



2022

SAFEKY

Highway Safety Plan and Strategies

Kentucky Office of
Highway Safety

TABLE OF CONTENTS

Introduction.....	3
State Demographic Profile	3
Executive Summary	4
Organizational Chart.....	6
Highway Safety Planning Process	6
Crash Data Collection and Analysis/Traffic Safety Enforcement Program.....	6
Performance Plan	14
Kentucky Performance Measures & Crash Data	14
Performance Goal Statements.....	15
Activity Measures for Reporting.....	29
Grants Management Strategies and Programs	29
Planning and Administration Projects.....	30
Impaired Driving.....	30
Occupant Protection.....	37
Police Traffic Services	55
Motorcycle Safety	61
Distracted Driving.....	66
State Traffic Safety Records & Information System Improvements	66
Education Branch Strategies and Programs	73
Education Emphasis Areas	74
Performance Report	79
Program Cost Summary/Individual Factor Ranking Charts	81
Fiscal Year 2021 Amendments List.....	101

COMMONWEALTH OF KENTUCKY

HIGHWAY SAFETY PLAN

Fiscal Year 2022

October 1, 2021 through September 30, 2022

Prepared for:

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

&

Federal Highway Administration































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INTRODUCTION

STATE DEMOGRAPHIC PROFILE

Kentucky is geographically located in the upper Southeast region of the United States, and bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the population of Kentucky at 4,467,673, residing in an area over 39,486 square miles, with 120 counties. Approximately 97% of Kentucky’s land area is classified as rural, but about 58% of the population lives in urbanized areas. There are approximately 80,000 miles of public roads in Kentucky, and of those, 35% are maintained by the state. In 2020, there were approximately 3,671,689 actively registered vehicles and 2,699,546 licensed drivers.

 Population estimates, July 1, 2019, (V2019)	4,467,673
 PEOPLE	
Population	
 Population estimates, July 1, 2019, (V2019)	4,467,673
 Population estimates base, April 1, 2010, (V2019)	4,339,333
 Population, percent change - April 1, 2010 (estimates base) to July 1, 2019	3.0%
 Population, Census, April 1, 2010	4,339,367
Age and Sex	
 Persons under 5 years, percent	 6.2%
 Persons under 18 years, percent	 22.6%
 Persons 65 years and over, percent	 16.4%
 Female persons, percent	 50.7%
Race and Hispanic Origin	
 White alone, percent	 87.6%
 Black or African American alone, percent (a)	 8.4%
 American Indian and Alaska Native alone, percent (a)	 0.3%
 Asian alone, percent (a)	 1.6%
 Native Hawaiian and Other Pacific Islander alone, percent (a)	 0.1%
 Two or More Races, percent	 2.0%
 Hispanic or Latino, percent (b)	 3.8%
 White alone, not Hispanic or Latino, percent	 84.3%

Source: United States Census, Quick Facts, Kentucky

EXECUTIVE SUMMARY

This Highway Safety Plan serves as Kentucky’s application for the State and Community Highway Safety Grant Program (Section 402) and the National Priority Safety Program (Section 405) for the 2022 federal fiscal year beginning on October 1, 2021. This plan provides an outline of investments in highway safety to prevent transportation-related serious injuries and deaths, providing an overview of safety data, detailing priority areas, setting goals and performance measures and describing specific projects to prevent the loss of life and injuries resulting from motor vehicle crashes. Partnerships and community participation are critical elements in the success of any highway safety program. This plan includes approximately 200 proposed projects to be accomplished with Kentucky highway safety partners including representatives from public health, law enforcement, public universities and media partners. While the nature of the included projects varies, each concentrates on addressing behavioral challenges which lead to crashes and in turn, injuries and fatalities. Kentucky’s primary program areas within the context of NHTSA funding are impaired driving, occupant protection and police traffic services.

FY22 Highway Safety Planned Budget		
NHTSA Funding Source	Description	Amount
FAST ACT 402	NHTSA 402	\$7,116,243.42
FAST ACT 405b	Occupant Protection	\$699,958.00
FAST ACT 405c	Traffic Records	\$832,156.90
FAST ACT 405d	Impaired Driving	\$2,274,633.32
FAST ACT 405f	Motorcycle Safety Programs	\$85,000.00
TOTAL		\$11,007,991.64

In February of 2020, Jim Gray, the Secretary of the Transportation Cabinet was appointed as the Governor’s Representative for Highway Safety in Kentucky. The Office of Highway Safety resides in the Department of Highways, within the Transportation Cabinet. The federal Highway Safety Program in Kentucky is administered within the Office of Highway Safety by the Division of Highway Safety Programs.

MISSION STATEMENT

The mission statement and focus areas for the KYTC and the Department of Highways is shown below.

MISSION

To provide a safe, efficient, environmentally sound and fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky.

OUR FOCUS

Safety Communication Teamwork Efficiency Innovation

KENTUCKY TRANSPORTATION CABINET

The mission and vision for the Office of Highway Safety within the Transportation Cabinet are shown below. These are reflected in SAFEKY – Kentucky’s 2020-2024 Strategic Highway Safety Plan.

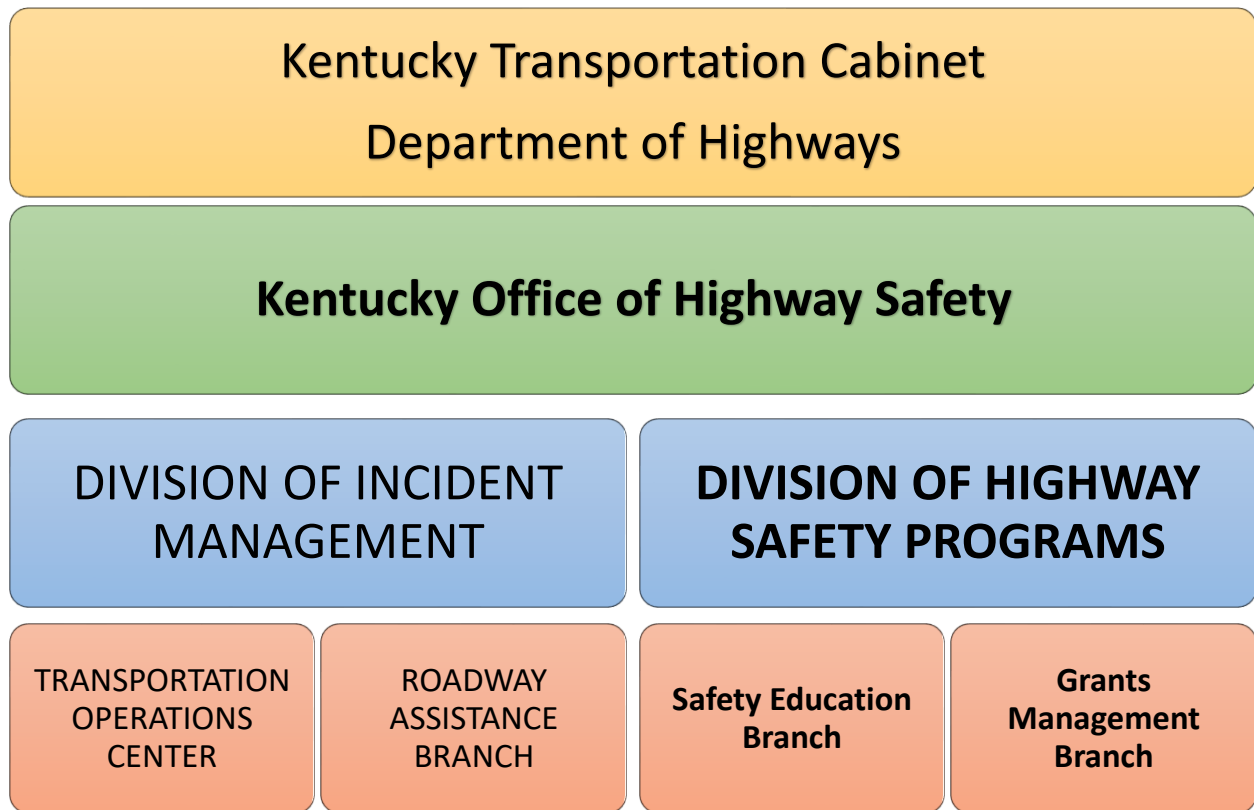
Mission:

To enhance the lives of those who use Kentucky’s transportation system by preventing crashes that result in deaths and serious injuries.

Vision:

Through the coordinated and bold efforts of all stakeholders, improve highway safety in Kentucky such that those travelling on roads in the Commonwealth – every person, every trip - arrive at their destination unharmed.

ORGANIZATIONAL CHART



The Kentucky Office of Highway Safety has two divisions housed within the Office. The Division of Highway Safety Programs consists of the Grants Management Branch, which is responsible for NHTSA programs and the Safety Education Branch, which is responsible for community outreach programs and data analysis. The Division of Incident Management is responsible for planning, communications and operations in response to incidents and infrastructure related emergencies across the Commonwealth of Kentucky.

HIGHWAY SAFETY PLANNING PROCESS

CRASH DATA COLLECTION AND ANALYSIS

Identification of traffic-related challenges on the statewide level is key to the development of the annual Highway Safety Plan. All Kentucky crash data originate from the CRASH (Collision Report Analysis for Safer Highways) database, which is maintained by the Kentucky State Police. All law enforcement agencies in Kentucky are required to submit uniform reports of any injury, fatal, or property damage crash that renders a vehicle inoperable to the Kentucky State Police's Records Branch.

Through a cooperative agreement with the Kentucky State Police, the Kentucky Office of Highway Safety (KOHS) has access to certain data from the CRASH database to use as the basis for its data analysis. The KOHS Traffic Records Coordinator provides this information to the departments within the Transportation Cabinet, as well as responding to queries by law enforcement, consultants, the Governor's Executive Committee on Highway Safety, the public, and others. With its analytical tools and mapping capabilities, the Office of Highway Safety conducts highway safety problem identification for the purpose of establishing program and funding priorities.

The Traffic Records Coordinator annually updates a matrix to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2017-2019) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the Appendix) tabulates data from each of the following data factors for each county:

- Estimated Population
- Number of Total Crashes
- Number of Fatalities
- Number of Incapacitating Injuries
- Fatality Rate per 100M VMT
- Number of Impaired Driving Collisions
- Percent of Unbelted Fatalities
- Number of Speeding Collisions
- Number of Commercial Motor Vehicle Collisions
- Number of Motorcycle Collisions.

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. These rankings are also combined into an overall ranking, with fatalities and incapacitating injuries given greater weight in the determination. Counties with the lowest overall numerical rank have the greatest number of challenges, while counties with the highest numerical rank have the fewest. For the upcoming year, the KOHS will engage in targeted highway safety countermeasures in those counties that were ranked in the top 40 overall. The grant review committee is comprised of KOHS staff, Law Enforcement Liaisons and our NHTSA Regional Program Manager. The review committee uses this matrix and the identification of priority counties as a tool in reviewing applications for highway safety project funding. Individual factor rankings were consulted to help determine the most suitable program area for particular project proposals. This was especially helpful for evaluating law enforcement proposals, which make up the majority of applications received.

In addition to the data analysis conducted by the Office of Highway Safety, the Kentucky Transportation Center of the University of Kentucky is contracted to conduct an annual review of crash data from the most recently available year, as well as the prior four-year period. Each year, the Kentucky Transportation Center uses this data to develop the reports [Analysis of Traffic Crash Data in Kentucky](#) and [Kentucky Traffic Collision Facts](#). These documents contain the most comprehensive published collection and analysis of statewide crash data available, including who is involved in crashes, types of crashes, the vehicles and roadways involved, where the crashes are taking place, when the crashes are taking place and possible causes. The most recent reports completed can be found at: <https://transportation.ky.gov/HighwaySafety/Pages/Resources.aspx>.

Analysis of Traffic Crash Data in Kentucky compiles and analyzes detailed motor vehicle crash data for all Kentucky counties and for cities over 2,500 in population for the most recent five-year period. It also includes relevant data on arrests and convictions for DUI-related offenses. Traffic Collision Facts characterizes traffic crashes in a more general manner, presenting information on contributing factors, occurrence by type of vehicle & roadway, age and sex of driver, etc. The Kentucky Transportation Center also conducts the annual statewide safety belt and child restraint usage survey, according to NHTSA standards. The results are published each year in a separate research report, Safety Belt Usage Survey in Kentucky. The Office of Highway Safety staff uses these documents to gain a better understanding of trends in traffic collisions, and to help identify areas of opportunity throughout the state. Demographic data and the most common factors contributing to crashes are also examined, to determine the most at-risk populations and behaviors which can be addressed in the Highway Safety Plan.

A formal notification is sent to every state and local law enforcement agency throughout Kentucky, and also to several other non-enforcement organizations involved in highway safety. This notification serves as the official notice of funding availability of highway safety grants for the upcoming federal grant year. Following the submittal of applications by eligible state, local, public agencies and non-profit groups, the Kentucky Office of Highway Safety selects projects for funding. Law Enforcement Liaisons are instrumental in encouraging agencies in high priority areas to apply, and assist them with the application process. The grant application is made available on the Kentucky Office of Highway Safety's website, along with basic instructions for submission.

Once all applications are received, they are assigned among the grant review committee's members for review and recommendation. Grant proposals are evaluated for eligibility, completeness, and the ability of the project to address identified highway safety challenges. Other factors are also given consideration, such as whether the proposed project is located in a high-priority county, the agency's past participation in highway safety, as well as their prior performance as a grantee (if applicable). Project budgets are also evaluated, and recommendations made for modification if necessary. This year, the grant review committee met virtually for several days in March, to discuss and evaluate all proposals as a group. The committee's recommendations are then forwarded to the Governor's Representative for Highway Safety for final approval.

For Fiscal Year 2021, a total of 189 highway safety projects were recommended for funding. Of those, 158 of those were enforcement projects, and 31 were non-enforcement projects including education, data, child passenger safety and others. These projects were reviewed by the Kentucky Office of Highway Safety Grants Review Committee, the Traffic Records Data Committee (including a representative from NHTSA), and the Head of the Office of Highway Safety. Projects not recommended for funding were due to either project ineligibility, non-participation in mandatory highway safety activities, poor performance, or limited funding.

The programs and projects are designed to prevent serious injuries and deaths on the Commonwealth's highways. Projects impact identified challenges and support the goals, objectives and strategies identified within our SAFEKY – our 2020 to 2024 Strategic Highway Safety Plan (SHSP). The Kentucky Office of Highway Safety (KOHS) staff holds meetings throughout the fiscal year to plan and coordinate major programs and initiatives in collaboration with the strategies, goals and objectives of the SHSP. This process includes input from partner agencies including those stakeholders who are members of the Governor's Executive Committee on Highway Safety.

The Governors Executive Committee on Highway Safety (GECHS) is chaired by Kentucky's Governors Representative for Highway Safety. Other members include professionals from a variety of

different disciplines that are relevant to highway safety in Kentucky. Representation includes individuals from the following stakeholders: Kentucky Transportation Cabinet, Kentucky State Police, Kentuckians for Better Transportation, Federal Highway Administration, Federal Motor Carrier Safety Administration, Kentucky Injury Prevention and Research Center, Department of Public Health, Eastern Kentucky University, Office of the Attorney General, University of Kentucky Transportation Center, Kentucky Sheriff's Association, Kentucky Association of Chiefs of Police, Kentucky Board of Emergency Medical Services, Kentucky Office of Insurance, Kentucky Motor Transport Association, Mothers Against Drunk Driving, National Highway Traffic Safety Administration, Kentucky Office of Alcoholic Beverage Control, Kentucky Operation Lifesaver, Kentucky Fire Commission, Kentucky Farm Bureau, AAA, and the Insurance Institute of Kentucky.

As part of the review process, KOHS conducts a risk assessment of the agency and the proposed project. The risk assessment includes such information as the past performance of the agency during previous grants (including claim and reporting timeliness and accuracy), previous participation in GHSP sponsored campaigns and events, tenure of agency head, agency size, agency's current emphasis on highway safety, agency's highway safety enforcement efforts for the previous three years, monitoring results from other Federal agency awards, and any other information that may provide an indication of project success or failure. If a project is funded but deemed a higher than normal risk, KOHS typically will require enhanced reporting and/or monitoring to better track project progress.

Referenced below are the performance measures for the Kentucky 2020-2024 Strategic Highway Safety Plan. These performance measures include Fatalities, Fatality Rate, Serious Injuries, Serious Injury Rate and Non-Motorized Fatalities & Serious Injuries on a five-year average. These five performance measures are in collaboration with this FY2022 HSP.

TRAFFIC SAFETY ENFORCEMENT PROGRAMS

Crash Analysis

The Kentucky Office of Highway Safety (KOHS) conducts critical analysis of statewide Highway safety problems and ranks them according to estimated population, total crashes, fatalities, injuries and fatality rate per 100mvm traveled. This analysis focuses on impaired driving, seat belt usage and speed. The data is then scored to identify the top 40 counties of greatest risk for each category in addition to an overall all top 40 rankings list for all counties in Kentucky.

The top 40 rankings list establishes a high risk focus for enforcement, education and media funding. By using this method the KOHS will recommend projects that focus on improving safety for those who travel in, through and around the Commonwealth. These charts are listed on pages 87-100 in this HSP document.

Deployment of Resources

The funding source for these countermeasure strategies are selected based on the overall ranking of the program area, funding requests for projects and the availability of incentive funds as a primary source before utilizing 402 funds. The allocation of funds are recommended based on projected goals, performance measures, and the availability of programing assets to address planned activity. Projects are sustained throughout the fiscal year and were recommended based on application requests that are evaluated by a grant review committee prior to funding.

Effective Monitoring

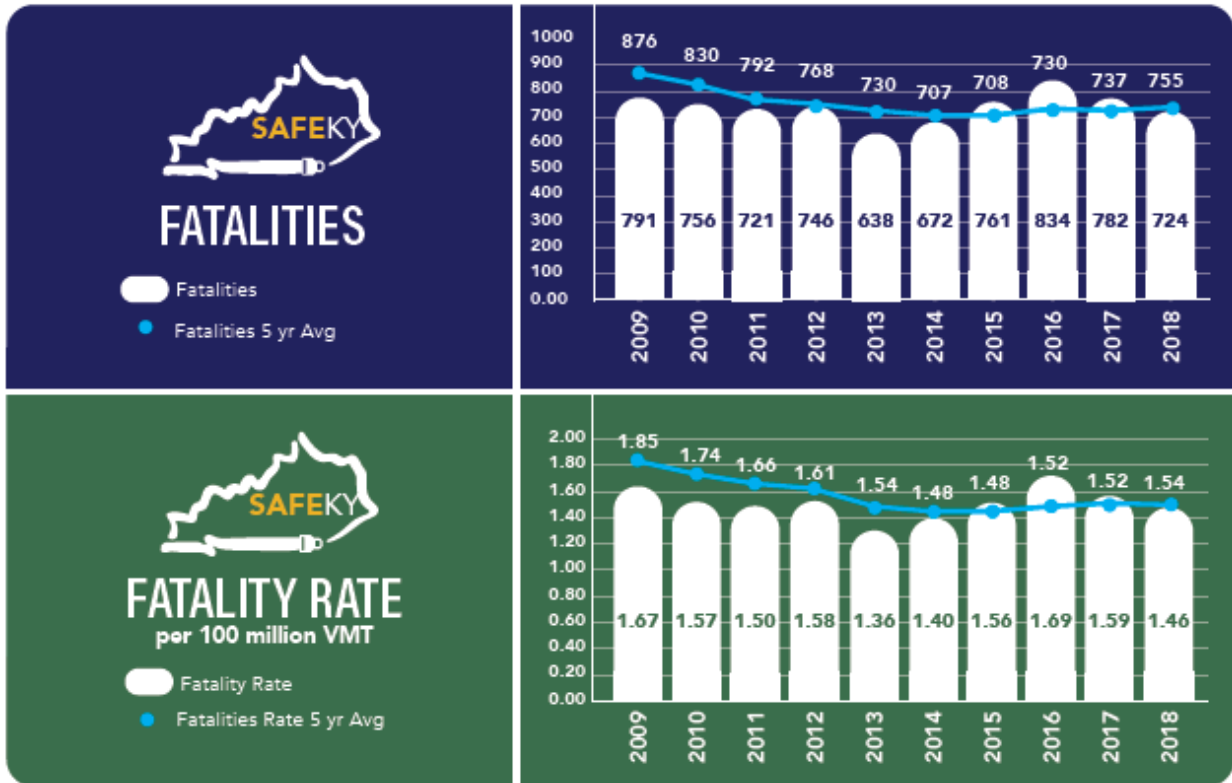
Projects that receive funding are required to provide detailed monthly activity reports prior to receiving reimbursement of NHTSA funds. The effectiveness of the activities are monitored by a KOHS program manager and adjustments are made as needed throughout the fiscal year. Furthermore the KOHS will conduct a minimum of one site visit with the program manager and/or the regional law enforcement liaison that will meet with command or operation staff that monitor, manage and report project activities. The KOHS will conduct more in depth monitoring based on the risk analysis assessment of each project.

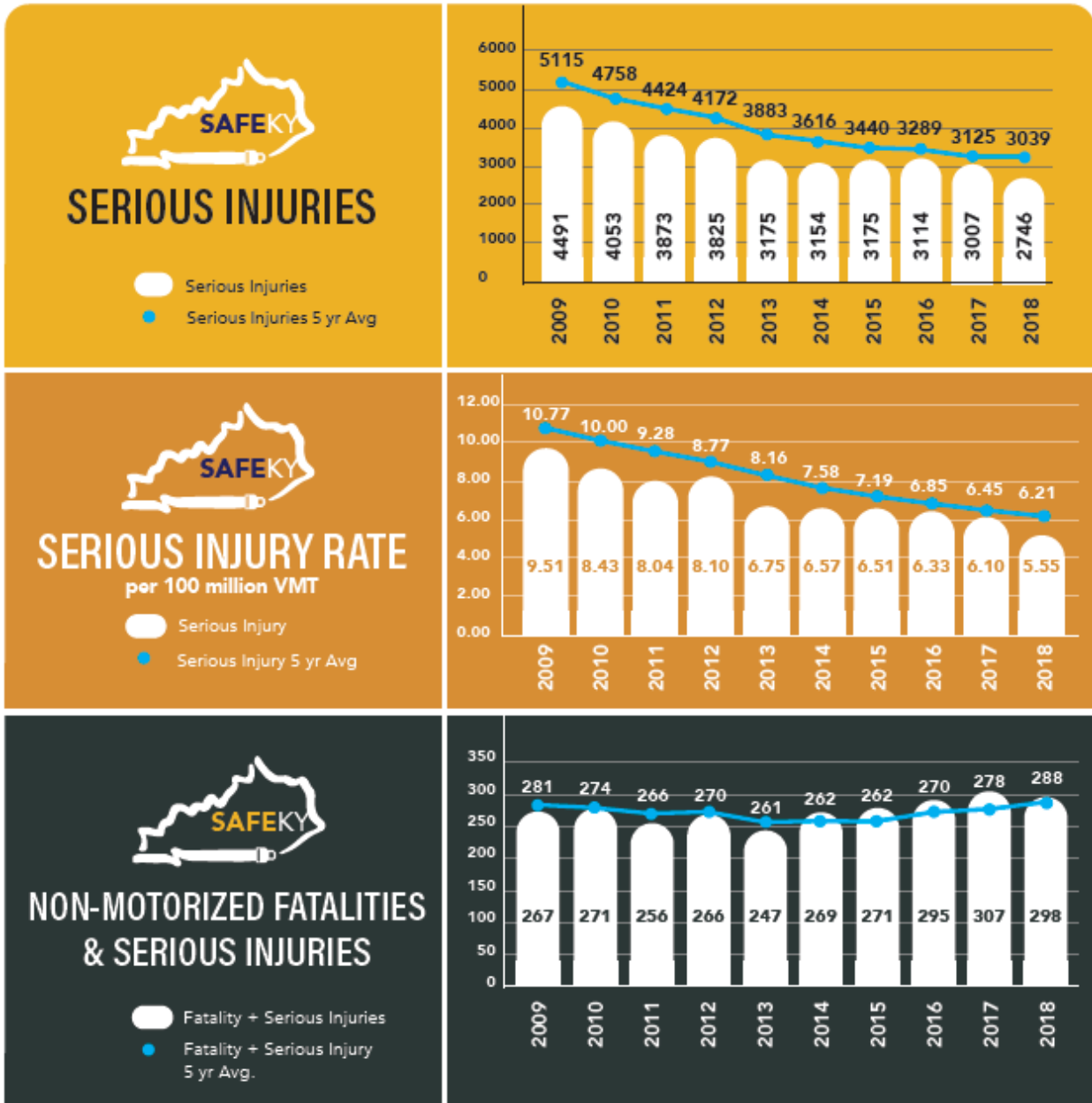
Performance Measures

Kentucky's SHSP is a performance-based plan that is consistent with the safety performance measures established by the United States Department of Transportation (USDOT). These safety performance measures use crash fatality and serious injury data to establish a framework for monitoring progress. The annual safety performance measures represent all public roads and are reported as five-year rolling averages for the following measures:

Fatalities	The number of persons killed in crashes on all public roads in a calendar year.
Fatality Rate	The number of persons killed in crashes per 100 million vehicle miles traveled (VMT) in a calendar year.
Serious Injuries	The number of persons seriously injured in crashes on all public roads in a calendar year.
Serious Injury Rate	The number of persons seriously injured in crashes per 100 million VMT in a calendar year.
Non-motorized Fatalities & Serious Injuries	The number of pedestrians and bicyclists killed or seriously injured in crashes involving a motor vehicle on all public roads in a calendar year.

The Kentucky Transportation Cabinet (KYTC) establishes annual targets for each of these five performance measures. Programs and projects across the 4 'E's - Education, EMS, Enforcement, and Engineering - aimed at improving upon these five performance measures are included in the Highway Safety Plan (HSP) and the Highway Safety Improvement Program (HSIP) annual report, both of which fall under the umbrella of this overarching Kentucky SHSP.









Fiscal year 2022 safety targets were recommended by a group comprised of the Office of Highway Safety and the Division of Traffic Operations, HSIP. After analysis and discussion, the group recommended the targets below to the Governor’s Representative Jim Gray, Secretary of the Transportation Cabinet. This year’s targets are 752 Fatalities, 1.535 Fatality Rate, and 2,568 Serious Injuries. These targets include an estimation of the impacts of COVID-19 on the fatalities, serious injuries, and VMT data for 2021.

Problem identification and strategic planning for highway safety is a team approach which includes staff within the Kentucky Office of Highway Safety, as well as stakeholders who are actively involved within the Governor’s Executive Committee on Highway Safety. This committee was established in 2004 to address the epidemic of highway fatalities and injuries occurring on Kentucky’s roadways. The committee is an executive-level, multi-agency group of highway safety advocates from various

backgrounds who all serve with “one voice” on Kentucky highway safety issues. The committee also coordinates the development and implementation of Kentucky’s SHSP, and currently has developed the 2020 – 2024 plan. This plan will build on the success by establishing measurable goals, evaluating them consistently and comprehensively. This plan will serve as an umbrella guide to increase coordination, communication, and cooperation among federal, state, and local agencies, non-profit organizations, and other highway safety advocates. Kentucky has selected six major emphasis areas, identified in the chart below.

