

September 2019

Highway Safety Plan FY 2020 Kentucky

Highway Safety Plan

NATIONAL PRIORITY SAFETY PROGRAM INCENTIVE GRANTS - The State applied for the following incentive grants:

- S. 405(b) Occupant Protection: Yes
- S. 405(e) Distracted Driving: No
- S. 405(c) State Traffic Safety Information System Improvements: Yes
- S. 405(f) Motorcyclist Safety Grants: Yes
- S. 405(d) Impaired Driving Countermeasures: Yes
- S. 405(g) State Graduated Driver Licensing Incentive: No
- S. 405(d) Alcohol-Ignition Interlock Law: Yes
- S. 405(h) Nonmotorized Safety: No
- S. 405(d) 24-7 Sobriety Programs: No
- S. 1906 Racial Profiling Data Collection: Yes

Highway safety planning process

Data Sources and Processes

Data Collection

The Kentucky Office of Highway Safety utilizes a data driven process in the selection of programs and grantees based on current activities, past performance, and the current data for the county or program. This process, while driven by data, also takes into consideration the availability of local partners and needs to effect change in the emphasis area for the Highway Safety Plan, Highway Safety Improvement Program Investment Plan and Strategic Highway Safety Plan.

Data Sources Considered

CRASH data from KYTC

FARS data from NHTSA

KYOPS data from Kentucky State Police, electronic crash reporting system. This system provides crash factors of human, environmental, conditions and other information necessary for the citation system and CRASH system.

Kentucky Injury Prevention Research Center (KIPRC) HEAT maps for impaired driving, occupant protection, teen crashes, motorcycle crashes, speeding and the overall all crash for a county. This data is bases on injury rate, population and use of emergency medical services based on resident location.

TOP40 crash analysis of the 120 Kentucky counties ranked by crash type, VMT and population. The analysis is based on speed, distraction, impairment, seatbelt use and crash rate in the county it occurs.

Administrative Office of the Courts citations ranked against grantee citation rate.

Needs of the community by coordinated partnership of the Impaired Driving Taskforce, Occupant Protection Taskforce, Motorcycle Safety Commission, and the Governor's Executive Committee on Highway Safety.

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 is in turn able to provide statistical information to the various partners within the Transportation Cabinet, as well as to respond to queries by external partners such as law enforcement, consultants, the Governor's Executive Committee on Highway Safety, the public, and others. Through tabular analysis and geospatial analysis the Traffic Records Coordinator conducts problem identification for the purpose of informing program and funding priorities.

Analysis

The Traffic Records Coordinator annually updates a matrix to evaluate data from all of Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period to establish a ranking system for highway safety challenges by county. Priority areas are established for reviewing funding proposals and for program delivery. This problem identification tool tabulates data from each of the following data factors for each county:

Estimated Population

Number of Total Crashes

Number of Fatalities Resulting from Collisions

Number of Incapacitating Injuries Resulting from Collisions

Fatality Rate per 100 million vehicle miles travelled (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 Kentucky Office of Highway Safety in conjunction with the highway safety improvement program within KYTC, meet to review and align the five safety performance measures in accordance with FAST Act based on a five-year rolling average for the five previous years.

The matrix is set up to assign a ranking of 1-120 for each county in each of these categories. All of these rankings are combined into an overall ranking as well. Fatalities and incapacitating injuries are given more weight in determining the overall ranking. Counties with the lowest overall numerical rank have the greatest number of opportunities to improve safety, while counties with the highest numerical rank have the lowest number of challenges. For the upcoming year, the KOHS will continue to target 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 a large percentage of the applications received.

In addition to the data analysis conducted by KOHS, the Kentucky Transportation Center at 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. The Kentucky Transportation Center uses this data to develop the following

documents on an annual basis: 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, what types of crashes, vehicles and roadways involved, where the crashes are taking place, when the crashes are taking place and why the crashes are occurring. The most recent document completed can be found at <http://transportation.ky.gov/Highway-Safety/Pages/Traffic-Collision-Facts-Book.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 arrest and conviction data for DUI 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.

