

AGENCY PROGRAM DESCRIPTIONS

Administration: Administration

Subprogram 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.

Consequences of Not Funding This Subprogram

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

General: KSA 74-2113 (Administration), 45-215 thru 45-223 (Records Unit).

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Discretionary	No	1	1

Aircraft Operations: Aircraft Operations

Subprogram 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.

Consequences of Not Funding This Subprogram

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

Specific: 74-2105.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	1	1

Capitol Police: Capitol Police

Subprogram 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

Consequences of Not Funding This Subprogram

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

Specific: KSA 74-2108, 74-2105, 75-4503.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	1	1

Fleet: Fleet

Subprogram 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.

Consequences of Not Funding This Subprogram

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

Statutory Basis

Specific: 74-2124, 74-2136.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	1	1

Homeland Security: Homeland Security

Subprogram 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.).

Consequences of Not Funding This Subprogram

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

Public Law 111-83, Public Law 110-53, 6 USC  101 et seq.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	1	1

Kansas Turnpike Authority (KTA): Kansas Turnpike Authority (KTA)

Subprogram 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.

Consequences of Not Funding This Subprogram

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

N/A

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Discretionary	No	1	1

Motor Carrier Inspection (MCI): Motor Carrier Inspection (MCI)

Subprogram 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).

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Consequences of Not Funding This Subprogram

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

Specific: KSA 66-1302, 66-1318, 74-2108.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	1	1

Motorist Assistance Program (MAP): Motorist Assistance Program (MAP)

Subprogram 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.

Consequences of Not Funding This Subprogram

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

N/A

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Discretionary	No	1	1

Operations Support: Operations Support

Subprogram 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: Breath Alcohol Unit; Training Center; Civil Assessment; and Motor Carrier Safety Assistance Program.

Consequences of Not Funding This Subprogram

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

General: KSA 74-2105, 74-2108.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	Yes	1	1

Vehicle Identification Number (VIN): Vehicle Identification Number (VIN)

Subprogram 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.

Consequences of Not Funding This Subprogram

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

Specific: KSA 8-116a, 74-2135.

Mandatory/Discretionary	MOE/Match Requirement	Program Priority	Subprogram Priority
Mandatory	No	1	1

Subprograms Without Narrative Data

AGENCY PERFORMANCE MEASURES

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
Administration: Administration								
Goal	Type	Measure						
	Outcome	Percent of vacant positions agencywide	17.00%	21.00%	18.00%	8.00%	6.80%	6.80%
	Output	Number of filled positions agencywide	749	729	748	808	820	820
		Number of positions authorized agencywide	880	880	880	880	880	880
Administration: Professional Standards Unit								
Goal	Type	Measure						
	Outcome	Number of cases reviewed annually by Professional Standards Unit	40	39	14	25	25	25

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
	Outcome	Percent of cases substantially completed by Professional Standards Unit in 90 days.	2.00%	3.00%	14.00%	100.00%	100.00%	100.00%
	Output	Percent of investigations declined by Professional Standard Units	76.00%	74.00%	86.00%	83.40%	83.40%	83.40%
		Percent of investigations substantiated by Professional Standards Unit	48.00%	59.00%	43.00%	64.00%	64.00%	64.00%

Aircraft Operations: Aircraft Operations

Goal	Type	Measure						
	Outcome	Aircraft emergency blood relays	21	13	10	35	10	10
		Aircraft manhunt support flight hours	88	77	120	130	150	150
		Aircraft patrol flight hours - proactive enforcement	65	86	175	180	200	200
		Aircraft search hours - Missing persons	68	89	120	60	150	150
		Aircraft support for pursuits flight hours	101	126	125	40	125	125
		Aircraft surveillance flight hours	108	112	150	200	175	175
		Law enforcement flight hours - Total	1,255	1,130	1,500	1,300	1,750	1,750
		Number of Executive Aircraft transport flight hours logged	163.00	186	308.00	120	400	400
		Number of Executive Aircraft transport flights logged	89	88	200	400	225	225
	Output	Percent readiness for FLIR/Law enforcement equipped aircraft.	50.00%	41.00%	80.00%	63.50%	85.00%	85.00%

Capitol Police: Capitol Police

Goal	Type	Measure						
	Outcome	Number of assaults occurring in area of operations	7	4	5	6	5	5

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
	Outcome	Number of crimes reported and complaints filed		1,095	828	1,204	1,300	1,300
	Output	Number of Officer Assigned to Special Assembly Security (1-5)				5	7	7
		Number of Officers Assigned to State Office Buildings, including external & internal patrols				13	16	16
		Number of patrol hours	10,271	12,169	20,730	21527	23,000	23000
		Number of safety lectures presented to State Employees	6	18	16	17	20	20
Homeland Security: Homeland Security								
Goal	Type	Measure						
	Outcome	Amount of Homeland Security funds administered as grants to local entities	\$3,199,653.00	\$3,632,147.00	\$3,710,829.00	\$3,710,829.00	\$3,667,135.00	\$3,667,135.00
	Output	Percentage of fund obligated within 45 day or receipt by the State	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%
Kansas Turnpike Authority (KTA): Kansas Turnpike Authority (KTA)								
Goal	Type	Measure						
	Outcome	Number of DUI arrests	291	365	251	181	300	300
		Number of felony arrests	218	405	189	159	250	250
		Percent of vacant positions assigned to KTA	4.00%	14.00%	10.00%	12.00%	0.00%	0.00%
		Total number of accidents involving KHP response	1,866	1,830	1,265	1,654	1,700	1,700
		Total number of fatalities	11	10	7	16	10	10
	Output	Number of filled positions assigned to KTA	50	45	47	46	52	52
		Number of miles patrolled	1,657,841	1,660,266	1,213,960	1,442,621	1,600,000	1,600,000