Kentucky has selected six Emphasis Areas for the 2020-2024 SHSP:	
 <p>Aggressive Driving <i>Driving behavior characterized by speeding, disregarding traffic control, following too closely, weaving in traffic, failure to yield the right of way, or improper passing.</i></p>	<p>Focus and opportunity guided the selection of the current emphasis areas. To identify and select these areas, data were collected from several sources. First, crash data was used to identify candidate areas by frequency. Next, national sources for effective countermeasures were consulted. Those emphasis areas with more effective countermeasures were given more weight in the selection process. Also considered in the selection process was the likely underrepresentation of crash factors in some areas (drug use and distracted driving). Next, a focus group of Kentucky safety stakeholders was convened to identify strategies in each of four highly ranked emphasis areas. Two additional highly rated emphasis areas were selected as they already have recently developed strategic action plans. One additional area (vulnerable road users) was selected due to the likelihood of future growth in crashes due to demographic and technology change.</p>
 <p>Distracted Driving <i>Driving behavior characterized by cell phone usage, distraction, or inattention.</i></p>	
 <p>Impaired Driving <i>Driving while under the influence of alcohol or drugs.</i></p>	
 <p>Occupant Protection <i>Failure to use seat belt or child restraint while driving or riding in a vehicle.</i></p>	
 <p>Roadway Departure <i>A crash type that results from a vehicle leaving its lane to the left or right.</i></p>	
 <p>Vulnerable Road Users <i>Crashes involving pedestrians, bicycles, motorcycles, electric scooters, or other vehicles besides cars and trucks.</i></p>	

The emphasis areas highlighted in the chart above are supported by strategies and activities within our Highway Safety Performance Plan (HSPP). Enforcement, education, and public awareness strategies within our HSP support the goals of our SHSP. In conjunction with the HSP, these documents will help us achieve our ultimate goal of eliminating crashes and deaths on Kentucky’s roadways - where zero is not a dream, it’s the reality - every trip, every time.

PERFORMANCE PLAN

KENTUCKY PERFORMANCE MEASURES & CRASH DATA

2011-2020 Yearly Totals

Source: 2011-2019 STSI/UK Transportation Center, *2020 Preliminary State Crash Data

	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020*
Fatalities	720	746	638	672	761	834	782	724	732	780
Fatality Rate per 100M VMT	1.5	1.58	1.36	1.4	1.56	1.69	1.59	1.46	1.48	1.68
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	306	309	245	285	308	318	290	279	262	342
Serious Injuries	3,873	3,825	3,175	3,154	3,175	3,114	3,008	2,749	2,736	2,694
Fatalities involving a driver or motorcycle operator with .08+ BAC	172	169	166	171	192	177	181	136	150	124
Speeding – Related Fatalites	141	151	125	125	140	138	138	111	114	130
Motorcyclist Fatalities	71	106	87	86	91	111	90	95	92	89
Unhelmeted Motorcyclist Fatalities	42	68	59	48	61	76	59	60	68	45
Drivers Age < 21 Involved in Fatal Crashes	86	88	80	79	89	93	97	80	68	84
Pedestrian Fatalities	50	49	55	57	67	81	83	73	73	92
Bicyclist Fatalities	2	6	3	4	7	9	7	10	5	5
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	80.3	82.2	83.7	85	86.1	86.7	86.5	86.8	89.9	89.7

* 2020 preliminary state data

	2016	2017	2018	2019	2020	2022 Goal
Fatalities (5 year moving average)	730	737	755	767	770	752
Fatality Rate per 100M VMT (5 year moving average)	1.518	1.520	1.541	1.556	1.579	1.535
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	293	289	296	291	298	298
Serious Injuries (5 year moving average)	3,289	3,125	3,040	2,956	2,860	2,568
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving average)	175	177	171	167	154	147
Speeding – Related Fatalites (5 year moving average)	136	133	130	128	126	121

	2016	2017	2018	2019	2020	2022 Goal
Motorcyclist Fatalities (5 year moving average)	96	93	95	96	95	94
Unhelmeted Motorcyclist Fatalities (5 year moving average)	62	61	61	65	62	61
Drivers Age < 21 Involved in Fatal Crashes (5 year moving average)	86	88	88	85	84	83
Pedestrian Fatalities (5 year moving average)	62	69	72	75	80	74
Bicyclist Fatalities (5 year moving average)	6	6	7	8	7	7
	2015	2016	2017	2018	2019	2022 Goal
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	86.7	86.5	86.8	89.9	89.7	91.6

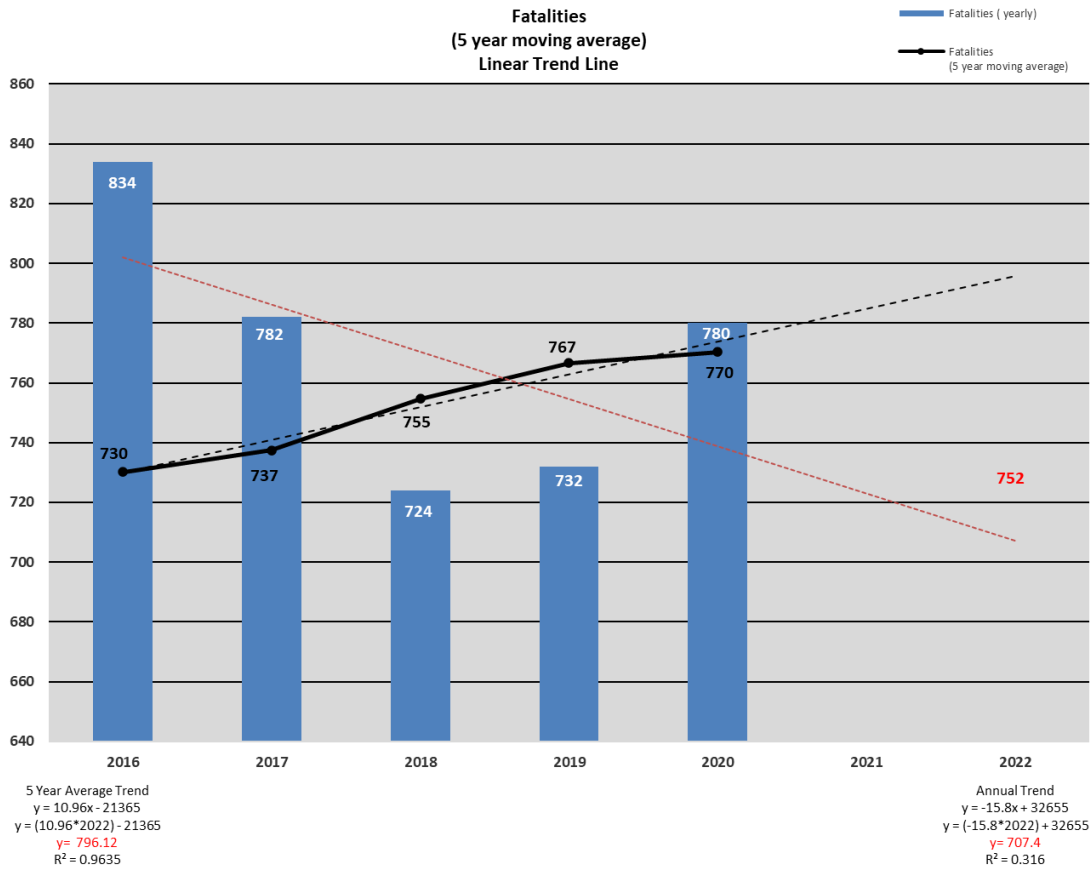
PERFORMANCE GOAL STATEMENTS

When compiling data for analysis in determining our goals for each of the core outcome measures, the data were analyzed using yearly totals, five year moving averages and three-year moving averages. The trends and projected goals for each of the measures seemed to be more representative and attainable when using the five-year moving average (data from 2016-2020).

Each of the measures below uses a five-point, five-year moving average, and each goal was determined by projecting the trend line ahead to determine a 2022 goal. Taking past data and current trends into account allows Kentucky to work towards sustaining, or moving towards, a downward trend.

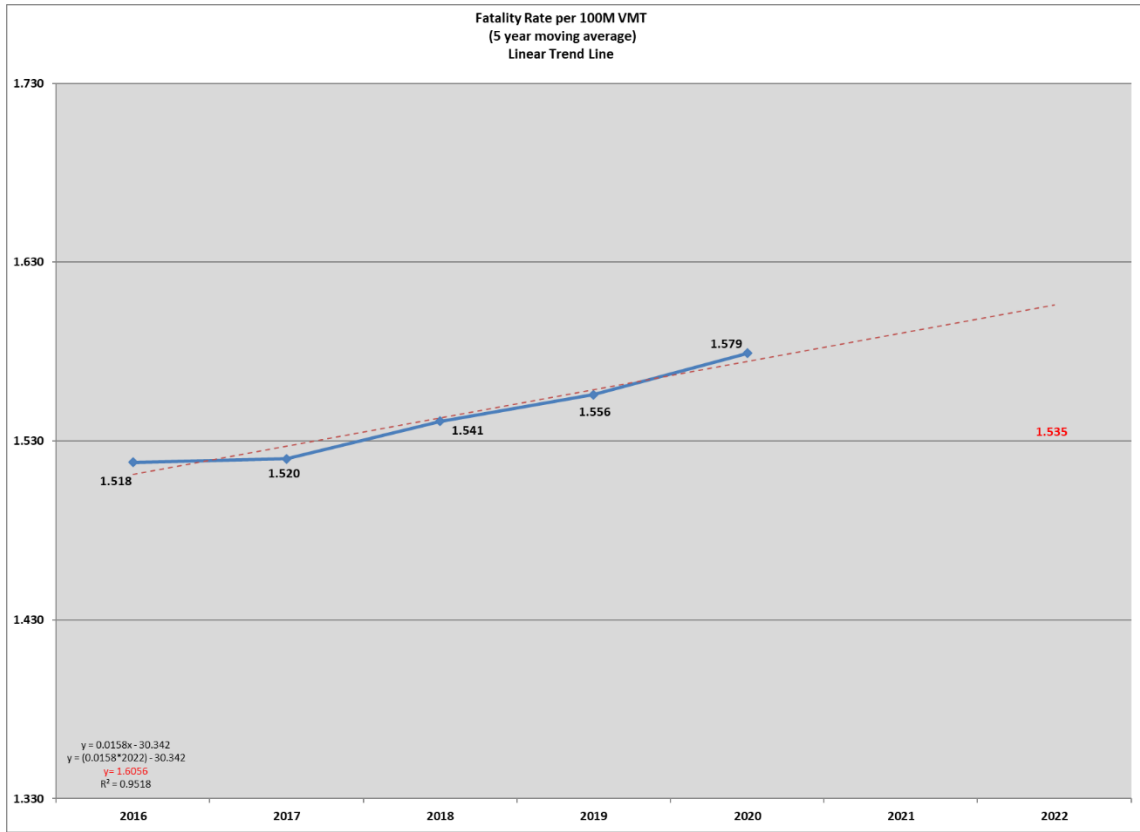
GOAL STATEMENTS FOR CORE OUTCOME MEASURES

1. To decrease fatalities 2.3% from the 2016-2020 calendar base year average of 770 to 752 for the 2018-2022 calendar years average.



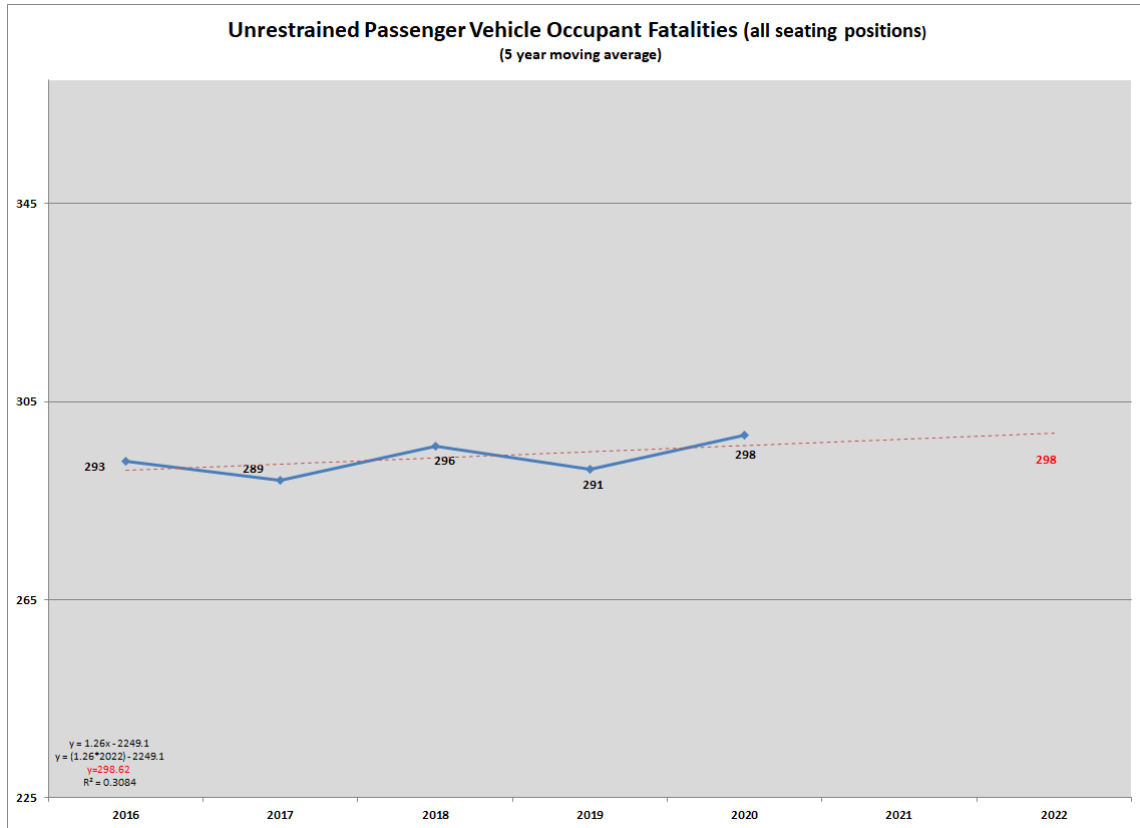
* This target is based on a predicted reduction in fatal numbers annually, and incorporates those totals into a five-year average for years 2021 and 2022. This is consistent with the recent annual trend line (minus 11 fatalities each year).

2. To decrease fatalities/100M VMT 2.5% from the 2016-2020 calendar base year average of 1.579 to 1.535 for the 2018-2022 calendar years average.



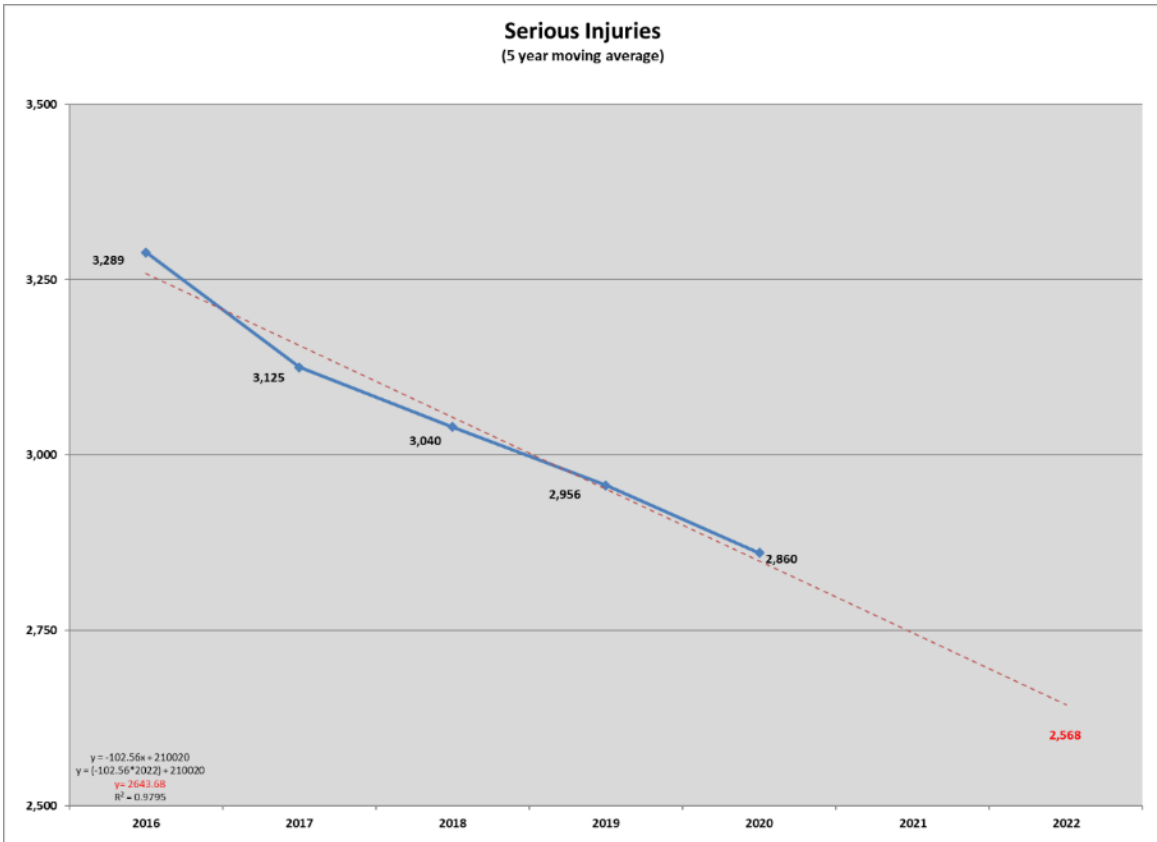
* The above fatality target process on the previous page, along with estimated VMT, was used to develop the fatal rate target. Using this information, the predicted five-year fatal rate was determined and used for the performance target.

3. To maintain the unrestrained passenger vehicle occupant fatalities in all seating positions to be the same as the 2016-2020 calendar base year average of 298 for the 2018-2022 calendar years average.



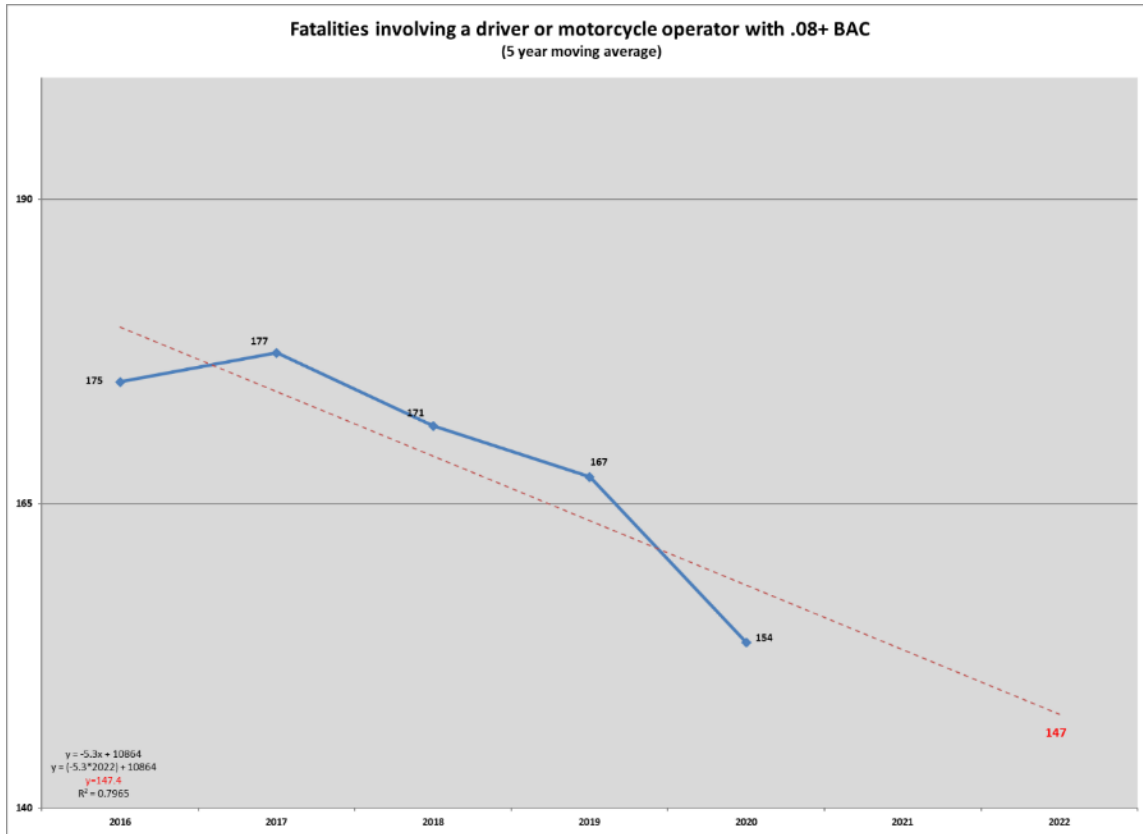
* The 2018- 2022 goal based upon past data and projected trend line shown above.

4. To decrease serious traffic injuries 10.2% from the 2016-2020 calendar base year average of 2,860 to 2,568 for the 2018-2022 calendar years average.



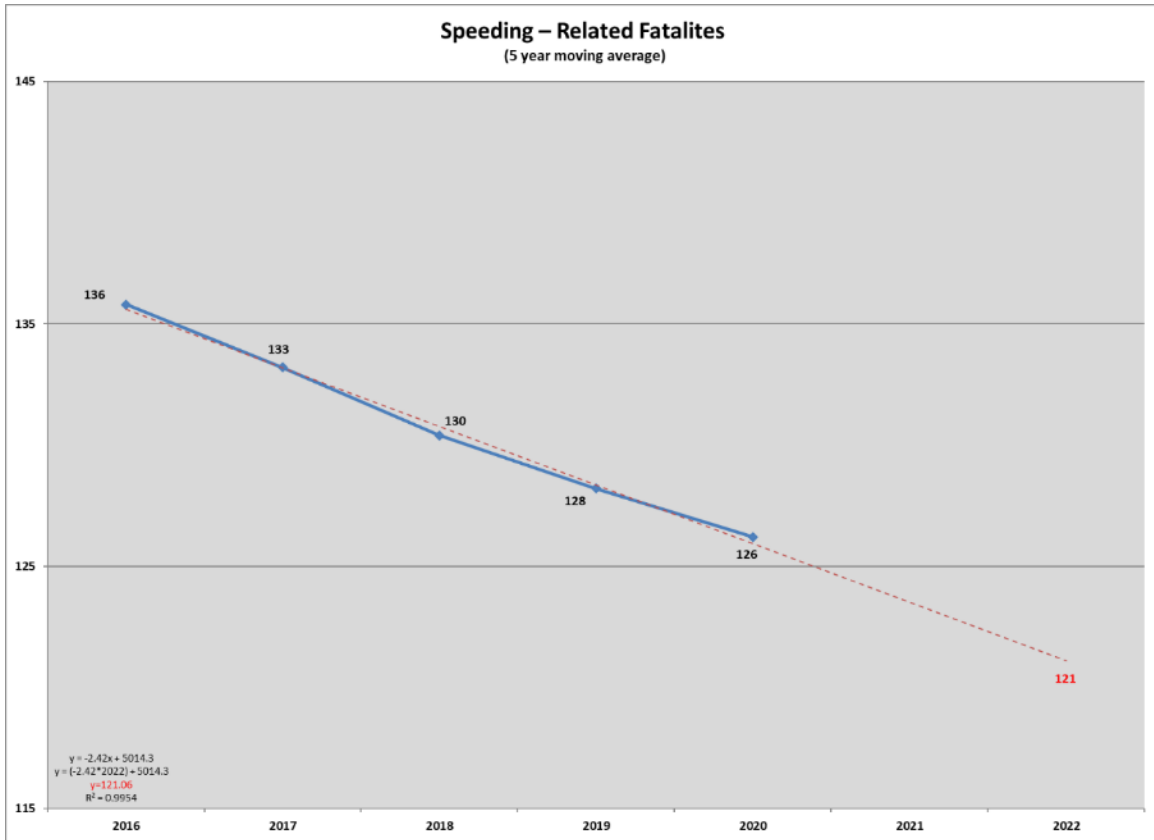
* This target is based on a predicted reduction in serious injury numbers annually and incorporates those totals into a five-year average for years 2021 and 2022. This is consistent with the recent annual trend line (minus 242 serious injuries per year).

5. To decrease the number of alcohol-impaired driving fatalities 4.5% from the 2016-2020 calendar base year average of 154 to 147 for the 2018-2022 calendar years average.



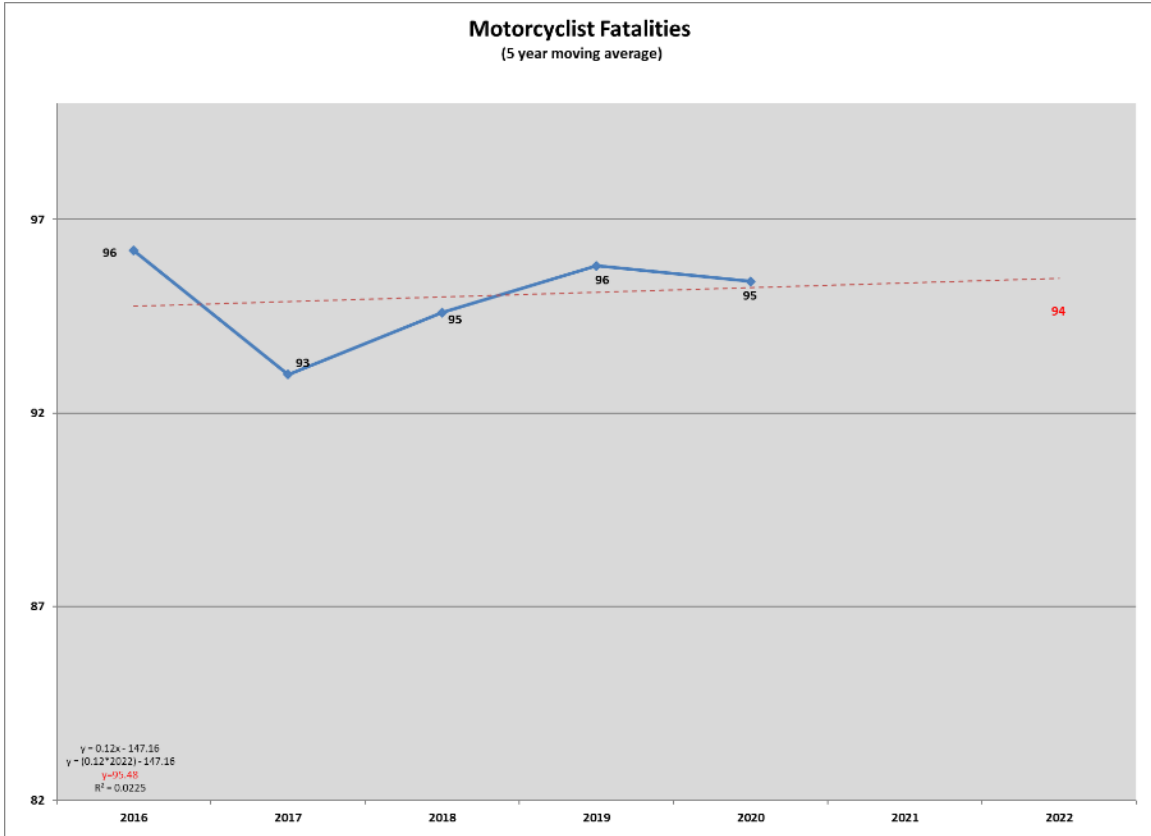
* 2018- 2022 goal based upon past data and projected trend line shown above.