Performance Targets

The KYTC mission is to provide a safe, efficient, fiscally responsible transportation system that delivers economic opportunity and enhances the quality of life in Kentucky. In support of our mission and in accordance with 2015 Fixing America's Surface Transportation Act (FAST Act) requirements, sets annual targets for the five key Safety Performance Measures:

Number of Fatalities

Rate of Fatalities per 100 million Vehicle-Miles Traveled (VMT)

Number of Serious Injuries

Rate of Serious Injuries per 100 million VMT

Number of non-motorized fatalities and serious injuries

A team with members from KOHS and the Division of Traffic Operations - Highway Safety Improvement Program recommends annual KYTC Safety Performance Measure Targets to the Executive Director of Highway Safety and the State Highway Engineer.

KYTC considers five different models in setting targets for each of the five key Safety Performance Measures:

Model #1: The Annual Projection trend line value

Model #2: The previous year value

Model #3: The previous year value added to the Annual Projection of the trend line

Model #4: The previous year five year average = (previous year + 4 additional previous years)/5

Model #5: The projected five year average = (previous year + 2 additional previous years + 2 projected years)/5

For each of the five Safety Performance Measures, the preferred methodology is to use the lower value of Method #4 (the previous year five year average) and Method #5 (the projected five year average). This method caps the targets (the targets will never increase), eliminates some of the annual variance and is reasonably obtainable.

Countermeasure and Project Selection

The Office of Highway Safety staff uses all of these documents to gain a better understanding of trends in traffic collisions and to help identify the most problematic areas and/or jurisdictions in the state. Demographic

data and the most common factors contributing to crashes is also examined to determine the most at-risk populations and behaviors that should be addressed in the Performance Plan.

Upon completion of analysis, the shared data with program managers, taskforces and law enforcement liaisons is reviewed to develop countermeasure strategies for each of the counties that have participating partners.

Targets in the selection of strategies and activities are; considered by risk, need and programing assets available to effect change.

Processes Participants

The following list of participant agencies, coalitions and vest interests in highway safety at various levels of planning, performance measure and target setting in the HSP process. These members also represent the Governors Executive Committee on Highway Safety (GECHS).

Secretary of Transportation Cabinet

KYC Planning Highway Safety Improvement Program

KYTC Office of Information and Technology

Kentucky Impaired Driving Taskforce

Kentucky Occupant Protection Taskforce

Kentucky Traffic Records Committee

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 Kentucky

Insurance Institute of Kentucky

Kentucky Office of Highway Safety

iCare Lexington

Description of Highway Safety Problems

Kentucky Highway Safety concerns

The KOHS has identified the following as principle highway safety concerns for the Commonwealth of Kentucky. They are as follows

Occupant Protection

Adult

Child

Impaired Driving

Alcohol

Drug

Aggressive Driving (including speeding)

Distracted Driving

Motorcycle Safety

Bicycle and Pedestrian Safety

The goals for KOHS highway safety programs that will be applied to counter measure programs are as follows:

	2014	2015	2016	2017	2018	2020 Targets
Fatalities (5 year moving average)	707	707	716	723	740	754
Fatality Rate per 100M VMT (5 year moving average)	1.48	1.48	1.48	1.49	1.52	1.50
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	291	291	295	291	297	297
Serious Injuries (5 year moving average)	3,617	3,440	3,289	3,125	3,040	2,706

Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving average)	169	174	174	171	162	162
Speeding – Related Fatalities (5 year moving average)	111	114	115	103	103	103
Motorcyclist Fatalities (5 year moving average)	89	87	95	91	92	92
Unhelmeted Motorcyclist Fatalities (5 year moving average)	55	56	61	60	59	59
Drivers Age 20 or Younger in Fatal Crashes (5 year moving average)	89	84	80	78	74	74
Pedestrian Fatalities (5 year moving average)	54	56	62	70	75	75
Bicyclist Fatalities (5 year moving average)	4	4	5	6	7	7

Occupant Protection

Occupant protection remains at the forefront of state issues to address due to approximately 40% of all fatalities in crashes being unrestrained drivers and/or passengers. This is a leading cause of crash fatalities in all areas of the state. This is especially the case in rural roadway departure crashes. Traditionally, Kentucky has a high rate of teen drivers that are unrestrained as well and children under the age of 15 have a higher than national average representation in the data. This is the second leading cause of death in Kentucky’s children.

