

Kansas Highway Patrol - Operations Support

Consequences of Not Funding this Program

Expenditures in this program reflect the costs of performing the agency's main statutory purpose; to enforce traffic, criminal and other laws. Without funding, the Agency would be unable to fulfill the mandated duties outlined by Kansas Statute and the responsibilities would then fall to the local law enforcement agencies to administer.

Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
General K.S.A. 74-2105, 74-2108	Mandatory	Yes	Match Required for Troop I 1

Program Goals

- A. Enforce the laws of the state relating to public and private motor carriers of passengers or property. Maximize public presence and road patrol by Troopers.
- B. Reduce the number and severity of traffic crashes through the enforcement of impaired driving and occupant protection laws.
- C. To reduce the number of impaired drivers operating vehicles on Kansas roadways.
- D. Deter motorists from driving impaired and will arrest impaired drivers through proven DUI countermeasures, such as selective enforcement efforts and sobriety check lanes.
- E. Pursue, apprehend, and prosecute those who utilize Kansas Highways for criminal activities.
- F. Promote the use of child restraints and safety belts through aggressive enforcement and educational programs.

Program History

The Operations Program was established when the agency was formed in 1937 and contains most of the agency's staffing and operating costs. Expenditures in this program reflect the costs of performing the agency's main statutory purpose; to enforce traffic, criminal, and other laws.

Historically the subprogram's main financing came from the State General Fund. However; the Legislature approved the elimination of SGF from the KHP's budget, and replaced the funding source with a transfer from the State Highway Fund, effective July 1, 2013.

Effective July 1, 2010, several programs were incorporated into the "Operations Support" program due to the implementation of the new financial management system (SMART). The following programs are included under "Operations Support" 01050: Breath Alcohol Unit; Training Center; Civil Assessment; and Motor Carrier Safety Assistance Program.

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

Outcome Measures	Goal	FY 2019	FY 2020	FY 2021	3- yr. Avg.	FY 2022
1. Fatalities per 100 million vehicle miles. (KDOT Perf. Metric)	B	1.29	1.53	N/A	1.41	1.25
2. Accidents per million vehicle miles. Serious injury rate/million VMT. (KDOT Perf. Metric)	B	4.396	5.71	N/A	5.053	2.75
3. Percent compliance with seat belt laws. (KDOT Perf. Metric)	E	85	85	N/A	85	93

4. Percent of fatal accidents related to alcohol	C	19.94	18.59	24	20.84333333	19
5. Percent of injury accidents related to alcohol	C	6.1	7.16	6	6.42	6

Output Measures

1. Number of Miles Patrolled	A	12,299,030	12,372,738	12,750,000	12,473,923	12,750,000
2. Number of seat belt / child restraint violations	E	16,960	11,429	14,200	14,196	14,200
3. Total fatality accidents on U.S. & K. highways	B	175	230	150	185	150
4. Number of safety programs given.	E	881	563	1,600	1,015	1,600
Additional Measures as Necessary						
5. Estimated attendance at safety programs	E	75,000	8,782	75,000	52,927	75,000
6. Number of service renders *Includes MAP #'s	A	70,107	108,282	21,500	66,630	21,500
7. Number of unattended vehicles checked	A	10,584	9,087	5,000	8,224	5,000
8. Number of DUI arrests	C	1,240	1,271	900	1,137	900
9. Number of felony arrests	D	1,550	1,365	1,000	1,305	1,000
10. Number of NCIC hits	D	2,540	2,353	1,450	2,114	1,450

Funding

Funding Source (in Thousands)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	\$66,224	66,436	66,562	68,585	53,536
Federal Funds	5,697	7,835	7,875	7,203	7,648
Total	\$ 71,921	\$ 74,271	\$ 74,437	\$ 75,788	\$ 61,184

Kansas Highway Patrol - Vehicle Identification Number (VIN)

Consequences of Not Funding this Program

Without funding, the VIN program would be in violation of Kansas Statute and unable to sustain the level of support to other law enforcement agencies, level of service to the citizen's of Kansas through the VIN inspection services, or continue the enforcements in an effort to identify stolen or illegally operated motor vehicles.

Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
Specific 8-116a, 74-2135	Mandatory	No	1

Program Goals

A. Preserve the integrity of Kansas motor vehicle titles and to provide prompt and courteous service to our customers by increasing the detection and recovery of stolen vehicles and/or component parts; training other law enforcement agencies in auto theft and vehicle inspections; and working closely with the Kansas Department of Revenue in titling and registering vehicles.

Program History

The KHP was awarded a one-time Byrne grant for auto theft prevention that funded 2.0 positions previously budgeted in the SGF. The Vehicle Identification Number (VIN) Program was established in 1984 (K.S.A. 8-116). Receipts to the VIN Fee Fund are derived from the fee charged for inspecting the title of a non-new vehicle brought into Kansas to be titled. The KHP charged \$10 per inspection from 1984 until 2011. The fee increased to \$15 per inspection in 2012 and was increased again in 2013 to \$20 per inspection. In FY 2013, the grant ended and the positions are now funded with VIN fees. The positions funded with SGF were also moved to the VIN fee fund in FY 2013. The VIN program became self-sufficient in FY 2013 due to dedicated funding source.

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

<i>Outcome Measures</i>	<i>Goal</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>3- yr. Avg.</i>	<i>FY 2022</i>
1. Eliminate stolen vehicles from being brought from other states and titled in Kansas.	A	N/A	N/A	N/A	N/A	N/A
2. Inspect and label rebuilt salvage vehicles to ensure they are designated to consumers as formerly salvaged vehicles and ensure no stolen parts are used.	A	N/A	N/A	N/A	N/A	N/A
Output Measures						
1. Number of Vehicles Inspected.	A	237,104	141,348	215,000	197817.3333	215,000

Funding

<i>Funding Source (in Thousands)</i>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	3,099	3,845	3,185	3,474	3,268
Federal Funds	-	-	-	-	-
Total	\$ 3,099	\$ 3,845	\$ 3,185	\$ 3,474	\$ 3,268

Kansas Highway Patrol - Motorist Assistance Program (MAP)

Consequences of Not Funding this Program

Federal and State funds are the primary sources of capital for salaries and wages, commodities, contractual services, and capital outlay for the Motor Assistance Program. Without these funds, there would be an increase in trooper time required to perform non-law enforcement duties; reduced ability; and reduced timeliness in assisting stranded motorists on Kansas highways. The agency would not be in a position to subsidize this program without impacting resources (personnel & funding) for other programs.

Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
General	Discretionary	No	1

Program Goals

- A. Protect and assist stranded motorists by reducing safety risks created by themselves and other drivers.
- B. Reducing congestion in the metropolitan areas during peak traffic hours by removal of disabled vehicles from traffic lanes.
- C. Assist State and local law enforcement agencies in the prevention of incidents that endanger motorists and disrupt traffic flow.
- D. Freeing road patrol troopers to perform duties requiring law enforcement powers through the cost-effect employment of non-sworn motorist assist technicians.

Program History

In 1994, Kansas Governor Joan Finney introduced the Motorist Assistance Program (MAP) in Kansas to elevate issues associated with disabled vehicles and high volume traffic areas. The program, developed by the Kansas Highway Patrol and the Kansas Department of Transportation, was modeled after existing programs in Virginia, Iowa, and Missouri. On June 17, 1995, the MAP was continued indefinitely. The MAP utilizes non-FTE unclassified employees to assist motorists traveling in or near the metropolitan areas of Topeka, Wichita, Salina, and Kansas City, Kansas and other areas in Kansas as directed by KHP & KDOT. The cost of the specially equipped vehicles, salaries and wages, and other operating expenditures is shared with the KDOT (80%) through the use of federal funds, with the remaining (20%) from the Highway Safety Fund. In 2005, MAP enhanced the Kansas City Scout Program by adding two system operators to the bi-state traffic management system designed by KDOT and MoDOT.