6. To decrease speeding-related fatalities 4% from the 2016-2020 calendar base year average of 126 to 121 for the 2018-2022 calendar years average.



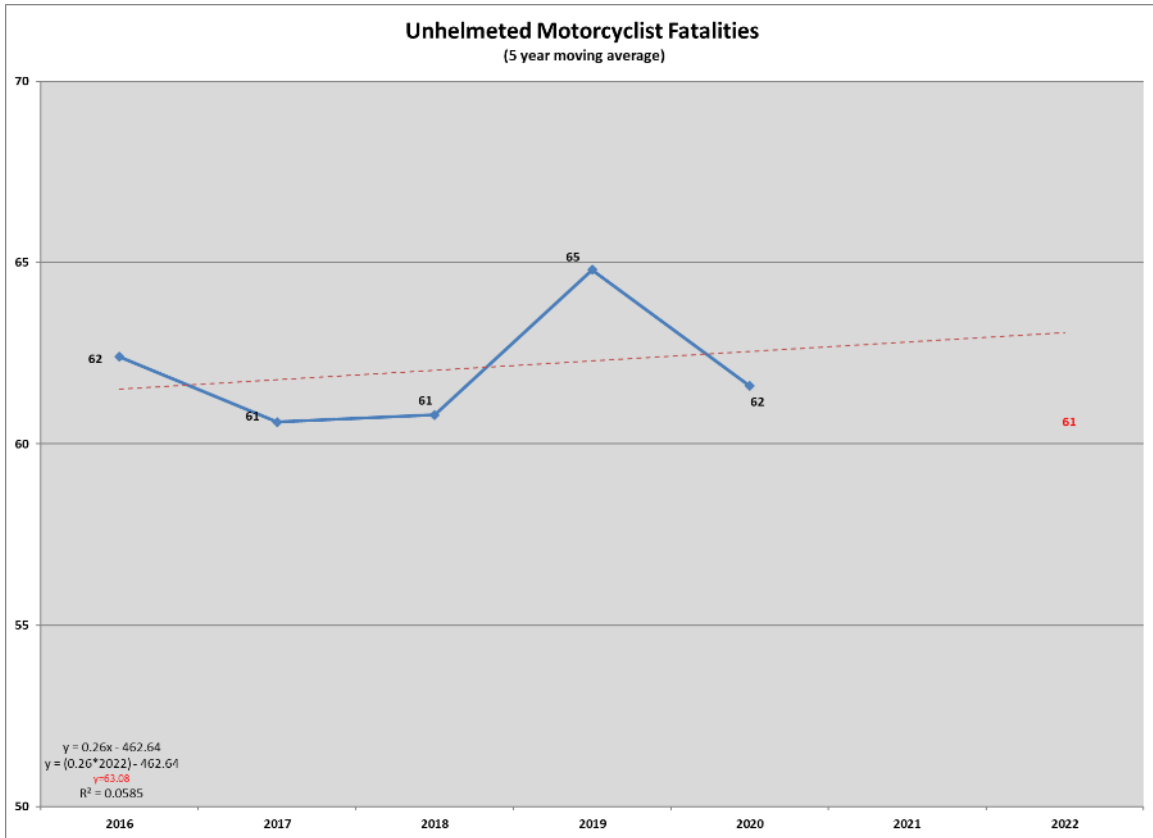
* 2018- 2022 goal based upon past data and projected trend line shown above.

7. To decrease motorcyclist fatalities 1% from the 2016-2020 calendar base year average of 95 to 94 for the 2018-2022 calendar years average.



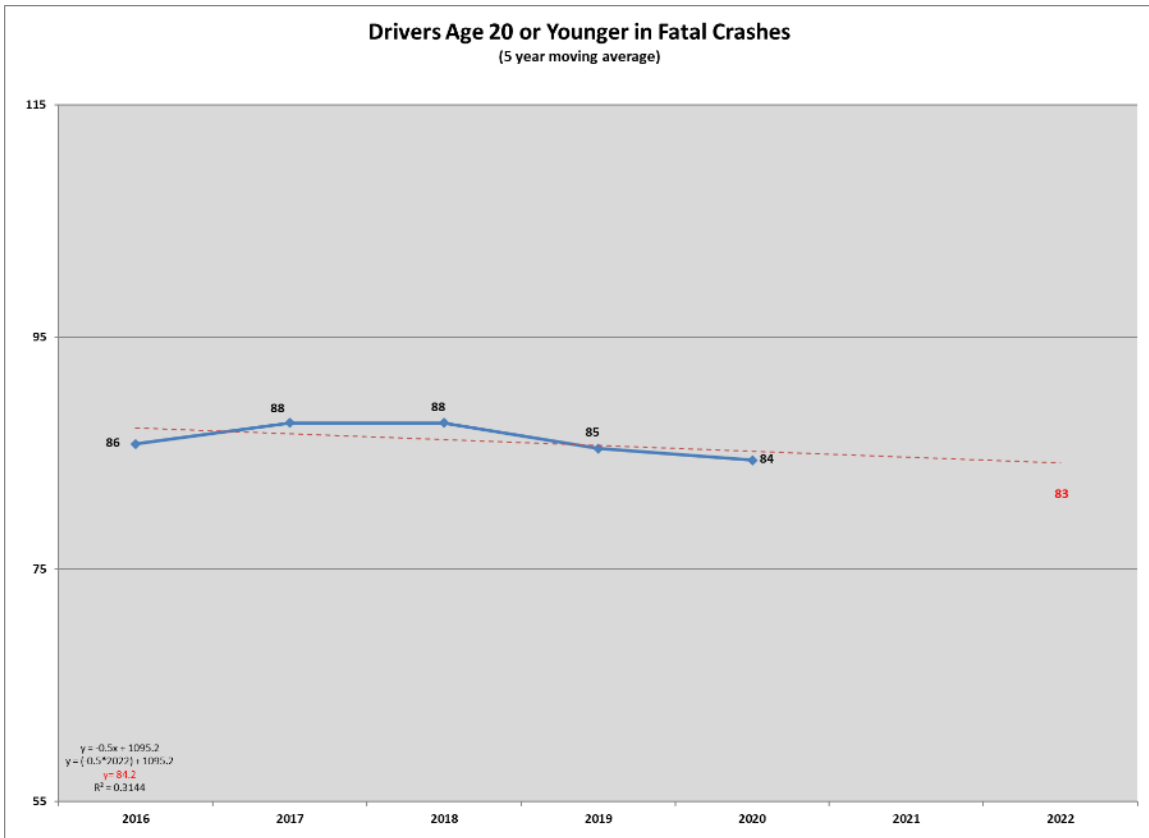
* The 2018- 2022 goal based upon past data and projected trend line shown above.

8. To decrease un-helmeted motorcyclist fatalities 1.6% from the 2016-2020 calendar base year average of 62 to 61 for the 2018-2022 calendar years average.



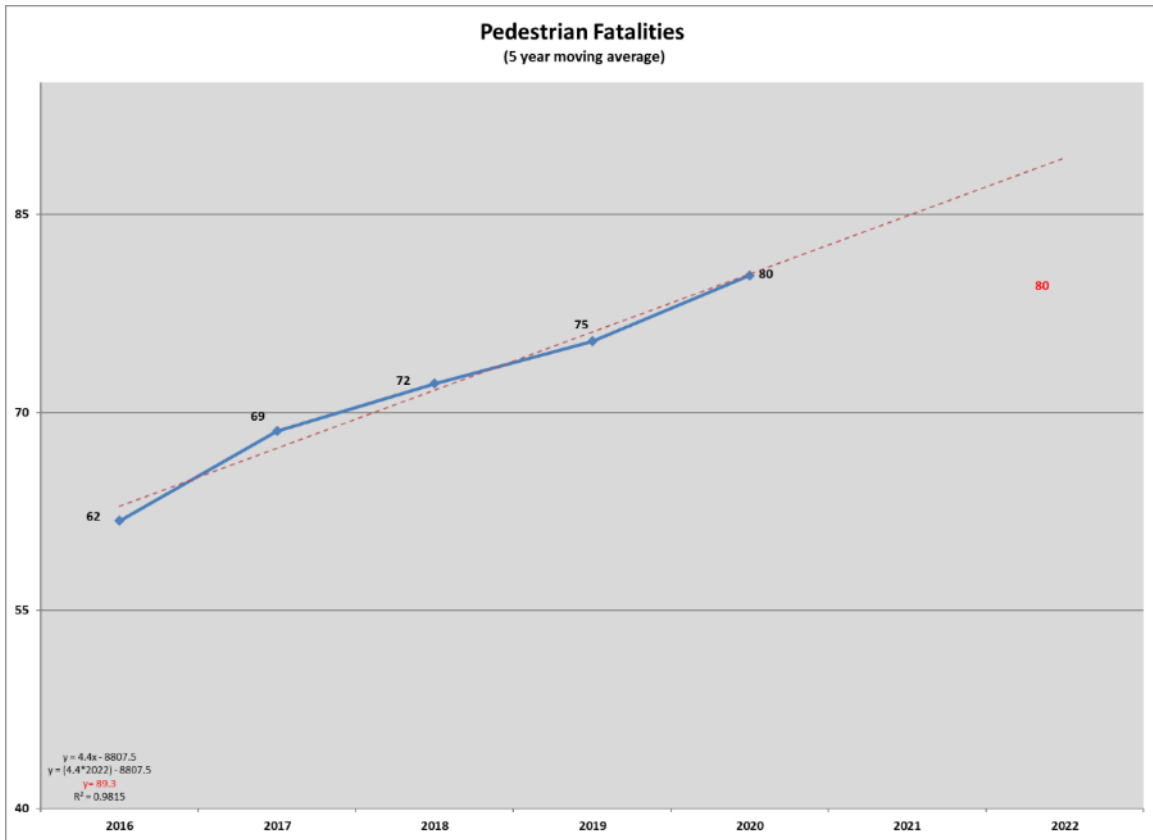
* Despite a projected increase in un-helmeted motorcyclist fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that a 1.6% reduction in the 2018 - 2022 base year average is a realistic goal to move toward.

9. To decrease the number of drivers aged 20 or younger involved in fatal crashes by 1% from the 2016-2020 calendar base year average of 84 to 83 for the 2018-2022 calendar years average.



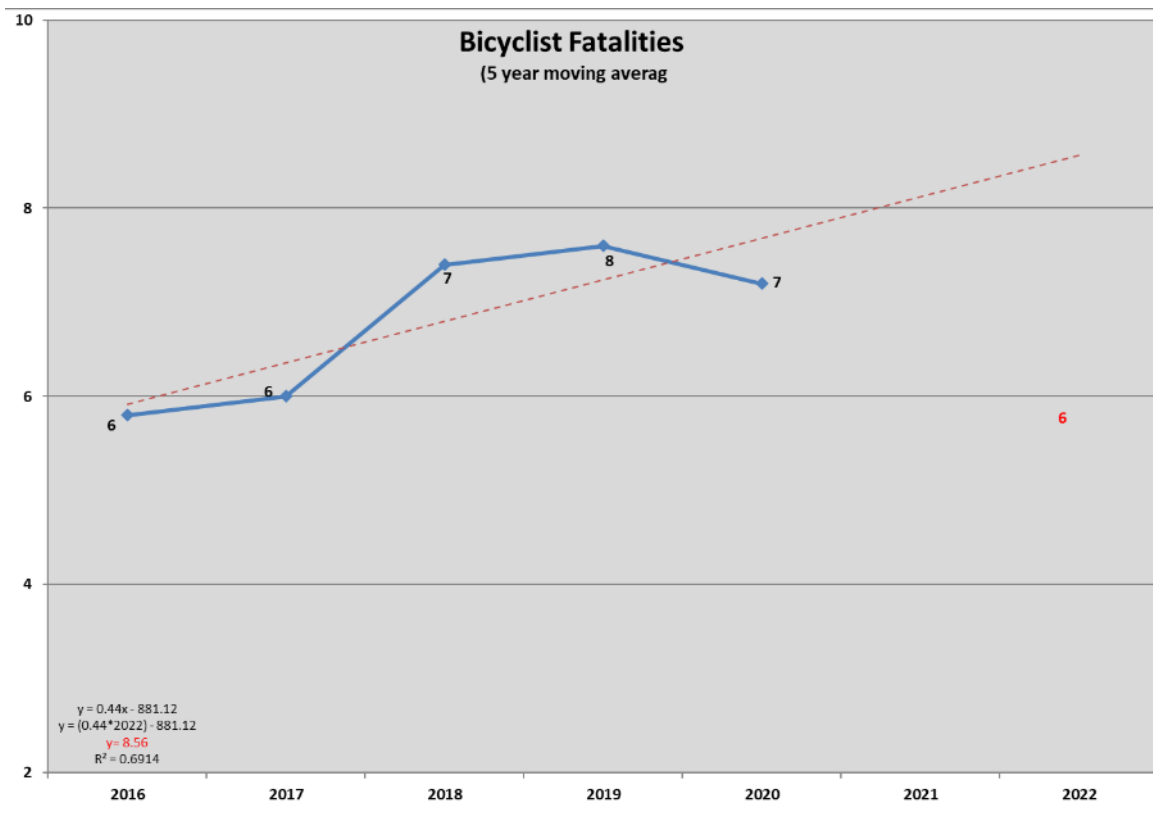
* Despite a projection showing no significant change in young driver fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that a 1% reduction in the 2018 - 2022 base year average is a realistic goal to move toward.

10. To maintain the pedestrian fatalities to be the same as the 2016-2020 calendar base year average of 80 to 80 also for the 2018-2022 calendar years average.



* Despite a projected increase in pedestrian fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that working to maintain the total in the base year average is a realistic goal to move toward.

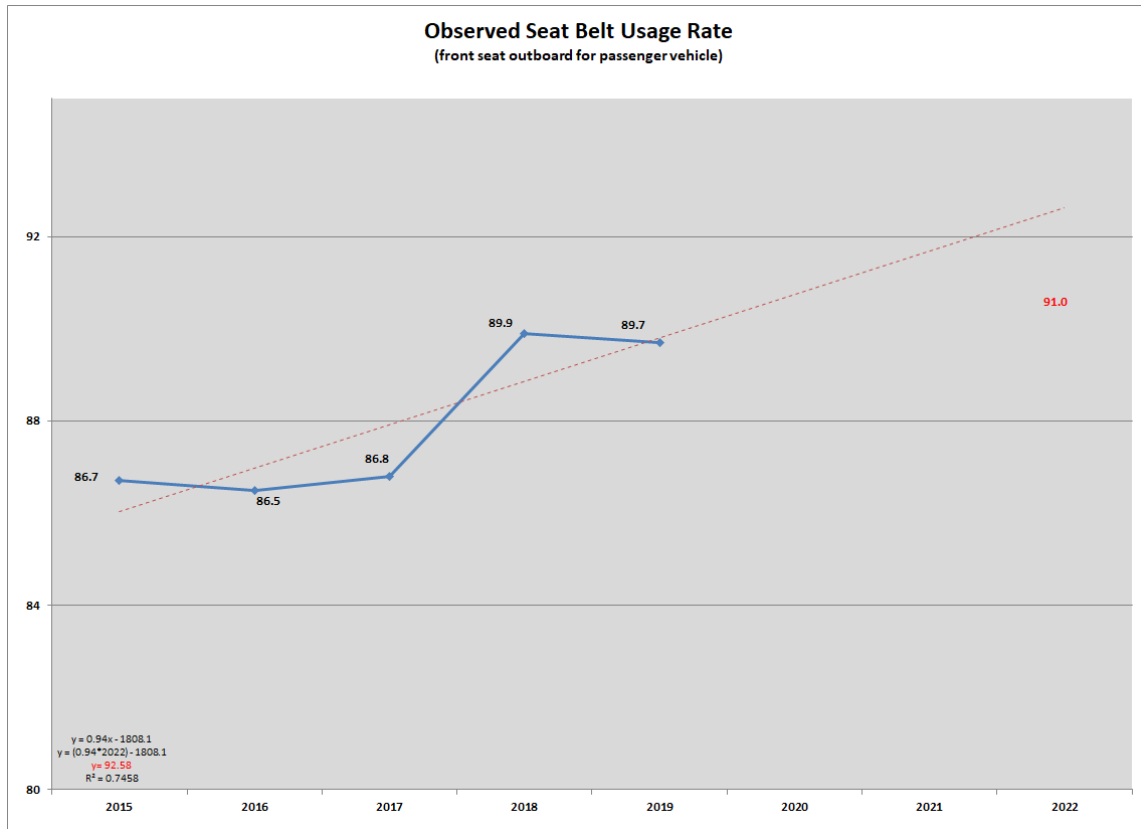
11. To decrease bicyclist fatalities 14% from the 2016-2020 calendar base year average of 7 to 6 for the 2018-2022 calendar years average.



* Despite a projected increase in bicyclist fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that a 14 % reduction in the base year average is a realistic goal to move toward.

GOAL STATEMENT FOR CORE BEHAVIORAL MEASURES

To increase the seatbelt usage rate 1.3% from the 2019 average of 89.7 percent usage to 91.0 percent for 2022.



* The 2021 goal takes into account the projected trend line shown above. While the projection shows a larger increase, a more modest goal of 91% was set as an initial target to set to get the KY Seatbelt Usage rate to above 90%.

The following actions will be taken by KOHS to foster change in the observed seatbelt count:

- Provide media and information to the driving public statewide, to affect positive behavioral change.
- Utilize current data and information to identify new at-risk populations, and to address them as funding allows.
- Participate in "Click It or Ticket" national enforcement mobilization.
- Communicate the "Click It or Ticket" national enforcement message during the prescribed time.
- Promote participation in the national Border to Border event for Click it or Ticket, and promote the Kentucky Local Heroes Campaign.
- Communicate the "Buckle Up/Phone Down" Kentucky Campaign throughout the fiscal year.

- Conduct nighttime occupant protection enforcement during the grant year. All full year grants are required to plan 50% of enforcement during nighttime hours, based on local data. This strategy is one of our occupant protection emphasis areas in our SHSP.

Assessment of Results in Achieving Performance Targets - 2022 HSP					
Performance Measure	Target Period	Target Years	Target Value FY21 HSP	Data Source	On Track to Meet FY21 Target
Number of Fatalities	5 Years	2017-2021	720	2015-2018 FARS 2019* State	N
Number of Serious Injuries	5 Years	2017-2021	2,590	2015-2019 State	Y
Fatality Rate (per 100 million VMT)	5 Years	2017-2021	1.5	2015-2018 FARS 2019* State	N
Number of Unrestrained Fatalities (all seating positions)	5 Years	2017-2021	298	2015-2018 FARS 2019* State	In Progress
Number of Alcohol Related Fatalities (operator with .08+ BAC)	5 Years	2017-2021	160	2015-2018 FARS 2019* State	Y
Speeding-related fatalities	5 Years	2017-2021	125	2015-2018 FARS 2019* State	In Progress
Motorcyclist Fatalities	5 Years	2017-2021	94	2015-2018 FARS 2019* State	In Progress
Unhelmeted Motorcyclist Fatalities	5 Years	2017-2021	63	2015-2018 FARS 2019* State	In Progress
Drivers Age < 21 Involved in Fatal Crashes	5 Years	2017-2021	83	2015-2018 FARS 2019* State	In Progress
Pedestrian Fatalities	5 Years	2017-2021	74	2015-2018 FARS 2019* State	N
Bicycle Fatalities	5 Years	2017-2021	7	2015-2018 FARS 2019* State	N
Percent of Front Seat Occupants Using Safety Belts	Annual	2021	90.3	2019 State	In Progress
* 2019 FARS Data Not Available When FY21 HSP Targets Were Set					

ACTIVITY MEASURES FOR REPORTING

Our goal for our Highway Safety Program is to save lives and prevent serious injuries related to transportation crashes. As a part of that program, providing resources for grantees to provide additional traffic safety services above and beyond what can be accomplished without the grants is critical to creating and maintaining positive trends and momentum in traffic safety. Specifically, when looking at law enforcement activities, our overall goal is for enforcement to be conducted in such a manner that it supports positive highway safety behaviors and positive behavioral change of drivers and passengers, such as buckling their seatbelt, not driving impaired, aggressively, or distracted and ensuring that these positive driving behaviors are reinforced around those who are most vulnerable on the transportation system – pedestrians, bicyclists, motorcycle riders, as well as those in school zones and work zones. Only a small amount of traffic safety violations that occur on the roadway are able to be observed and enforced by law enforcement professionals and these projects support improved highway safety through increased law enforcement visibility and activities throughout the Commonwealth.

1. A total of 17,476 seatbelt citations were issued during grant-funded activity during FY 2020. During the same period, there were also a total of 597 child restraint citations issued.

Goal: To increase the number of seatbelt citations during grant-funded enforcement activities two percent to 17,826 by September 30, 2022. Also, to increase the number of child restraint citations during grant-funded enforcement activities two percent to 609 by September 30, 2022.

2. A total of 3,284 DUI arrests were made during grant-funded activity during FY 2020.

Goal: To increase the number of DUI arrests during grant-funded enforcement activities two percent to 3,350 by September 30, 2022.

3. A total of 33,494 speeding citations were issued during grant-funded activity during FY 2020.

Goal: To increase the number of speeding citations during grant-funded enforcement activities two percent to 34,164 by September 30, 2022.

The Kentucky Office of Highway Safety staff engages in monthly monitoring activity for all highway safety projects. The monthly activity for those projects are compiled into a spreadsheet that calculates the overall hours worked and the total number of citations written for the following traffic violations: speeding, seatbelt, child restraint and other traffic. We also track the number of DUI and other arrests made during grant funded activity. This information is critical in determining what projects are recommended for future funding.

GRANTS MANAGEMENT STRATEGIES AND PROGRAMS

SUMMARY

Enforcement programs funded by NHTSA follow an evidence-based model that incorporates a data-driven problem identification process, implementation of evidence-based countermeasures, and continuous monitoring to ensure the countermeasures are implemented correctly and are having the desired effect (See Appendix for more details).

HIGHWAY SAFETY PLANNING AND ADMINISTRATION

The KOHS administration staff is comprised of the Executive Director of the Kentucky Office of Highway Safety, Assistant Director of the Division of Highway Safety Programs, Grants Branch Manager and the Grants Fiscal staff. These staff members serve to support the program management staff, traffic records coordinator, impaired driving coordinator and occupant protection coordinator. The Executive Director is funded by the Commonwealth of Kentucky.

The Commonwealth of Kentucky is divided into four program regions. These regional program managers work with grantees directly and with their assigned law enforcement liaison and on program strategies, monitoring of the grant activities and conduct analysis of program effectiveness.

PLANNING AND ADMINISTRATION PROJECTS

Project Number: PA-2022-00-00-01

Project Title: Planning & Administration (Kentucky Office of Highway Safety)

Description: This grant will fund 50% of the salaries & benefits and travel & training expenses for the Assistant Director, two Administrative Branch Managers, Federal Program Specialists, and Budget Specialist of the Office's Division of Highway Safety Programs and Grants Management Branch. In addition, it will fund 50% of the expenses for office supplies, equipment, postage, GHSA and other professional dues for the Grants Management Branch. The remaining 50% is funded by the state with required matching funds.

Budget: \$350,000.00 (NHTSA 402)

Project Number: CP-2022-00-00-01

Project Title: Program Management (Kentucky Office of Highway Safety)

Description: This grant will fund the salaries & benefits and travel & training expenses for both Police Traffic Services Program Managers.

Budget: \$200,000.00 (NHTSA 402)

IMPAIRED DRIVING

The KOHS Impaired Driving programs will employ the following:

- Maintain and grow the Impaired Driving (ID) task force to incorporate new strategies and activities identified from the stakeholders, GECHS, and Impaired Driving assessment,
- Increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs, and to aid them in detecting impaired drivers. This strategy is also within our impaired driving emphasis areas in Kentucky's Strategic Highway Safety Plan (SHSP).
- Provide equipment to aid state and local agencies in impaired driving efforts, including video cameras, preliminary breath testers, breathalyzers, and lighting/generators to be used at traffic safety checkpoints.

- Increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- Educate prosecutors and law enforcement on ways to more effectively manage DUI cases.
- Encourage the passage of stronger laws by providing information and statistics about impaired driving to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis areas in our SHSP.
- Participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over/Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection/impaired driving emphasis areas in our SHSP. All law enforcement grantees are required to participate in mobilizations regardless of their grant type.
- Promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement by conducting a series of area briefings throughout the state.
- Provide awards to law enforcement agencies/officers that excel in apprehending impaired drivers.
- Provide training to state and local law enforcement officers, to become certified/maintain certification as Drug Recognition Experts (DREs). This certification is an effective tool for recognizing and convicting persons driving impaired by drugs. This strategy is also one of our impaired driving emphasis areas in our SHSP.
- Provide regional training opportunities for law enforcement officers to complete Standard Field Sobriety Test (SFST) refresher course.
- Provide regional training opportunities for law enforcement officers to complete the Advanced Roadside Impaired Driving Enforcement (ARIDE) class, offered through the state's Drug Evaluation and Classification (DEC) program. This training allows officers to build on their SFST knowledge and skills, to better identify drug impaired drivers. This strategy is also one of our impaired driving emphasis areas in our SHSP.
- Continue our partnership with the Unified Prosecutorial System to employ the Traffic Safety Resource Prosecutor (TSRP) position. TSRP Thomas Lockridge provides expertise, resources and critical support to Kentucky prosecutors and law enforcement, assisting them with the effective prosecution of traffic safety violations. The office will also continue to fund the Kentucky State Police (KSP) TSRP that focuses on prosecutorial training for law enforcement. TSRP Aaron Ann Cole is essential to the development and execution of several new trainings that were launched in 2020 and 2021 to improve the relationship between prosecutors and law enforcement, in building DUI/ drugged driving cases. These projects are supported with NHTSA 402 and 405d funds.
- Continue to work with Judges through the Judicial Outreach Liaison (JOL) program that the KOHS funds through a grant to the Administrative Office of the Courts.
- Continue to work with legislatures and encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis areas in our SHSP.
- Educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.

IMPAIRED DRIVING TASKFORCE

The Kentucky Impaired Driving Task Force (KIDTF) provides a top down effort to a coalition of agencies to reduce the number of fatalities and injuries on the roadways in Kentucky. This task force was created in response to the governances of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and as directed by the Governor's Executive Committee on Highway Safety.

