for long-term end-point
  - New states develop initial information packaging material [DirectAdvance.org](#)
- **July:** Planning session for 2020 Transportation Safety Conference
- **August:** DTZ Coalition meeting
- **August/September:** Support Teams meet to respond to needs

*The Impaired Driving EAT shall continue meeting quarterly*  
*The Chair/Owner shall remain the same*

JUNE 21 shall be the Safer People Team Leader Meeting

*JULY shall be the Safer People full membership meeting*

Strategy team meetings are limited to quarterly

LEGISLATIVE UPDATE	Corey Kenney
Hands-Free/Move-Over provision Senate Bill 414	Provision stated in the Senate (certain prima facie evidence language was removed) <a href="https://www.kslegislature.org/li/b2023_24/measures/sb414/">https://www.kslegislature.org/li/b2023_24/measures/sb414/</a> removing the requirement that municipal courts collect fingerprints from persons convicted of violating certain municipal ordinance provisions
Senate Bill 462	<a href="https://kslegislature.org/li/b2023_24/measures/sb462/">https://kslegislature.org/li/b2023_24/measures/sb462/</a> authorizing the director of vehicles to waive the commercial driver's license knowledge and skills test for an applicant that provides evidence that such applicant qualifies for the military even exchange program.
Senate Bill 500	<a href="https://www.kslegislature.org/li/b2023_24/measures/sb500/">https://www.kslegislature.org/li/b2023_24/measures/sb500/</a> Providing restricted driving privileges for certain individuals that fail to comply with a traffic citation

## EAT MEMBER AGENCY HIGHLIGHTS

### Corey Kenney

- \* Busy with training sessions and fielding CDL Masking questions
- \* DUI Prosecutor Boot Camp is coming up as well as will be repeating the session in our western region of the state
- \* Attended the Overland Park check lane where they had 12 DREs which is a far cry from 3-4 DREs at last years check lane. Excited that Overland Park has two DREs on staff

### Jarrold Bechard

- \* Validated a confirmation method which combined four methods into one

### Law Enforcement Liaisons

Don Hughes / Dan Kiser

Troy Wells / Al Ackerman

Bill Sullivan

- \* Busy with conferences, lots of meetings, distributing equipment and traffic safety awards
- \* Attended NHTSA Region 7 meeting in Iowa where good information was shared
- \* Checklane in KC area went over well
  - \*\* Checked over 1,000 vehicles with over 100 drivers evaluated
  - \*\* Arrested 12 DUIs
- \* Upcoming classes in SFST and ARIDE
- \* Prairie Village hosted a Drone Crash Reconstruction Mapping course

### Kimberly Youso

- \* Continuing to validate new methods and work processes

### Amanda Pfannenstiel

- \* Have been busy with the breath alcohol season with training and inspections
- \* Currently in the process of reviewing previous year statistics to possibly present next meeting
  - \*\* ie. CMV, minors, over .08 data, etc.

### Shawn Steward

- \* Continuing to support and provide ARIDE training/lunches for instructors and participants
- \* Donated a few more (six) SoToxa devices to KHP to distribute among DREs
- \* Donated eight more Pbts to the LELs to distribute to their agencies

### Karen Wittman

- \* Excited to be Chair person for the KDOT Drive To Zero Coalition Safer People Strategy Team
- \* The DUI Manual Supplemental is done and is being distributed and is on the KTSRO website
- \* KCK has seen more cases with search warrants/blood draws which is positive
- \* Did a presentation with KHP on CMV crashes in Minnesota
- \* Currently working on possible oral fluid responses to opposition and/or challenges

### Tenille Kimberlin

- \* The Impaired Driving Conference shall be held on October 14-15, 2024
- \* Currently working on updates to the SFST pocket card, hoping to print/distribute this summer
- \* Created a new Fake ID poster for distribution
  - \*\* Currently distributed to Pittsburg, Emporia, and Manhattan
  - \*\* Hoping to distribute to other college/university areas

## Impaired Driving Task Force Strategic Plan Overview 2025

Tackling the impaired driving problem in the state requires a combination of education and enforcement. The state of Kansas will dedicate considerable resources to reduce the number of impaired driving fatalities. Included in this effort is the continuation of an Impaired Driving Taskforce. The taskforce is a multi-discipline Team containing representatives from many state and local agencies with expertise in impaired driving concerns.

This comprehensive strategy includes:

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

## 2025 STATEWIDE IMPAIRED DRIVING PLAN

### GARY HERMAN - TRAFFIC SAFETY MANAGER

#### Introduction

During the years 2018 - 2022, the decision *not* to buckle up killed more motorists in Kansas who are involved in vehicle crashes than any other choice they made.

In second place came the choice some Kansans made to drive when their skills were impaired by alcohol or drugs – or to ride in vehicles driven by those so impaired.

The difference is that those who fail to fasten their seat belts, or those of their children, generally only threaten their own lives. Impaired drivers – and especially drunk drivers – are highly toxic not just to themselves and their passengers but to everyone with whom they share the road.

Between 2018 and 2022, just one of ten crashes were caused by an impaired driver – but almost one in five disabling injuries and one in three fatalities. And ponder the bigger picture: Two of five Kansans is involved in an alcohol-related crash at some point in their lives.

Who dies? The overwhelming majority are between ages 18 and 35 (82 percent). Who's driving? Seventy-Seven percent are men. Where? On blacktop roads in rural areas. When? After dark. From 9 to 4 a.m. is the deadliest hour.

Alcohol alone is by far the likeliest cause of impaired-driving crashes, disabling injuries and fatalities. Crashes resulting in fatalities that can be attributed to drugs alone – both legal and illegal – fall in the 20% percent range.

Even though the contribution of drugs and alcohol to deaths and disabling injuries is undeniable, many issues were pondered by member of the Impaired Driving Emphasis Area Team, particularly in regard to how to support those charged with addressing the problem at the street level. Here are some of the questions that were raised.

- What can law enforcement do when someone refuses to take a blood alcohol test after an accident or when they're pulled over?
- How can officers cope with those who offend repeatedly – and, as a consequence, learn strategies to avoid arrest?
- What strategies does law enforcement have to deal with fit young people able to pass sobriety tests despite being over the legal blood alcohol limit?
- How can test results be accelerated to cut down the lag time between drug and alcohol test administration and results?
- There is no mandate to run toxicology tests to get an accurate count of the dead who were driving while impaired when the blood of those who die in crashes isn't, out of courtesy, tested?

- Determine the contribution of drugs, both prescribed and illegal, to these crashes, when drivers who are found over the legal blood alcohol limit aren't screened for other drugs by oral fluid roadside testing.
- Address the demoralization of officers who make arrests only to discover that charges are later dropped by prosecutors?

As Impaired Driving Task Force team members pondered these questions they decided they should be addressed in several ways by a number of agents, from legislators to toxicologists. Strategies included passing new laws and revising existing ones; public outreach through educational institutions and media; in-service training of those who must deal with impaired driving and drivers; increased interagency and interdisciplinary cooperation with the goal of sharpening the ability of law enforcement to gather evidence needed for successful prosecutions; awareness about and deployment of up-to-date technology; and treatment opportunities for those charged with drunk driving.

## 2025 Impaired Driving Plan Goals and Strategies

1. Pass new laws, improve existing ones
2. Make partnerships with media, insurance agencies, state universities and driver's education programs to disseminate information about impaired driving
3. Improve training for law enforcement agencies so that their personnel can detect, report and help prosecute those drivers who are alcohol- or drug-impaired.
4. Stimulate more collaboration among state and local law enforcement agencies, as well as citizens, to promote consistent, statewide enforcement of the state DUI law.
5. Partner with the medical community to assure collection of evidence used to prosecute impaired drivers
6. Encourage state agency collaboration that permits the gathering of needed evidence in order to prosecute impaired drivers.
7. Improve training for prosecutors and judges so they can be fair and consistent to those arrested and charged with impaired driving.
8. Expand treatment opportunities statewide that address the issues that underlie impaired driving behavior.
9. Continue to explore the possibility of funding a second FTE TSRP (Traffic Safety Resource Prosecutor) during FY2025. Current DUI prosecution work- loads and training requests have almost exceeded current resources. The estimated cost for one additional FTE TSRP is \$200,000 per year. Target Date: FFY2026
10. Research legislative initiatives to move Kansas to an "Internal Possession" state for both alcohol and marijuana possession. Current state law does not allow law enforcement to arrest underage persons who are under the influence of alcohol or anybody under the influence of marijuana based upon being under the influence only. They can only be arrested for possession of illegal substance if they actually have physical possession of alcohol or marijuana. Target Date: FFY 2026
11. Making Advanced Roadside Impairment Driving Enforcement (ARIDE) training more available to law enforcement agencies. Consideration is being made to require STEP agencies to have a certain amount of their officers certified in ARIDE. The ARIDE program was developed by the National Highway Traffic Safety Administration (NHTSA) to address the gap in training between the Standardized Field Sobriety Testing (SFST) and the Drug Recognition Expert (DRE) Program. Target Date: FFY 2026
12. Enhance drug penalties in Kansas Statutes. Advocate for Kansas to have a statute for those with multiple drugs on-board to result in enhanced penalties. Currently Drug Recognition Experts



(DRE) stop testing at .08 because there are not enhanced penalties in Kansas for having multiple chemicals in your system at the time of arrest. This will also help better document how many crashes have drugs involved vs. only alcohol. Target Date: FFY 2026

13. Change state statutes and administrative procedures to have an Administrative License Revocation (ALR) for those arrested of Driving Under the Influence of Drugs (DUID). Currently there are only provisions for alcohol related revocations, not drugs. Target Date: FFY 2026

**Goal 1:** Influence policymakers to pass new and/or enhance existing laws that will decrease the incidents of impaired driving in Kansas. The problem of impaired driving must be addressed through new legislation or revised laws already on the books, public outreach through education, training of those who must deal with impaired driving and drivers, technology, interagency cooperation and treatment opportunities for those charged with drunk driving.