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

<i>Outcome Measures</i>	<i>Goal</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>3- yr. Avg.</i>	<i>FY 2022</i>
1. Decrease the amount of time spent by Troopers on service rendered responses, while still providing the same quality service to the public.	D	N/A	N/A	N/A	N/A	N/A
2. Increase the safety of those traveling Kansas highways by providing rapid response to incidents and providing direct assistance to remove the stranded motorist from the roadway/highway, as quickly as possible.	A, B, C	N/A	N/A	N/A	N/A	N/A
<i>Output Measures</i>						
1. Percent of "Service Renders" where the technician responds to the scene in 10 minutes or less.	A, B, C, D	61%	75%	65%	67%	65%
2. Percent of those surveyed that indicate they are pleased with MAP service and support.	A	100%	100%	100%	100%	100%

Funding

<i>Funding Source (in Thousands)</i>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	273	951	314	318	314
Federal Funds	1,093	254	1,256	1,271	1,256
Total	\$ 1,366	\$ 1,205	\$ 1,570	\$ 1,589	\$ 1,570

Kansas Highway Patrol - Capitol Police

Consequences of Not Funding this Program

Without funding, this program would greatly reduce the visibility of law enforcement presence in the Capitol Complex buildings and availability of law enforcement support for the citizens of Kansas that visit or work in the complex. In addition, the responsibility of overseeing the security of the complex, as well as Cedar Crest, would be assumed by another agency or absorbed into an already strained staffing pool of KHP officers. Funding for the operations would need to be shifted to another agency or outsourced to a private entity.

	Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
Specific	74-2108, 74-2105, 75-4503	Mandatory	No	1

Program Goals

- A. Provide for the pro-active safety of persons and the protection of property within the Capitol Complex and on other state-owned or state-leased property within Shawnee County.
- B. Decrease the damage and losses suffered by employees, and by the State, for property located within the Capitol Security's area of operation.
- C. Increase the pro-active safety of persons and property to include state parking lots located within the respective area of operations.

Program History

The Capitol Area Security Police was established by the Department of Administration in 1955 (K.S.A. 75-403). 1975, the Kansas Highway Patrol assumed responsibility of Capital Area Security Patrol. Headquartered in Topeka, Troop K, now known as Capitol Police, functions as a full service law enforcement entity within the Kansas Highway Patrol in Shawnee County, Kansas. Employees with Troop K stay active in the Capitol Complex community by providing classes that promote safety and security. Law enforcement officers actively enforce criminal and traffic laws, expedite traffic flow around the Capitol and other state office buildings, investigate accidents, respond to and administer emergency medical assistance, and assist visiting citizens to the Capitol Complex. Law enforcement officers also provide interior police security at the Governor's residence, Kansas Judicial Center, Memorial Building, Kansas Insurance Building, and the State House. The Communication group within Troop K is responsible for radio and telephone communications for the Capitol Police.

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

Outcome Measures	Goal	FY 2019	FY 2020	FY 2021	3- yr. Avg.	FY 2022
1. Maximize the visibility of law enforcement officers at all state owned or leased properties in respective areas of operations.	A	N/A	N/A	N/A	N/A	N/A
2. Educate state employees regarding safety awareness and means to make oneself less likely to be victimized by crime.	A, C	N/A	N/A	N/A	N/A	N/A
3. Remove potential criminal presence by arresting a suspect in each reported crime occurring.	B	N/A	N/A	N/A	N/A	N/A
4. Provide crime prevention presentations to increase the awareness of state employees and attempt to minimize activities, which facilitate criminal behavior.	A, C	N/A	N/A	N/A	N/A	N/A

Output Measures						
1. Number of safety lectures presented to State Employees	A, B, C	61	24	6	30	40
2. Number of assaults occurring in area of operations	A, C	14	8	4	9	10
3. Number of thefts, burglaries and criminal damage in area of operation.	B	61	44	13	39	30
4. Number of patrol hours	B	40,385	32,021	19,140	30,515	30,000
5. Number of escorts	A	273	117	38	143	750
6. Miles patrolled	A, B	254,800	194,681	87,941	179,141	220,000
7. Number of arrests resulting from filed complaints	B	498	267	19	261	290
8. Number of crimes reported & complaints filed	B	1,277	1,233	89	866	1,000
9. Number of crime prevention presentations.	A, B, C	2	2	2	2	2
10. Number of service renders	A	674	300	85	353	300
11. Number of motor vehicle accidents	B	116	54	45	72	90