The KOHS will address this concern through implementation of recommendations from our recent Occupant

Protection Assessment in addition to participation in high visibility enforcement, sustained enforcement through occupant protection programs and child protection seat programs.

Impaired Driving

Impaired driving in the Commonwealth of Kentucky has begun to evolve. As alcohol impaired only drivers are steadily declining, there is an increase of poly intoxicated and drug impaired drivers indicated in the crash data. The KOHS is evolving the impaired driving program to address this issue with the ARIDE and DRE programs. Approximately 33-35% of all crashes have impairment as a behavioral issue.

The KOHS will address this concern through participation in high visibility enforcement, sustained enforcement through impaired driver enforcement programs, ARIDE and DRE education for law enforcement and police traffic service programs.

Aggressive Driving and Speeding

While there has a consistent decline in the trend of aggressive and speed related fatalities, crash reports and citation data indicates that is a factor in over 32% of all crashes in state. The KOHS has developed a selective enforcement period during the summer driving season as well as sustained enforcement through police traffic services grants.

Distracted Driving

Distracted driving is a multi-layered issue in the Commonwealth of Kentucky of Kentucky. It is indicated in crash and citation data to be a behavioral factor in over 60% of the crashes. Due to the open nature of the definition of distracted driving, it is difficult to pinpoint what types of distraction are the leading cause of these challenges.

The KOHS has developed a media behavioral norming message campaign to address this issue statewide and seeking partners to pilot more enforcement programs. Citation data also indicates that this risky behavior is often combined with other risk factors such as lack of seat belt use and/or speeding. Through those other countermeasures the KOHS seeks to reduce the number of serious injuries and fatalities as well.

Motorcycle Safety

The Commonwealth of Kentucky repealed the mandatory helmet law in 1996. Since the repeal there was a steady increase of unhelmeted motorcycle fatalities, currently this is 64% of all motorcycle fatalities. There is indication in the data that the trend line will continue increase. Impaired riders remain at approximately 24% of crashes involved.

To address this issue the KOHS utilizes all of its incentive funds to promote "Driver Awareness" of motorcycles, and utilizes 402 funds for "Share Road" messaging. The KYTC transfers a portion of motorcycle registration fees and license fees to Department of Justice to the Motorcycle Safety Commission for the MSF based rider education program.

Bicycle and Pedestrian

The KOHS has continued a surveillance of the bicycle and pedestrian crashes in the Commonwealth of Kentucky. The trend in bicycle fatalities has remained low at 10 or less per year over the past five years on the trend line. However, the trend indicates that this may increase. Pedestrian fatalities have indicated steady marginal increases on the trend line. Overall the combined fatalities are at almost 11% of the state total.

Due the regional nature of the problem, the KOHS has engaged with community partnerships, the MPO's in Lexington, Louisville and Northern Kentucky, and KYTC Pedestrian Bicycle safety in the Division of Planning

to address this issue.

Methods for Project Selection

Project Selection

A formal letter is mailed and emailed to every state and local law enforcement agency throughout the state as well as other organizations involved in highway safety. This letter serves as the official notice of funding availability of highway safety grants for the upcoming federal grant year.

The Kentucky Office of Highway Safety selects projects for funding each year following submittal of applications by eligible state and local public agencies and non-profit groups. Law Enforcement Liaisons are instrumental in contacting and encouraging agencies in these high priority areas to apply for grants and assist them with their application. The grant applications are available on the Kentucky Office of Highway Safety's website, along with basic instructions for submission.