**Current Strategy:** Kansas has a very complex DUI law. The current law incorporates many recommendations made by the Kansas DUI Commission. This multi-disciplinary state commission was sanctioned by the Kansas legislature to conduct a two-year study (2009-10) of driving under the influence in Kansas. The DUI law is under constant review so as to ensure that it addresses any new trends in impaired driving enforcement.

### **Examine DUI fee structure and distribution**

**Background:** DUI enforcement, prosecution and adjudication costs are enormous. Treatment programs designed to address the underlying issues of alcohol and drug abuse are equally expensive. At the present time, fines and costs are distributed according to statutory schedule. This schedule has not been evaluated for a number of years. Kansas must constantly evaluate the fine structure and distribution of fines associated with DUI adjudication so as to ensure efficient distribution of strategic investments designed to reduce incidences of impaired driving.

**Method:** Legislation

**Costs:** TBD (minimal)

**Lead agency:** Attorney General (KTSRP)

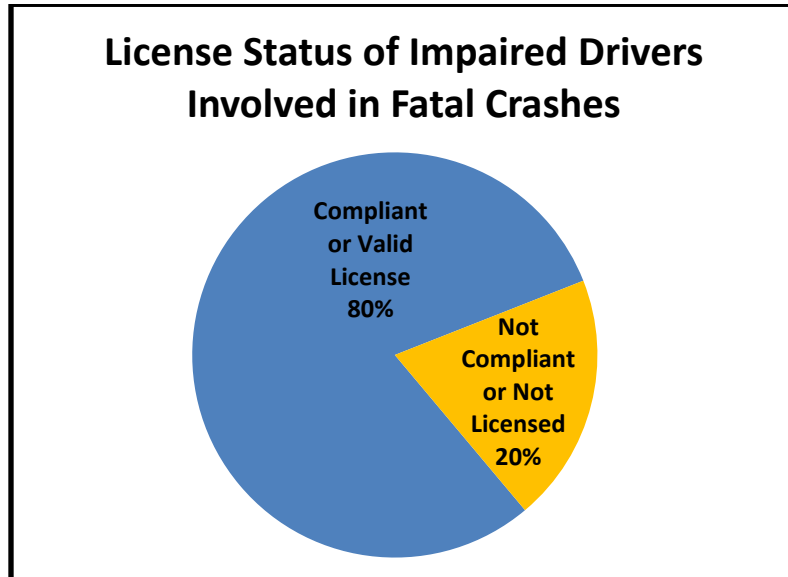
**Challenges:** Generating legislative support for expanding law

**Target date:** Next available legislative session (2025)

### **Expanding Ignition Interlock Laws**

About 20% of all impaired driver crashes involve an impaired driver who is not complying with license restrictions or does not have a valid license (32% of Fatalities). Enhance existing Kansas Ignition

Interlock program to enable the state to be able to monitor the specific violations that are logged by the device.



Background: The current ignition interlock program in Kansas does not include the monitoring of the individual units throughout the duration of their use by offenders. By monitoring the units and tracking any attempt to drive after consuming alcohol, the state can be in position to apply sanctions designed to discourage offenders from repeating dangerous behavior while consuming alcohol.

Method: Legislation

Costs: TBD

Lead agency: Kansas Department of Motor Vehicles / Kansas Department of Health & Environment

Challenges: Generating legislative support for expanding law

Target date: Next available legislative session (2025)

**Establish a "Per Se" DUI law for drugged impaired drivers.**

This law would make illegal by law, a person consuming a specific named substances in their body and operating a vehicle when the substance is detected in their system within three hours of driving.

Background: Current state law includes a Per Se violation for alcohol whereas individuals tested within 3 hours of driving are considered DUI if their BAC is .08 or above with or without visible signs of impairment. A similar “Per Se” law should be passed concerning impairing substances found in a person’s breath or bodily fluid(s). Many states are in the process or have passed comparable laws.

Method: Legislation

Costs: TBD (testing fees, county detention bed space)

Lead agency: Attorney General (KTSRP) / Kansas Highway Patrol (Breath Alcohol Unit)

Challenges: Generating legislative support for expanding law, finding sound, reliable technology to assist in detection

Target date: Next available legislative session (2025)

### **Change existing law to clarify jurisdiction of consumption of alcohol for minors**

Background: For the charge of minor in possession/consumption of alcohol under the current law (KSA 41-727), a person less than 21 years of age shall not possess, consume, obtain, purchase or attempt to obtain or purchase alcoholic liquor or cereal malt beverage. In many jurisdictions, when a minor has admitted or been found to have consumed alcohol (PBT indicates 0.02 or greater) by law enforcement, the minor would claim he consumed the alcohol in another jurisdiction. In most instances, law enforcement would not be able to prove otherwise. The Court, in these instances, determines they lack jurisdiction to hear the matter and dismiss it. In other words, they find the “crime” did not occur in their jurisdiction. The law needs to be changed to reflect that “the offense of consumption occurred in the jurisdiction of consumption or the jurisdiction where the offender is arrested.”

Method: Legislation

Costs: Minimal

Lead agency: Attorney General (KTSRP)

Challenges: Generating legislative support for expanding law

Target date: Next available legislative session (2025)

**Goal 2:** Build a stronger relationship with educational / media outlets so as to enhance the delivery of information related to impaired driving.

**Current Strategy:** There are several advocacy groups such as MADD and the DUI Victim's center that deliver an educational message against impaired driving. KTSRO and KTSRP offer many educational programs for both law enforcement and the public at large. Local media does report on DUI activity across the state and alcohol treatment programs designed to curb such activity.

**New Strategies** Improve on how mass/local media presents the incidents and issues related to impaired driving

**Background:** Mass/local media has a tremendous ability to increase the perception of risk for those who choose to drive impaired. By advertising upcoming enforcement events and reporting on productivity of completed events, the public is informed of the seriousness of the problem and the efforts to remove impaired drivers from Kansas roadways.

**Method:** partnership

**Costs:** Minimal

**Lead agency:** KDOT, AAA of Kansas

**Challenges:** Changing the culture of the local media outlets to make impaired driving a larger priority.

**Target date:** 2026

Seek the involvement of the insurance industry to get more proactive in the education process through the development of impaired driving public service announcements (PSAs)

**Background:** The insurance industry pays out hundreds of millions of dollars each year for claims related to impaired

driving crashes. As part of a broad educational program, the insurance industry can take a more proactive approach to reducing the incidence of impaired driving in Kansas utilizing a variety of educational tools, including PSAs.

Method: Partnership

Costs: TBD, depends on scope of PSAs

Lead agency: KDOT, AAA of Kansas

Challenges: Funding allocations from insurance companies

Target date: 2026

Expand the Fake ID 101 program, currently at KU, to every state university. According to 2022 impaired driving crash data Three of the top five impaired driver counties are college towns. The Top 5 Counties by Impaired Crash Rate:

1. Sedgewick (Wichita State University)
2. Johnson (University of Kansas, Johnson Community College)
3. Wyandotte (Kansas City Kansas Community College)
4. Shawnee (Washburn University)
5. Douglas (University of Kansas)

Background: The Kansas Traffic Safety Resource Office has promoted a university community-based program in Lawrence, KS that is designed to educate the community on high-risk drinking activity and associated harms.

Method: Program

Costs: Approximately \$180,000 - \$200,000 for statewide program

Lead agency: Kansas Traffic Safety Resource Office (KTSRO)

Challenges: Funding, managing the expansion of existing program

Target date: 2026



Expand driver education to bring more emphasis to the issues related to prescription and over-the-counter medications

Background: While alcohol related car crashes still remain the most prosecuted impaired driving cases, prescription/over-the-counter drug use and related crashes are on the rise. Develop educational campaign for the consumer to draw more attention to the impairment issues related to prescription/over-the-counter drug use.

Method: Program

Costs: TBD

Lead agency: KSDE

Challenges: Costs associated with production and distribution of educational material.

Target date: 2026

**Goal 3:** Improve training for law enforcement agencies, not only the technical aspects of detection, but also focusing on the societal importance.

Current Strategies: The Kansas Highway Patrol –Breath Alcohol Unit and Kansas Traffic Safety Resource Prosecutor offers numerous training opportunities related to DUI detection and enforcement. Additionally, Kansas Law Enforcement Training Center / law enforcement academies include DUI detection and enforcement as part of their standard curriculum.

New Strategies: Work with law enforcement agencies across the state to emphasize the need for enforcement from the command staff.

Background: Upon graduating and receiving their Law Enforcement Certificate, officers are usually heavily involved in traffic enforcement. When these officers become supervisors, their emphasis areas change. These supervisors must be staunch advocates of traffic enforcement within their agency. Supervisors must hold high expectations of their subordinates and support aggressive enforcement techniques for detection of impaired drivers.

Method: Partnership

Costs: Minimal

Lead agency: KLETC, KHP-BAU, LE Associations

Challenges: Buy-in from LE Leadership

Target date: 2026

Improve report writing / courtroom testimony skills of law enforcement officers to reduce the incidents of dismissals and acquittals due to poor reports and testimony.