Funding

Funding Source (in Thousands)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	1,634	1,617	1,385	1,404	1,409
Federal Funds	-	-	-	-	-
Total	\$ 1,634	\$ 1,617	\$ 1,385	\$ 1,404	\$ 1,409

Kansas Highway Patrol - Homeland Security

Consequences of Not Funding this Program

The Homeland Security Grant Program provides funds to Kansas and its political subdivisions for improving the State's capability to prevent, protect, mitigate, respond, and recover from acts of terrorism and other catastrophic events. Funds from the Homeland Security Grant Program are provided to the State of Kansas from the U.S. Department of Homeland Security (DHS). The KHP is the subrecipient of these federal funds from DHS. Should funding be eliminated, the program would either be absorbed into the already strained resources of the agency, or redirected to another state/private entity which would greatly impact the integrity and effectiveness of the program and the ability to carry out the mission of the DHS.

Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
Specific	Mandatory	Public 111-83, Public Law 110- 53, 6 U.S.C.	1

Program Goals

A. Support state, local, and tribal efforts to prevent terrorism and other catastrophic events, and to prepare the Nation for the threats and hazards that pose the greatest risk to the security of the United States.

Program History

There are no applicable Kansas statutes. DHS requires each state's governor to appoint an administrative agency, responsible for pass-through and oversight for this program. The KHP has served in that capacity since Federal Fiscal Year 1999. The Kansas Highway Patrol Homeland Security Office (HSO) has served as the Governor-appointed State Administrative Agency (SAA) for The Homeland Security Grant Program (HSGP) since 2001 and The Non-Profit Security Grant Program (NSGP) since 2018.

The State of Kansas is divided into seven Homeland Security Regions with each represented by a governing council made up of local volunteers from various disciplines. As the SAA, the Patrol is responsible for pass-through and oversight of the HSGP and NSGP.

The Homeland Security Grant Program provides funds to Kansas and its political subdivisions for improving the State's capability to prevent, protect, mitigate, respond, and recover from acts of terrorism and other catastrophic events. Funds from the Homeland Security Grant Program are provided to the State of Kansas from the U.S. Department of Homeland Security (DHS).

The enabling federal legislation for FFY 2010 HSGP is The Department of Homeland Security Appropriations Act, 2010 (Public 111-83); the Implementing Recommendations of the 9/11 Commission Act of 2007 (Public Law 110-53) (hereafter "9/11 Act"); and the Homeland Security Act of 2002 (6 U.S.C. §101 et seq.)

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

<i>Outcome Measures</i>	<i>Goal</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>3- yr. Avg.</i>	<i>FY 2022</i>
1. Percentage of funds obligated within 45 days of receipt by the State.	A	100%	100%	100%	100%	100%
2. Percentage of proposals for funding reviewed within 30 day of receipt from sub-recipients.	A	100%	100%	100%	100%	100%
Output Measures						
1. Expenditure of Homeland Security funds	A	\$ 3,377,539	\$ 3,191,728	\$ 3,960,399	\$ 3,509,889	\$ 3,839,547

Funding

<i>Funding Source (in Thousands)</i>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	-	-	-	-	-
Federal Funds	2,812	2,884	3,304	3,421	3,840
Total	\$ 2,812	\$ 2,884	\$ 3,304	\$ 3,421	\$ 3,840

Kansas Highway Patrol - Motor Carrier Inspection (MCI)

Consequences of Not Funding this Program

The Agency is a subrecipient of federal funding from the Federal Highway Administration via Kansas Department of Transportation. Should funding from this entity be eliminated, the agency would be in violation of Kansas Statute as the agency would not be able to supplement funding to the extend the program operates today. The responsibilities would be absorbed and performed at a much reduced rate, or the role, along with the expenses, would be transferred to another state entity or private firm, thus reducing the oversight of the commercial trucking industry in Kansas and the risk that come with the reduction in monitoring this industry.

	Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
Specific	66-1302, 66-1318, 74-2108	Mandatory	No	1

Program Goals

A. To protect the infrastructure of highways in Kansas and to enhance the safety of motorists on Kansas roads by eliminating overweight and unsafe commercial motor vehicles from operating in Kansas.

Program History

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system (Federal Aid Highway Program) and various federally and tribal owned lands (Federal Lands Highway Program). Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.

The Motor Carrier Inspection Program was transferred from the Department of Revenue to the KHP in FY 1989. The program was established to comply with federal highway funding requirements to reduce the number of oversize, overweight and/or unsafe commercial carriers traveling Kansas highways. On an annual basis, the KHP Commander for the Commercial Motor Vehicle Enforcement Unit oversees the submission of the State of Kansas Vehicle Size and Weight Enforcement Plan to the Kansas Department of Transportation (KDOT).

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

Outcome Measures	Goal	FY 2019	FY 2020	FY 2021	3- yr. Avg.	FY 2022
1. Percent of trucks stopped by mobile units which are illegally overweight.	A	26%	20%	30%	25.43%	20%
2. Percent of vehicles at the ports which are in violation of the weight	A	1.00%	0.20%	0.09%	0.43%	0.20%

Output Measures

1. Number of safety programs.	A	139	97	55	97	50
2. Number of active mobile units.	A	29	32	23	28	32

Funding

Funding Source (in Thousands)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	-	\$ 3,824	\$ 3,708	\$ 4,654	\$ 4,654
Federal Funds	-	-	-	-	-
Total	\$ -	\$ 3,824	\$ 3,708	\$ 4,654	\$ 4,654

Kansas Highway Patrol - Turnpike (KTA)

Consequences of Not Funding this Program

The Kansas Turnpike Authority (KTA) is the primary funding source for this program. By agreement, the Turnpike reimburses the Patrol for all expenditures. Should funding be eliminated, the program as it operates today would be greatly impacted in that the responsibilities and expenses would be absorbed into the agency's operations fund and additional appropriations needed. If a secure funding source is not identified, the policing of the Turnpike would be redirected to another agency or shifted to already strained resources of local law enforcement organizations in Kansas.

Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
General	Discretionary	No	1

Program Goals

- A. Reduce fatality and serious injury accidents occurring on the Kansas Turnpike.
- B. Enhance the safety of persons traveling on Kansas roads by removing the criminal element from the Kansas Turnpike.
- C. Service motorists needing assistance on the Kansas Turnpike.

Program History

The Patrol began policing the Kansas Turnpike in October 1956, with 13 officers and Troopers. Increasing traffic and mounting responsibilities necessitated an increase in the strength of the Turnpike Patrol to the present 52.5 Troopers, which is set and must be retained by agreement between the KHP and the Kansas Turnpike Authority (KTA). Additional Troopers were added to this program in FY 1998 (2), FY 1999 (1), FY 2000 (2), and FY 2012 (4) by transferring Troopers from the Highway Patrol Operations Program. Troopers assigned to the KTA unit receive the same stringent training as all KHP Troopers. Assignment is like the other units in that a Trooper may bid the position; or be assigned out of necessity by leadership.

The KHP Turnpike Troop provides law enforcement and security to the Kansas Turnpike. This major artery is an exception to the general patrol operations in that it provides twenty-four-hour patrol coverage. Radio communications are continuously maintained, the same as all field Troop headquarters. The radio communications are staffed, operated by, and maintained by the Kansas Turnpike Authority. Troopers enforce traffic laws, render services to the motoring public, investigate accidents, provide emergency aid to injured persons, and develop cases pertaining to all criminal activity occurring on the Kansas Turnpike Authority property.