The list below denotes the member's names and agency they represent on the KIDTF:

Impaired Driving Task Force	
Name	Agency
Matt McCoy	KOHS ID Federal Program Specialist / Co-Chair KIDTF
Major Darren Stapleton	KSP, East Troop Commander
Dr. Reg Souleyrette	UK, KTC
Dr. Gregory Davis	University of Kentucky, Pathologist
Greg Dennison	KOHS, Western KY LEL
Dave Wilkerson	KY Dept. of ABC, Director of Enforcement
Lois Windhorst	MADD, KY Victim Advocate Representative
Tiffany Duvall	KOHS, DWI Program Coordinator
Troy Dye	KOHS, Northern KY LEL
Vacant	KY Distiller's Association, Director of Social Responsibility
Aaron Ann Cole	KSP TSRP
Stephanie Hancock	NHTSA, Region 3 Administrator
Jason Siwula	KYTC Assistant State Highway Engineer
Erin Eggen	KOHS, Media Coordinator
Alan George	KY Co. Attorneys Association, Treasurer
Tom Lockridge	United Prosecutorial TSRP / Co- Chair KIDTF
Ashley Bush	KIPRIC, Data Management Specialist
Darren Thacker	NHTSA, Region 3 Program Manager KY
Vacant	NHTSA Region 3 ID Program Manager
William Staats	UK KTC, Research Engineer
Lori Weaver Hawkins	AAA, Mgr. of Public and Gov. Affairs
Rob Richardson	KOHS, KSP, DRE & ARIDE Law Enforcement Liaison
Barbara Schulte	KOHS, Budget Specialist I
Ryan Fisher	KOHS, Assistant Director
Brandon Standifer	KSP, Laboratory Supervisor
Laura Sudkamp	KSP, Forensic Laboratory Director
Kevin Holbrook	KY JOL
Rob Warfel	KOHS, KSP, DRE & ARIDE Law Enforcement Liaison
Ryan Tenges	FHWA
Rob Ratliff	KOHS Central KY LEL
Bob Criswell	KOHS Eastern KY LEL

IMPAIRED DRIVING PROJECTS

Project Number: AL-2022-00-00-01

Project Title: Impaired Driving Coordinator

Description: The KOHS Impaired Driving Coordinator serves as the statewide resource to assist the management staff, grants staff and education staff regarding the impaired (ID, IID, alcohol and drug) driving program in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include program planning and monitoring, grant development and monitoring, budget development and monitoring. Duties include conducting monitoring and providing technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and lawmakers. This position will make periodic reports representing the KOHS at the local, state and the National Highway Safety Administration meetings and conferences.

Budget: \$95,000.00 (FAST ACT 402)

Project Number: AL-2022-00-00-02

Project Title: Ignition Interlock Coordinator

Description: The KOHS Ignition Interlock Coordinator serves as the statewide resource to assist the management staff, grants staff and education staff regarding the impaired (ID, IID, alcohol and drug) driving program in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include program planning and monitoring, grant development and monitoring, budget development and monitoring. Duties include conducting monitoring and providing technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and lawmakers. This position will make periodic reports representing the KOHS at the local, state and the National Highway Safety Administration meetings and conferences.

Budget: \$95,000.00 (FAST ACT 402)

Project Number: AL-2022-00-00-03 through AL-2022-00-00-24

Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects

Description: These grants will fund 21 local law enforcement agencies' enforcement programs focused on impaired driving in each of the following agencies:

Ashland PD	Lexington PD
Ballard Co. SO	Louisville Metro PD
Burnside PD	Marshall Co. SO
Campbellsville PD	Mayfield PD
Daviess Co. SO	McCracken Co. SO
Florence PD	Nelson Co SO-Bardstown PD
Hillview PD	Pike Co. SO
Jeffersontown PD	Scott SO
Laurel Co. SO	Somerset PD
Lawrenceburg PD	Wilder PD
Leitchfield PD	

According to NHTSA's *Countermeasures that Work*, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5-star effectiveness rating in deterring impaired driving. As

described, in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways having the highest number of impaired driving crashes. They are instructed to devote the majority of their activity to these targeted roadways.

Budget: \$523,283.00 (FAST ACT 402)

Project Number: M5HVE-2022-00-00-01

Project Title: KACP-LEL Impaired Driving Coordinator ARIDE / SFST / DRE

Description: This project creates a position which serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the impaired driving (ID, alcohol and drug) driving, motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include program planning, grant development, budget development and oversight. This project is responsible for purchasing and distributing Preliminary Breath Testers (PBTs) and DRE/ARIDE equipment to law enforcement as needed. They will provide technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and lawmakers.

Budget: \$121,075.00 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-02

Project Title: KACP-LEL Impaired Driving Assistant Coordinator / ARIDE / SFST / DRE

Description: This project creates a position that serves as the single statewide resource person to assist the State Coordinator, grants staff and education staff regarding the impaired driving (ID, alcohol and drug) driving, motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include program planning, grant development, budget development and oversight. This project is responsible for purchasing and distributing PBT's and DRE/ARIDE equipment to law enforcement as needed. They will provide technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and lawmakers.

Budget: \$121,075.00 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-03

Project Title: DRE/ARIDE Training and Callout

Description: This project creates a way of compensating and promoting participation instructors for their time and travel in helping teach various ARIDE and DRE classes throughout the state. This also covers salary/benefits for DRE's to be called out on evaluations and provides PBT's and DRE/ARIDE equipment to law enforcement as needed.

Budget: \$242,000.00 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-04

Project Title: Unified Prosecutorial System - TSRP

Description: Grant will provide tenth-year funding for the full-time position of Traffic Safety Resource Prosecutor (TSRP). This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI laws. In the upcoming year, the TSRP will conduct a minimum of three regional traffic safety-related trainings for law enforcement/prosecutors, including one focused on vehicular homicide and one on drugged driving. He will also conduct a presentation of a trial advocacy topic relating to prosecuting highway safety infractions at the state's annual prosecutors conference. In addition, the TSRP will continue to advise prosecutors on technical matters related to DUI and other

traffic safety issues, serving as a liaison between law enforcement, prosecutors, and the Office of Highway Safety. He will continue a mentoring program between new and experienced prosecutors, provide DUI training for new law enforcement recruits, and maintain a web page containing a wealth of reference materials for law enforcement and prosecutors. NHTSA is supportive of TSRPs and has developed a manual to assist them in their work, which is particularly valuable to less experienced prosecutors and judges handling DUI cases. This is addressed on page 1-26 of *Countermeasures that Work*, 7th edition, within the section on DWI Courts. While Kentucky does not have dedicated DWI courts, TSRPs are often part of such programs.

Budget: \$245,931.00 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-05

Project Title: Kentucky State Police - TSRP

Description: KSP-TSRP position will work collectively with the UPS-TSRP, between law enforcement as a whole and the Kentucky Office of Highway Safety, in order to provide up to date training, address ongoing issues in a timely manner, as well as address any and all issues that arise between the two. The KSP-TSRP position will also assist in the implementation of the Highway Safety grant programs that exists within the Kentucky State Police to make them more effective. The KSP-TSRP will be available to conduct, or assist with, one presentation of trial advocacy topic relating to prosecuting highway safety infractions for the prosecutor's conference scheduled yearly by the association. This presentation will be open to all prosecutors in the Commonwealth. If the budget allows, this KSP-TSRP will conduct, or join with, a minimum of three traffic safety related trainings during the grant cycle focused towards law enforcement officers. These trainings will include the DUI Vehicular Homicide Training (Lethal Weapon) and Drugged Driving. Each of the trainings will be limited in participation in order to take full advantage of a hands-on approach education. Class size will be limited to 30-35 attendees. KSP-TSRP will conduct, or work in conjunction with, at least two trainings that are focused primarily towards law enforcement officers and the enforcement of Kentucky's DUI laws. At least one of these training will be the Advanced Roadside Impaired Driving Enforcement (ARIDE) or the Drug Recognition Expert (DRE) training. These classes will be offered to officers across the Commonwealth, and the class will be limited in size for maximum educational value. The KSP-TSRP will assist with maintaining and updating the Kentucky Traffic Safety Webpage that assist state prosecutors and law enforcement officers, keeping them abreast of current DUI issues and trends. This site serves as a research tool that allows state prosecutors and law enforcement officers to communicate with each other on specific DUI issues and legal updates. The KSP-TSRP will work alongside the AG-TSRP and coordinate Kentucky's Impaired Driving Strategic Plan. This effort will strive to decrease the state's current DUI fatality rate of .36. This level is within the "mid-range" when compared to other states so there is plenty room of improvement in the future.

Budget: \$223,572.00 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-06

Project Title: Kentucky State Police Nighthawk Impaired Driving Enforcement/Equipment

Description: Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement efforts will be concentrated in established statewide priority areas and in counties with high numbers of alcohol-related crashes. KSP will partner with local agencies in saturation and checkpoint activities and will increase public awareness of these

DUI enforcement efforts. This grant will fund highway safety enforcement focused on apprehending impaired drivers; fuel costs, equipment (PBTs and in-car video cameras). According to NHTSA's *Countermeasures that Work, 7th edition*, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. Kentucky State Police conducts the majority of the total traffic safety checkpoints in Kentucky. The purchase of PBTs will help the agency to achieve their overall objective to prevent serious injury crashes and fatalities. PBTs are rated as a 4-star countermeasure and the video cameras have proven to be effective in prosecution of DUI cases.

Budget: \$491,980.32 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-07

Project Title: Mothers Against Drunk Driving (MADD)

Description: These funds will be used for Youth and Adult Education, Engagement and Enforcement with MADD Kentucky.

Budget: \$100,000 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-08

Project Title: Governor's Impaired Driving Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue the practice of holding an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in arresting impaired drivers during the previous federal fiscal year. This recognition ceremony has proven to be effective in increasing police agency participation and motivation.

Budget: \$25,000 (FAST ACT 405D)

Project Number: M5HVE-2022-00-00-09

Project Title: Impaired Driving Paid Media

Description: These funds will be used to develop and run statewide media campaigns to coincide with the national *Drive Sober or Get Pulled Over* campaign in December 2021 and August 2022. The following media formats will be considered for reaching target audiences: network and cable television, radio, social media, digital (targeted audio, geo-targeting, etc.) and out-of-home elements (window clings, table tents, coasters, etc. at bars/restaurants and gas pump toppers and clings at gas stations). Media markets will be targeted in 1.) counties of residence of impaired driver at-fault collisions, and 2.) counties with a high number of alcohol-related crashes, injuries and/or fatalities. The Labor Day campaign will also include Ride Sober targeting motorcyclists. In addition, Drive Sober advertising will be purchased through paid media to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky & Rupp Arena/JMI Sports Marketing
- University of Louisville & Louisville Arena/Learfield Sports Marketing
- Morehead State University
- Murray State University
- Western Kentucky University
- Eastern Kentucky University
- Kentucky Sports Radio

- Tony & Dwight Show on WHAS

These paid media contracts include radio, digital elements, impaired driving signage and/or live announcements during home games and/or radio shows. According to the NHTSA publication, *Countermeasures that Work, 9th edition*, mass media campaigns such as this regarding impaired driving are rated as a 3-star countermeasure. Effectiveness will be enhanced by running ads largely in conjunction with statewide impaired driving enforcement activities.

Budget: \$704,000.00 (FAST ACT 405D)

OCCUPANT PROTECTION

The Occupant Protection programs will employ the following:

- Maintain and grow the OP task force to incorporate new strategies and activities identified from the stakeholders, GECHS and OP assessment,
- Utilize focus groups to develop strategies to educate the public about the provisions of Kentucky's primary seatbelt law and the consequences of non-compliance. This strategy is also one of our occupant protection emphasis areas in our SHSP.
- Encourage law enforcement agencies to focus on enforcement of the primary seatbelt law, and child seat and booster seat laws. This strategy is also one of our occupant protection emphasis areas in our SHSP. All law enforcement grants are required to participate in the CIOT campaign. These agencies are in the program cost summary section of the HSP on pages 79-84. There are a total of 124 agencies to include all Kentucky State Police posts and Commercial Vehicle Enforcement regions that provide statewide coverage.
- Provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with the highest unbelted fatalities. This strategy is also one of our occupant protection emphasis areas in our SHSP.
- Participate in the National Highway Traffic Safety Administration's *Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection emphasis areas in our SHSP. All grantees are required to participate in mobilizations regardless of their emphasis program.
- Promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- Nighttime occupant protection enforcement as a condition of grants, encourage enhancing this during area briefings. This strategy is one of our occupant protection emphasis areas in our SHSP.
- Increase public awareness about the lifesaving benefits of seatbelts, child safety seats and booster seats. We will target messages to those segments of the population and to geographic areas with the lowest usage rates. This strategy is also one of our occupant protection emphasis areas in our SHSP.
- Require grantees to conduct two separate seatbelt observational surveys to monitor seatbelt usage in their city/county.
- Provide awards to law enforcement agencies/officers who excel in enforcing seatbelt laws. This strategy is also one of our occupant protection emphasis areas in our SHSP.

- Conduct a statewide observational seatbelt survey during June and July 2022 in accordance with NHTSA guidelines.
- During FY 2022, the KY Office of Highway Safety will use 402 funds to contract an attitudinal survey to be completed. The survey will cover all six highway safety emphasis areas included in the SHSP, including Occupant Protection.
- Host Governor’s Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Educate parents, childcare workers, emergency personnel and others about how to correctly install child safety seats and ensure that all child passengers are properly restrained. This strategy is also one of our occupant protection emphasis areas in our SHSP.
- Section 405B funds will be awarded to Occupant Protection grantees during FY 2022, focusing on Child Passenger Safety. A portion of the funds awarded to these grantees will be designated for the purchase of Child Passenger Safety Seats. These seats will be distributed to individuals and families which meet the low-income eligibility. The amount awarded to grantees to be allotted for seat purchases will not exceed 10% of the over-all grant award, prior to the additional car seat funding.

OCCUPANT PROTECTION TASKFORCE

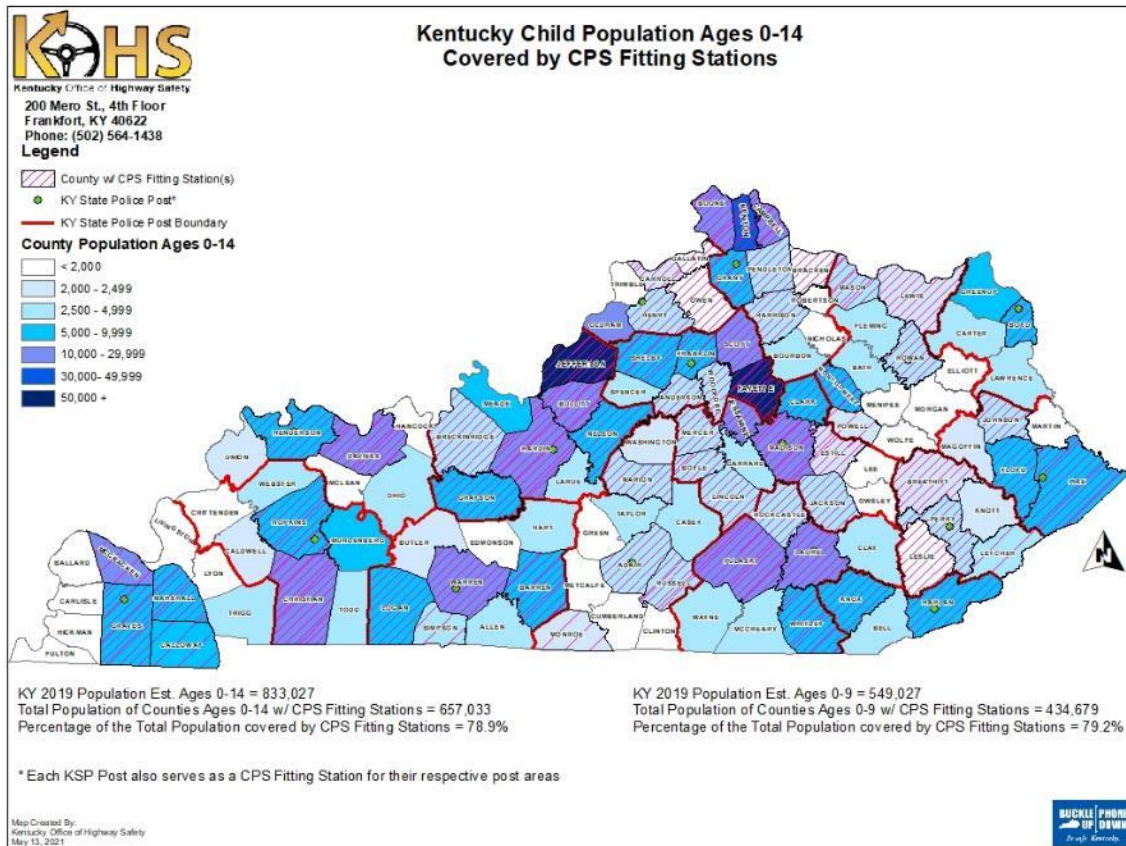
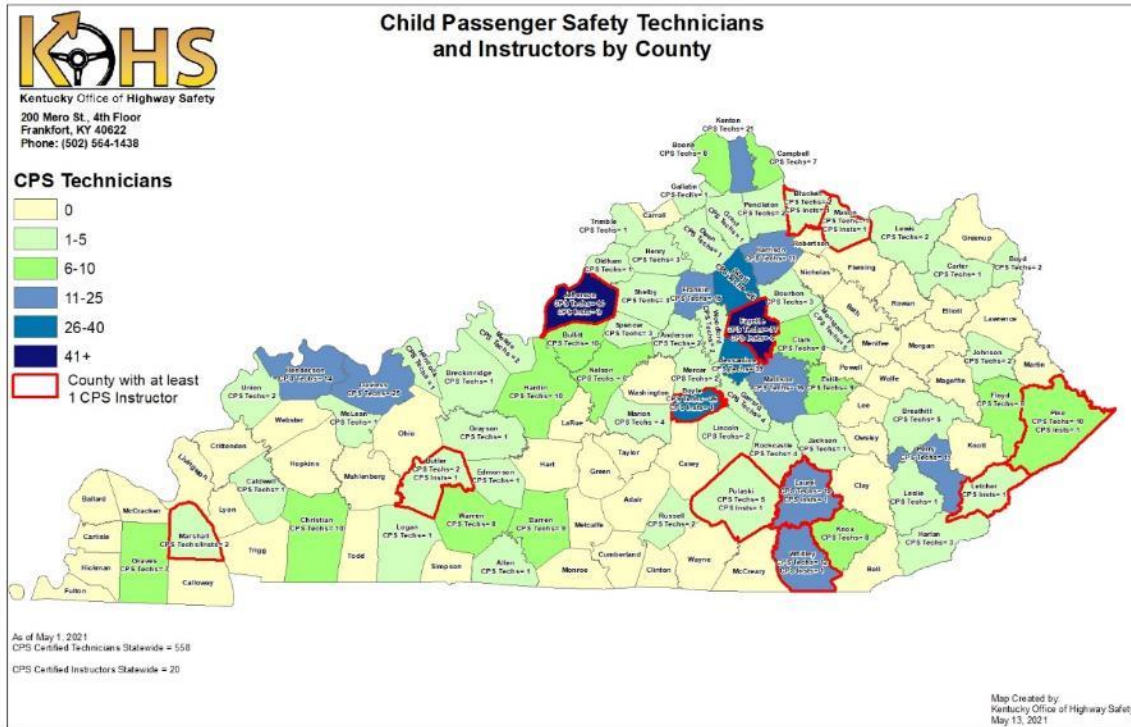
The Governors Executive Committee on Highway Safety maintains the Kentucky Occupant Protection Taskforce (KOPTF) as a collaborative effort of several agencies, departments and non-governmental entities addressing the challenges and opportunities to reduce the rate and severity of fatalities and injuries relating to occupant protection.

The list below denotes the member’s names and agency they represent on the KOPTF:

Occupant Protection Task Force	
Name	Agency
Nate Dean	KY Office of Highway Safety, Occupant Protection Coordinator
Jason Siwula	KYTC Assistant State Highway Engineer
Ryan Fisher	KY Office of Highway Safety, Assistant Director
Leslie Kennedy	KY Office of Highway Safety, Grants Branch Manager
Brad Franklin	KY Office of Highway Safety, Safety Education Branch Manager
Erin Eggen	KY Office of Highway Safety, Media Coordinator
Matt McCoy	KY Office of Highway Safety, Impaired Driving Coordinator
Bob Criswell	KY Office of Highway Safety, Eastern KY Law Enforcement Liaison
Greg Dennison	KY Office of Highway Safety, Western KY Law Enforcement Liaison
Troy Dye	KY Office of Highway Safety, Northern KY Law Enforcement Liaison
Barbara Schulte	KY Office of Highway Safety, Budget Specialist I
DeAnn Cinquino	KY Office of Highway Safety, Budget Specialist I
Cheryl Parker	AAA, N. KY Director of Public and Government Affairs
Todd Kelley	Ashland Police Department, Chief
Scott Lawson	KY Fire Commission Board Member
Jack Partin	Corbin Fire Department, Battalion Chief

Dreama Wright	Cumberland Area Development District, Highway Safety Coordinator
Ryan Tenges	Federal Highway Administration – Kentucky Division
Jennifer Arbogast	Glasgow Police Department, Chief
Sharon Rengers, RN	Norton Children’s Hospital, Child Advocacy Mgr. / KY CPS Coordinator
Neil Johnson	KY State Police, Commercial Vehicle Enforcement
Chad Mills	KY State Police, OP Division, Captain
Darren Stapleton	KY State Police, OP Division, Major
Kevin Holbrook	KY Administrative Office of Courts, Judicial Outreach Liaison
Aaron Ann Cole	KY Attorney General’s Office, Traffic Safety Resource Prosecutor
Tom Lockridge	KY Attorney General’s Office, Traffic Safety Resource Prosecutor
Michael Poynter	KY Board of Emergency Medical Services, Director
Ashley Bush	KY Injury Prevention & Research Center, Data Management Specialist
Erin Lammers	KY Transportation Center, Research Engineer
Reginald Souleyrette	KY Transportation Center, Professor/Research Engineer
William Staats	KY Transportation Center, Research Engineer
Darrel Kilburn	London Police Department, Chief
Lloyd Jordison, RN	Madison Co. Health Dept., Health Education Director
Jenny Griffin	Marshall Co. Health Dept., Occupant Protection Project Director
Darren Thacker	NHTSA, Region 3 Administrator
Judy Price	Somerset Police Department, Grants Administrator
Susan Pollack, MD	The Nest Center for Children, Women and Families, CPS Coordinator

CPS INSTRUCTORS/TECHNICIANS, FITTING STATIONS, AND TRAINING



There are currently 120 fitting stations in Kentucky through partnerships and grants, forming an active network of child restraint inspection stations and staffed by nationally certified CPS technicians during posted working hours. Kentucky has 120 counties, of which KOHS supports and each of the KSP/CVE post serve 16 post regions to encompass all 120 counties for availability and serves 79.2% of the state’s population ages 0-9. Of the 120 total fitting stations, 65 are serving rural populations, 55 are serving urban populations and 83 are serving at risk populations.

FITTING STATIONS

Child Restraint Inspection Stations							
COUNTY	LOCATION	Address	PHONE	AVAILABILITY	Rural*	Urban	Top 40 Highway Safety Target County /At Risk
Adair	KY State Police Post 15	1118 Jamestown St, Columbia , KY 42728	270-384-4796	By Appointment Only	Y	N	N
Anderson	Anderson County Fire Department	1009 Wildcat Drive, Lawrenceberg, KY 40342	859-753-8957	By Appointment Only	Y	N	N
Barren	Glasgow Police Department	101 Pin Oak Drive, Glasgow, KY 42141	270-651-6165	By Appointment Only	Y	N	Y
Boone	Florence Fire/EMS	1152 Weaver Road, Florence, KY 41042	859-647-5600	By Appointment Only	N	Y	Y
Boone	Hebron Fire Department	3120 N bend Rd, Hebron, KY 41048	859-586-9009	By Appointment Only	N	Y	Y
Boone	Union Fire District	9611 US Hwy 42, Union, KY 41091	859-384-3342	Appointments preferred	N	Y	Y
Boyd	Ashland Police Department	201 17th Street, Ashland, KY 41101	606-327-2020	By Appointment Only	N	Y	Y
Boyd	KY State Police Post 14	5975 St Rte US 60, Ashland, KY 41102	606-928-6421	By Appointment Only	N	Y	Y
Boyle	Danville Fire Department	420 W Main St, Danville, KY 40422	859-238-1211	By Appointment Only	Y	N	N
Bracken	Bracken County Health Department	429 Frankfort Street, Brooksville, KY 41004	606-735-2157	By Appointment Only	N	Y	N
Breathitt	Jackson Police Department	333 Broadway St, Jackson, KY 41339	606-666-2424	By Appointment Only	Y	N	N
Breathitt	KY Transportation Cabinet-Dept of Hwys	Jackson, KY 41339		By Appointment Only	Y	N	N
Breckinridge	Breckenridge County Health Department	220 S Hardin, Hardinsburg, KY 40143	270-756-5040	By Appointment Only	Y	N	N
Bullitt	Mt Washington Fire Department	772 N Bardstown Road, Mt Washington, KY 40047	502-538-4222	By Appointment Only	N	Y	Y
Campbell	Campbell Co Police	8774 Constable Dr, Alexandria, KY 41001	859-547-3100	By Appointment Only	N	Y	Y
Campbell	Ft Thomas Fire Department	130 N Ft Thomas Ave, Ft Thomas, KY 41075	859-4418393	By Appointment Only	N	Y	Y
Campbell	Ft Thomas Police Department	130 N Ft Thomas Ave, Ft Thomas, KY 41075	859-4418393	By Appointment Only	N	Y	Y
Carroll	Three Rivers Health Department	401 11th Street, Carrollton, KY 4109	502-723-6641	By Appointment Only	Y	N	N
Christain	Fort Campbell Police	6254 Desert Storm Ave, Fort Campbell, KY 42223	931-980-6304	By Appointment Only	N	Y	Y
Christian	Hopkinsville Fire Department	116 W 1st Street, Hopkinsville, KY 42240	270-890-1400	By Appointment Only	N	Y	Y
Clark	New Beginnings of Winchester	139 Jefferson St, Winchster, KY 40391	859-744-5688	By Appointment Only	N	Y	Y
Clark	Winchester Fire Department	44 N maple Street, Winchester, KY 40391	859-744-1587	By Appointment Only	N	Y	Y
Daviess	Daviess Co Fire Department	5005 KY-54, Owensboro, KY 42303	270-685-8440	By Appointment Only	N	Y	Y