Background: The most commonly utilized tactic for defense in a DUI case is to find fault in the law enforcement officer's report. Many acquittals are based on a technical error in the report, which is emphasized in cross-examination of the officer in court. Improving the quality of the officer's DUI reports and establishing confidence in the courtroom setting will reduce/eliminate acquittals in an otherwise solid DUI case.

Method: Program

Costs: Minimal

Lead agency: Kansas Highway Patrol (BAU), KTSRP

Challenges: Development/distribution of program

Target date: 2026

Expand the DRE program to encourage more law enforcement to participate in the detection of the drug impaired driver.

Background: A Drug Recognition Expert (DRE) is a law enforcement officer who has received specialized training and has been certified by the International Association of Chiefs of Police (IACP) to evaluate individuals who are suspected of being impaired by a drug other than alcohol. As of 2024, there are 98 officers certified in the State of Kansas.

Method: Program

Costs: Picked up by participating LE agencies

Lead agency: Kansas Highway Patrol – Breath Alcohol Unit (BAU)

Challenges: Finding qualified/motivated LE officers to train. Also requires support from LE administration

Target date: 2026

Encourage all law enforcement academies to implement “wet workshops” when training officers in the skills of Standardized Field Sobriety Testing (SFST)

Background: Although SFST training can be conducted utilizing videos of impaired persons to demonstrate physiological clues to impairment, a “wet lab” approach allows each student the opportunity to apply SFST’s to a live subject who is impaired, while in the accompaniment of instructors in a controlled setting.

Method: Program

Costs: TBD

Lead agency: Kansas Highway Patrol – Breath Alcohol Unit

Challenges: Resistance to the logistics of a wet workshop, such as recruitment of volunteer drinkers.

Target date: 2026

Ensure that law enforcement agencies / officers are constantly aware of changes in impaired driving laws (“happy hours now legal,” criminalization of refusals) and environmental changes within the community (Casinos, dance clubs, pubs)

Background: The Kansas Traffic Safety Resource Prosecutor has been producing and distributing a newsletter that outlines the latest in changes to the DUI law and relevant case law. Distribution of this information needs to be expanded to ensure that all LE agencies are receiving this information

Method: Program

Costs: Minimal

Lead agency: Kansas Attorney General (KTSRP)

Challenges: None

Target date: 2026

**Goal 4:** Expand upon the collaboration of state and local law enforcement agencies to promote a strong impaired driving deterrence through consistent, statewide enforcement of Kansas' DUI law.

**Current Strategies:** Continue funding for impaired driving deterrence initiatives that include Special Traffic Enforcement Program (STEP), Impaired Driving Deterrence Program (IDDP), and Roving Aggressive Violators Enforcement (RAVE).

**New Strategies:** Expand the Nighttime Seat belt Enforcement Program (NSEP) to increase contact with the traveling public during peak impaired driving hours of the day. Statistically 69% of fatalities involving an impaired driver were unbelted.

**Background:** In 2012, KDOT's traffic safety section conducted a nighttime seat belt enforcement pilot program to demonstrate the effects of dedicated nighttime seat belt enforcement. The four participating agencies (Arkansas City PD, Pittsburg PD, Topeka PD, Wichita PD) were very successful, each conducting nine enforcement events resulting in 1,266 public contacts. The expansion of this program, operated during peak alcohol consumption hours, will ultimately result in additional contacts with impaired drivers and their removal from Kansas roadways.

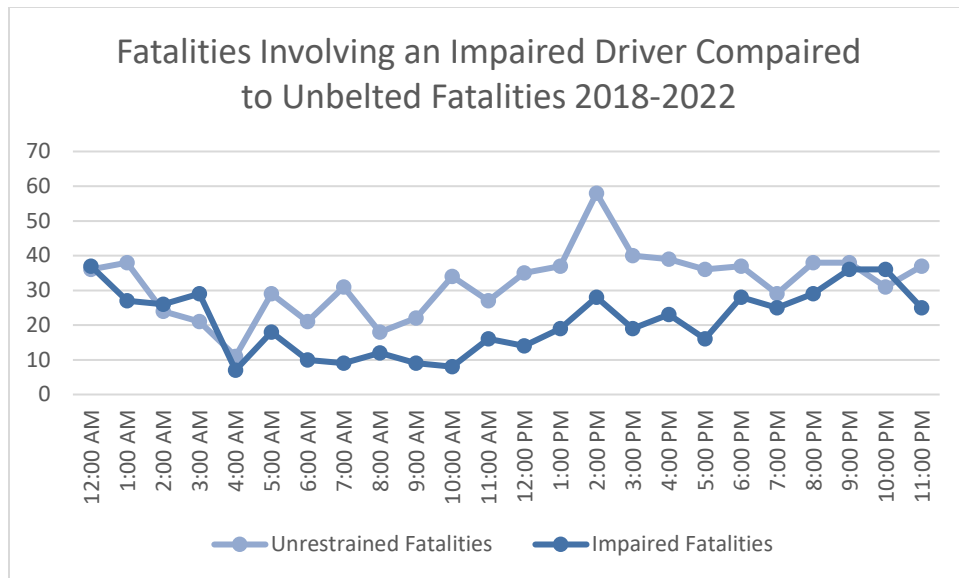
**Method:** Program

**Costs:** \$136,000.00 in FFY 2016

**Lead agency:** Kansas Department of Transportation

**Challenges:** solicitation of participation from targeted agencies

**Target date:** 2025



Increase the use of search warrants to obtain evidence from a suspected alcohol or drug impaired driver.

Background: Rice County, Ks was the first county back in 2008 to employ this method of obtaining evidence in cases where the suspected impaired driver refused the breath test. Since that time, several other counties have implemented the “no refusal” model for designated enforcement periods. There were two “No Refusal Enforcements” in Wichita in 2015 and both were successful.

Method: Program

Costs: \$3000

Lead agency: Kansas Attorney General (KTSRP)

Challenges: Bringing judges, prosecutors and law enforcement together to implement the strategy

Target date: 2026

Implement Alcohol Safety Action Program (ASAP) in strategically located areas that lack sufficient manpower to conduct high-staffing enforcement activities.

Background: ASAP is designed to allow low-staffing areas to give the perception that impaired driving enforcement is taking place. One officer from each of department

(KHP/Sheriff's Office and Police Department) is assigned to DUI enforcement on routine duty. Combine this with a strong media message gives the perception of high-visibility enforcement within a community that has a small police force.

Method: Program

Costs: Minimal

Lead agency: Kansas Department of Transportation

Challenges: Getting LE command to commit resources to program.

Target date: FFY 2026

Encourage citizen academies to enhance their curriculum to include the importance of impaired driving deterrence through citizen detection and reporting.

Background: Many larger communities have active citizen academies that enhance community policing by increasing the number of people familiar with the problems and challenges of law enforcement and how law enforcement are meeting those challenges. The curriculum of these academies should include the importance of enforcing the impaired driving laws and how to aid law enforcement in the removal of impaired drivers from Kansas roadways

Method: Program

Costs: Minimal

Lead agency: Kansas Highway Patrol – BAU, Active citizen academies

Challenges: Development of material for distribution to local agencies and availability of classroom time.

Target date: 2026

**Goal 5:** Create a partnership with the medical community that promotes awareness and training in the collection of evidence used in the prosecution and adjudication of suspected impaired drivers.



Current Strategies: Law enforcement relies on trained hospitals and EMS personnel to assist in the gathering of blood evidence used in the prosecution of many DUI cases.

New Strategies: Develop an educational program for the medical community which details the importance of gathering evidence that can be used by law enforcement to prosecute and adjudicate DUI offenders in Kansas.

Background: In some instances, medical personnel have declined to draw blood for evidential purposes in DUI cases. This refusal usually stems from the medical communities lack of understanding their role in the collection of this evidence. The inability to gain access to vital evidence in a suspected DUI case can lead to the case being dismissed.

Method: Program

Costs: Minimal

Lead agency: Kansas Hospital Association, Kansas Attorney General, KDOT

Challenges: Establishing cooperative effort

Target date: 2026

Develop a statewide program that partners EMS with their local law enforcement agencies to obtain blood samples in a timely manner.

Background: In specific cases of suspected DUI, where blood is the preferred specimen for determining blood alcohol or drug content, a partnership with EMS can facilitate obtaining blood samples in certain cases in a timely manner, eliminating the risk of losing valuable evidence to the passage of time following a crash.

Method: Program

Costs: TBD

Lead agency: Kansas Highway Patrol – Breath Alcohol Unit, KDOT

Challenges: Establishing cooperative effort

Target date: 2026

Develop a program that trains law enforcement officers to be phlebotomist. Phlebotomists are authorized by law to draw blood from impaired drivers. This would enable law enforcement officers to obtain the evidentiary blood sample.

Background: As Kansas moves towards a “no refusal” policy for DUI testing, having police phlebotomists available to agencies will prove invaluable. With due considerations of the cost of blood draws at medical facilities, the availability of medical personnel, and the handling of prisoners, police phlebotomists offer an effective alternative.

Method: Program

Costs: TBD

Lead agency: Kansas Highway Patrol – Breath Alcohol Unit

Challenges: Establishing Kansas standards for LE phlebotomy program

Target date: 2026 for pilot program with KHP-BAU troopers or an interested law enforcement agency

**Goal 6:** Encourage collaboration among state agencies to provide reliable resources that enable the state to gather evidence needed in the prosecution of impaired drivers.

Current Strategies: KDOT has provided federal grant money to Kansas Department of Health and Environment (KDHE) and the Kansas Bureau of Investigation (KBI) for the purchase of instruments used to establish impairment in suspected impaired drivers.