Once all applications are received, they are divided among the grant review committee's members to review and note recommendations. The grant review committee meet for several days in March to discuss and evaluate all proposals as a group. Grant proposals are evaluated for:

Eligibility base on state wide ranking and risk

Completeness

Countermeasures

Target measures

Performance measures

Ability of the project to address identified highway safety problems

Past performance with other grants

The grant program managers submit a budget and enforcement plan for the region that address:

TOP 40 Risk

Available enforcement agencies and community partners

Budget available

Evolving needs

Other factors are also given consideration, such as whether or not the proposed project is located in a high-priority county, the agency's past participation in highway safety mobilizations, as well as their prior performance as a grantee (if applicable). Project budgets are submitted for evaluation and recommendations made for modification. The committee's recommendations are forwarded to the Governor's Representative for Highway Safety for comment.

List of Information and Data Sources

Data Sources

The grant committee, LEL's and KOHS staff, reviewed the following data sets and information as part of the grant review process:

KYOPS Law enforcement data base

CRASH Kentucky Collision Report Analysis System Highways

HSIP KY Highway System Improvement Program

KYBEMS Kentucky Board of EMS

HEAT KIPRC epidemiology of crashes
 KOHS Grant Activity reporting spreadsheet
 GTS Program funds management
 FARS Fatality and Analysis Reporting System
 UKTC Collision Facts Annual Report
 KOHS TOP 40 Risk analysis report of statewide ranking
 UKTC Observed seat belt count report

Description of Outcomes

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).

Coordination outcomes

The outcome of coordinating the Highway Safety Plan, Highway Safety Improvement Plan and the Strategic Highway Safety Plan give the Commonwealth of Kentucky a long term vision of serious injury and crash reduction. By aligning core target measures and expectations, the state should continue to trend down fatalities and serious injury crashes. However, due to an increase of VMT the exposure risk in several measures indicate that the state will either maintain or suppress those from increasing.

The coordination further engages the highway safety community in the state to maintain transportation safety as a core community need by aligning the local and municipal programs and data shared through all sources.

Planning and countermeasure selection can be made in a real time and correlated impact in the planning year as well as supporting the strategic vision of reduction towards zero deaths.

Description of Outcomes

Performance report

Progress towards meeting State performance targets from the previous fiscal year's HSP

Performance Plan

Sort Order	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value
1	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	754.00
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	2,706.00
3	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2016	2020	1.500

4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2016	2020	297.00
5	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	162.00
6	C-6) Number of speeding-related fatalities (FARS)	5 Year	2016	2020	103.00
7	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	92.00
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	59.00
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2016	2020	74.00
10	C-10) Number of pedestrian fatalities (FARS)	5 Year	2016	2020	75.00
11	C-11) Number of bicyclists fatalities (FARS)	5 Year	2016	2020	7.00

12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2016	2020	90.3
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Performance Measure: C-1) Number of traffic fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-1) Number of traffic fatalities (FARS)-2020	Numeric	754.00	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

This target is based on a predicted reduction in 2019 and 2020 fatal numbers that is consistent with recent trend line (minus 12 fatalities per year). Please note that this will result in a 2020 target that is greater than the previous year's target of 737. The fact targets keep increasing is primarily due to the baseline data including a historically low year in 2014. Using our assumptions, the 2020 target will be slightly lower than the baseline 2018 rolling average of 756.

Performance Measure: C-2) Number of serious injuries in traffic crashes (State crash data files)