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

<i>Outcome Measures</i>	<i>Goal</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>3- yr. Avg.</i>	<i>FY 2022</i>
1. Percent of fatalities to total accidents	A	0.55%	0.55%	0.55%	0	0.55%
2. Percent of DUI arrests to miles traveled on the Turnpike	B	0.0152%	0.0027%	0.0027%	0.0068%	0.0027%
3. Number of felony arrests	B	253	307	365	308	200
4. Number of NCIC hits	B	671	691	735	699	250
5. Number of unattended vehicles	C	1,373	1,256	1,104	1244	1,800
6. Number of service renders	C	16,536	16,315	15,415	16089	18,590
<i>Output Measures</i>						
1. Total miles traveled on the Turnpike	A, B, C	1,754,861	1,823,642	1,793,765	1,790,756	1,500,000
2. Number of miles patrolled	A, B, C	1,754,861	1,823,642	1,793,765	1,790,756	1,800,000
3. Total Number of accidents	C	2,005	1,721	1,499	1,742	1,800
4. Total Number of Fatalities	A	11	15	9	12	10

5. Number of seat belt/child restraint	A	1,833	1,224	1,174	1,410	1,600
6. Number of DUI arrests	B	825	239	233	432	400

Funding

<i>Funding Source (in Thousands)</i>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	4,012	4,060	4,181	4,920	4,212
Federal Funds	-	-	-	-	-
Total	\$ 4,012	\$ 4,060	\$ 4,181	\$ 4,920	\$ 4,212

Kansas Highway Patrol - Administration

Consequences of Not Funding this Program

The services provided by these sub program units ensure the viability of the agency by administering strategic plans/directives of the Department of Administration, Executive Branch, as well as State and Federal laws. The agency as a whole would fail to meet statutorily required activities (74-2114, 74-2117, 74-2118), agency goals, and lack the leadership and support services necessary to carry out these critical functions of the agency.

Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
General K.S.A. 74-2113 (Administration, 45-215 thru 45-223 (Records Unit)	Discretionary	No	1

Program Goals

A. To improve the function, operation, and cohesiveness of KHP programs; maintain or improve the consistency of agency management and operations.

Program History

The Legislature officially organized the Kansas Highway Patrol in 1937. The Administration program represents universal administrative costs for common functions existing in the agency. These functions include the office of the Superintendent, Fiscal, Legal, Records, Professional Standards Unit, Information Technology, Public and Governmental Affairs, and Human Resources.

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

<i>Outcome Measures</i>	<i>Goal</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>3- yr. Avg.</i>	<i>FY 2022</i>
1. PSU - Provide Fact Finding investigative services for Agency, focused on safeguarding administrative investigative processes, upholding agency integrity, and ensuring employees due process rights.	A	N/A	N/A	N/A	N/A	N/A
2. P&GA - Promote the Patrol's public image through media releases, media interviews, web presence, publications, and production of public announcements. Prepare and present legislative testimony for proposed traffic and public safety legislation, and develop agency wide policy and procedures.	A	N/A	N/A	N/A	N/A	N/A
3. Human Resources - Provide guidance and support on personnel issues such as benefits, payroll; affirmative action; recruitment and selection; classifications; discipline and guidance; employee and labor relations; employee assistance programs; mentoring; performance management; and training.	A	N/A	N/A	N/A	N/A	N/A
4. Fiscal - Preparation of the agency budget, procurement of goods and services, management of owned and leased facilities, federal grant oversight, and accounting and reporting of all financial transactions.	A	N/A	N/A	N/A	N/A	N/A

5. IT - Provide hardware to support the agency's mission, including mobile computers; write custom applications; manage agency servers, storage space needs, network security and other computer applications such as e-mail, archive, spam filtering, Net Motion for MDUs and all other law enforcement software applications for the agency.	A	N/A	N/A	N/A	N/A	N/A
6. Legal - Provide guidance and advice on all aspects of KHP policy and procedure, while providing direction to various KHP commanders and senior staff for day-to-day operations.	A	N/A	N/A	N/A	N/A	N/A
7. Records - Process, maintain, and archive reports generated by the KHP field personnel. Respond to requests from public, courts, prosecution and defense attorneys, insurance companies, and other law enforcement agencies for copies of reports based on Kansas Open Records Act/Freedom of Information Act requests and court orders.	A	N/A	N/A	N/A	N/A	N/A

Output Measures

Funding

<i>Funding Source (in Thousands)</i>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	6,487	7,036	7,340	7,253	7,686
Federal Funds	2,237	1,002	642	455	309
Total	\$ 8,724	\$ 8,038	\$ 7,982	\$ 7,708	\$ 7,995