New Strategies: Keep up-to-date on new technologies in breath alcohol instrumentation

Background: KDHE’s breath alcohol section has been researching trends in breath instrument technology. KDHE is exploring the possibility of implementing new instrumentation. New technologies would allow KDHE to interact with instrumentation across the state on a routine, real-time basis to achieve timely reporting to law enforcement and the court system. Updating these

instruments will eventually reduce costs in travel and testimony of KDHE personnel.

Method: Program

Costs: TBD (over \$1 million)

Lead agency: Kansas Department of Health & Environment

Challenges: Funding

Target date: 2026

Expand staffing for the KBI or Sedgwick County toxicology section to address workloads.

Background: The KBI toxicology section has identified the need for retention and expansion of staffing. The staff has recently been hit with the departure of qualified toxicologists lured by improved pay. These positions need to be filled at a competitive rate. An administrative assistant position is also needed to relieve current staff toxicologists from duties involving general office procedures. Sedgwick County Forensics Crime Lab has been in discussions with KDOT to provide a regional toxicology lab technician.

Method: Program

Costs: \$80,000 annually

Lead agency: Kansas Bureau of Investigation/Sedgwick

Challenges: Funding

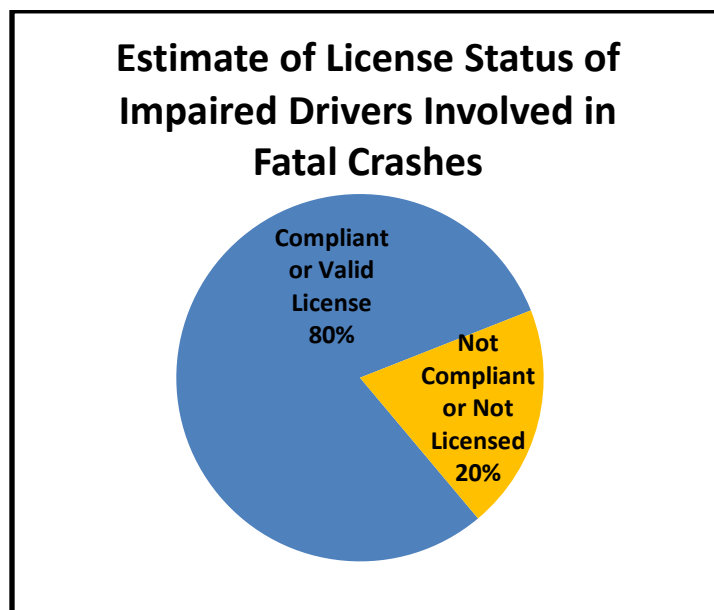
Target date: 2026

**Goal 7:** Improve training for Prosecutors and Judges so as to create a fair, consistent and confident judicial process to respond to those who have been arrested and charged with impaired driving.

Current Strategies: The Kansas Traffic Safety Resource Prosecutor (KTSRP) and KHP – BAU offer various trainings across the state designed for prosecutors. A DUI Law Book, 19<sup>th</sup> Edition, as well as the 2024 DUI Law Book Supplement are continued to be revised and is available to prosecutors, judges, as well as the general public and is posted on the KTSRO website under the TSRP Resources tab.

Work with Kansas Department of Revenue (KDOR) as it relates to the driver's license hearings so as to ensure a fair, consistent and confident quasi-judicial process pertaining to driver's license revocation. Currently KDOT funds a position with the Wichita DUI Impact Center that provides Driver's License Hearing monitoring.

Background: Persons dealing with the DL revocation process in Kansas would agree there are flaws in the system. With some review and changes to the system, most agree it could improve and provide a swift, fair, consistent and confident process to deal with impaired drivers' privilege to operate a vehicle in Kansas.



Method: Program

Lead agency: KDOT

Challenges: Resistance to change to the current system

Target date: 2026

**Goal 8:** Expand upon treatment opportunities, whether voluntary or court ordered, that are available to communities across the state that address underlying issues that lead to impaired driving.

Current Strategies: Kansas has a variety of drug treatment programs available to citizens. New strategies below have specific ties to DUI offenses.

## Major Strategic Accomplishments of 2023-2024 Impaired Driving Task Force

### **Accomplishment 1- Annual Kansas Prosecutor and Impaired Driving Conference**

Working in partnership with AAA Kansas, KDOT has an annual statewide Prosecutor and Impaired Driving Conference to address the rise in impaired drivers from prescription drugs, illegal drugs, and marijuana.

### **Accomplishment 2- Enhancing A.R.I.D.E. Training in Kansas**

One of the problems uncovered during the problem analysis that confronts small law enforcement agencies is available funding for training. The Task Force recommended a new funding mechanism to address this problem as it relates to A.R.I.D.E. training. KDOT initiated a program to provide \$20,000 in scholarships annually for law enforcement agencies that do not have a budget for this type of training. The scholarship can be used for meals, hotel, transportation, and travel expenses. In certain circumstances the scholarship funding can be used to pay overtime to backfill for the officer attending training. The scholarships are administered and awarded through the Kansas Highway Patrol Breath Alcohol Unit.

### **Accomplishment 3- In-the-Field Roadside Oral Fluids Testing Study**

In 2023 DREs were selected by the Kansas Highway Patrol BAU to begin in-the-field testing of the SoToxa oral fluid testing devices on subjects believed to be under the influence of drugs. The results of the DRE examination, SoToxa oral fluid results and laboratory testing were collected and verified against each other to determine results. This in-the-field testing phase is expected to be completed by December of 2024.

## **RESEARCH OBJECTIVES**

In driving under the influence cases Kansas law allows for the analysis of blood, breath, urine or oral fluids (saliva) to determine substances impairing a person. Of these, oral fluid collection is preferred due to the fact it is less invasive, requires no medical or privacy issues, and is much easier to handle, store and submit for toxicological testing.

Oral fluid can be collected under direct supervision and there is less risk of adulteration or substitution of the sample specimen.

This study will seek to show that oral fluid collection for both roadside preliminary testing and as an evidential medium will serve both detection and prosecution of drugged driving cases with comparable results to blood testing. This study will not seek to compare oral fluid (psychoactive and metabolite chemicals) with urine (metabolic waste).

#### **Accomplishment 4—New Social Media Used for Alcohol Message**

KDOT's media contractor JNA was tasked with using more social media to reduce the crashes and fatalities resulting from intoxicated drivers. Snap Chat social media filter was employed in Manhattan, Kansas during "Fake Patties Day" celebration. This celebration is in the bar district and voluminous quantities of alcohol are consumed as revelers celebrate ST. Patrick's Day early. This use of Snapchat appears to be the first use for this purpose in Region 7. Snapchat is scheduled to be used during Independence Day celebrations in select Kansas markets as well as sporting venues in the fall.

#### **Special Traffic Enforcement Program**

This program provides funds for almost 150 local police agencies and the Kansas Highway Patrol to participate in as many as three overtime traffic enforcement campaigns in FFY 2024 – each linked to a federal holiday. Each campaign has a principal focus – impaired driving, occupant protection, or both – and each goes after speeders and texters, as well. Impaired driving is the principal focus of the two and one-half week You Drink. You Drive. You Lose. campaign which runs through Labor Day, and shares priority with occupant protection over Thanksgiving week.

#### **Law Enforcement IDDP Patrols**

This project provides overtime funding for approximately 25 local law enforcement agencies to conduct a prescribed number of saturation patrols and sobriety checkpoints throughout the grant year. An allowance is also provided for commodities needed to conduct impaired driving traffic activities.

##### **Countermeasure Selection:**

- **Sobriety Checkpoints**
- **Saturation Patrols**

#### **Kansas Highway Patrol Breath Alcohol Unit**

Provides support resources for local sobriety checkpoints and saturation patrols. In addition, provides support for SFST (Standardized Field Sobriety Testing) and ARIDE (Advanced Roadside Impaired Driving Enforcement) programs. The unit also coordinates the DRE (Drug Recognition Expert) program, targeting metropolitan and major corridor areas. Another function of the unit is

to present/train at educational institutions on drugs in the academic environment. The BAU (Breath Alcohol Unit) will work to teach the “Drugs in the Academic Environment” curriculum.

**Countermeasure Selection:**

- **Sobriety Checkpoints**
- **Saturation Patrols**

**Kansas Highway Ignition Interlock Device Statewide Coordinators**

Provides resources and education to DUI offenders on Ignition Interlock Device (IID) compliance. Provides training and support to law enforcement agencies on IID enforcement and investigation. KHP IID coordinators also assist and support the DUI Victims Center of Kansas in hosting DUI victim and offender panels to communities. Starting in 2025 shall also provide training and assistance to law enforcement on the utilization of roadside oral fluid testing devices.

**Countermeasure Selection:**

- **Communications and Outreach**

**Law Enforcement Equipment**

This contract is designed to equip local law enforcement with equipment to improve or enhance local law enforcements challenges in the battle against impaired driving. Anticipated expenses will include Preliminary Breath Testing (PBT) units and other state of the art equipment designed to remove impaired drivers off Kansas roads.

**Countermeasure Selection:**

- **Preliminary Breath Test devices**
- **Communications and Outreach**
- **Oral roadside testing equipment**

**Victim Impact Panels and Court Monitoring**

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

**Countermeasure Selection:**



- **Court Monitoring**
- **Sanctions-Victim Impact Panels**

### **Judge's Training**

Judge's training programs provide information to municipal and district court judges and court personnel on new laws and the current techniques and resources utilized to remove impaired drivers from Kansas roadways. This program will work in conjunction with the Office of Judicial Administration

#### **Countermeasure Selection:**

- **Alcohol problem assessment, treatment**
- **DWI offender monitoring**
- **Communications and Outreach**

### **Kansas Judicial Outreach Liaison (KJOL)**

In 2024, a partnership between the American Bar Association (ABA) and the National Highway Transportation Safety Administration (NHTSA) selected to sponsor Kansas to have a State Judicial Outreach Liaison (SJOL).