Daviess	Owensboro Health	1201 Pleasant Valley, Owensboro, KY 42304	270-688-4878	By Appointment Only	N	Y	Y
Daviess	Owensboro Police Department	222 E 9th Street, Owensboro, KY 42303	270-993-0818	By Appointment Only	N	Y	N
Estill	Estill County Fire Department	202 Whispering Woods Dr, Irvine, KY 40336	606-723-2661	By Appointment Only	Y	N	N
Estill	Estill County Health Department	365 River Dr, Irvine, KY 40336	606-723-5181	By Appointment Only	Y	N	N
Estill	Hargett Fire Department	6932 Winchester Rd, Irvine, KY	606-723-0365	By Appointment Only	Y	N	N
Estill	Pair O Medics Emergency	1145 Dry Branch Rd, Irvine, KY 40336	606-531-0096	By Appointment Only	Y	N	N
Fayette	Immanual Baptist Church	3100 Bates Creek Rd, Lexington, KY 40502	859-323-1153	By Appointment Only	N	Y	Y
Fayette	Lexington Fire Department	219 E 3rd Street, Lexington, KY 40508	859-455-7328	By Appointment Only	N	Y	Y
Floyd	Prestonsburg Fire Department	538 Westminster St, Prestonsburg, KY 41653	606-791-9064	By Appointment Only	Y	N	Y
Floyd	Prestonsburg Police Department	200 N Lake Dr, Prestonsburg, KY 41653	606-424-7903	By Appointment Only	Y	N	Y
Franklin	KY State Police Post 12	1250 Louisville Rd, Frankfort, KY 40601	502-227-2221	By Appointment Only	Y	N	Y
Franklin	Franklin County Health Department	100 Gleens Creek Rd, Frankfort, KY 40601	502-564-7647	By Appointment Only	Y	N	Y
Gallatin	Three Rivers Health Department	102 W Pearl St, Warsaw, KY 41095	859-567-2844	By Appointment Only	N	Y	N
Grant	KY State Police Post 6	4265 US Hwy 25, Dry Ridge, KY 41035	859-428-1212	By Appointment Only	N	Y	N
Grant	Union Fire Department	Williamstown, KY		By Appointment Only	N	Y	N
Graves	KY State Police Post 1	8366 St Rte 45, North Hickory, KY 42051	270-856-3721	By Appointment Only	Y	N	Y
Graves	Mayfield Fire Department	104 North 6th Street, Mayfield, KY 42066	270-251-6240	By Appointment Only	Y	N	Y
Grayson	Grayson County Health Department	124 e White Oak St, Leitchfield, KY 42754	270-287-3205	By Appointment Only	Y	N	Y
Hardin	KY State Police Post 4	820 New Glendale Rd, Elizabethtown, KY 42701	270-766-5078	By Appointment Only	N	Y	Y
Hardin	Lincoln Trail Distric Health Dept	108 New Gkendale Road, Elizabethtown, KY 47202	270-769-1601	By Appointment Only	N	Y	Y
Hardin	Radcliff Fire Department	604 S Wilson Road, Radcliff, KY 41060	270-351-1975	Appointments preferred	N	Y	Y
Hardin	Radcliff Police Department	220 Freedoms Way, Radcliff, KY 40160	270-351-4470	By Appointment Only	N	Y	Y
Harlan	KY State Police Post 10	3319 S US 421, Harlan, KY 40831	606-573-3131	By Appointment Only	Y	N	N
Harrison	Cynthiana Fire Department	104 E Pleasant St, Cynthiana, KY 41031	859-234-7150	By Appointment Only	Y	N	N
Henderson	Henderson Fire Department	332 Washington Street, Henderson, KY 42420	270-831-1270	By Appointment Only	N	Y	Y
Henderson	KY State Police Post 16	8298 Keach Dr, Henderson, KY 42420	270-826-3312	By Appointment Only	N	Y	Y
Henry	KY State Police Post 5	160 Citation Lane, Campbellsburg, KY 40011	502-532-6363	By Appointment Only	N	Y	N
Hopkins	KY State Police Post 2	1000 Western KY Pkwy, Nortonville, KY 42442	270-676-3313	By Appointment Only	Y	N	Y
Hopkins	Madisonville Fire Department	98 E Center Street, Hokinsville, KY 42431	270-824-2148	By Appointment Only	Y	N	Y
Jackson	Whitehouse Clinic	McKee, KY		By Appointment Only	Y	N	N
Jefferson	AAA	Parkway, Louisville, KY 40222	502-779-3610	By Appointment Only	N	Y	Y

Jefferson	Catholic Charities of Louisville	Louisville, KY		By Appointment Only	N	Y	Y
Jefferson	Family Health Center	2115 Portland Ave, Louisville, KY 40212	502-772-8588	By Appointment Only	N	Y	Y
Jefferson	Family Health Center	834 E Broadway, Louisville, KY 40204	502-569-2980	By Appointment Only	N	Y	Y
Jefferson	Highview Fire Department	Louisville, KY		By Appointment Only	N	Y	Y
Jefferson	KY Transportation Cabinet-Dept of Hwys	8310 Westport Rd, Louisville, KY 40242	502-210-5402	By Appointment Only	N	Y	Y
Jefferson	Norton Children's Hospital	315 E Broadway, Louisville, KY 40202	502-629-7244	By Appointment Only	N	Y	Y
Jefferson	Norton Children's Medical Center	4910 Chamberlain Lane, Louisville, KY 40241	502-446-5370	By Appointment Only	N	Y	Y
Jefferson	Norton Women & Children's Hospital	4001 Dutchman's Lane, Louisville, KY 40207	502-629-7244	By Appointment Only	N	Y	Y
Jefferson	Ujima Neighborhood Place	3610 Bohne Ave, Louisville, KY 40211	502-629-7244	By Appointment Only	N	Y	Y
Jessamine	Nicholasville Fire Department	1022 S Main Street, Nicholasville, KY 40356	859-885-5505	By Appointment Only	N	Y	Y
Johnson	Johnson County Health Department	630 James Trimble Blvd, Paintsville, KY 41240	606-789-2584	By Appointment Only	Y	N	N
Kenton	Covington Police Department	1 Police Memorial Drive, Covington, KY	859-292-2226		Y	N	Y
Kenton	Erlanger Fire/EMS	515 Commonwealth Avenue, Erlanger, KY	859-727-2488	By Appointment Only	N	Y	Y
Kenton	Fot Mitchell Fire Department	2355 Dixie Hwy, Fort Mitchell, KY 41017	859-331-1267	By Appointment Only	N	Y	Y
Kenton	Independence Fire District 1	1980 Delaware Crossing, Independence, KY 41051	859-363-0434	By Appointment Only	N	Y	Y
Kenton	Kenton County Police Department	11777 Madison Pike, Independence, KY	859-392-1940	By Appointment Only	N	Y	Y
Kenton	Park/Crestview Hills Police	40 Towne Center Blvd, Crestview Hills, KY 41017	859-331-5368	By Appointment Only	N	Y	Y
Knox	Barbourville Police	Barbourville, KY		By Appointment Only	Y	N	Y
Knox	Knox County Health Department	261 Hospital Dr, Barbourville, KY 40906	606-546-3486	By Appointment Only	Y	N	Y
Knox	Knox County Sheriff Department	66 garden dr, Flat Lick, KY			Y	N	Y
Laurel	Cumberland Valley Area Development District	342 Old Whitley Road, London, KY 40741	606-682-8743	By Appointment Only	Y	N	Y
Laurel	KY State Police Post 11	11 State Police Rd, London, KY 40741	606-876-6622	By Appointment Only	Y	N	Y
Laurel	London Fire Department	London, KY		By Appointment Only	Y	N	Y
Laurel	London Police Department	503 South Main Street, London, KY	606-878-7004	By Appointment Only	Y	N	Y
Leslie	KY River District Health Department	78 Maple Street, Hyden, KY 41749	606-672-2393	By Appointment Only	Y	N	N
Lewis	Lewis County Health Department	185 Commercial Drive, Vanceburg, KY 41189	606-796-2632	By Appointment Only	Y	N	N
Lincoln	Lincoln County Health Department	44 Health Way, Stanford, KY 40484	606-365-3106	By Appointment Only	Y	N	N
Logan	Russellville Police	Russellville, KY		By Appointment Only	Y	N	N
Madison	KY State Police Post 7	699 Eastern Bypass, Richmond, KY 40475	859-623-2404	By Appointment Only	Y	N	Y
Madison	Madison County Health Department	1001 Ace Dr, Berea, KY	859-228-2044	By Appointment Only	Y	N	Y
Madison	Richmond Fire Department	200 N Madison Ave, Richmond, KY 40475	859-623-1164	By Appointment Only	Y	N	Y

Madison	White House Clinic	401 Highland Park Dr, Richmond, KY	859-626-7700	By Appointment Only	Y	N	Y
Madison	White House Clinic	305 Estill Street, Berea, KY	859-985-1415	By Appointment Only	Y	N	Y
Marion	Central KY Head Start	Lebonon, KY		By Appointment Only	Y	N	N
Marion	Marion County Health Department	516 N Spalding, Lebonon, KY 40033	270-692-3393	By Appointment Only	Y	N	N
Marshall	Marshall County Health Department	265 Slickback Rd, Benton, KY 42025	270-252-2725	By Appointment Only	Y	N	Y
Mason	Buffalo Trace District Health Department	130 E 2nd Street, Maysville, KY 41056	606-564-9447	By Appointment Only	Y	N	N
Mercer	Harrodsburg Police Dept	1300 Louisville Rd, Harrodsburg, KY	859-734-5120	By Appointment Only	Y	N	N
Montgomery	Montgomery County Fire/EMS	805 Indian Mound Dr, Mt Sterling, KY 40353	859-498-1318	M-F 8am-4pm	Y	N	Y
Nelson	Bardstown Fire Department	220 N 5th Street, Bardstown, KY 40004	502-349-6562	Appointments preferred	Y	N	Y
Owen	Three Rivers Health Department	510 S Main Street, Owenton, KY 40359	502-484-5736	By Appointment Only	Y	N	N
Pendleton	Three Rivers Health Department	Falmouth, KY		By Appointment Only	N	Y	N
Perry	Hazard Police Department	200 Main Street, Hazard, KY 41701	606-436-2222	By Appointment Only	Y	N	Y
Perry	KY River District Health Department	441 Gorman, Hazard, KY 41701	606-439-2361		Y	N	Y
Perry	KY State Police Post 13	100 Justice Drive, Hazard, KY 41701	606-435-6069	By Appointment Only	Y	N	Y
Perry	Perry Co Sheriff's	481 Main Street, Hazard, KY 41701	606-439-4523	By Appointment Only	Y	N	Y
Pike	KY State Police Post 9	109 Lorraine Street, Pikeville, KY 41501	606-433-7791	By Appointment Only	Y	N	Y
Pike	Pike County Health Department	119 River Drive, Pikeville, KY 41501	606-437-5500	By Appointment Only	Y	N	Y
Pike	Pikeville City Police	101 Division Street, Pikeville, KY 41501	606-437-5111	By Appointment Only	Y	N	Y
Pike	Pikeville Fire Department	104 Chole Road, Pikeville, KY 41501	606-437-5125	By Appointment Only	Y	N	Y
Pulaski	Department of Highways	1660 South Hway 27, Somerset, KY 42501	606-677-4017	By Appointment Only	Y	N	Y
Pulaski	Somerset-Pulaski County EMS	301 Hail Knob Road, Somerset, KY 42503	606-679-6388	By Appointment Only	Y	N	Y
Rockcastle	MT Vernaon Police	Mt Vernon, KY		By Appointment Only	Y	N	N
Rockcastle	White House Clinic	116 Progress, Mt Vernon, KY	859-986-2323	By Appointment Only	Y	N	N
Rowan	KY State Police Post 8	1595 Flemingsburg Rd, Morehead, KY 40351	606-784-4127	By Appointment Only	Y	N	N
Russell	Cumberland Family Medical Center	1911 S hwy, Jamestown, KY 42629	270-343-2181	By Appointment Only	Y	N	N
Russell	Russell Springs Police Department	487 Main , Rusell Springs, KY	270-866-3636		Y	N	N
Scott	Georgetown Fire Department	101 Airport Road, Georgetown, KY 40324	502-863-7831	By Appointment Only	N	Y	Y
Shelby	Norton Children's Medical Associates	150 Frankfort Rd, Shelbyville , KY	502-629-7244	By Appointment Only	N	Y	Y
Shelby	Shelby County Fire Departemnt	200 Alpine Drive, Shelbyville, KY 40065	502-633-6648	By Appointment Only	N	Y	Y
Shelby	Shelbyville Police Department	Shelbyville , KY		By Appointment Only	N	Y	Y
Warren	KY State Police Post 3	3119 Nashville Rd, Bowling Green, KY 42101	270-782-2010	By Appointment Only	N	Y	Y

Warren	Medical Center EMS	210 E 3rd Street, Bowling Green, KY 42101	270-202-8840	By Appointment Only	N	Y	Y
Whitley	Corbin Fire Department	805 S Main Street, Corbin, KY 40701	606-523-6509	By Appointment Only	N	Y	Y
Whitley	Williamsburg Police Department	Williamsburg, KY		By Appointment Only	N	Y	Y
Woodford	Versailles Fire Department	131 S Locust St, Versailles, KY 40383	859-873-5829	By Appointment Only	N	Y	N
Total Stations	120						
*Rural Stations	65						
Urban Stations	55						
Top 40 Highway Safety Target County /At Risk	83						
* Counties designated Rural according to the U.S. Office of Management and Budget (OMB)							

CPS TRAINING

KOHS assists in coordinating efforts with Safe Kids and Norton Children’s Hospital for Car Seat Certification training. Those individuals interested in becoming certified technicians or maintaining their certification are encouraged to attend training classes in their region. The Kentucky Office of Highway Safety has continued their contracted Child Passenger Safety Liaison to coordinate the regional trainings throughout the state.

The KOHS will maintain a plan to recruit and retain child passenger technicians for the ongoing support of the CPS program for the Commonwealth of Kentucky:

- Market information on how and where to find available training classes to Safe Kids Chapter/Coalition Coordinators, CPS Coalition, and Kentucky CPS Instructors
- Identify and obtain funding to offer low-cost or free CPS training courses
- Child passenger safety seats and other CPS training materials are included in CPS projects as needed.
- Target training toward bi-lingual people, retailers, law enforcement, hospital staff, health departments and counties with a low level of certified technicians
- KOHS will promote CPS training to law enforcement agencies through Law Enforcement Liaisons
- KOHS will offer in-person training session to give CPSTs an opportunity to acquire all CEUs needed for recertification
- KOHS CPSTIs will travel to locations where groups of CPSTs can obtain seat check offs for recertification
- During FY 2022 there will be an estimated minimum of 12 CPS technician training classes taught in Kentucky, with an estimated 180 student technicians trained.

Teen Driving Occupant Protection – High Risk

Teen Driving high risk is denoted by the number of teen driver crashes percentage against the total number of Kentucky’s crashes, factoring in fatality indicators of unbelted and impaired (drugs and/or alcohol), number of teen driver crashes ages 16-19 against the teen population for each year. KOHS considers this group high risk due to the number of unbelted fatalities and the percentage of crashes for the age group being over 13% threshold.

Teen Driving Crashes					
	2015	2016	2017	2018	2019
KY 15-19 Pop	286,795	287,950	287,470	288,944	285,907
% of Total Pop	6.48%	6.49%	6.45%	6.47%	6.39%
Ttl Teen Driver Crashes	20,627	21,565	21,324	20,191	19,729
KY Ttl Crahses	136,338	140,547	136,979	134,285	132,374
% Teen Crashes/KY Ttl Crashes	15.13%	15.34%	15.57%	15.04%	14.90%
% of Licensed Drivers	6%	7%	7%	6%	4%
Teen Driver Involved Fatal Crashes	63	65	79	59	42
Teen Driver Fatality in Fatal Crashes	23	25	30	27	19
Unbelted Teen Driver	10	9	11	11	11
% Unbelted Fatality Teen Driver	43%	36%	37%	41%	58%
Data Source: US Census Fact Finder, KY Transportation Center					

KOHS will employ the following strategies towards the reduction and increased awareness of the fatality rate of teen drivers:

- Development and implementation of the *Checkpoints Teen Driver* Program in partnership with the Kentucky Injury Prevention and Research Coalition. We are piloting the program in two of the high-risk counties this fiscal year.
- Development and distribution of a Teen Driver and Parent Primer describing the regulations and rules for the Graduated Driver Licensing process and the role of each party in the process.

- Promotion of media materials via sports marketing, digital media channels in counties with high collision rates above the state average involving teenage drivers.
- School level education with the Education branch on Distracted Driving, Occupant Protection and Impaired Driving to the TOP 20 counties.
- Enforcement Saturation patrols for Occupant Protection and Speeding enforcement based on the TOP 40 counties.
- Participation in the CIOT and DSOGPO national enforcement periods, with both full year grantees and half year grantees.

RURAL ROADWAY OCCUPANT PROTECTION - HIGH RISK

Section 1112 of MAP-21 changed the definition of a “high risk rural road” in 23 USC 148(a)(1) to “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by the State in accordance with the updated State strategic highway safety plan”. The definition of High Risk Rural Road (HRRR) in FAST Act is still limited to the same functional classifications under MAP-21. Roads with “significant safety risks” will become roadways designated as HRRR’s. The HRRR program, also established a Special Rule for high-risk rural road safety under 23 USC 148(g). This rule was continued with the Fixing America’s Surface Transportation Act (FAST Act), and requires a state to obligate a certain amount of funds on HRRRs if the state experiences an increase in fatality rate on its rural roads.

To determine what a “significant safety risk” is, the state developed its own methodology and per the FAST Act and FHWA guidance, has defined it as targeted roadways that have crash rates of fatalities and serious injuries that exceed the statewide average, or will have an increase in traffic volume likely to create a crash rate above the average on rural major, minor, local and collectors.

Rather than being dependent on the forecast rating based on crashes per million VMT. KYTC with guidance from the KOHS and HSIP offices and for the purposes of meeting the requirements to define HRRR in Kentucky as:

Any roadway functionally classified as a rural major collector, rural minor collector, or rural local road, and within the most recent five year time period of available crash data has had at least X crashes resulting in fatalities (K) or incapacitating injures (A); or has had one serious injury crash within a Y mile long segment of such roadway class:

Where:

X = 1

Y = 1/R

R = Statewide average frequency of K+A crashes per mile of such roadways over a 5 year period

For the purposes of meeting the guidance from FHWA and in support of the Commonwealth of Kentucky’s SHSP. This definition will be adopted as the HRRR definition for use by the HSIP group, when reviewing HRRR crashes and project development.

Based on this definition, Kentucky's fatality rate based on rural vs. urban environments:

Kentucky Fatal Crash Locations						
Environment	2015	2016	2017	2018	2019	% of Total Crashes
Rural	411	400	396	375	352	54%
Urban	350	363	325	289	308	
Total	<u>761</u>	<u>763</u>	<u>721</u>	<u>664</u>	<u>660</u>	
Rural Crashes	48,515	49,833	48,539	48,496	46,978	36%
Urban Crashes	87,823	90,714	88,440	85,789	84,527	64%
KY Total Crashes	<u>136,338</u>	<u>140,547</u>	<u>136,979</u>	<u>134,285</u>	<u>131,505</u>	

Data Source: KY Transportation Center Traffic Collision Facts Report

KOHS has selected High Risk Rural Roads due to the over representation of fatal crash rate against the total crash number.

KOHS will employ the following strategies:

- Participation in the national CIOT and DSPGPO enforcement periods.
- Funding of Occupant Protection grants in full year and 6 month grants in designated counties.
- Funding of saturation patrols along designated corridors of high crash rate as designated by the HSIP group in the KY Transportation Operations Division.
- Local Hero's Media campaigns with a specific focus on seatbelt usage in the designated counties.
- Media emphasis on Occupant Protection and Impaired Driving in the TOP 40 counties based on DUI Crash and OP Crash rates.

NIGHTTIME OCCUPANT PROTECTION ENFORCEMENT

	All Fatalities			Fatalities - Restraint Not Used			All KY Crashes		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
2015	358	403	761	149	157	306	78,888	82,209	161,097
2016	390	444	834	162	164	326	80,629	84,345	164,974
2017	323	459	782	125	165	290	79,209	82,126	161,335
2018	358	366	724	145	132	277	79,130	78,766	157,896
2019	335	396	731	140	133	273	78,186	78,339	156,525

Day = 3:00 AM – 2:59 PM; Night = 3:00 PM to 2:59 AM

Data Source: KY Transportation Center

The overall nighttime occupant protection is of a concern due to the number of fatal accidents that occur at nighttime are over represented by nighttime fatalities and that a large percentage on average occur on road class designated as High Risk Rural Roads as cited in the Kentucky Strategic Highway Safety Plan.

Strategies that will be used to reduce the number or rate of fatalities or serious injuries for nighttime occupant protection are:

- Requirement of all 405B grantees to utilize 50% of funds for nighttime OP saturation patrols from 3pm until 3am.
- Participation in the NHTSA CIOT national enforcement campaign.
- All KY Office of Highway Safety Grantees will be required to conduct a minimum of one nighttime seatbelt detail (outside of saturation patrol) targeting nighttime seatbelt use.
- Participation in a minimum of one nighttime seatbelt enforcement detail (outside of saturation patrol).
- Develop focused enforcement corridors where the crash rate with no seatbelt use is higher than roadways of similar classification based on state average.
- Increase behavioral norming messages and media delivery in off enforcement periods.

OCCUPANT PROTECTION PROJECTS

Project Number: OP-2022-00-00-01

Project Title: Occupant Protection Coordinator

Description: The KOHS Occupant Protection Coordinator serves as the statewide resource to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seatbelts survey) and child passenger safety (CPS) in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include program planning, grant development, budget development and oversight. Duties include conduct monitoring and providing technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center committee chair, grantees, staff and lawmakers. This position will make periodic reports representing the Kentucky Office of Highway Safety at the local, state and the National Highway Safety Administration meetings and conferences.

Budget: \$95,000.00 (FAST ACT 402)

Project Number: OP-2022-00-00-02 through OP-2022-00-00-10

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow nine local agencies to work highway safety enforcement focusing on occupant protection in the following counties: Barren, Fayette, Lyon, Madison, Oldham, Perry, Pike, Pulaski, and Shelby. In addition to funds for salaries/benefits, grant budgets will include funding for equipment that is needed in order to reach grant goals.

According to NHTSA's *Countermeasures that Work*, 9th edition, sustained enforcement programs focused on seatbelt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as *Click it or Ticket* merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated at 4 stars. KOHS law enforcement grantees are

required to engage in all of the above strategies. Grant contracts specify that at least 50% of enforcement hours must be during nighttime hours (1500 – 0300). KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Budget: \$209,916.00 (FAST ACT 402)

Project Number: M2HVE-2022-00-00-01

Project Title: Norton Children’s Hospital - Child Passenger Safety (CPS) Coordinator

Description: The main purpose of this position is to plan, implement and evaluate the activities of the Kentucky Safe Kids and serve as an expert on child passenger safety. These functions are directly related to the agency’s mission to protect and promote health and prevent disease and injury. The coordinator will assist the Kentucky Office of Highway Safety (KOHS) and other health departments in conducting child safety seat checkups, instruct and certify new CPS technicians throughout the state, and to distribute child safety seats to low income families who may not able to afford them. In addition, “scholarship” funding has been established under this grant to assist other organizations with CPS trainings and certifications. The NHTSA’s 9th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA’s 9th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

Budget: \$91,000.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-02

Project Title: The Nest Center Regional Child Passenger Safety and Teen Driving Project

Description: This grant to the Nest Center For Women, Children and Families, will utilize funding through two categories – Child Passenger Safety and Education and Outreach, in the areas of occupant protection (including CPS), Graduated Drivers Licensing (GDL), teen driving, tween safety, and hot car deaths (PVH). The grantee will conduct child passenger safety use surveys, support and assist agencies in providing child safety seat checkups, distribute child safety seats to the low-income families who are not able to afford them. Recruit and coordinate training for new CPS technicians. Education classes will be provided to both rural and urban populations, including health care organizations, after school program providers, childcare organizations and providers, foster care and guardian support groups, parenting education classes and targeted education to non-English speaking communities. The Nest will collaborate with community partners and agencies in both the health care and childcare service providers to help with both education and networking. According to the NHTSA publication, *Countermeasures that Work*, 9th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility. School programs and education to improve seatbelt usage have a 3 stars rating (enforcement is a key ingredient).

Budget: \$49,975.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-03

Project Title: Corbin Fire Department/Child Passenger Safety Program

Description: This grant to the Corbin will assist with the ongoing partnership with the Cumberland Valley Area Development District. These two agencies work in partnership to provide Child Passenger

Safety services, education and instruction to not only the City of Corbin, but surrounding Counties and communities as well. The grantee will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians, and to distribute child safety seats to low-income families who are not able to afford them. According to the NHTSA publication, *Countermeasures that Work*, 9th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$6,500.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-04

Project Title: Cumberland Valley Area Development District Occupant Protection Program

Description: This project will address child passenger safety and low seatbelt usage among teens in an eight-county area in southeastern Kentucky (Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley counties). The grant will fund partial salary and travel expenses for the project director to provide CPS technical assistance at public check-up events and to instruct/co-instruct the 32-hour CPS certification course to prospective CPS technicians. Funding will be available to distribute child safety seats to the low-income families who are not able to afford them. The project also includes conducting programs to improve low seatbelt usage in high schools, with pre and post –intervention surveys used to measure progress.

According to the NHTSA publication, *Countermeasures that Work*, 9th edition, school programs to improve seatbelt usage have a 3-star effectiveness rating, but enforcement is a key ingredient of programs even among school age children. Child restraint inspection stations and distribution programs have a 2 star rating, but are a required element for states to qualify for 405 funding. The grantee’s program fills a need in this region of the state, where there are very few CPS instructors and a population under-served by CPS fitting resources.

Budget: \$55,900.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-05

Project Title: Glasgow Police Department Child Safety Seat Program

Description: This grant to the Glasgow Police Department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians, and to distribute child safety seats to the low-income families who are not able to afford them. The City will focus on improving booster seat usage among children under age 7 and 50 inches in height. The grant activity will also focus on those locations more rural in nature, and also those with the lowest usage rates. Caregiver education about Kentucky's Booster Seat Law be a primary component of the grant efforts, in addition to providing information regarding a correlation between parents/caregivers that are not wearing seatbelts with children that are not properly restrained. According to the NHTSA publication, *Countermeasures that Work*, 9th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$11,830.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-06

Project Title: Grayson County Health Department Child Passenger Safety Program

Description: This grant to the Grayson County Health Department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians, and to distribute child safety seats to

the low-income families who are not able to afford them. Education classes will be provided to expectant mothers and fathers on child passenger safety, and also to high school students on child passenger safety, occupant protection and distracted driving. GCHD will collaborate with at least two community partners in both the local medical and childcare service providers to help with both education and networking. According to the NHTSA publication, *Countermeasures that Work*, 9th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility. School programs to improve seatbelt usage have a 3 stars rating (enforcement is a key ingredient).

Budget: \$12,338.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-07

Project Title: Knox County Health Department Occupant Safety Program

Description: This grant to the Knox County Health Department, in conjunction with the Knox County Child Fatality Review Board, the City of Barbourville, and the City of Corbin, will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians, and to distribute child safety seats to the low income families who are not able to afford them. According to the NHTSA publication, *Countermeasures that Work*, 9th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$3,760.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-08

Project Title: KY River District Health Department - Promoting Car Seat Safety in Eastern Kentucky

Description: This grant to the KY River District Health Department, serving the communities in Knott, Lee, Leslie, Letcher, Owsley, Perry and Wolfe Counties, will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians, and to distribute child safety seats to the low income families who are not able to afford them. According to the NHTSA publication, *Countermeasures that Work*, 9th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$9,175.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-09

Project Title: Madison County Health Department Traffic Safety

Description: Coordinated by the Madison County Health Department, this project will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County Safety City, and community events. In addition, funding will be available to distribute child safety seats to the low-income families who are not able to afford them. The Health Department's safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic, professional and educational organizations, law enforcement agencies, etc. to reach all segments of the population, emphasizing the following areas: seatbelt and proper child passenger restraint usage and distracted driving. The project includes gathering local seatbelt usage and child seating position data through observational surveys and maintaining CPS fitting stations at health

department clinics in Berea and Richmond. Grant will primarily fund salaries/benefits and training for members of the safety education team. The main strategies encompassed by this project are rated as follows, according to the NHTSA publication, *Countermeasures that Work*, 9th edition:

- School programs to improve seatbelt usage: 3 stars (enforcement is a key ingredient)
- Child restraint inspection stations: 2 stars; however a network of such stations is a required component for states to qualify for Section 405 funding

The applicant has collected their own data that show improvement in seatbelt usage rates among high school students, as well as increased placement of elementary school children in rear seating positions following their interventions. Several of their other programs are recommended in NHTSA's guide for Safe Communities and guidelines published by the Prevention Institute.