Performance Target details

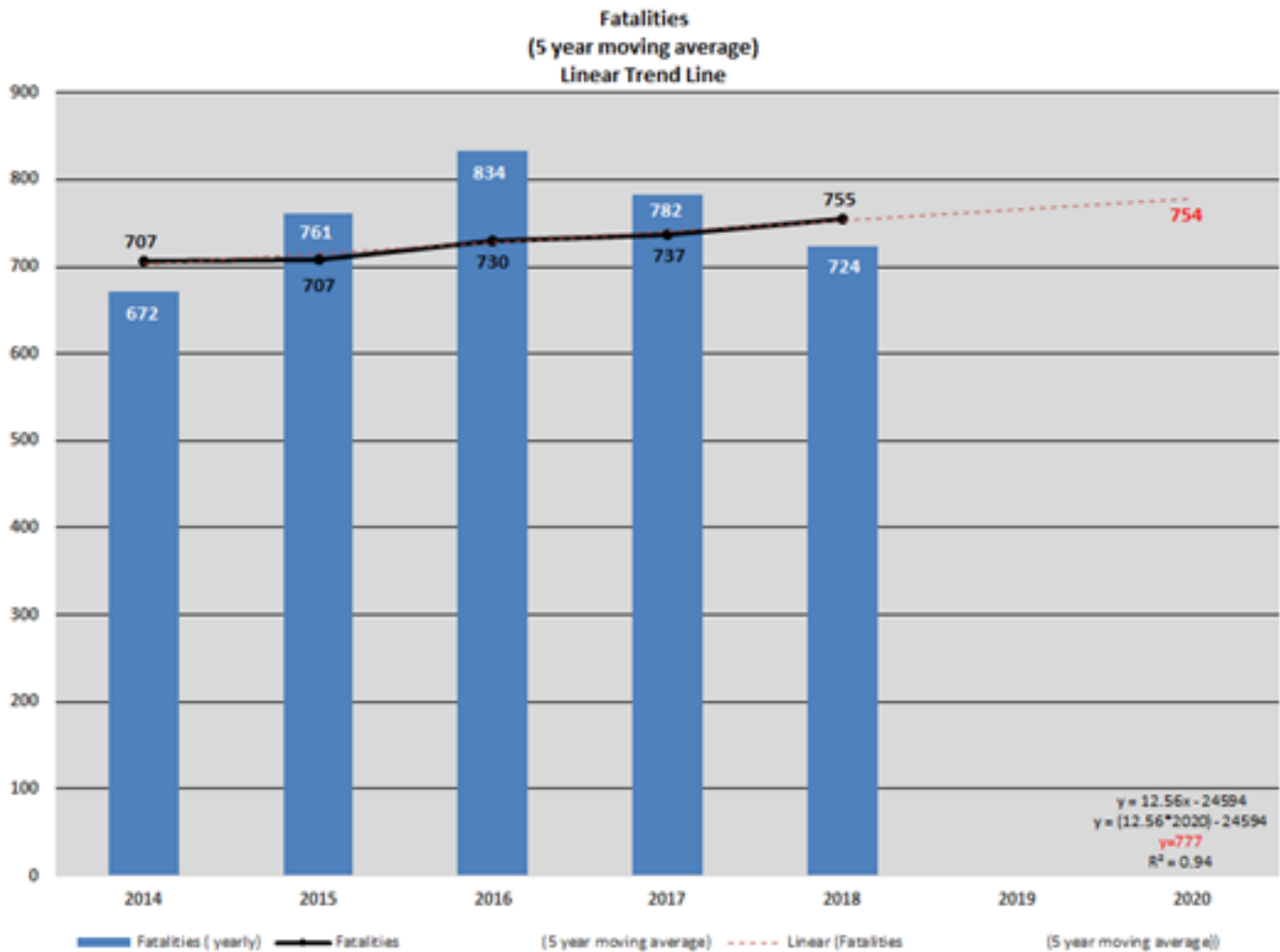
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-2) Number of serious injuries in traffic crashes (State crash data files)-2020	Numeric	2,706.00	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Emergency Medical Services/Injury Surveillance Systems

Performance Target Justification

The number of serious injuries have continued to indicate a consistent downward trend. The HSIP and OHS have collaborated in analysis and setting this target as a core performance measure. The indicated goal is moderately lower than prior target.



This target is based on a predicted reduction in 2019 and 2020 serious injury numbers that is consistent with recent trend line.