#### **Countermeasure Selection:**

- **Alcohol-impaired driving law review**
- **Communications and Outreach**

## **Criminal Justice System and Community Partnerships:**

### **Law Enforcement Training and Equipment**

This contract is designed to equip local law enforcement with equipment to improve or enhance local law enforcements challenges in the battle against impaired driving. Anticipated expenses will include Preliminary Breath Testing (PBT) units and other state of the art equipment designed to remove impaired drivers off Kansas roads.

#### **Countermeasure Selection:**

- **Preliminary Breath Test devices**
- **Communications and Outreach**
- **Oral fluid roadside testing equipment**

### **Local Partnerships:**

Kansas Department of Health & Environment (KDHE), Kansas Department of Revenue (KDOR), Kansas Bureau of Investigation (KBI) and Office of the Kansas Attorney General (OKAG) contribute significantly to the impaired driving enforcement and adjudication process through staffing and infrastructure support. This support includes the housing of the statewide breath instrument program (KDHE), driver's license revocation process (KDOR), fluid sample testing (KBI) and criminal adjudication of DUI cases statewide (OKAG)

Advocacy groups that include the DUI Victims Center of Kansas and Mothers Against Drunk Driving (MADD) have offered support of victims of impaired driving and have provided refreshments to law enforcement officers during select sobriety checkpoints.

### **Traffic Safety Resource Prosecutor**

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

#### **Countermeasure Selection:**

- **Alcohol-impaired driving law review**
- **Communications and Outreach**

### **Law Enforcement IDDP Patrols**

This project provides overtime funding for approximately 25 local law enforcement agencies to conduct a prescribed number of saturation patrols and sobriety checkpoints throughout the grant year. An allowance is also provided for commodities needed to conduct impaired driving traffic activities. See table two for breakdown of each agency.

#### **Countermeasure Selection:**

- **Sobriety Checkpoints**
- **Saturation Patrols**
- **High Visibility Enforcement**

### **Kansas Highway Patrol R.A.V.E. Program**

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

**Countermeasure Selection:**

- **Sobriety Checkpoints**
- **Saturation Patrols**
- **High Visibility Enforcement**

## **Impaired Driving Paid/Earned Media and Education Campaign Strategies**

### **Public Information and Education**

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

**Countermeasure Selection:**

- **Communications and Outreach**

### **Impaired Driving/Riding Paid Media**

Secure airtime, as well as non-traditional media, for a targeted effort to support local law enforcement's Labor Day campaign combating impaired driving and riding. Utilization of other media outlets which encompass our target audience of 18- to 34-year-old males will also be targeted with our impaired driving message. This project will be coordinated by the KDOT media contractor.

**Countermeasure Selection:**

- **Mass Media Campaigns Effectiveness**

### **Education:**

#### Strategies:

- Advertise seat belt & alcohol messages during sporting events at the state's three Division I colleges
- Advertise at special events/venues in Kansas to reach target audiences for seat belt and alcohol messages (i.e. Country Stampede)

- Continue our media messages during the national mobilizations and specialized corridor activities
- Continue motorcycle awareness media
- Implement non-traditional media methods, such as banner ads on internet and other forms of social media

## **General/University Advertising**

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

### **Countermeasure Selection:**

- **Mass Media Campaigns Effectiveness**
- **Communications and Outreach**

## **Impaired Driving/Riding Ad Campaign**

Utilize impaired driving paid media at dirt racetracks around the state and other smaller venues that cater to our target audience of 18- to 34-year-old males. In addition to hitting our target population in the urban areas, this also allows us to target areas of the state that may not have a large population, but still have a problem with impaired driving.

### **Countermeasure Selection:**

- **Mass Media Campaigns Effectiveness**
- **Communications and Outreach**

## **Impaired Driving/Riding Ad Campaign**

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

### **Evaluation**

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

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

## Kansas Icons for Impaired Driving Initiatives

### 19th Annual Impaired Driving Conference



**October 14-15, 2024**

The Kansas Highway Patrol, Drug and Alcohol Evaluation Unit, in cooperation with the Sedgwick County District Attorney's Office, the Kansas Traffic Safety Resource Prosecutor, the Sedgwick County Sheriff's Office and the Kansas Department of Transportation – Bureau of Transportation Safety and Technology, is offering a FREE two day course featuring presentations from nationally recognized speakers and subject matter experts from Kansas. This annual training event covers legal and ethical issues involved in drug and alcohol impaired driving cases for prosecutors, law enforcement. Lunch will be provided each day – attendees only need to cover the cost of lodging and dinner on Monday.



# KDOT Front Seat Interviews

We created a simple set with two truck seats against a white backdrop. From here we interviewed various Kansans about wearing seatbelts, impaired driving, speeding and distracted driving. The purpose is to create real emotional moments that make viewers pause and center around the theme, "Who do you make it home for?".





## Kansas Highway Patrol Breath Alcohol Unit (KHP BAU)

Provides support resources for local sobriety checkpoints and saturation patrols including checkpoint supervisor training. In addition, provides support and training for Standardized Field Sobriety Testing (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE) and the Drug Recognition Expert (DRE) program. Another function of the unit is to present/train at educational institutions on drugs in the academic environment. The unit also coordinates the annual Prosecutor and Impaired Driving Conference, held every fall. This seminar has a 50/50 mix of prosecuting attorneys and law enforcement officers from across the state who come together to focus on the detection, proper arrest and ultimate prosecution of DUI cases in Kansas. KDOT will continue to assist with the purchase of SoToxa oral fluid devices and portable breath test devices in 2025.

### **Countermeasure Selection:**

- **Sobriety Checkpoints**
- **High Visibility Enforcement**

- **Communications and Outreach**

## DATA POINTS

The Kansas Department of Transportation, Behavioral Safety Section is responsible for preparation and execution of the National Highway Traffic Safety Administration Highway Safety Plan. Problem identification, performance goals and strategies are derived by utilization of Fatality Analysis Reporting System (FARS), the Kansas Crash Analysis and Reporting System (KCARS), observational occupant protection surveys, court data and Department of Motor Vehicle data. While not comprehensive, below is a listing of the most commonly used data repositories utilized to identify problem areas, allocate resources and develop comprehensive plans.

### When Is a Driver “Impaired”?

It’s not as simple as you might think. In Kansas, drivers are considered impaired when blood alcohol content, or BAC, exceeds .08 or .15, with those levels of inebriation having different legal consequences. But if you’re driving an 18-wheeler, your BAC must be below .04.

The system used by the National Highway Transportation Safety Administration, however, yields different statistics on impaired drivers. That’s because the federal reporting system permits educated guesses about alcohol’s likely contribution to a death (for example, that of a 22-year-old male whose car, apparently without cause, slams into a tree at midnight). Kansas doesn’t make those assumptions or test the BAC of those who’ve died.

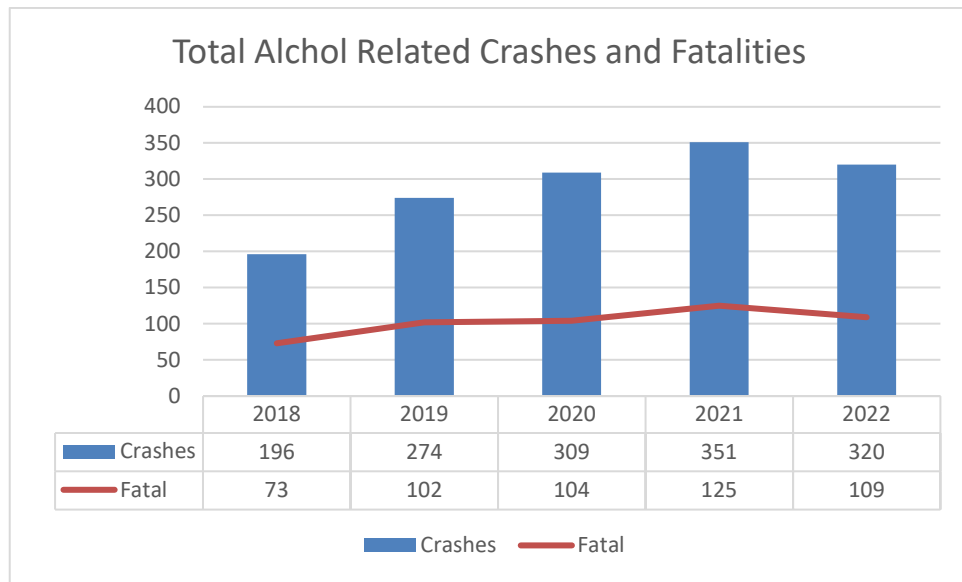
Another problem is determining whether drugs – prescription or otherwise – contributed to the impairment. At present, law enforcement in Kansas focuses on alcohol. At present, Kansas forensic laboratories are finding that many subjects are testing positive for both alcohol and at least one drug category.

Differing Definitions of “Impaired”	
KDOT “Alcohol Related” Definition	KDOT “Drug Related” definition
“Alcohol related” is defined as motor vehicle accidents where the reporting officer indicates “alcohol contributed” to the cause of the crash and/or a Blood Alcohol Content (BAC) is recorded (>.00) and relates to driver only.	“Drug related” is defined as those motor accidents where the reporting officer indicates “illegal drugs contributed” to the cause of the crash and/or a positive drug screen result is recorded and relates to driver only.