Budget: \$32,900.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-10

Project Title: Marshall County Health Department Occupant Protection Program

Description: This grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the Purchase Area Development District (Ballard, Calloway, Carlisle, Fulton, Graves, Hickman, Marshall, and McCracken Counties), and to distribute child safety seats to the low income families who are not able to afford them. The MCHD will make available highway safety programs (including the topics of occupant protection, distracted driving, bicycle and pedestrian safety) and Child Passenger Safety Technician courses by contacting at least one organization and/or school in each of the eight counties in the Purchase District to inform about the programs, and to continue the programs in the organizations and/or schools. They will also continue the work of an Occupant Protection safety coalition composed of community members working in the field of child passenger safety and bicycle and pedestrian safety, including fire fighters, police officers, and other first responders in the Purchase District Area, in conjunction with an existing health coalition in the Purchase District Area. The NHTSA's 9th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 9th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

Budget: \$34,450.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-11

Project Title: Norton Children's Hospital – Buckle Up Louisville

Description: This continuation grant will provide partial funding for a Registered Nurse as a CPS specialist/instructor and a part-time Health Educator, who will both work from Norton Children's Hospital in Louisville to provide CPS instruction assistance throughout the state.

In the upcoming year, the CPS Specialist will collaborate with the hospital's regional trauma center to review medical records of children treated for injuries resulting from motor vehicle crashes. This data will be used to develop teaching priorities to address the latest child injury trends. Project staff will offer continuing education classes to Norton nursing staff and to CPS technicians statewide, as well as host car seat classes for parents of infants. The CPS Specialist will lead instruction for kindergarten

students and their parents regarding booster seats to address a growing concern with injuries of 5-7 year olds. They will continue to provide three permanent fitting stations at Norton hospital facilities in Jefferson County and to provide assistance for the special needs car seat services for health agencies statewide. Funding will also be available to distribute child safety seats to the low-income families who are not able to afford them. The grant will cover 50% of the time for the CPS coordinator, and a part-time salary for a CPS Educator, travel/training, child restraint checkup supplies and backless booster seats. According to the NHTSA publication, *Countermeasures that Work*, 9th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$62,800.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-12

Project Title: Kentucky State Police – Occupant Protection

Description: This project will fund seatbelt enforcement during the FY22 federal fiscal year. Special emphasis will be in the top 40 counties with the lowest seatbelt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow for up to 10 troopers/CVE officers to become trained and certified as Child Passenger Safety technicians through SAFE KIDS. As noted above, short-term, high visibility belt enforcement periods such as this are a 5-star-rated activity.

Budget: \$304,330.00 (FAST ACT 405B)

Project Number: M2HVE-2022-00-00-13

Project Title: Occupant Protection- Click it or Ticket Awards

Description: The Kentucky Office of Highway Safety will continue the practice of holding an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in occupant protection during the previous federal fiscal year. This recognition ceremony has proven to be effective in increasing police agency participation and motivation.

Budget: \$25,000 (FAST ACT 405B)

Project Number: OP-2022-00-00-11

Project Title: Occupant Protection Paid Media

Description: These funds will be used to develop and run a highly targeted statewide occupant protection media campaign (Local Heroes) supporting the national *Click it or Ticket* campaign. Creative elements will feature law enforcement officers in (1) low seatbelt usage rate counties, and/or (2) counties with an overrepresentation of unrestrained collisions, injuries or fatalities, and/or (3) residential counties of at-fault unrestrained drivers. The following media formats will be considered for reaching target audiences in each county: network and cable television, radio, digital, social media and out-of-home elements. As indicated in NHTSA's 9th edition of *Countermeasures That Work*, communications and outreach supporting enforcement are consistently demonstrated effective (5-star rating).

Budget: \$275,000 (FAST ACT 402)



POLICE TRAFFIC SERVICES

To provide law enforcement agencies with the resources necessary to implement speed and other traffic enforcement programs. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.

- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To coordinate a statewide summer enforcement campaign during the month of July focusing on speeding, impaired driving and occupant protection through saturation patrols, traffic safety checkpoints and media. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To encourage all law enforcement agencies to follow established guidelines for vehicular pursuits issued by the IACP [(23 USC 402 (b) (1) (E))] during our regional workshops and through our LEL network.

POLICE TRAFFIC SERVICES PROJECTS

Project Number: PT-2022-00-00-01 through PT-2022-00-00-04

Project Title: Kentucky Association of Chiefs of Police—Northern, Eastern, Western, Central Law Enforcement Liaisons (LEL)

Description: These grants will fund four full-time LEL's to serve as a field agent to KOHS, with responsibility for designated counties within the Northern, Eastern, Western and Central regions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote and facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Each grant includes personnel costs, travel/training expenses and office equipment. Additionally, they will provide law enforcement projects with lasers, radars, PBT's, traffic safety checkpoint kits and other allowable equipment where needed

Budget: \$544,387.42 (FAST ACT 402)

Project Number: PT-2022-00-00-05

Project Title: Administrative Office of the Courts

Description: Judicial Outreach Liaison

While remaining independent and impartial, the SJOL serves as a statewide resource for the judiciary and other members of the highway safety community dealing with highway-safety related court cases, particularly cases involving impaired driving. This assistance takes the form of education, training, court case interpretations, guidance, and providing liaison between the judiciary and the highway safety community. This program provides specific training to improve officer skills for enforcing laws related to impaired (drugged) driving. Develop a network of contacts and promote peer-to-peer judicial education related to sentencing and supervision of DWI offenders, evidentiary issues, legal updates and alcohol/drug testing, and monitoring technology • Solicit opportunities to speak at State highway safety conferences and State judicial conferences • Make presentations at meetings, conferences, workshops and other gatherings, focusing on impaired driving. Identify barriers that hamper effective training, education, or outreach to the courts and recommend alternative means to address these issues and concerns.

Budget: \$190,000.00 (FAST ACT 402)

Project Number: PT-2022-00-00-06 through PT-2022-00-00-79

Project Title: Local Law Enforcement Police Traffic Services Programs

Description: These grants will allow 74 local agencies to work highway safety enforcement focusing on speeding or multiple traffic safety issues in the following agencies:

Alexandria Police Department	LaGrange Police Department
Anderson County Sheriff's Office	Lancaster Police Department
Barbourville Police Department	Larue County Sheriff's Office
Benton Police Department	Lexington Police Department
Boone County Sheriff's Office	London Police Department
Bourbon County Sheriff's Office	Louisville Metro Police Department
Boyd County Sheriff's Office	Loyall Police Department
Bullitt County Sheriff's Office	Lyon County Sheriff's Office
Cadiz Police Department	Madison County Sheriff's Office
Calloway County Sheriff's Office	Elizabethtown Police Department
Campbell County Police Department	Maysville Police Department
Catlettsburg Police Department	Middlesboro Police Department
Christian County Sheriff's Office	Montgomery County Sheriff's Office
Clark County Sheriff's Office	Mt. Sterling Police Department
Covington Police Department	Mt. Vernon Police Department
Crittenden County Sheriff's Office	Mt. Washington Police Department
Danville Police Department	Murray Police Department
Erlanger Police Department	Newport Police Department
Frankfort Police Department	Nicholasville Police Department
Franklin County Sheriff's Office	Oldham County Sheriff's Office
Cave City Police Department	Olive Hill Police Department

Ft. Thomas Police Department	Owensboro Police Department
Graves County Sheriff's Office	Paducah Police Department
Grayson County Sheriff's Office	Paris Police Department
Cold Springs Police Department	Pineville Police Department
Greensburg Police Department	Prestonsburg Police Department
Greenville Police Department	Raceland Police Department
Harlan Police Department	Radcliff Police Department
Harrodsburg Police Department	Rockcastle Police Department
Henderson Police Department	Pulaski County Sheriff's Office
Hodgenville Police Department	Morehead Police Department
Hopkinsville Police Department	Trigg County Sheriff's Office
Jackson Police Department	Versailles Police Department
Johnson County Sheriff's Office	Villa Hills Police Department
Kenton County Police Department	Warren County Sheriff's Office
Knott County Sheriff's Office	Williamsburg Police Department

The Kentucky State Police will cover all remaining areas of the state. In addition to funds for salaries and benefits, many of these agencies will also be provided with traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). According to the NHTSA publication, *Countermeasures That Work*, 7th edition, high visibility enforcement campaigns targeted toward aggressive driving behaviors (including speeding) are rated with two stars, meaning their effectiveness is undetermined, though several cited studies have reported reductions in crashes or reductions in speeding or other violations through such programs. The publication notes that this type of campaign shows promising trends. In addition, “in car video equipment in patrol cars allows law enforcement to record aggressive driving actions and can enhance the ability to prosecute and convict offenders,” and “laser speed measuring equipment can provide more accurate and reliable evidence of speeding.” As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of speed crashes. They are instructed to devote the majority of their grant activity hours on these targeted roadways.

Budget: \$1,404,745.00 (FAST ACT 402)

Project Number: PT-2022-00-00-80

Project Title: Franklin County Sheriff Highway Safety Enforcement Pilot Project

Description: This grant will allow the KOHS to fund 2080 hours of traffic safety enforcement focusing on occupant protection, speed, and DUI enforcement. Franklin County Sheriff's Office will concentrate efforts throughout Franklin County targeting problem areas. In addition to funds for salaries/benefits, grant budgets will include funding for vehicle maintenance, equipment needed to work and eligible expenses for training conferences related to highway safety.

Budget: \$132,000.00 (FAST ACT 402)

Project Number: PT-2022-00-00-81

Project Title: Erlanger NKY I-75 Corridor Project

Description: Reducing the number of traffic crashes occurring on the I-75 Corridor in Kenton County by saturation patrol. Agencies in participation will include Covington Police Department, Fort Mitchell Police Department, Kenton County Police Department, Erlanger Police Department, Park Hills Police Department and Villa Hills Police Department. Monthly blitzes will occur with all agencies having a presence on I-75.

Budget: \$134,680.00 (FAST ACT 402)

Project Number: PT-2022-00-00-82

Project Title: United-Arrive Alive Tour

Description: These funds will be used to combat impaired and distracted driving thru community outreach with The Arrive Alive Tour. This outreach program uses a top-rated distracted, drunk and drugged driving simulator to educate drivers on the dangers of impaired and distracted driving.

Budget: \$110,000.00 (FAST ACT 402)

Project Number: PT-2022-00-00-83

Project Title: Students Against Destructive Decisions (SADD)

Description: These funds will be used for a comprehensive approach to reduce teen crashes in Kentucky by establishing a Kentucky SADD Chapter.

Budget: \$100,000.00 (FAST ACT 402)

Project Number: PT-2022-00-00-84

Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program

Description: KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Enforcement will be throughout the state, but with special emphasis on the top 40 counties. Enforcement will also be focused on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for enforcement, fuel costs, new radar units with mounts and handheld units. See above entry for relevant information from *Countermeasures That Work*. KSP monitors the roadways having the highest number of speed crashes and targets those roadways during grant activity. KOHS provides KSP a map indicating the counties where we have highway safety partners. We instruct KSP to increase their enforcement hours in counties in the top 40 problem areas and in those counties where there are no local agencies participating in highway safety.

Budget: \$604,232.00 (FAST ACT 402)

Project Number: PT-2022-00-00-85

Project Title: KSP Advanced Collision Reconstruction

Description: The KSP Advanced Collision Reconstruction Program provides full-service collision investigation and analysis throughout the commonwealth for agency personnel, in other requesting local law enforcement agency, as well as any prosecutor seeking assistance with any matter involving collisions. The program consists of reconstructionists assigned to one of the 16 KSP Post throughout Kentucky that respond to serious collisions as they occur. This grant funds crash data retrieval software/hardware updates, CAD software updates, Unmanned Aerial Systems, GNSS Total Stations,

Pix4D Software, Trimble Reconstruction Software, laptop computers and training for officers to make this project possible.

Budget: \$152,400.00 (FAST ACT 402)

Project Number: PT-2022-00-00-86

Project Title: KSP Data Collection

Description: This project is for the Kentucky Office of Highway Safety to request accurate data pulls involving crashes, fatalities, citations, and arrest for fiscal year 2022. These pulls most commonly will reference information requested from aggressive driving, distracted driving, impaired driving, occupant protection, roadway departure, and vulnerable road users.

Budget: \$16,750.00 (FAST ACT 402)

Project Number: PT-2022-00-00-87

Project Title: University of Kentucky – Kentucky Transportation Center - Crash Analysis

Description: The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database, to develop two publications that are widely used by highway safety professionals and researchers. *Analysis of Traffic Crash Data in Kentucky* is a compilation of five years of statewide and county crash data, organized into dozens of reference tables. *Kentucky Traffic Collision Facts* presents characteristics of crashes for the most recent year and includes information such as driver age and sex, contributing factors, restraint usage in crashes, and types of vehicles involved.

Budget: \$75,000.00 (FAST ACT 402)

Project Number: PT-2022-00-00-88

Project Title: Kentucky Transportation Center Seatbelt Usage Surveys

Description: Researchers will conduct observational surveys at selected sites in a sample of counties using a NHTSA-approved methodology. Observations will be conducted in the early summer of 2022 beginning immediately after the *Click it or Ticket* campaign. Data will be used to calculate an average statewide seatbelt usage rate for all front seat occupants. Complete results of the survey will be published in a summary report.

Budget: \$114,350.00 (FAST ACT 402)

Project Number: PT-2022-00-00-89

Project Title: University of Kentucky – State Highway Strategic Plan (SHSP)

Description: This project will continue to support the implementation of the SHSP through many efforts by:

- Educating drivers about safe behavior
- Law enforcement agencies enforcing traffic safety laws
- Reducing the severity of those crashes that do occur through infrastructure improvements
- Provide timely, well equipped Emergency Medical Services
- Legislation focused on safer transportation

Our goal for this plan is for everyone that reads it to understand how they can contribute to help prevent serious injury crashes and deaths on Kentucky's roadways.

Budget: \$50,000.00 (FAST ACT 402)

Project Number: PT-2022-00-00-90

Project Title: GHSA Conference

Description: In 2022, Kentucky is planning to host the National Governor's Highway Safety Association (GHSA) Conference. The conference will offer a wide range of sessions in the areas of engineering, education, enforcement, and emergency response. Grant funds will cover eligible expenses as well as participation for grantees and KOHS staff.

Budget: \$200,000.00 (FAST ACT 402)

Project Number: PT-2022-00-HY-00

Project Title: Half Year grants to state and local law enforcement

Description: These grants will allow state and local agencies to work highway safety enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2022 and impaired driving during *Drive Sober or Get Pulled Over* in August 2022 and December 2022. Kentucky State Police will cover remaining areas outside the selected agencies. Short-term, high visibility belt enforcement programs such as these for *Click it or Ticket* are designated a 5-star rating in the NHTSA publication, *Countermeasures That Work*, 7th edition. It also indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving.

Budget: \$315,000.00 (FAST ACT 402)

Project Number: PM-2022-00-00-01

Project Title: High Visibility Enforcement/Speed Paid Media

Description: These funds will be used to develop and run a two-week speed enforcement and awareness campaign targeting counties with a high number of speed-related crashes. The following media formats will be considered for reaching target audiences: radio, digital, social media, and out-of-home elements. According to the NHTSA publication, *Countermeasures That Work*, 9th edition, communication and outreach supporting enforcement for speeding/aggressive driving is a 3-star rated activity. As stated in the publication, "effective, high visibility communications and outreach are an essential part of successful speed and aggressive driving enforcement campaigns." In addition, advertising will be purchased through paid media to sustain our highway safety messages throughout the year. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky & Rupp Arena/JMI Sports Marketing
- University of Louisville & Louisville Arena/Learfield Sports Marketing
- Morehead State University
- Murray State University
- Western Kentucky University
- Eastern Kentucky University
- Kentucky Sports Radio

- Tony & Dwight Show on WHAS
 - iHeart media/Blue Lights Across the Bluegrass Safe Summer Driving Campaign
- Budget:** \$594,500 (FAST Act 402)

MOTORCYCLE SAFETY

- To use media to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. This strategy is also one of our emphasis areas for motorcycles in our SHSP.
- To use media to increase motorists’ awareness of the need to look out for motorcyclists and to “share the road” with motorcyclists. This strategy is one of our emphasis areas for motorcycles in our SHSP.

Motorcycle Fatalities by NOT single vehicle, Alcohol & Crashes

County	2017 Motorcycle Crashes	2017 Motorcycle Crashes - NOT Single Vehicle	2017 Motorcycle Fatal Crashes	2017 Motorcycle Fatal Crashes Alc. Involved	2018 Motorcycle Crashes	2018 Motorcycle Crashes - NOT Single Vehicle	2018 Motorcycle Fatal Crashes	2018 Motorcycle Fatal Crashes Alc. Involved	2019 Motorcycle Crashes	2019 Motorcycle Crashes - NOT Single Vehicle	2019 Motorcycle Fatal Crashes	2019 Motorcycle Fatal Crashes Alc. Involved
JEFFERSON	282	209	24	2	246	183	11	2	232	160	16	3
FAYETTE	114	73	5	0	91	65	3	0	87	65	2	1
BOONE	76	37	0	0	34	17	1	0	56	31	2	0
WARREN	59	34	1	0	52	28	2	0	44	22	2	0
HARDIN	47	26	1	0	58	32	3	0	46	22	4	0
KENTON	46	32	2	1	48	24	4	1	37	22	4	0
DAVISS	43	25	1	0	40	29	0	0	45	33	2	0
MCCRACKEN	38	17	1	0	39	22	0	0	31	17	0	0
BOYD	31	21	3	1	18	12	2	0	16	10	0	0
CHRISTIAN	31	18	2	0	36	14	2	0	25	11	1	0
CAMPBELL	31	14	2	0	24	16	1	0	30	21	2	1
MADISON	28	15	1	1	26	9	1	0	24	14	1	0
LAUREL	26	16	2	0	34	25	3	0	31	16	1	0
BULLITT	26	14	2	0	31	11	1	0	24	10	2	0
PULASKI	25	13	2	0	26	19	0	0	22	13	4	0
FRANKLIN	23	14	2	1	13	8	1	0	17	6	1	0
WHITLEY	22	13	1	0	23	10	1	0	16	7	1	1
HOPKINS	22	10	0	0	18	9	0	0	9	5	0	0
BARREN	21	11	0	0	9	5	1	0	17	9	2	0
SCOTT	20	11	0	0	25	13	1	0	18	9	1	0
PIKE	18	8	1	0	22	10	5	1	14	4	0	0
OLDHAM	18	11	1	0	7	3	0	0	11	5	0	0
OHIO	17	6	1	1	10	2	0	0	9	3	1	0
SHELBY	17	11	0	0	20	10	0	0	12	5	0	0
HENDERSON	17	11	0	0	15	12	0	0	20	10	0	0
NELSON	17	9	0	0	14	7	1	0	13	4	1	0
JESSAMINE	16	5	0	0	10	4	0	0	17	7	0	0
MUHLBERG	15	6	1	0	13	5	1	0	13	7	0	0
GRAVES	15	8	0	0	14	5	1	0	16	9	1	0
CLARK	15	8	0	0	13	5	1	0	10	5	0	0
CALLOWAY	14	4	0	0	14	4	0	0	7	5	0	0
GRANT	14	6	0	0	7	3	1	1	8	5	0	0
LETCHER	13	3	1	1	11	3	1	0	10	9	0	0
GREENUP	12	3	0	0	3	1	0	0	7	4	0	0
MARSHALL	11	5	1	0	13	6	2	0	13	7	1	0
ROCKCASTLE	11	5	1	0	10	5	1	0	4	3	1	1
PERRY	11	6	0	0	9	6	1	0	6	3	0	0
WOODFORD	11	3	0	0	7	2	1	0	6	2	1	0
ROWAN	11	6	0	0	5	2	1	0	7	2	0	0
BOYLE	10	5	1	0	8	7	0	0	6	4	0	0
ANDERSON	10	6	1	0	7	2	1	1	8	4	1	1
TAYLOR	10	4	1	0	6	4	0	0	5	3	0	0
PENDLETON	10	2	0	0	10	3	0	0	8	2	0	0
MONTGOMERY	9	6	1	0	4	0	1	0	18	10	1	0
POWELL	9	3	0	0	6	3	1	0	8	3	1	0
MEADE	8	3	2	0	6	2	1	0	16	8	0	0
CLAY	8	1	1	0	6	5	0	0	5	2	0	0
GALLATIN	8	4	1	0	3	0	1	0	6	3	0	0

BOURBON	8	3	0	0	10	3	1	0	5	2	0	0
MARION	8	3	0	0	9	2	0	0	4	2	0	0
GRAYSON	8	4	0	0	8	4	1	1	5	2	0	0
BELL	8	2	0	0	7	1	2	0	11	5	0	0
KNOX	8	4	0	0	7	5	0	0	8	5	0	0
CALDWELL	8	5	0	0	7	2	0	0	2	0	0	0
CRITTENDEN	8	1	0	0	3	0	0	0	2	1	1	0
FLOYD	7	3	3	0	11	5	2	0	15	8	2	0
HARRISON	7	1	0	0	14	5	1	0	11	4	0	0
SIMPSON	7	3	0	0	7	5	0	0	3	2	0	0
JOHNSON	6	2	1	0	6	4	0	0	5	3	0	0
ESTILL	6	5	1	0	1	0	0	0	3	3	0	0
HENRY	6	1	0	0	8	5	0	0	5	1	1	0
LOGAN	6	1	0	0	5	3	0	0	16	8	1	0
RUSSELL	6	3	0	0	2	0	0	0	2	2	0	0
MCCREARY	5	2	2	0	7	3	0	0	9	5	0	0
SPENCER	5	0	0	0	7	1	0	0	6	2	0	0
TRIGG	5	2	0	0	6	0	0	0	6	2	0	0
BRECKINRIDGE	5	5	0	0	4	0	0	0	7	1	0	0
HICKMAN	5	0	0	0	2	0	1	0	1	0	0	0
LARUE	5	4	0	0	2	0	0	0	6	3	0	0
LAWRENCE	4	0	1	1	7	2	2	2	4	3	0	0
LINCOLN	4	2	1	0	5	3	1	0	3	1	0	0
LEWIS	4	2	1	0	3	1	1	0	2	1	0	0
CASEY	4	1	1	1	1	1	0	0	4	2	0	0
CUMBERLAND	4	2	1	0	1	0	0	0	2	2	1	0
HARLAN	4	3	0	0	11	4	1	0	10	6	0	0
HART	4	1	0	0	7	1	0	0	7	2	2	0
LYON	4	0	0	0	7	2	0	0	6	3	1	0
TRIMBLE	4	1	0	0	6	1	1	0	5	2	0	0
TODD	4	1	0	0	6	2	0	0	2	1	0	0
METCALFE	4	1	0	0	5	1	0	0	5	2	1	0
BRACKEN	4	0	0	0	3	1	1	0	3	3	1	0
WEBSTER	4	1	0	0	3	0	0	0	2	1	0	0
CARROLL	4	1	0	0	1	1	0	0	5	2	0	0
CLINTON	4	0	0	0	1	1	0	0	3	1	1	0
BATH	3	0	1	1	5	2	0	0	1	0	0	0
FLEMING	3	1	1	0	3	2	0	0	3	2	0	0
NICHOLAS	3	3	1	0	1	1	0	0	1	0	0	0
KNOTT	3	0	0	0	7	2	2	0	5	2	0	0
CARTER	3	1	0	0	7	3	1	0	5	3	0	0
OWEN	3	2	0	0	5	1	0	0	7	3	1	0
ALLEN	3	3	0	0	4	3	0	0	6	2	0	0
MASON	3	2	0	0	3	0	1	0	8	4	0	0
BALLARD	3	1	0	0	3	1	0	0	5	0	1	0
ELLIOTT	3	0	0	0	2	1	0	0	2	0	0	0
EDMONSON	3	1	0	0	2	0	0	0	1	1	0	0
WOLFE	3	3	0	0	1	0	0	0	2	0	0	0
ADAIR	2	0	1	1	2	1	1	0	4	2	0	0
HANCOCK	2	1	1	0	0	0	0	0	5	2	2	0
LIVINGSTON	2	2	0	0	7	1	1	0	2	1	0	0
BUTLER	2	1	0	0	4	2	1	0	1	0	1	0
WASHINGTON	2	1	0	0	4	3	0	0	5	3	2	1
JACKSON	2	1	0	0	4	3	0	0	3	0	0	0
MCLEAN	2	0	0	0	3	1	0	0	2	0	0	0
MORGAN	2	0	0	0	2	0	0	0	3	1	2	0
MAGOFFIN	2	0	0	0	1	0	0	0	4	2	0	0
GREEN	2	0	0	0	1	0	0	0	1	0	0	0
UNION	1	0	1	1	4	1	0	0	4	2	0	0
GARRARD	1	1	0	0	7	5	1	0	13	6	1	0
MERCER	1	0	0	0	7	2	0	0	6	2	0	0
CARLISLE	1	0	0	0	3	1	1	0	2	0	0	0
BREATHITT	1	1	0	0	3	2	0	0	7	2	1	0
WAYNE	1	1	0	0	2	0	0	0	1	0	0	0
FULTON	1	1	0	0	1	1	0	0	2	1	0	0
LEE	1	1	0	0	1	1	0	0	0	0	0	0
MARTIN	1	1	0	0	0	0	0	0	2	1	1	0
ROBERTSON	1	1	0	0	0	0	0	0	2	0	0	0
LESLIE	1	0	0	0	0	0	0	0	1	0	0	0
MONROE	0	0	0	0	3	2	0	0	3	1	0	0
OWSLEY	0	0	0	0	1	0	0	0	3	0	1	0
MENIFEE	0	0	0	0	1	1	0	0	2	1	0	0

Top 40 County based upon 2017-19 motorcycle crash data

Below you will find the total number of motor vehicles crashes involving motorcycles for 2017 and 2018:

- Statewide motor vehicle crashes involving a motorcycle in 2017 = 1,630
- Statewide motor vehicle crashes involving a motorcycle in 2018 = 1,468

Below you will find the total number of motorcycle fatalities for 2017 and 2018:

- Motorcyclist fatalities in 2017 = 90
- Motorcyclist fatalities in 2018 = 95

Below you will find the total number of motorcycle impaired fatalities for 2017 and 2018:

- Motorcyclist impaired fatalities in 2017 = 29
- Motorcyclist impaired fatalities in 2018 = 16

Below is the total number of motorcycle registrations (FHWA) statewide for 2017 and 2018:

- Motorcycle Registrations Statewide for 2017 = 101,163
- Motorcycle Registrations Statewide for 2018 = 101,165

In 2020 there were 95,456 registered motorcycles (state data) in the State of Kentucky. There are 8 counties that currently provide training for motorcycle safety. Below is a chart of counties that provide motorcycle safety training and the number of registered motorcycles in those counties. These 8 locations offer rider training courses for all registered motorcycle riders providing statewide coverage.

County	# Registered Motorcycles
KENTON	3161
FAYETTE	4290
LAUREL	1809
KNOTT	275
JEFFERSON	11426
WARREN	2529
McCRACKEN	1600
HARDIN	3118

MOTORCYCLE SAFETY PROJECTS

Project Number: M11MT-2022-00-00-01

Project Title: Motorcycle Safety Paid Media (Share the Road)

Description: These funds will be used to develop a radio, social media and digital campaign to alert drivers to watch for motorcycles, and to educate them on how to safely share the road. Public awareness will be concentrated in counties with the highest number of motorcycle registrations and counties with a high number of motorcycle-involved crashes. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Budget: \$85,000 (FAST ACT 405F)

Project Number: MC-2022-00-00-01

Project Title: Motorcycle Safety Awareness of Protective Equipment

Description: These funds will be used to develop a radio, social media and digital campaign to promote helmet usage and protective equipment. Public awareness will be concentrated in counties with the highest number of motorcycle registrations and counties with a high number of motorcycle-involved crashes. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Budget: \$85,000 (NHTSA 402)

Project Number: MC-2022-00-00-02

Project Title: Motorcycle Impaired Rider and Public Awareness Campaign

Description: These funds will be used for a Dial-A-Ride program, which utilizes relationships within the motorcycle community to establish a network of volunteers by which impaired riders can receive a free ride home with their motorcycle. The program administrator would help coordinate these activities by working with various bar/restaurant associations as well as motorcycle groups to help promote the service. Organizations would be engaged to provide drivers and equipment for the program. A 800 phone number would be set up and used for dispatching services. A network of volunteers and/or the program coordinator would dispatch a volunteer to the location of the impaired rider and transport that impaired rider along with their motorcycle to their home. If a volunteer is not available to transport the impaired rider then a local tow service will be contracted to provide the service by using standard tow rates used by the local municipalities. These funds will also be used for the Share the Road program to expand the current number of presenters and presentation equipment to cover each major population center within the state.