Performance Measure: C-3) Fatalities/VMT (FARS, FHWA)

Performance Target details

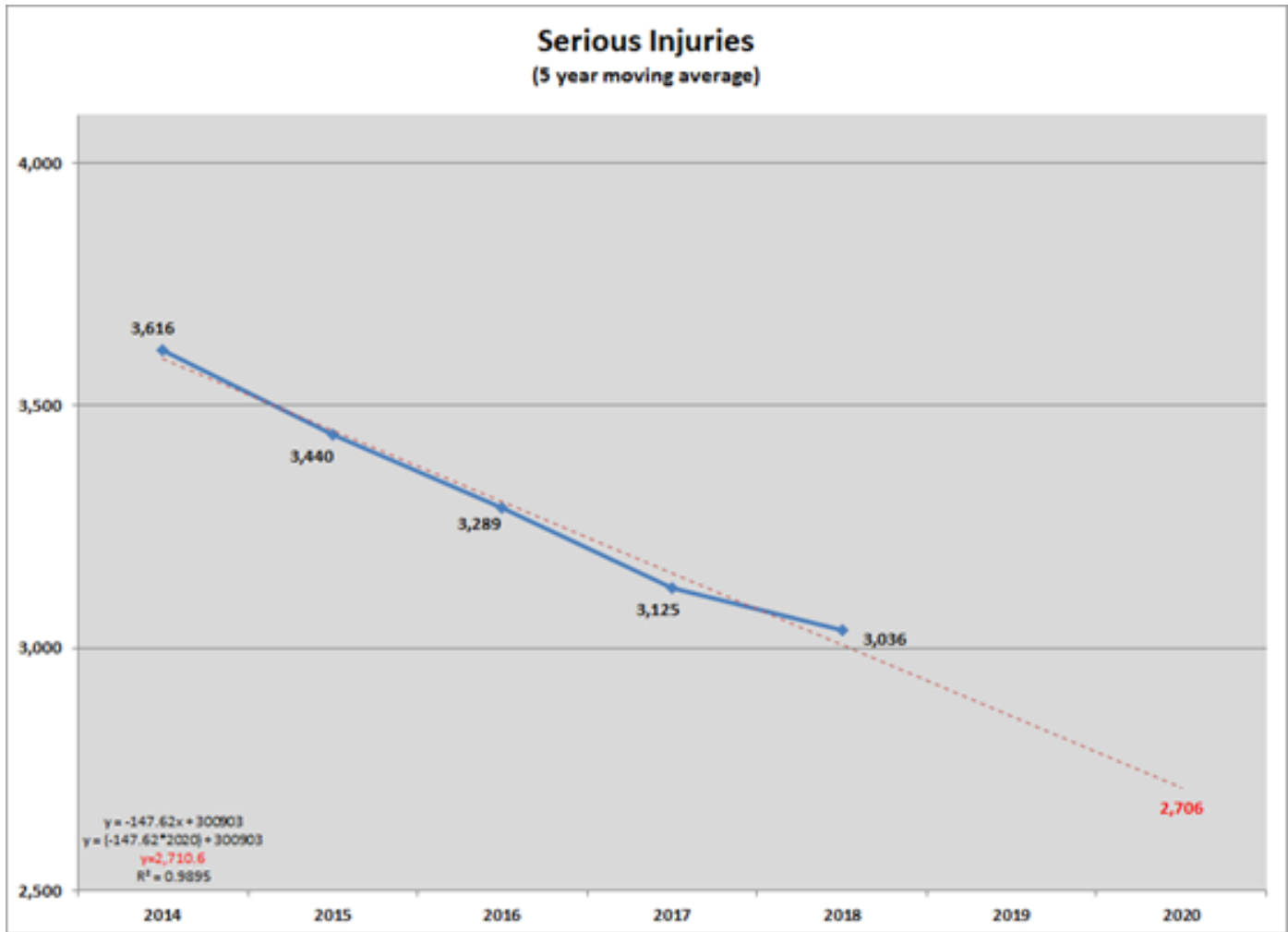
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-3) Fatalities/VMT (FARS, FHWA)-2020	Numeric	1.500	5 Year	2016

Primary performance attribute: Timeliness

Core traffic records data system to be impacted: Crash

Performance Target Justification

The fatality target process along with estimated VMT was used to develop the fatal rate target. Using this information, the predicted five-year fatal rate (16-20) was determined and used for the performance target. Although the specific calculation came out to 1.51, it was rounded down so that the fatal rate target matches the target for the last two years.