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
	Output	Number of positions obligated via agreement with KTA	52	52	52	52	52	52
Motorist Assistance Program (MAP): Motorist Assistance Program (MAP)								
Goal	Type	Measure						
	Outcome	Number of Public Contacts	15,517	26,712	22,448	12,954	25,000	25,000
		Percent of Service Renders where the technician responds to the scene in 10 minutes or less	55.00%	61.00%	65.00%	70.00%	65.00%	65.00%
	Output	Number of available Motorist Assistance Technicians at start of Fiscal Year	21	19	17	16	19	19
		Number of total miles patrolled	1,369,386	1,243,728	976,998	579,653	1,200,000	1,200,000
Operations Support: Breath Alcohol Unit								
Goal	Type	Measure						
	Outcome	Number of DUI arrests agency wide	1,194	1,343	1,246	1,706	1,300	1,300
	Output	Number of Driver Compliance Reviews thru Ignition Interlock (IID) Program		4,538	3,059	5,837	6,000	6,000
		Number of DUI checkpoints conducted by Breath Alcohol Unit	5	13	8	8	25	25
		Number of saturation patrols conducted by Breath Alcohol Unit	58	61	54	40	85	85
		Number of students taught Breath Alcohol Unit procedures	2,027	2,151	2,300	2,630	2,500	2,500
Operations Support: Operations Support								
Goal	Type	Measure						
	Outcome	Number of felony arrests	1,364	1,360	1,580	1,713	1,450	1,450
		Number of Service Renders, including MAP	102,004	100,606	95,387	97,155	1.00E+05	1.00E+05

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
	Outcome	Total fatality accidents on U.S. & KS highways involving KHP response	247	211	199	277	277	277
	Output	Number of miles patrolled agency wide	10,607,443	10,731,315	10,435,666	10,644,412	1.10E+07	1.10E+07
Operations Support: Public & Governmental Affairs								
Goal	Type	Measure						
	Output	Number of Recruiting Efforts Including Job Fairs for the Agency	159	449	985	605	1,000	1,000
Operations Support: Troop I								
Goal	Type	Measure						
	Outcome	Total number of CMV driver out of service violations	3,102	2,975	2,892	2,727	3,000	3,000
		Total number of CMV overweight citations given	1,256	1,347	1,905	991	1,700	1,700
		Total number of CMV vehicle out of service violations	6,856	6,437	7,108	6,534	7,000	7,000
	Output	Total number of CMV inspections completed	38,661	37,886	32,257	34,142	30,000	30,000
Operations Support: Troop J								
Goal	Type	Measure						
	Outcome	Total number of recruits graduated through KHPTA	15	29	20	43	30	30
		Total number of recruits who completed Field Training Operations	15	27	10	41	30	30
	Output	Number of recruit classes conducted by KHPTA	3	3	3	4	4	4

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
Operations Support: Troop O								
Goal	Type	Measure						
	Outcome	CMV fatal crashes investigated by CHART	68	59	48	57	50	50
		Non-CMV fatal crashes investigated by CHART	179	152	151	167	166	166
Operations Support: Troop S								
Goal	Type	Measure						
	Outcome	Number of Hostage recues requested by outside agencies	0	1	1	2	1	1
		Number of UAS flights conducted by Hazardous Device Unit	29	22	30	23	30	30
Operations Support: Troop S - Police Service Dog								
Goal	Type	Measure						
	Outcome	Amount of currency involved in dog sniffs conducted by Police Services Dog Unit.	\$356,842.00	\$1,311,679.00	\$419,425.00	\$359,925.00	\$1,114,534.00	\$1,114,534.00
		Instances of Hazardous Device Unit (HDU) on-scene standbye for outside agencies	3	3	1	11	3	3
		Number of areas searches conducted by Police Services Dog Unit	29	7	16	17	27	27
		Number of building searches conducted by Police Services Dog Unit	27	4	5	10	17	17
		Number of dog sniffs conducted by Police Services Dog Unit around vehicles, areas, and structures	7,030	12,921	3,395	4,938	7,598	7,598
		Number of dog sniffs conducted by Police Services Dog Unit for drugs	2,188	664	231.00	147	1,388	1,388

			2022 Actuals	2023 Actuals	2024 Actuals	2025 Actuals	2026 Estimate	2027 Estimate
	Outcome	Number of K9 explosive prevention sweeps conducted by Hazardous Device Unit	630	681	639	759	1,000	1,000
		Number of K9 Explosive Protective Sweeps	14	10	6	7	10	10
		Number of K9 Explosive Threat Response	9	1	5	3	8	8
		Number of outside agency assists provided by Police Services Dog Unit	117	62	69	139	102	102
	Output	Number of Available K9 units	15	16	17	16	19	19

Vehicle Identification Number (VIN): Vehicle Identification Number (VIN)

Goal	Type	Measure						
	Outcome	Number of stolen vehicles recovered	110	186	205	141	165	165
	Output	Number of vehicles inspected	220,935	157,032	161,190	162,975	160,970	160,970

Footnotes