Budget: \$100,000 (NHTSA 402)



TRANSPORTATION CABINET

ANDY BESHEAR
GOVERNOR

Jim Gray
SECRETARY

200 MERO ST.
FRANKFORT, KENTUCKY 40601
(502) 564-4890

May 18, 2021

Jason Siwula
Office of Highway Safety; Executive Director
200 Mero Street
Frankfort, KY 40622

Mr. Siwula,

Please be advised that KRS 15A.358 specifically states: motorcycle licensing fees received must be deposited into the Motorcycle Safety Education Program Fund; the use of these funds is restricted to motorcycle safety education; interest in the fund is maintained in the fund; and, funds are appropriated for this purpose. In addition, the Justice and Public Safety Cabinet’s biennial budget appropriation reflects this expense as a line item for this purpose.

The current rider education program has approved, through a new series of RFPs, the Motorcycle Safety Foundation (MSF) and Total Control Training curricula programs to be used in the state. At this time, we have eight approved site providers and are looking to add more sites after passage of new administrative regulations governing the selection of sites. The current approved sites are located at:

- Kenton Co. – Balance Dynamics – Walton, KY
- Fayette Co. – Man-War Harley Davidson – Lexington, KY
- Laurel Co. -- Wildcat Harley Davidson – London, KY
- Knott Co. -- Sync Training – Hindman, KY
- Jefferson Co. – Bluegrass Harley Davidson – Louisville, KY
- Jefferson Co. – Kentuckiana Motorsports dba Derby City Training – Louisville, KY
- Jefferson Co. – Kentucky Driving School – Louisville, KY
- Warren Co. -- Bowling Green Harley Davidson – Bowling Green, KY
- McCracken Co. – Four Rivers Harley Davidson – Paducah, KY
- Hardin Co. – Elizabethtown Community and technical College – Elizabethtown, KY

If you have any further questions regarding the program, please feel free to reach out to my office at any time.

Sincerely,

Jay Huber

Motorcycle Education Program Administrator
Transportation Cabinet

DISTRACTED DRIVING

- To use media to educate drivers and motorcyclists about the dangers and consequences of driving or riding while distracted by use of handheld communication devices, inattention to the current surroundings or other activities that remove the drivers attention away from the activity of driving.
- KOHS will fund distracted driving programs using state funds.

STATE TRAFFIC SAFETY RECORDS & INFORMATION SYSTEM IMPROVEMENTS

The new Kentucky Traffic Records Strategic Plan was finalized and set in place on June 30, 2017. This new document, and project, was conducted as part of the Assessment Program for Kentucky Traffic Records grant through the KY Transportation Center (KTC) with the University of Kentucky Research Foundation.

The Kentucky Traffic Records Assessment was conducted between March and June of 2017, with the final report delivered on June 16 and the report out on June 26, 2017. Any recommendations/considerations as a result of this Traffic Records Assessment will be incorporated into the new strategic plan as soon as possible. If strategies have not yet been developed to meet a particular recommendation/goal, Kentucky realizes its importance, and will identify partners best suited to assist in addressing each recommendation and to develop the appropriate plan of action.

KTRAC (TRCC) Membership:

Terry Bunn

Director
UK, KY Injury Prevention & Research Center
Database – EMS/Injury Surveillance

James Padgett

KAVIS Project Coordinator, Info Tech.
KY Transportation Cabinet
Database – Vehicle

Drew Chandler

Database Administrator
Kentucky Board of Emergency Medical Services
Database – EMS/Injury Surveillance

Darren Thacker

Regional Program Manager
National Highway Traffic Safety Administration
Region 3 Office

Andy Rush

Transportation Planner
Louisville Metropolitan Planning Organization
Database – Crash, Roadway

Matthew Cole

Director, Driver Licensing Division
KY Transportation Cabinet
Database – Driver

Bradley Arterburn

Captain
Kentucky State Police, Criminal ID & Records
Database – Crash, Citation/Adjudication

Chadwick Mills

Captain -Crash Reconstructionist
KY State Police, Operations Division
Database – Crash, Citation/Adjudication

Chad Shive

Engineer, Division of Maintenance
KY Transportation Cabinet
Database – Roadway, Crash

Ed Harding

Systems Consultant IT
KY Transportation Cabinet,
Enterprise Data Services Branch
Database – Crash, Roadway, Vehicle, Driver

Eric Green

Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Shiann Sharpe

Branch Manager
Kentucky State Police
Database – Crash, Citation/Adjudication

Aaron Collins

Engineer, Department of Highways
KY Transportation Cabinet
Database – Crash, Roadway

Elizabeth Lucas

Director, Implementation & Court Services
KY Administrative Office of the Courts
Database – Citation/Adjudication

William Staats

Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Nathan Ridgway

Engineer, Department of Highways
KY Transportation Cabinet
Database – Crash, Roadway

Peter Rock

Research/Data Coordinator
UK, Injury Prevention & Research Center
Database – EMS/Injury Surveillance

Jason Banta

Grants Administrator
Kentucky State Police
Database – Crash, Citation/Adjudication

Daniel Sturtevant

Research and Statistics Manager
KY Administrative Office of the Courts
Database – Citation/Adjudication

John Eiler

Contractor, Office of Info Technology
KY Transportation Cabinet
Database – Vehicle

Mike Vaughn

Engineer, Division of Traffic Operations
KY Transportation Cabinet
Database – Crash, Roadway

Robert Kluger

Assistant Professor
University of Louisville
Database – Crash, EMS/Injury Surveillance

Julia Costich

Professor/Associate Director
UK, Injury Prevention & Research Center
Database – EMS/Injury Surveillance

Chris Blackden

Research Scientist
UK, KY Transportation Center
Database – Crash, Roadway

Rick Taylor

President/CEO
Kentucky Trucking Association
Database – Driver

Paul Ross

IT Analyst
UK, KY Transportation Center
Database – Crash, Roadway

Linda Goodman

Division Administrator
Federal Motor Carrier Safety Association
Database – Vehicle

Ben Blandford

Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Jeff Hackbart

Safety Circuit Rider
UK, KY Transportation Center
Database – Roadway, Crash

Ramsey Quarles

Branch Manager, Division of Planning
KY Transportation Cabinet
Database – Roadway

Samantha Wright

Civil Engineer
UK, Department of Civil Engineering
Database – Crash, Roadway

Len O'Connell

Research Investigator
UK, KY Transportation Center
Database – Roadway, Crash

Ryan Fisher

Assistant Director, Highway Safety
KY Transportation Cabinet
Database – Crash

Monica Robertson

Data Coordinator
Kentucky Board of Emergency Medical Services
Database – EMS/Injury Surveillance

Nathan Dean

Occupant Protection Coord., Highway Safety
KY Transportation Cabinet
Database – Crash

Reginald Souleyrette

Professor/Research Engineer
UK, KY Transportation Center
Database – Crash, Roadway

Ryan Tenges

Safety Engineer
Federal Highway Administration
Database – Roadway, Crash

Richard Li

Assistant Professor/Director
University of Louisville
Center for Transportation Innovation
Database – Roadway, Crash

Tony Young

Highway Safety Specialist
Federal Highway Administration
Database – Crash

Jarrold Stanley

Engineer, Department of Highways
KY Transportation Cabinet
Database – Crash, Roadway

Jonathan Moore

Program Manager, Highway Safety
KY Transportation Cabinet
Database – Crash

Jason Siwula

Assistant State Highway Engineer
KY Transportation Cabinet
Database – Roadway, Crash

Brad Franklin

Branch Manager, Highway Safety
KY Transportation Cabinet
Database - Crash

KTRAC Meetings

(dates do not include sub-committee meetings or strategic planning committee meetings)

July 17, 2020 – Via Video Conference Call
November 20, 2020 – Via Video Conference Call
June 17, 2021 – Via Video Conference Call

Future Meetings Projected Schedule (other meetings will be scheduled as needed)

November 2021
February 2022
May 2022

TRAFFIC RECORDS PROJECTS

Project Number: M3DA-2022-00-00-01

Project Title: Traffic Records Program Management (Kentucky Office of Highway Safety)

Description: Includes salaries and benefits, travel, training and office supply expenses for one staff member of the Office’s Division of Highway Safety Programs. This specifically pays for personnel who supply traffic records analysis to all safety partners, internal and external.

Budget: \$90,000.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-02

Project Title: Kentucky Community and Technical College System (KCTCS)/Kentucky Board of Emergency Medical Services (KBEMS) - Kentucky Emergency Medical Services Information System (KEMSIS)

Description: This is a continuation for the Kentucky EMS Information System (KEMSIS), and aims further enhance the EMS database for completeness and integration with other systems. The KEMSIS project is aimed to improve the accessibility and portability of patient care information between Kentucky EMS agencies and the KEMSIS system. Performance measures from the Traffic Records Strategic Plan (TRSP) will be utilized for this project period. Kentucky’s licensed ambulance services are required to submit data to KBEMS using the latest National EMS Information System (NEMSIS) standard without exception. As of January 2018, all ambulance services have submitted data to the state repository.

The TRSP noted deficiencies in the use of critical elements that relate to highway incidents. The examination team cited low utilization of occupant safety equipment questions. The KY Board of Emergency Medical Services team will work with TRCC database liaisons to develop validation rules around these data elements that will improve their usage in the incident reports. Additionally, the TRSP

identifies the lack of integration between databases. While development of database linkage is predominantly a funding issue, work has already started in a prior project period to identify EMS elements found to be critical to the other databases.

Budget: \$118,849.67 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-03

Project Title: University of Kentucky, KY Injury Prevention & Research Center (KIPRC)
Improving State Trauma Registry Data

Description: Collect, review, analyze and report on data from Kentucky trauma hospitals, to improve the trauma data management system and reporting to the state registry. Will implement the new Trauma Registry Data Dictionary, provide dissemination of best practices in reporting, and develop peer-to-peer training and support mechanisms. Provide analysis of KY trauma data, improve the trauma data management system, and increase the number of hospitals reporting to KY Trauma Registry. The Trauma registry staff will perform a comprehensive evaluation of the state's trauma data, to assure that reported cases meet national criteria and are coded consistently.

Budget: \$99,555.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-04

Project Title: Kentucky Transportation Center (KTC) – University of Kentucky Research Foundation – Annual Traffic Records Assessment Project: Traffic Records Strategic Plan (TRSP) 2022-2025

Description: A new Kentucky traffic records strategic plan was developed during FY2017 and put into place June 30, 2017. The University of Kentucky Transportation Center, in co-operation with both the Kentucky Traffic Records Advisory Committee (KTRAC) and the KY Office of Highway Safety, will continue to analyze, identify, refine, improve, and monitor status of performance metrics from the Traffic Records Strategic Plan. This project will continue the traffic records improvement plan, and the collection of performance metrics of each database, ID projects, etc. The procedures and data collection will facilitate the efforts of the KTRAC data quality improvement sub-committee team, to effectively review the existing traffic records system, identify potential improvements (with a particular emphasis on integration efforts), and report to the KTRAC membership. The research will update and advance the Traffic Records Implementation Plan (TRIP), which is being developed to assist the Kentucky traffic records community in meeting the goals and objectives identified in the Strategic Plan.

Budget: \$75,000.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-05

Project Title: Kentucky Transportation Center (KTC)-University of Kentucky Research Foundation – Assessing and Extracting Speed Limit Data through Machine Learning

Description: This project will develop a machine learning methodology and utilize Google StreetView photos to identify speed limit signs and extract speed limit data for available Kentucky Roads. This project would seek to improve the completeness and accuracy of the speed limit data by performing a quality check analysis of the current speed limit data and identifying posted speed limits for roads where the data are currently missing in the system. To accomplish this, the project would develop a machine learning methodology for analyzing Google Streetview Imagery and systematically identifying speed limit signs along roads. Data obtained from the machine learning process would be mapped and

compared to speed limit data currently in the KYTC HIS database. Discrepancies would be flagged for closer examination.

Budget: \$69,721.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-06

Project Title: Kentucky Transportation Center (KTC)-University of Kentucky Research Foundation – Progress Evaluation and Prioritization of MIRE Elements

Description: This project will evaluate the completeness of all MIRE elements in Kentucky and identify which incomplete elements should be prioritized for future efforts. The Model Inventory of Roadway Elements (MIRE) Fundamental Data Elements (FDEs) are essential in enabling the state to apply Highway Safety Manual methodologies and supporting data-driven safety decision making. Various FDEs are required for roadway segments, intersections and interchanges/ramps. Among these, the number of through lanes that is needed for public paved roadway segments. This project will take advantage of the technical expertise and resources at the KYTC to employ Geographic Information Systems (GIS) and machine learning methods to collect number of lanes data and statewide interchange inventory. The results of the project would help to improve the accuracy, completeness, integration, and uniformity of the roadway database.

Budget: \$69,721.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-07

Project Title: Kentucky Transportation Center (KTC) - University of Kentucky Research Foundation – Kentucky Traffic Safety Data Service (KTSDS)

Description: Continue the Kentucky Traffic Safety Data Service program in Kentucky to help agencies integrate and use (accessibility) traffic records data. This project is a continuation of the popular Kentucky Traffic and Safety Data Service. For data to be useful, they must first be developed into information. From this information, knowledge and even wisdom can be derived. The improper (intentional or unintentional) use of data can result in poor analytical conclusions, waste of resources and ultimately injury or even loss of life. Accessibility is a key metric to describe the quality of traffic records. Much has been done in Kentucky to improve the accessibility of data but not to improve the accessibility to and timely integration of the information, knowledge and wisdom that can and should be the goal of a data query. Access to those with the education, training, and experience to provide this outcome is difficult or impossible to many who would benefit from this improved access. These groups include decision makers, consultants, non-safety state and local agencies, law enforcement groups, citizens groups, attorneys, and the media. For the last 3 categories especially, careful attention must be paid to so-called simple data and information requests such that a) all potentially affected parties are aware of the requests, b) information and analysis is properly obtained and developed, c) the information provided is properly documented and that d) users are adequately educated as to proper use. Often, data experts must work with requestors and help them articulate what they actually need to accomplish the goal that precipitated the initial request.

Budget: \$47,799.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-08

Project Title: Kentucky Transportation Center (KTC) – University of Kentucky Research Foundation – Peer State Review of Traffic Records Database practices in inform the Traffic Records Strategic Plan and Implementation

Description: This project will develop a peer state review to identify key strategies for use by Kentucky’s TRSP liaisons, to further database improvements and attainment of goals. KTC is continuing to assist each database in the identification and development of projects to address NHTSA’s recommendations as well as the identification and development of projects to improve all other database attributes. A review of peer state practices to implement database improvements could identify key strategies to share with Kentucky’s database liaisons, which could further the successful attainment of each databases’ goals in the TRIP. This grant would provide assistance to undertake a peer review of implementation practices, identification of key strategies or ideas, coordination with database liaisons, and documentation of resulting changes in the database attribute improvement tracking.

Budget: \$45,000.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-09

Project Title: Kentucky Transportation Center (KTC) – University of Kentucky Research Foundation – Implementation of Crash Review

Description: This project will develop the recommendations from the Crash Review project into fully implementable solutions toward improving the Crash database. This project will follow-up on the completed work by developing the recommendations into fully actionable measures by identifying and working with the needed parties to determine the specifics on how recommendations could be integrated into crash data generation systems and processes. This project would help translate the recommended measures and ensure that the intention behind the recommendations matches the actuality of the changes.

Budget: \$70,060.00 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-10

Project Title: University of Louisville-Center for Transportation Innovation – Statewide Linkage of Traffic Safety Datasets

Description: This project will link data from the Statewide Crash Records, KBEMS EMS Response Data and KIPRC Trauma Registry Data. State Police records do not track detailed information about the care received as a result of crashes. The information contained in EMS records and Trauma registries contain substantially more information about pre-hospital care, and the injury details, both of which can explain variance in crash outcome and lead to improved response. By linking the crash records to these databases, trends in crash outcomes can be identified based on crash conditions to improve the recognition of injuries at the scene, to differentiate how EMS respond to different crash types, and more. A similar project has been implemented in Jefferson County, KY. The result found no statistically significant difference in EMS response based on crash conditions, despite certain crash types and conditions being more prone to severe injuries and fatalities. Additionally, it was found that numerous cases existed of low-rated crash severity resulting in admission to the ICU upon arrival at the hospital. This project will help to identify the cases where these issues arise and direct policy toward addressing them.

Budget: \$80,301.54 (FAST ACT 405C)

Project Number: M3DA-2022-00-00-11

Project Title: University of Louisville-Center for Transportation Innovation – Training to Assist Law Enforcement Officers in Improving Accuracy in Estimating Crash Injury Severity

Description: This project will provide training to 200 law enforcement officers in Jefferson County with a Excel Spreadsheet based tool to assist the officers in more accurately estimating injury severity at a crash scene and look to improve the accuracy of an injury severity estimation from around 38% to 70% and accuracy of B injury severity estimation from around 18% to 80%.

Budget: \$66,149.69 (FAST ACT 405C)

EDUCATION BRANCH STRATEGIES AND PROGRAMS

The Kentucky Office of Highway Safety’s Education Branch will provide research and education designed to reduce Kentucky’s highway fatalities and injuries. These programs work with in the communities’ statewide to deliver safety education programs in conjunction with the enforcement and media programs for the problem areas. It will also support the Kentucky Strategic Highway Safety Plan’s *SAFE KY* message through stakeholder partnerships. The Education Branch within the Division of Highway Safety Programs plans the following activities during federal fiscal year 2022:

- Collaborate with educators, family resource centers, law enforcement, legislators, state agencies, federal agencies (NHTSA) and corporate outreach to provide highway safety educational experiences across the state
- Use KOHS Education Branch AAR (After Action Reporting) Database Tool and Educational Program Event Assessment Tool, to collect data on all educational events conducted across the state. These tools will be used to evaluate all Educational Program events to determine their value, effectiveness of educational programs and pinpoint highway safety problems across the state
- Focus Education Branch programming in the Top 40 Highway Safety Counties
- Improve the Office of Highway Safety curriculum with focus placed upon learning outcomes supporting the Kentucky Strategic Highway Safety Plan
- Maintain involvement with the Governor’s Executive Committee on Highway Safety
- Provide personnel and the Highway Safety Checkpoint Trailer in support of state and local law enforcement efforts with highway safety

EDUCATION (GENERAL PUBLIC)

- Maintain the Office of Highway Safety’s Social Media accounts
- Provide the general public with an up-to-date awareness of educational programming conducted by the Education Branch
- Provide notifications for upcoming Child Passenger Safety (CPS) Fitting Station Checkup Events
- Provide online links and resources relating to highway safety at both state and national levels
- Provide access to electronic highway safety tip sheets/educational materials

EDUCATION (PUBLIC SERVICE ANNOUNCEMENTS)

- Provide PSAs on the dangers of drinking and driving during holidays/special occasions
- Provide PSAs specifically for the awareness of sharing the road with motorcyclists
- Provide PSAs specifically for the awareness of the necessity for motorcycle safety equipment usage, to include helmets
- Provide PSAs to address the importance of wearing a seatbelt
- Provide PSAs on the dangers of distracted driving.
- Provide PSAs on bike and pedestrian awareness
- Provide PSAs in support of the following enforcement mobilizations:
 - Pedestrian Safety Awareness Month (October)
 - Holiday Drive Sober (November & December)
 - Distracted Driving Awareness Month - Buckle Up Phone Down (April)
 - Motorcycle Safety Awareness Month (May)
 - Click it or Ticket – Local Heroes (May-June)
 - Speed enforcement – (June/July)
 - Blue Lights Across the Bluegrass KSR Tour and Safe Summer Driving Series (June-August)
 - Labor Day Drive Sober or Get Pulled Over (August-September)

EDUCATION (TRANSPORTATION CABINET EMPLOYEES)

- Conduct a distracted driving program with a smaller format-driving simulator or an impaired driving program with pedal karts on a coned driving course at the Transportation Cabinet Central Office building specifically for Transportation Cabinet employees during the Annual KYTC Health and Safety Fair. These strategies are also one of our distracted driving and impaired driving emphasis area strategies in our SHSP.

EDUCATION EMPHASIS AREAS

HIGHWAY SAFETY EQUIPMENT

Provide highway safety educational and support equipment to be used in conjunction with occupant protection, impaired driving, distracted driving and traffic safety checkpoint programs.

- Maintain all highway safety educational and support equipment for use by the Highway Safety Education Branch
- Use of Rollover Simulator for Occupant Protection program



- Use of Drunk Buster Pedal Karts for Impaired Driving and Distracted Driving program



- Use of Traffic Safety Checkpoint Trailer for Impaired and Occupant Protection Program



1. Impaired Driving Program

Provide a “hands-on” experience, allowing participants the ability to drive pedal karts in a visually impaired state, in a safe, controlled environment. Provide impaired driving educational programs and information to public schools, public entities and corporations.

- Continue to increase the number of impaired driving events by 1% in the Top 40 counties

- Continue to increase the number of impaired driving presentations by 1% in the Top 40 counties
- Maintain and keep current the Drunk Buster pedal karts and trailer
- Provide Ghost Out program for educational presentations
- Provide educational information regarding the revised Ignition Interlock statues to Transportation employees, Judicial Colleges, prosecutors, law enforcement, public and other state administrators.

2. Occupant Protection

Increase public awareness of seatbelt usage benefits. Educate all elements of Kentucky's population on proper seatbelt usage and use of Rollover Simulator for educational presentations. Demonstrate the impact of non-seatbelt use.

- Continue to increase the number of rollover simulator events by 1% in the Top 40 counties
- Continue to increase the number of occupant protection presentations by 1% in the Top 40 counties
- Provide a high volume of occupant protection programming in elementary, middle schools and high schools to educate the next generation of drivers
- Provide occupant protection programming to the commercial industry, targeting agencies with fleet vehicles through the corporate outreach program
- Maintain and keep current Rollover Simulator
- Provide Rollover Simulator for educational presentations

3. Young Drivers

Educate young drivers about the dangers of driving. Provide new and inexperienced drivers with educational experiences and material that will influence good driving habits and help reduce the number of injuries and fatalities on Kentucky's roadways.

- Conduct highway safety presentations throughout Kentucky's 12 Highway Districts focusing on the Top 40 counties with occupant protection, distracted driving and impaired driving problems
- Continually researching and updating presentations and materials for young drivers safety programs
- Provide tip sheets and maintain current data for distribution of educational promotion items
- Provide Rollover Simulator, Drunk Busters Simulator, Ghost Out Program and Sweet 16 Programs for educational presentations pertaining to young drivers.

4. Child Passenger Safety

Provide a Statewide Child Passenger Safety Coordinator to coordinate statewide efforts for the Child Passenger Safety Program.

- Demonstrate proper installation techniques and provide instruction on all facets of available child restraint seats.
- Provide information pertaining to child passenger safety laws and NHTSA's best practices.
- Provide CEU opportunity for Child Passenger Safety Technicians (CPSTs)
- Increase the CPST retention rate to 55% statewide
- Collaborate with partners/agencies to establish and provide CPS fitting stations across the state
- Continue to maintain CPS fitting stations at a rate of 70% statewide
- Provide technical assistance for CPS Certified Technicians and the general public

5. Motorcycle Safety

Enhance motorcycle safety and public awareness of motorcycles through enhanced media campaigns in order to reduce the overall motorcycle crash and fatality rate in Kentucky.

- To use media and educational materials to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. This strategy is also one of our emphasis area strategies for motorcycles in our SHSP.

6. Mature Drivers

Provide awareness to Mature/Senior drivers with focus placed upon biological and technological changes that will challenge their abilities to operate a motor vehicle safely.

- Recommend Mature Driver programs throughout the state to organizations that deal with the older population, focusing 100% of effort on the Top 40 counties.
- Provide mature driver awareness material to organizations dealing with the older population
- Maintain and keep current tip sheets, presentations and materials on Mature Drivers.

7. Distracted Driving

Educate and inform the general public on the dangers of distracted driving through the use of the Unite Corporation Arrive Alive Program and informational presentations. Reduce the number of injuries and fatalities each year due to distracted driving.

- Continue to further educate the general public on the dangers and consequences of distracted driving.
- Employ up-to-date videos and presentations to educate about distracted driving, texting laws and the issues that surround it.

- Administer a Pre and Post Survey for each distracted driving event to evaluate participant knowledge and program performance

8. Corporate Outreach

Provide assistance to corporations in the development of policies, education and solutions, in order to help combat the various issues we all face concerning highway safety.

- Distribute posters and other educational materials to corporate outreach partners
- Provide presentations on distracted driving, impaired driving and occupant protection for corporate outreach partners with vehicle fleets and shift work
- Provide interactive educational equipment to use during corporate events

9. Bicycle/Pedestrian Safety Program

Enhance pedestrian and bicycle safety and public awareness of each through education, in order to reduce the overall pedestrian and bicycle crash and fatality rates in Kentucky.

- Maintain the pedestrian and bicycle safety content on the KOHS website that will include safety educational material, videos, safety tips, and various resources.
- Maintain working relationships/partnerships with pedestrian and bicycle programs or organizations in high impact areas in the state.

10. Legislative Considerations

- Support the Transportation Cabinet's highway safety legislative initiatives with the latest research and statistics available
- Provide the Transportation Cabinet with emphasis area statistics and research
- Inform about potential improvements to existing highway safety laws on texting and distracted driving
- Strengthen the coalition of interdisciplinary highway safety advocates
- Provide informational guidance and statistics on the revised Ignition Interlock statute and permanent regulations
- Provide a highway safety update yearly to the Kentucky General Assembly Interim Joint Transportation Committee

PERFORMANCE REPORT

OVERVIEW

- In 2020, there were 100,810 crashes involving motor vehicles on Kentucky's public roadways. This is a 23.8% decrease from 2019.
- During 2020, Kentucky fatalities increased from the previous year. In 2019, there was a 6.5% increase in the total number of fatalities, from 732 during 2019 to 780 during 2020.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) also an increase last year of 13.5%, from 1.48 in 2019 to 1.68 in 2020.
- For the fifth consecutive year, the number of serious injuries in Kentucky decreased. The total number of serious injures decreased 1.54% to 2,736 in 2019, compared to 2,694 2020.

IMPAIRED DRIVING

- During the last three years (2018-2020), alcohol-related fatalities comprised an average of about 18.3% of all motor vehicle fatalities.
- Initial data for 2020 suggests a decrease in the total alcohol-related fatalities of 17%, from 150 in 2019 to 124 in 2020.
- The following ten counties ranked highest (in order) in the number of alcohol-related collisions in 2019: Jefferson, Fayette, Kenton, Warren, Boone, Campbell, Daviess, Hardin, Madison, and Pike.