### 1. Impaired Driving Contributes Disproportionately to Injuries, Fatalities

Impaired driving was implicated in only one of 10 crashes between 2018 and 2022. Yet it accounted for a far larger proportion of those severely injured or killed in crashes during that decade. **Impaired Drivers cause:**

- 9% of all crashes
- 12% of all disabling injuries
- 24% of all fatalities



## 2. The Drivers Are Most Often Men Under 35 . . .

Even without drink or drugs, the teenage years are dangerous for drivers. According to the Johns Hopkins School of Public Health, a 16-year-old male with three or more of his friends in the car is seven times more likely to be involved in a fatal crash than a middle-aged driver. Kansas data show that nearly one in four impaired-driver crashes occurred when a driver under 21 was at the wheel – despite the fact that those drivers represent less than 10 percent of all drivers.

- 77% of all impaired driver crashes are caused by **male** drivers
- 81% of all impaired driver disabling injuries are caused by **male** drivers
- 85% of all impaired driver fatalities are caused by **male** drivers

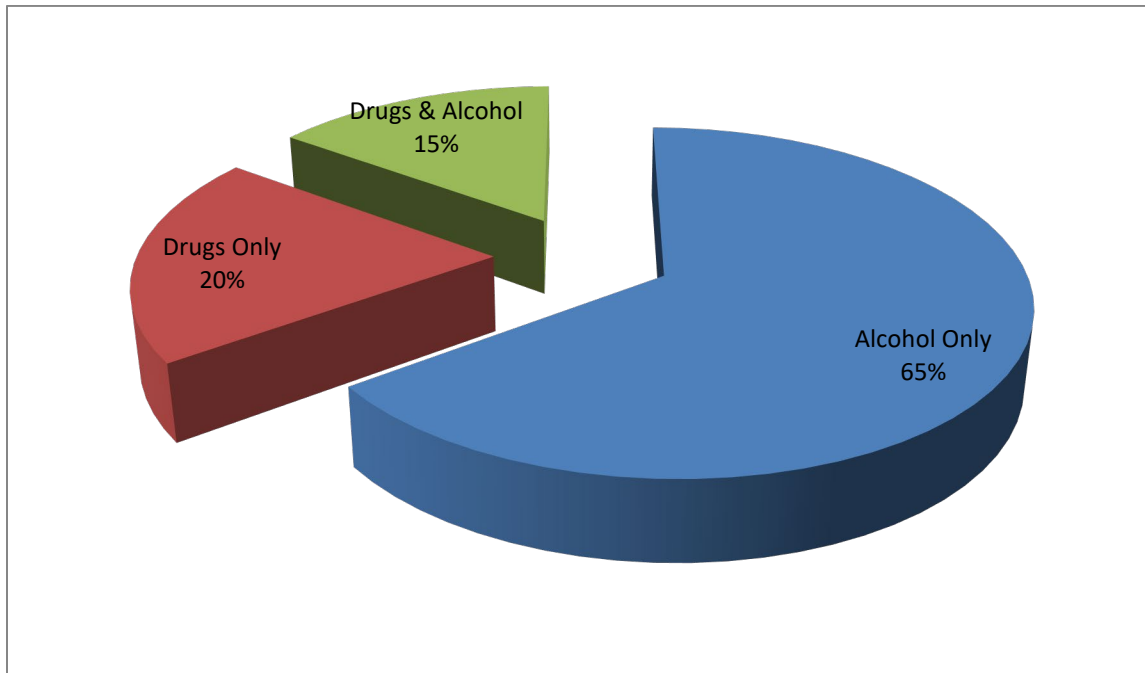
Only one in three drivers in Kansas is under 35, but this age group accounts for more than 80 percent of all impaired-driving crashes.

## 3. Some of Them University Students

The three Kansas counties with the highest numbers of impaired-driver crashes are home to the University of Kansas (Douglas), Kansas State University (Riley) and Pittsburg State University (Crawford).

#### 4. Alcohol Is Deadliest – But That Could Change

Some university and college students' abuse sedatives like oxycodone and hydrocodone or drugs used to treat attention deficit disorder -- Adderall, dextroamphetamine and amphetamine salts. Those trends, along with a trend toward the legalization of marijuana for medical purposes, or outright, are expected to shift the relative contribution of drugs and alcohol to impaired driving.



#### 5. Killer Drunk: Drivers with BAC Levels at Twice the Legal Limit

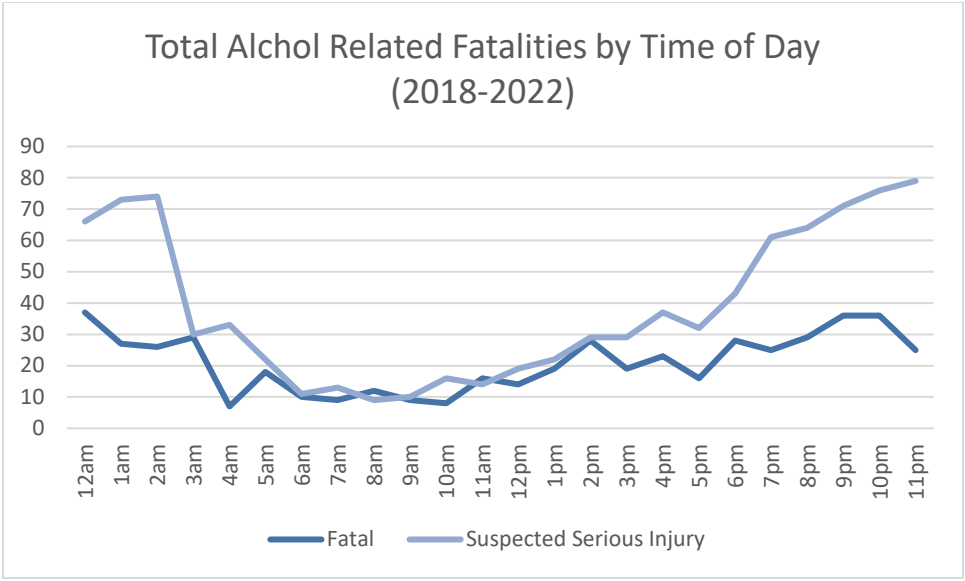
Although driving or riding in a car with someone who's tipsy (with a blood alcohol content of less than .08) is dangerous, riding in a car with a driver who's smashed (.15 and above) is more often fatal.

Those with a BAC greater than .15 are responsible for half of all the fatalities that result from impaired driver crashes.

#### 6. Dusk to Dawn Are the Most Perilous Hours . . .

Just one quarter of all impaired driving crashes, disabling injuries and fatalities occur in the daylight hours.

Impaired driving crashes, disabling injuries and fatalities peak in the wee hours, between 9 PM and 4 AM.



## 7. Blacktop (mainly rural) Roads the Most Dangerous Places

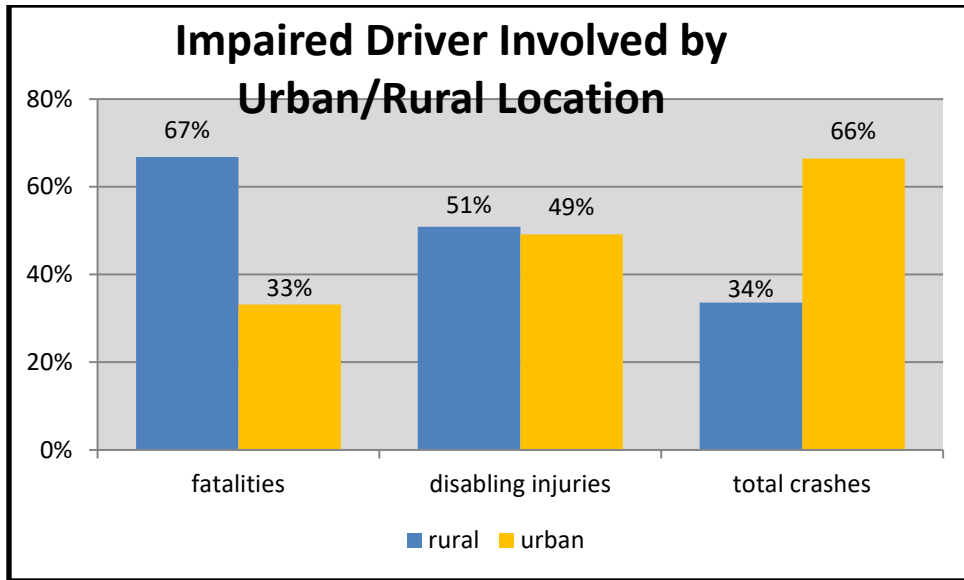
More than six of 10 crashes, disabling injuries and fatalities resulting from impaired driving happen on blacktop roads.

Surface Type	% Crashes	% Disabling Injuries	% Fatalities
Concrete	26%	23%	19%
Blacktop	62%	62%	59%
Gravel	8%	10%	16%
Dirt	2%	3%	5%
Brick	1%	0%	0%
Other	0%	0%	1%
Unknown	0%	0%	0%

The numbers of impaired-driving fatal and disabling injuries in rural areas are higher than in more-traveled urban areas. In part, that's because there are many more miles of rural road in Kansas; higher speed limits than in urban areas; and greater distances for crash victims to travel to reach emergency medical services.