Kansas Highway Patrol - Aircraft Operations

Consequences of Not Funding this Program

In FY2021, the Air Support Unit assisted 140+ Agencies (Local, State and Federal) with law enforcement and public safety aircraft support. The Air Support Unit participates in every public safety flight category including Vehicle Pursuits, COVID19 response, Surveillance, Patrol, Manhunts, Search, Red Cross Flights blood relay flights, Photo, Survey, Relay-Transport, in addition to Maintenance and Training Flights. The KHP Unit has flown a total of 847 hours and conducted over 375 missions or calls for service in the first 7 months of 2021. Should funding be eliminated from this program, these activities would be left for local law enforcement, or non-existent as the KHP is the only Law Enforcement agency in the state with air support.

Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
Specific 74-2105	Mandatory	No	1

Program Goals

A. The KHP is the only statewide law enforcement agency that provides airborne services to local, state and federal agencies. In addition to the KHP aircraft fleet, the agency also manages the executive aircraft, which provides secure transportation services to the governor and other state agencies.

Program History

The executive aircraft, and its debt, was transferred to the KHP from the Department of Administration in FY 2003. The superintendent is authorized to fix, charge and collect fees for aircraft services to other state agencies in order to recover all or part of the operating expenses of the aircraft program. The KHP Air Support program was created in FY 2018 for the aircraft fleet management, including the executive aircraft, as a result of the performance-based budgeting requirement. The Highway Patrol is the only statewide law enforcement agency that provides airborne service. The Patrol has aircraft based in Topeka, Wichita, and Hays. The agency maintains a Bell 407 helicopter, a fixed-wing Cessna 182 RG, and three fixed wing Cessna 206s. The helicopter and 2 of the 206s are equipped with forward Looking Infrared (FLIR), which allows pilots to see at night by sensing body heat, making it a valuable tool in searching for persons. Local, state and federal law enforcement agencies rely heavily on the Patrol's air assets. This program includes maintenance, fuel and parts costs and aircraft acquisitions. In FY 2007, a hangar was constructed at Billard Airport in Topeka to house the aircraft.

Performance Measures - NOTE: Statistics are calculated on a calendar year basis

Outcome Measures	Goal	FY 2019	FY 2020	FY 2021YTD	3- yr. Avg.	FY 2022
1. Percent readiness for FLIR/Law enforcement equipped aircraft.	A	80%	78%	56%	71%	95%
Output Measures						
1. Percent readiness for FLIR/Law enforcement equipped aircraft.	A	80%	78%	56%	71%	95%

Funding

Funding Source (in Thousands)	FY 2018	FY 2019	FY 2020	FY 2021	FY 2022
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	398	545	496	571	300
Federal Funds	-	-	-	-	-
Total	\$ 398	\$ 545	\$ 496	\$ 571	\$ 300

Kansas Highway Patrol - Fleet

Consequences of Not Funding this Program

KHP operating expenditures would increase due to higher vehicle repair costs and lower gas mileage.

	Statutory Basis	Mandatory vs. Discretionary	MOE/Match Rqt.	Priority Level
Specific	74-2124, 74-2136	Mandatory	No	1

Program Goals

A. To maintain a vehicle replacement program which will provide safer, better quality vehicles for the KHP and provide low mileage vehicles for sale to local law enforcement and other state and local agencies.

Program History

The Kansas Legislature established the KHP Motor Vehicle Fund in 1994 through the passage of SB 212. Receipts to the fund are based on a \$3.50 fee added to each title issued in Kansas and receipts from the sale of retired patrol vehicles.

Funding

<i>Funding Source (in Thousands)</i>	<i>FY 2018</i>	<i>FY 2019</i>	<i>FY 2020</i>	<i>FY 2021</i>	<i>FY 2022</i>
State General Fund	\$ -	\$ -	\$ -	\$ -	\$ -
Non-SGF State Funds	1,636	2,938	2,682	3,050	2,890
Federal Funds	-	-	-	-	-
Total	\$ 1,636	\$ 2,938	\$ 2,682	\$ 3,050	\$ 2,890