OCCUPANT PROTECTION

The 2020 statewide seatbelt survey was not conducted due to the COVID-19 pandemic. The seatbelt survey will resume during 2021. The results from the last survey in 2019, saw the statewide seatbelt survey average seatbelt usage rate (all front seat occupants) decreases slightly from the previous year. This rate decreased from 89.9% in 2018, to 89.7% in 2019. The usage rate for drivers also decreased slightly last year, from 90.4% in 2018 to 90.1% in 2019.

- The Kentucky seatbelt usage rate is still below the U.S national average of 90.7%. Surpassing 90% is the current goal set by the KY Office of Highway Safety.
- Seatbelt usage on local roads remains much lower than on interstates or other expressways. The 2019 Kentucky seatbelt survey indicated a usage rate of 86.1% on local roads, compared to 92.5% on limited access highways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 91.2% in Jefferson County (Louisville, KY) to a low of 83.8% in Harrison County (Harrison County usage rate is up from 79.6 in 2018).
- The restraint usage in pickup trucks increased during the last survey in 2019, from 80.5% in 2018 to 83.7% in 2019. Seatbelt usage continues to be lower in pickups than in any other type of vehicle.

- Fifty-seven percent of the vehicle occupants killed in 2020 in Kentucky were not restrained at the time of the collision.
- Of the fatalities that occurred during nighttime hours during 2020, 62% were not wearing a seatbelt.

SPEEDING

- The number of speed-related crashes increased by 9% from 2019 to 2020. Also, the number of speeding-related fatalities increased by 14%, from 114 in 2019 to 130 in 2020.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 23% all fatal crashes in 2020 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- Most crashes involving unsafe speed occur in rural areas.
- Many Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.

YOUNG DRIVERS

- The percentage of teenage drivers involved in traffic crashes is over-represented compared to the percentage of the driving population they comprise. In 2019, 16-19-year-old drivers were involved in about 13.8% of all crashes 9% of fatal crashes, even though this age group makes up only 4% of licensed drivers (including learners permits)* in the state (*2019 licensed drivers totals).

MOTORCYCLES

- Initial data shows the number of motorcyclists killed in crashes decreased during the past year by 3.3%, from 92 fatalities in 2019 to 89 in 2020.
- Initial data shows the number of un-helmeted motorcyclists killed in crashes decreased during the past year by 33%, from 68 fatalities in 2019 to 45 in 2020.
- Kentucky had a statewide law requiring helmet the use of a helmet by a motorcyclist until it was repealed in 1998. Surveys before the repeal of the law found a helmet usage rate of over 95%.

BICYCLES/PEDESTRIANS

- The number of bicyclists killed in Kentucky remained the same this past year, with 5 fatalities in 2020.
- The total number of pedestrian fatalities increased the past year by 26%, from 73 fatalities in 2019 to 92 in 2020.
- The Lexington, KY and Northern MPO districts also have Bike/Ped safety programs in place.

PROGRAM COST SUMMARY/INDIVIDUAL FACTOR RANKING CHARTS

Program Area	Grant Number	Agency	Amount
NHTSA 402			
Planning and Administration			
	PA-2022-00-00-01	KOHS Planning and Administration	\$700,000.00
	MC-2022-00-00-01	Motorcycle Safety Media	\$85,000.00
	MC-2022-00-00-02	Motorcycle Awareness Project	\$100,000.00
	PT-2022-00-00-01	KACP LEL - North	\$130,087.50
	PT-2022-00-00-02	KACP LEL - East	\$149,058.29
	PT-2022-00-00-03	KACP LEL - West	\$141,266.63
	PT-2022-00-00-04	KACP LEL - Central	\$123,975.00
	PT-2022-00-00-05	AOC - Judicial Outreach Liaison (JOL)	\$190,000.00
	PT-2022-00-00-06	Barbourville Police Department	\$17,600.00
	PT-2022-00-00-07	Alexandria Police Department	\$9,900.00
	PT-2022-00-00-08	Anderson County Sheriff's Office	\$8,000.00
	PT-2022-00-00-09	Benton Police Department	\$8,800.00
	PT-2022-00-00-10	Boone County Sheriff's Office	\$94,000.00
	PT-2022-00-00-11	Bourbon County Sheriff's Office	\$13,000.00
	PT-2022-00-00-12	Boyd County Sheriff's Office	\$22,000.00
	PT-2022-00-00-13	Bullitt County Sheriff's Office	\$16,000.00
	PT-2022-00-00-14	Cadiz Police Department	\$11,000.00
	PT-2022-00-00-15	Calloway County Sheriff's Office	\$15,000.00
	PT-2022-00-00-16	Campbell County Police Department	\$26,000.00
	PT-2022-00-00-17	Catlettsburg Police Department	\$12,400.00
	PT-2022-00-00-18	Cave City Police Department	\$7,000.00
	PT-2022-00-00-19	Christian County Sheriff's Office	\$18,000.00
	PT-2022-00-00-20	Clark County Sheriff's Office	\$9,900.00
	PT-2022-00-00-21	Cold Springs Police Department	\$12,000.00
	PT-2022-00-00-22	Covington Police Department	\$70,400.00
	PT-2022-00-00-23	Crittenden County Sheriff's Office	\$8,000.00
	PT-2022-00-00-24	Danville Police Department	\$27,500.00
	PT-2022-00-00-25	Elizabethtown Police Department	\$9,000.00
	PT-2022-00-00-26	Erlanger/Elsmere Police Department	\$30,000.00
	PT-2022-00-00-27	Frankfort Police Department	\$46,200.00
	PT-2022-00-00-28	Franklin County Sheriff's Office	\$45,100.00
	PT-2022-00-00-29	Ft. Thomas Police Department	\$19,500.00

	PT-2022-00-00-30	Graves County Sheriff's Office	\$8,800.00
	PT-2022-00-00-31	Grayson County Sheriff's Office	\$15,500.00
	PT-2022-00-00-32	Greensburg Police Department	\$8,800.00
	PT-2022-00-00-33	Greenville Police Department	\$6,264.00
	PT-2022-00-00-34	Harlan Police Department	\$12,100.00
	PT-2022-00-00-35	Harrodsburg Police Department	\$9,020.00
	PT-2022-00-00-36	Henderson Police Department	\$20,000.00
	PT-2022-00-00-37	Hodgenville Police Department	\$6,050.00
	PT-2022-00-00-38	Hopkinsville Police Department	\$33,000.00
	PT-2022-00-00-39	Jackson Police Department	\$12,000.00
	PT-2022-00-00-40	Johnson County Sheriff's Office	\$12,000.00
	PT-2022-00-00-41	Kenton County Police Department	\$12,000.00
	PT-2022-00-00-42	Knott County Sheriff's Office	\$8,250.00
	PT-2022-00-00-43	LaGrange Police Department	\$11,500.00
	PT-2022-00-00-44	Lancaster Police Department	\$8,250.00
	PT-2022-00-00-45	Larue County Sheriff's Office	\$10,450.00
	PT-2022-00-00-46	Lexington Police Department	\$97,070.00
	PT-2022-00-00-47	Louisville Metro Police Department	\$84,000.00
	PT-2022-00-00-48	London Police Department	\$33,880.00
	PT-2022-00-00-49	Loyall Police Department	\$5,000.00
	PT-2022-00-00-50	Lyon County Sheriff's Office	\$11,000.00
	PT-2022-00-00-51	Madison County Sheriff's Office	\$19,085.00
	PT-2022-00-00-52	Maysville Police Department	\$13,915.00
	PT-2022-00-00-53	Middlesboro Police Department	\$23,000.00
	PT-2022-00-00-54	Montgomery County Sheriff's Office	\$14,000.00
	PT-2022-00-00-55	Morehead Police Department	\$11,000.00
	PT-2022-00-00-56	Mount Sterling Police Department	\$16,500.00
	PT-2022-00-00-57	Mount Vernon Police Department	\$8,800.00
	PT-2022-00-00-58	Mt. Washington Police Department	\$12,500.00
	PT-2022-00-00-59	Murray Police Department	\$14,300.00
	PT-2022-00-00-60	Newport Police Department	\$16,500.00
	PT-2022-00-00-61	Nicholasville Police Department	\$19,800.00
	PT-2022-00-00-62	Oldham County Sheriff's Office	\$14,000.00
	PT-2022-00-00-63	Olive Hill Police Department	\$9,000.00
	PT-2022-00-00-64	Owensboro Police Department	\$40,000.00
	PT-2022-00-00-65	Paducah Police Department	\$20,000.00
	PT-2022-00-00-66	Paris Police Department	\$11,900.00
	PT-2022-00-00-67	Pineville Police Department	\$12,400.00
	PT-2022-00-00-68	Prestonsburg Police Department	\$11,000.00
	PT-2022-00-00-69	Pulaski County Sheriff's Office	\$9,900.00
	PT-2022-00-00-70	Raceland Police Department	\$12,400.00
	PT-2022-00-00-71	Radcliff Police Department	\$15,400.00
	PT-2022-00-00-72	Rockcastle County Sheriff's Office	\$9,900.00

	PT-2022-00-00-73	Tompkinsville Police Department	\$6,336.00
	PT-2022-00-00-74	Trigg County Sheriff's Office	\$11,000.00
	PT-2022-00-00-75	Versailles Police Department	\$16,775.00
	PT-2022-00-00-76	Villa Hills Police Department	\$11,800.00
	PT-2022-00-00-77	Warren County Sheriff's Office	\$11,000.00
	PT-2022-00-00-78	Whitesburg Police Department	\$6,000.00
	PT-2022-00-00-79	Williamsburg Police Department	\$25,300.00
	PT-2022-00-00-80	Franklin County Sheriff's Office Enforcement Project	\$132,000.00
	PT-2022-00-00-81	Erlanger NKY I-75 Corridor Project	\$134,680.00
	PT-2022-00-00-82	United-Arrive Alive Tour	\$110,000.00
	PT-2022-00-00-83	SADD	\$100,000.00
	PT-2022-00-00-84	KSP - Speed	\$604,232.00
	PT-2022-00-00-85	KSP - Crash Reconstruction	\$152,400.00
	PT-2022-00-00-86	KSP - Data Collection	\$16,750.00
	PT-2022-00-00-87	UK - Crash Analysis	\$75,000.00
	PT-2022-00-00-88	UK - Seatbelt Survey	\$114,350.00
	PT-2022-00-00-89	UK - SHSP	\$50,000.00
	PT-2022-00-00-90	GHSA Conference	\$200,000.00
Police Traffic Services Half Year Grants			
	PT-2022-00-HY-00	Half Year Grants	\$265,000.00
	PT-2022-00-HY-00	KSP Half Year Grant	\$50,000.00
Occupant Protection (402)			
	OP-2022-00-00-01	Occupant Protection Coordinator	\$95,000.00
	OP-2022-00-00-02	Eddyville Police Department	\$7,000.00
	OP-2022-00-00-03	Ferguson Police Department	\$5,500.00
	OP-2022-00-00-04	Glasgow Police Department	\$33,000.00
	OP-2022-00-00-05	Hazard Police Department	\$14,916.00
	OP-2022-00-00-06	Lexington Police Department	\$29,500.00
	OP-2022-00-00-07	Oldham County Police Department	\$54,500.00
	OP-2022-00-00-08	Pikeville Police Department	\$25,000.00
	OP-2022-00-00-09	Richmond Police Department	\$30,000.00
	OP-2022-00-00-10	Shelbyville Police Department	\$10,500.00
	OP-2022-00-00-11	Click It Or Ticket Media	\$275,000.00
Impaired Driving (402)			
	AL-2022-00-00-01	Impaired Driving Coordinator	\$95,000.00
	AL-2022-00-00-02	Ignition Interlock Coordinator	\$95,000.00

	AL-2022-00-00-03	Ashland Police Department	\$12,100.00
	AL-2022-00-00-04	Ballard County Sheriff's Office	\$6,000.00
	AL-2022-00-00-05	Burnside Police Department	\$9,250.00
	AL-2022-00-00-06	Campbellsville Police Department	\$22,000.00
	AL-2022-00-00-07	Daviess County Sheriff's Office	\$25,300.00
	AL-2022-00-00-08	Florence Police Department	\$45,000.00
	AL-2022-00-00-10	Hillview Police Department	\$18,500.00
	AL-2022-00-00-11	Jeffersontown Police Department	\$26,000.00
	AL-2022-00-00-12	Laurel County Sheriff's Office	\$75,847.00
	AL-2022-00-00-13	Lawrenceburg Police Department	\$26,950.00
	AL-2022-00-00-14	Leitchfield Police Department	\$15,000.00
	AL-2022-00-00-15	Lexington Police Department	\$20,000.00
	AL-2022-00-00-16	Louisville Metro Police Department	\$90,000.00
	AL-2022-00-00-17	Marshall County Sheriff's Office	\$20,000.00
	AL-2022-00-00-18	Mayfield Police Department	\$14,436.00
	AL-2022-00-00-19	McCracken County Sheriff's Office	\$8,000.00
	AL-2022-00-00-20	Nelson Co SO/Bardstown PD	\$33,000.00
	AL-2022-00-00-21	Pike County Sheriff's Office	\$6,600.00
	AL-2022-00-00-22	Scott County Sheriff's Office	\$13,500.00
	AL-2022-00-00-23	Somerset Police Department	\$25,300.00
	AL-2022-00-00-24	Wilder Police Department	\$10,500.00
Community Traffic Safety			
	CP-2022-00-00-01	KOHS Program Managers	\$200,000.00
	CP-2022-00-MA-02	402 State Match 20%	
Drivers Education			
	DE-2022-HP-00-01	Undesignated	
Paid Advertising			
	PM-2022-00-00-01	High Visibility Paid Media	\$594,500.00
FAST ACT 402 TOTAL:			\$7,116,243.42
FAST ACT 405b Low			
Occupant Protection			
	M2HVE-2022-00-00-01	Norton CSP Coordinator	\$91,000.00

	M2HVE-2022-00-00-02	Center for Women and Families (Nest)	\$49,975.00
	M2HVE-2022-00-00-03	Corbin Fire Department	\$6,500.00
	M2HVE-2022-00-00-04	Cumberland Valley Area Development District	\$55,900.00
	M2HVE-2022-00-00-05	Glasgow Police Department CPS	\$11,830.00
	M2HVE-2022-00-00-06	Grayson County Health Department	\$12,338.00
	M2HVE-2022-00-00-07	Knox County Health Department	\$3,760.00
	M2HVE-2022-00-00-08	Kentucky River District Health Department	\$9,175.00
	M2HVE-2022-00-00-09	Madison County Health Department	\$32,900.00
	M2HVE-2022-00-00-10	Marshall County Health Department	\$34,450.00
	M2HVE-2022-00-00-11	Norton Buckle Up Louisville	\$62,800.00
	M2HVE-2022-00-00-12	KSP - Occupant Protection	\$304,330.00
	M2HVE-2022-00-00-13	Click It Or Ticket Awards	\$25,000.00
	M2HVE-2022-00-00-14	405B State Match 20%	
	FAST ACT 405B TOTAL:		\$699,958.00
	FAST ACT 405d Mid Impaired Driving		
	M5HVE-2022-00-00-01	KACP - LEL ARIDE/DRE Richardson	\$121,075.00
	M5HVE-2022-00-00-02	KACP - LEL ARIDE/DRE Warfel	\$121,075.00
	M5HVE-2022-00-00-03	KACP - LEL Instructors and Callouts	\$242,000.00
	M5HVE-2022-00-00-04	UPS - TSRP	\$245,931.00
	M5HVE-2022-00-00-05	KSP - TSRP	\$223,572.00
	M5HVE-2022-00-00-06	KSP - Nighthawk	\$491,980.32
	M5HVE-2022-00-00-07	MADD	\$100,000.00
	M5HVE-2022-00-00-08	Impaired Driving Awards	\$25,000.00
	M5HVE-2022-00-00-09	Impaired Driving Media	\$704,000.00
	M5HVE-2022-00-00-10	405D State Match 20%	
	FAST ACT 405D TOTAL:		\$2,274,633.32

FAST ACT 405c			
Data Program			
	M3DA-2022-00-00-01	Traffic Records Program Management	\$90,000.00
	M3DA-2022-00-00-02	Kentucky Board of Emergency Medical Services/KCTCS	\$118,849.67
	M3DA-2022-00-00-03	UK - KIPRC	\$99,555.00
	M3DA-2022-00-00-04	UK - KTC - Traffic Records Strategic Plan 2022-2025	\$75,000.00
	M3DA-2022-00-00-05	UK - KTC - Speed Limit Data	\$69,721.00
	M3DA-2022-00-00-06	UK - KTC - MIRE Elements	\$69,721.00
	M3DA-2022-00-00-07	UK - KTC - Traffic Safety Data	\$47,799.00
	M3DA-2022-00-00-08	UK - KTC - Peer State Review of TRD	\$45,000.00
	M3DA-2022-00-00-09	UK - KTC - Implementation of Crash Review	\$70,060.00
	M3DA-2022-00-00-10	UofL - Center for Transportation Innovation - CTI Statewide Linkage of TSD	\$80,301.54
	M3DA-2022-00-00-11	UofL - Center for Transportation Innovation - CTI Training to Asst LE	\$66,149.69
	M3DA-2022-00-00-12	405C State Match 20%	
FAST ACT 405C TOTAL:			\$832,156.90
Fast Act 405f			
Motorcycle Safety			
	M11MA-2022-00-00-01	Motorcycle Safety Media	\$85,000.00
	M11MA-2022-00-00-02	405F State Match 20%	
FAST ACT 405f TOTAL:			\$85,000.00
			\$11,007,991.64

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ADAIR	61	78	75	82	95	78	61	92	92	97	11416.9	93
ALLEN	54	56	36	67	23	65	10	73	47	77	7216.7	46
ANDERSON	50	52	65	59	71	47	24	62	58	43	7732.7	52
BALLARD	109	103	86	82	11	84	22	104	50	82	10032.5	79
BARREN	25	21	23	20	82	24	46	28	20	23	4129.1	18
BATH	87	86	104	78	83	96	36	83	71	90	11474.3	95
BELL	42	49	36	29	16	51	69	46	52	41	5513.2	36
BOONE	4	4	9	8	119	5	28	4	2	3	2468.1	3
BOURBON	58	45	31	46	15	38	9	38	60	48	5300.8	32

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CAMPBELL	8	7	14	15	99	6	106	10	10	11	3843.6	16
CARLISLE	117	116	96	103	6	113	118	111	115	107	13703.7	111
CARROLL	97	62	86	96	120	68	115	72	28	86	12094.3	102
CARTER	39	46	50	59	107	56	102	31	43	69	8531.2	61
CASEY	70	89	86	102	84	94	17	117	92	90	12221.1	103
CHRISTIAN	11	12	7	7	76	11	53	12	14	9	2594.8	5
CLARK	29	25	21	22	56	27	73	32	38	28	4550.2	22
CLAY	57	69	65	51	33	54	7	79	96	58	7754.8	54
CLINTON	98	94	75	103	42	99	79	98	92	97	12308.2	104

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CRITTENDEN	104	98	75	75	4	94	95	86	105	77	10770.5	88
CUMBERLAND	114	111	75	114	44	111	80	120	109	100	13491.0	110
DAVIESS	7	6	17	18	105	7	42	8	12	7	3289.7	11
EDMONSON	91	102	86	71	24	101	11	80	96	107	10323.3	83
ELLIOTT	110	117	96	93	1	101	12	112	118	100	11786.9	99
ESTILL	79	93	86	82	20	87	45	101	111	86	11019.5	90
FAYETTE	2	2	2	2	112	2	71	2	3	2	2435.0	2
FLEMING	76	83	108	71	35	78	100	104	105	90	11890.4	100
FLOYD	30	37	19	23	50	17	29	50	50	34	4258.1	19

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
BOYD	21	19	60	34	85	19	6	29	29	15	5052.1	27
BOYLE	35	34	55	58	75	39	74	26	48	46	7390.8	48
BRACKEN	107	96	108	99	36	89	84	58	73	86	12058.4	101
BREATHITT	86	85	43	93	30	69	30	96	108	82	9971.6	76
BRECKINRIDGE	55	79	65	46	13	65	33	67	96	68	7742.9	53
BULLITT	10	11	13	10	87	21	86	17	6	12	3495.0	13
BUTLER	84	75	65	66	31	81	75	52	81	100	9584.1	70
CALDWELL	85	68	115	99	114	81	110	63	54	62	12788.4	105
CALLOWAY	26	27	62	51	91	29	76	37	44	32	7264.9	47

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)													
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	Top 40 County
FRANKLIN	19	17	29	27	94	15	107	16	25	19	5129.2	29	
FULTON	116	112	104	108	26	117	101	112	103	112	14090.8	115	
GALLATIN	103	74	62	98	118	73	77	70	21	62	10787.2	89	
GARRARD	66	63	86	51	17	62	96	59	83	53	8842.3	66	
GRANT	46	32	75	40	113	43	97	34	37	38	7944.1	55	
GRAVES	27	29	14	16	25	30	109	27	31	24	4049.0	17	
GRAYSON	41	41	14	36	32	46	64	43	40	53	5252.6	31	
GREEN	94	105	96	110	61	108	57	104	99	112	13472.2	109	
GREENUP	31	42	55	48	79	45	103	87	63	52	8459.9	60	

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
HANCOCK	105	110	96	117	108	113	50	99	69	100	13764.1	112
HARDIN	6	8	4	3	86	9	114	7	5	5	2953.9	9
HARLAN	43	57	86	51	66	43	105	67	67	43	8952.0	67
HARRISON	63	53	96	64	21	69	58	56	72	35	8834.3	65
HART	62	48	36	33	81	65	98	24	26	60	6726.5	42
HENDERSON	23	18	47	39	102	27	31	25	18	20	5402.9	33
HENRY	71	61	104	70	106	54	85	63	23	58	10234.3	82
HICKMAN	119	114	115	115	60	117	20	116	109	97	14010.9	114
HOPKINS	24	22	36	25	92	32	116	19	31	21	5681.9	38

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
JACKSON	80	100	47	82	8	106	70	89	89	90	10081.3	80
JEFFERSON	1	1	1	1	57	1	59	1	1	1	1504.9	1
JESSAMINE	18	16	43	28	58	13	49	13	36	26	4538.9	21
JOHNSON	51	59	65	75	77	52	92	74	81	62	9920.2	75
KENTON	3	3	7	6	111	3	90	3	4	6	3011.0	10
KNOTT	73	91	96	93	74	69	13	110	87	69	11290.3	92
KNOX	32	43	36	42	55	39	32	45	53	48	5890.5	39
LARUE	77	71	75	55	46	58	81	50	56	77	8759.1	63
LAUREL	15	13	5	5	49	16	93	18	8	10	2724.7	7

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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
LAWRENCE	72	90	28	103	67	84	54	104	76	69	10342.9	84
LEE	111	115	119	117	115	111	39	104	119	119	15193.1	119
LESLIE	100	118	96	110	89	113	14	118	111	119	13787.4	113
LEITCHER	53	64	31	32	7	50	41	54	78	33	5420.7	34
LEWIS	82	97	36	65	9	76	2	89	85	90	7989.8	56
LINCOLN	47	60	29	55	37	61	8	84	65	80	7046.1	45
LIVINGSTON	102	101	108	90	68	104	117	84	76	82	12961.4	106
LOGAN	38	47	43	38	47	56	119	42	42	40	6839.8	43
LYON	108	80	86	48	78	92	18	76	44	62	8987.9	68

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)													
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	
MCCRACKEN	13	10	12	16	98	12	87	8	11	8	3644.4	14	
MCCREARY	67	88	50	59	18	78	88	80	100	53	8812.3	64	
MCLEAN	101	82	75	81	12	76	62	69	59	100	9975.8	77	
MADISON	9	9	21	11	100	8	60	6	9	13	3327.2	12	
MAGOFFIN	90	106	72	71	19	83	16	76	100	100	9667.3	71	
MARION	60	55	50	78	45	48	4	76	75	53	8067.4	58	
MARSHALL	33	31	23	21	64	26	108	30	24	29	4909.9	26	
MARTIN	93	109	108	116	116	107	38	104	116	116	14654.9	116	
MASON	68	51	65	57	34	34	43	49	55	74	7580.7	50	

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)													
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTIED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	
MEADE	36	54	25	13	5	49	94	60	78	37	5199.1	30	
MENIFEE	115	113	96	113	14	116	23	114	113	116	13171.2	108	
MERCER	52	58	50	82	73	60	67	55	67	74	9306.2	69	
METCALFE	99	77	108	96	63	89	19	63	63	74	11239.8	91	
MONROE	96	104	117	110	103	104	111	99	100	107	14998.0	117	
MONTGOMERY	37	35	31	30	22	31	113	36	40	36	5427.2	35	
MORGAN	81	95	108	103	88	101	21	93	113	100	13135.3	107	
MUHLENBERG	34	33	20	36	40	41	66	46	35	27	5078.0	28	
NELSON	22	26	10	25	59	25	112	40	34	25	4834.8	25	

2017-2019 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)													
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAIR RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	Top 40 County
NICHOLAS	112	108	75	90	2	99	63	89	107	111	11491.6	96	
OHIO	49	40	50	41	70	37	27	41	39	30	5962.9	40	
OLDHAM	12	24	26	30	93	22	55	20	15	30	4633.4	23	
OWEN	95	92	55	99	10	73	44	95	89	69	10118.6	81	
OWSLEY	118	119	117	119	90	119	40	118	117	112	15126.4	118	
PENDLETON	75	70	72	43	3	64	99	61	56	39	7678.4	51	
PERRY	45	39	17	34	29	35	1	80	46	41	4727.0	24	
PIKE	16	23	6	12	53	10	65	15	27	18	2940.4	8	
POWELL	88	84	62	82	52	92	25	101	92	48	9989.3	78	

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PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
PULASKI	14	14	10	9	43	20	47	11	31	14	2655.0	6
ROBERTSON	120	120	120	120	80	120	120	114	120	116	16136.3	120
ROCKCASTLE	69	50	36	59	117	62	56	34	16	43	7398.3	49
ROWAN	48	36	60	44	69	36	52	39	49	48	6905.5	44
RUSSELL	65	65	86	67	65	69	82	96	69	86	10589.4	87
SCOTT	17	15	31	19	109	14	68	14	13	16	4371.4	20
SHELBY	20	20	43	23	110	18	104	22	19	21	5553.7	37
SIMPSON	64	44	86	45	101	42	83	33	17	62	8223.1	59
SPENCER	59	73	72	82	41	58	78	66	87	60	9821.3	74

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PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	
TAYLOR	44	38	31	67	54	52	91	48	80	53	8020.8	57	Top 40 County
TODD	89	87	75	89	39	108	34	75	62	80	10433.2	86	
TRIGG	74	67	47	78	96	73	3	43	74	62	8677.0	62	
TRIMBLE	106	98	108	103	28	84	15	93	83	69	11550.2	97	
UNION	78	72	75	77	27	87	35	53	89	90	9728.1	73	
WARREN	5	5	3	4	97	4	72	5	7	4	2515.6	4	
WASHINGTON	92	76	75	71	38	89	51	70	60	82	9699.4	72	
WAYNE	56	66	104	59	51	96	37	57	85	112	10350.2	85	
WEBSTER	83	81	65	90	62	96	89	101	65	90	11446.3	94	

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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
WHITLEY	28	28	26	13	72	23	48	21	21	17	3713.7	15
WOLFE	113	107	55	109	48	110	5	87	103	107	11559.6	98
WOODFORD	40	30	55	50	104	33	26	23	30	46	6577.1	41

FISCAL YEAR 2022 AMENDMENTS LIST