- 66% of impaired driver crashes occur on rural (local) roadways
- 51% of impaired driver disabling injuries occur on rural (local) roadways
- 67% impaired driver fatalities occur on rural (local) roadways
- Higher rates of impaired fatal and disabling injuries in rural areas

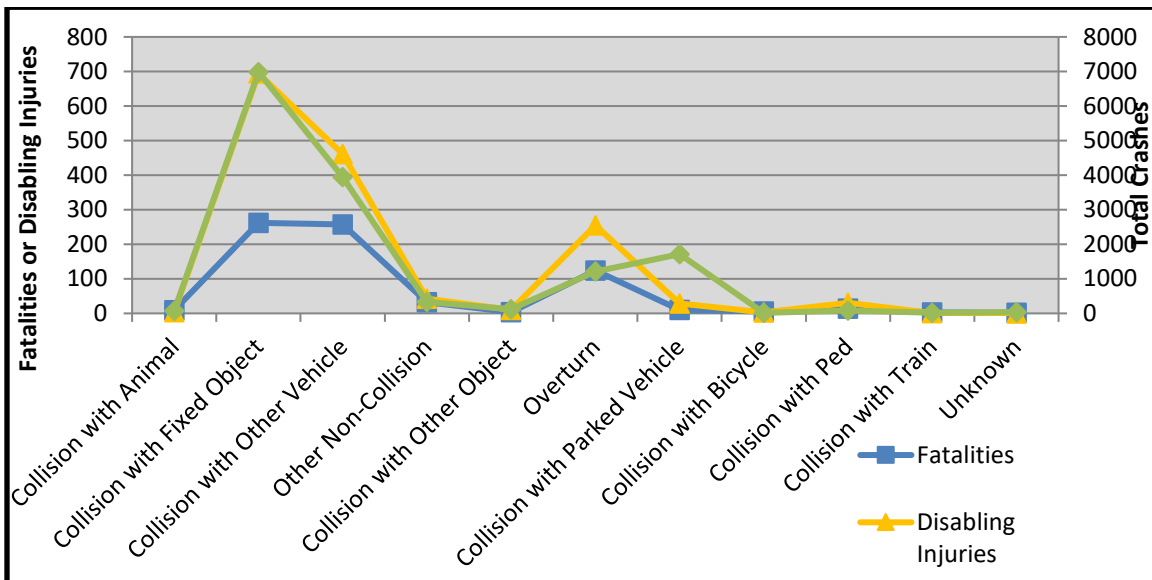




## 8. A Toxic Mix: Irresistible Force Meets Immovable Objects

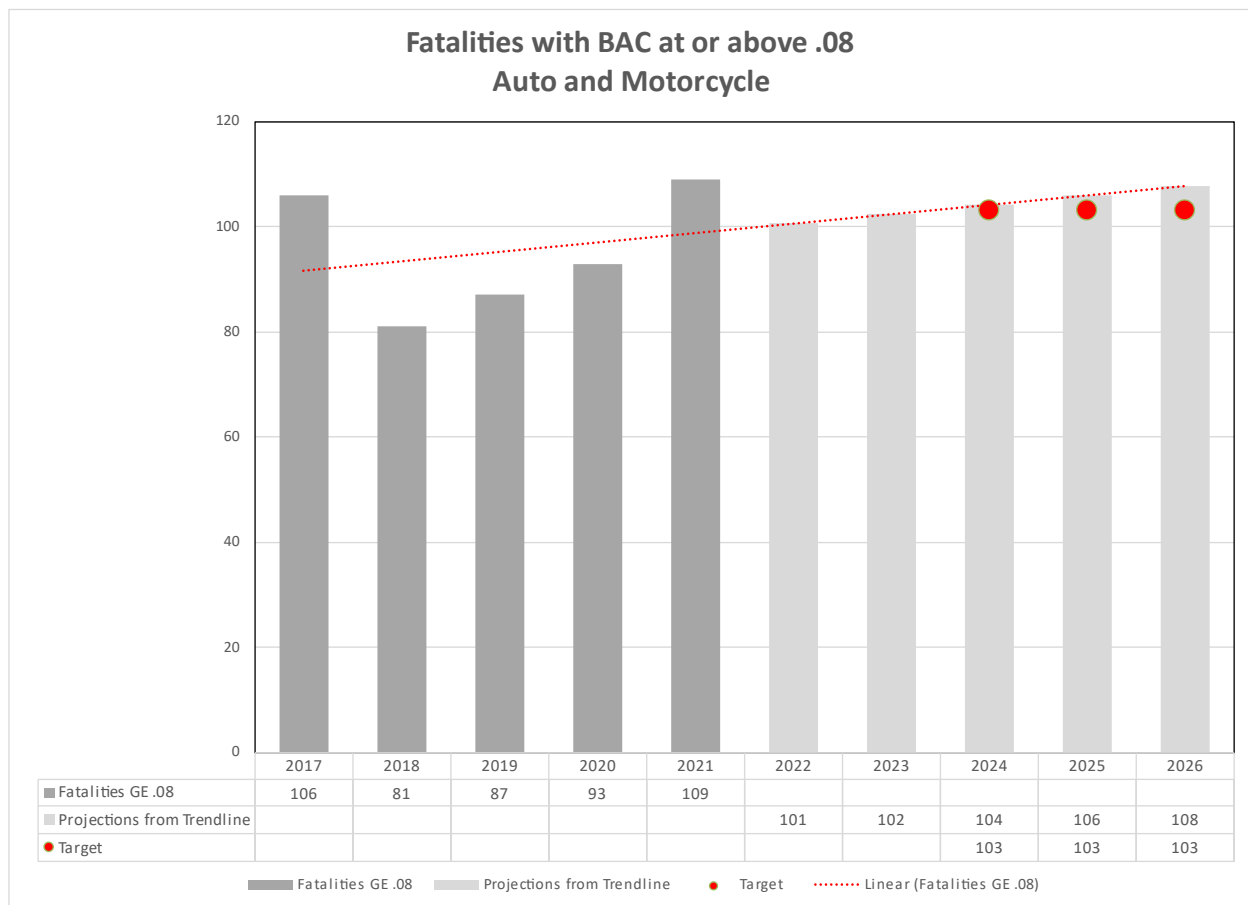
A third of all impaired driver fatalities involves a collision between motor vehicles.

Nearly half of all fatalities, disabling injuries and crashes happen when a vehicle strikes a fixed object, such as a ditch, curb or tree. (Illustrated in below graph)



## Problem Identification

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



- Fatalities with BAC of .08 or above:** The 2025 five-year average projection based upon the trendline indicates 106 fatalities. As required in BIL targets and goals with no increase, they will be set reflecting this required reduction and not the projected trendline. The goal will be a 2.83% percent reduction would derive our goal of 103 fatalities in 2025. Based upon recent history, the trendline of the target, the two percent reduction goal is realistic and attainable.

## **Impaired Driving Crashes**

Impaired driving continues to be a problem in the state. Table 4 ranks Kansas counties by the number of alcohol-related crashes and a percent of the total number of alcohol related crashes in the state. These seven counties represent more than 50 percent of alcohol-related crashes in 2022. Enforcement based strategies are well proven and recommended by NHTSA as an effective countermeasure. Therefore, the TSS has engaged law enforcement partners in these counties to establish overtime enforcement grants targeting impaired driving, providing training opportunities through our Traffic Safety Resource Prosecutor and worked with the local media to address the problem.

2022 Participating Agencies						
2022 Rank	County Name	Alcohol Related Crashes	Percent of Total	Accumulated Percent	*STEP AGENCIES	**IDDP AGENCIES
<b>Sum:</b>		<b>393</b>				
1	JOHNSON	50	13%	13%	STEP	IDDP
2	SEDGWICK	46	12%	24%	STEP	IDDP
3	WYANDOTTE	34	9%	33%	STEP	IDDP
4	SHAWNEE	26	7%	40%	STEP	IDDP
5	DOUGLAS	23	6%	46%	STEP	IDDP
6	SALINE	12	3%	49%	STEP	
7	LEAVENWORTH	10	3%	51%	STEP	IDDP

### **FARS - Fatality Analysis Reporting System**

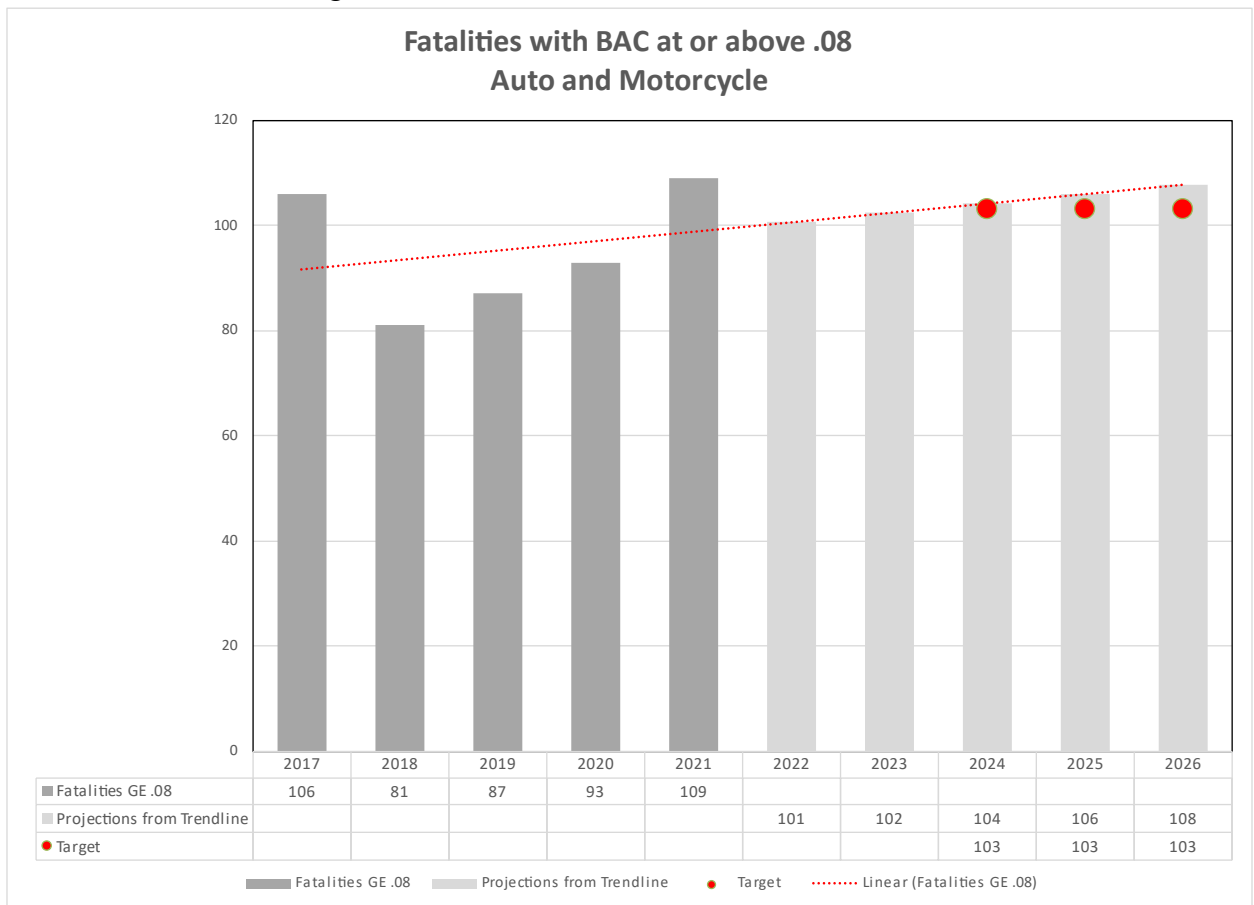
The State of Kansas utilizes the core performance measures outlined in “Traffic Safety Performance Measures for States and Federal Agencies” (DOT HS 811 025), as developed by the National Highway Traffic Safety Administration and Governors Highway Safety Association. The FARS database provides nine of the eleven performance measures. These performance measures are not only used to address problem areas, but to gauge recent success or need for improvement at the statewide level.

### **KCARS - Kansas Crash & Analysis Reporting System**

The state of Kansas, Department of Transportation, compiles crash reports submitted by law enforcement that meet the minimum standards of:

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

The state receives around 60,000 crash reports annually. This extensive database allows KDOT to target problem areas by gender, age of driver, BAC levels, contributing circumstances, time of day, crash type, crash severity, city or by county. This database also contains one of the eleven mandated performance measures, number of serious injuries and our Kansas Specific Performance Measure, distracted driving crashes. As just one example, this database can pinpoint the number of alcohol-related crashes where driver BAC was .08 or higher.



## Program Evaluation

The guiding document for the Impaired Driving Task Force program evaluation is **“The Art of Appropriate Evaluation”** A Guide for Highway Safety Program Managers. The booklet is distributed by NHTSA and is designed for program managers.

Problem Identification processes were followed to lay the foundation for data collection efforts. Determining how and what data to capture are developed during this process.

Countermeasures that work is the guiding document used to determine methods of attacking an identified problem after the conclusion of the problem identification process. Countermeasures may have been modified to fit the needs of Kansas and satisfy any legal requirements, conditions or concerns.

Once the problem has been identified and countermeasures selected, the Impaired Driving Task force developed reasonable objectives for the program to be initiated. Carefully designed program objectives were/are SMART (Specific, Measurable, Action-oriented, Reasonable, and Time-Specific).

Then a plan for measuring results is developed for each contractor to determine what will be measured and how it will be reported to KDOT.

Quarterly and annual reports detail what has been done by the contractor and what objectives have been met during that reporting period.

### **Enforcement grant program evaluation**

The KDOT Traffic Safety Section constantly evaluates the productivity of grant funded geared towards the reduction of impaired driving in Kansas. These evaluations include the monitoring of law enforcement agencies that are operating under any of the impaired driving deterrence programs to determine, amongst other things, the number of contacts being made with the public and DUI arrests being made. Other grant program evaluations include gauging the effectiveness of our media outreach and educational outreach designed to reduce the incidence of impaired driving in Kansas. Outcomes were measured in all initiatives/programs conducted or funded by the Traffic Safety Section. The item below are copies of a recent report submitted by the Kansas Highway

Patrol

Breath

Alcohol

Unit.

KDOT/Bureau of Traffic Safety  
217 Southeast Fourth Street  
Topeka, KS 66603-3604

**BAU/DRE Activity Report**  
**QUARTERLY PROGRESS REPORT**

BAU/DRE.WK4

REPORTING PERIOD (Circle One)

1st - Oct/Dec 2nd - Jan/Mar 3rd - April/June 4th - July/Sept

**SUBMIT TWO COPIES 20TH OF MONTH FOLLOWING REPORT PERIOD**Date Prepared: August 1, 2024 Contract Period: Oct 1st 2023 - Sept. 30th 2024

Project Number: \_\_\_\_\_

Project Title: Statewide Breath Alcohol/Drug Recognition ProgramAddress: Kansas Highway Patrol Drug and Alcohol Evaluation Unit - Troop J, 2025 East Iron Avenue, Salina, KS 67401-3406Authorizing Official: Kurt G. Hertz Project Director: [Signature]  
(SIGNATURE) (SIGNATURE)

Checkpoint and Class Dates and Locations (See Attached Supporting Documentation)

C. TRAINING CLASSES												
1. Trained:	KHP	OTHER	KHP	OTHER	KHP	OTHER	KHP	OTHER	KHP	OTHER	KHP	OTHER
a. SFST	1	7	1	9		8						
a.1 SFST Instructor Development												
b. SFST In-service												
1. 4 Hour Refresher Course		12	24	6	6	16						
2. 6 Hour Refresher Course/Wet Workshop		1				1						
3. Instructor In-service						5						
c. Drugs That Impair Driving (8 Hours)												
1) Introduction to Drugged Driving (4 Hrs.)												
d. Intellizyr 9000												
1. Intellizyr 9000 (Re-certification)			1	9								
e. TOPS 4-6-8 Hour Course												
f. Drug Recognition Experts	1		1									
1) Pre-School	1		1									
2) Main School	1		1									
3) Instructor Class												
4) Certification	1											
5) Review & Final Examination												
6) In-service												
7) Instructor In-service												
g. ARIDE (Instructor)												
g.1 ARIDE (Practitioner)		2		6		3						
h. Preliminary Breath Testers (PBT)												
i. School Drug Program - Administrators								1				
j. School Drug Program - Health Profes.								1				
k. Conducting a Sobriety Checkpoint (4 Hr.)												
k.1. Conducting a Sobriety Checkpoint (2 Hr.)												
l. Prosecuting Attorney's Seminar	1											
m. Judges Conference												
n. Public Information Classes												
o. Recognition of Drugs in the Work Place												
p. Other Classes Taught to Law Enforcement												

NUMBER OF STUDENTS	KHP	OTHER	KHP	OTHER	KHP	OTHER	KHP	OTHER	KHP	OTHER	KHP	OTHER
1. Trained:												
a. SFST	19	110	8	165		169						
a.1 SFST Instructor Development												
b. SFST In-service												
1. 4 Hour Refresher Course		89	373	66	65	128						
2. 6 Hour Refresher Course w/ Wet Workshop		11				8						
3. Instructor In-service						65						
c. Drugs That Impair Driving (8 Hours)												
1) Introduction to Drugged Driving (4 Hrs.)												
d. Intellijzer 9000			8	165								
1. Intellijzer 9000 (Re-certification)												
e. TOPS 4-6-8 Hour Course												
f. Drug Recognition Experts	6		12									
1) Pre-School	6		12									
2) Main School	6		12									
3) Instructor Class												
4) Certification	6											
5) Review & Final Examination												
6) In-service												
7) Instructor In-service												
g. ARIDE (Instructor)												
g.1 ARIDE (Practitioner)		26		83		43						
h. Preliminary Breath Testers (PBT)												
i. School Drug Program - Administrators								1				
j. School Drug Program - Health Profess.								31				
k. Conducting a Sobriety Checkpoint (4 Hr.)												
k.1. Conducting a Sobriety Checkpoint (2 Hr.)												
l. Prosecuting Attorney's Seminar	227											
m. Judges Conference												
n. Public Information Classes												
o. Recognition of Drugs in the Work Place												
p. Other Classes Taught to Law Enforcement												

I, Al Ackerman, a current member of the Impaired Driving Emphasis Area Team also known as the Impaired Driving Task Force, approve the 2025 Impaired Driving Strategic Plan.



I, Troy E. Wells, a current member of the Impaired Driving Emphasis Area Team also known as the Impaired Driving Task Force, approve the 2025 Impaired Driving Strategic Plan.

I, Kristi Carter, a current member of the Impaired Driving Emphasis Area Team also known as the Impaired Driving Task Force, approve the 2025 Impaired Driving Strategic Plan.

I , Daniel L Kiser II, a current member of the Impaired Driving Emphasis Area Team also known as the Impaired Driving Task Force, approve the 2025 Impaired Driving Strategic Plan.

I , *Corey F. Kenney*, a current member of the Impaired Driving Emphasis Area Team also known as the Impaired Driving Task Force, approve the 2025 Impaired Driving Strategic Plan.

I, Maura Fitzgerald, a current member of the Impaired Driving Emphasis Area Team also known as the Impaired Driving Task Force, approve the 2025 Impaired Driving Strategic Plan.