Performance Measure: C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Performance Target details

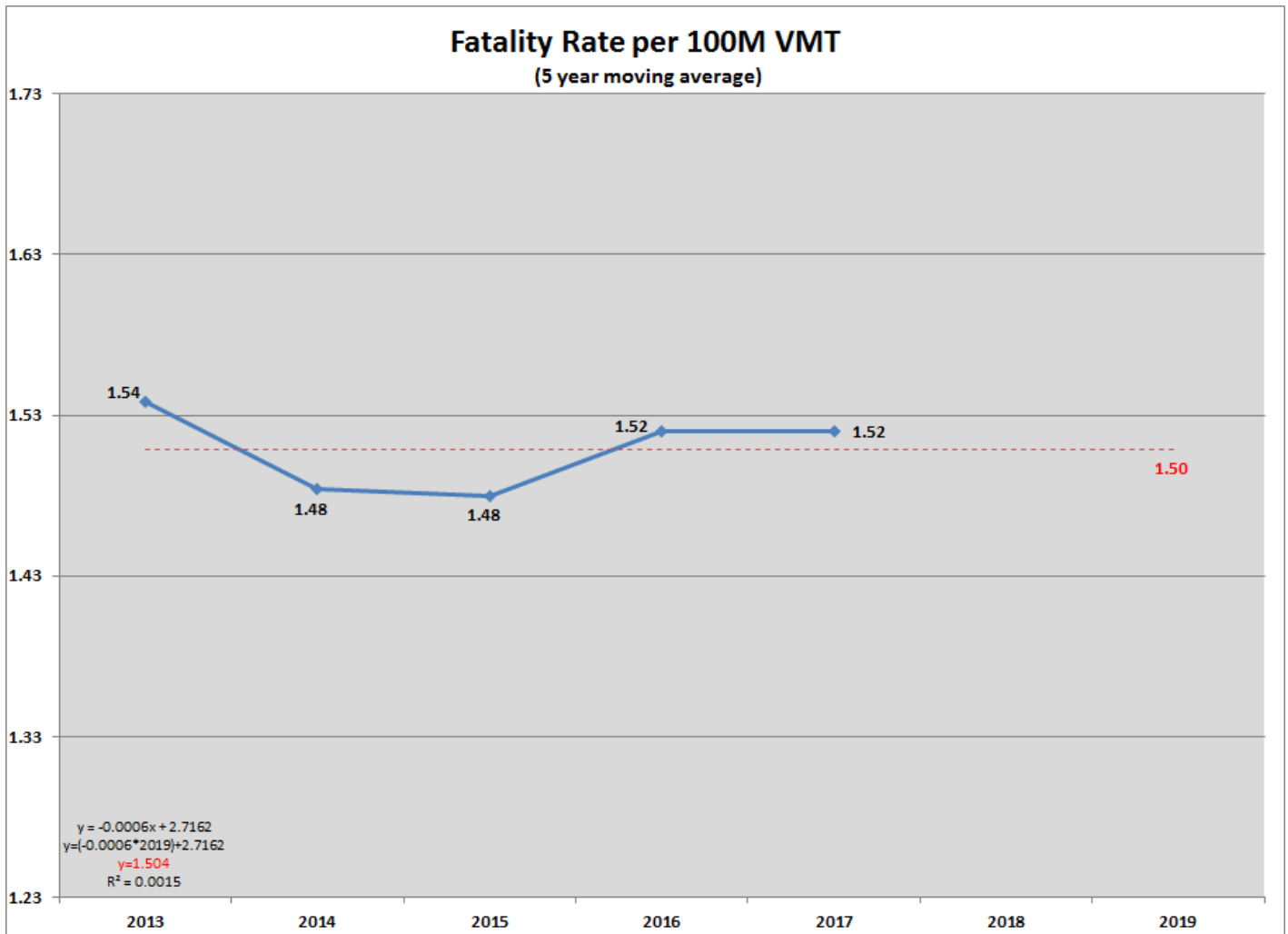
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2020	Numeric	297.00	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

The KOHS conducted analysis of unrestrained passengers in all positions and indicated that a moderate reduction to 298 is forecasted on a 5yr rolling average.



Performance Measure: C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Performance Target details

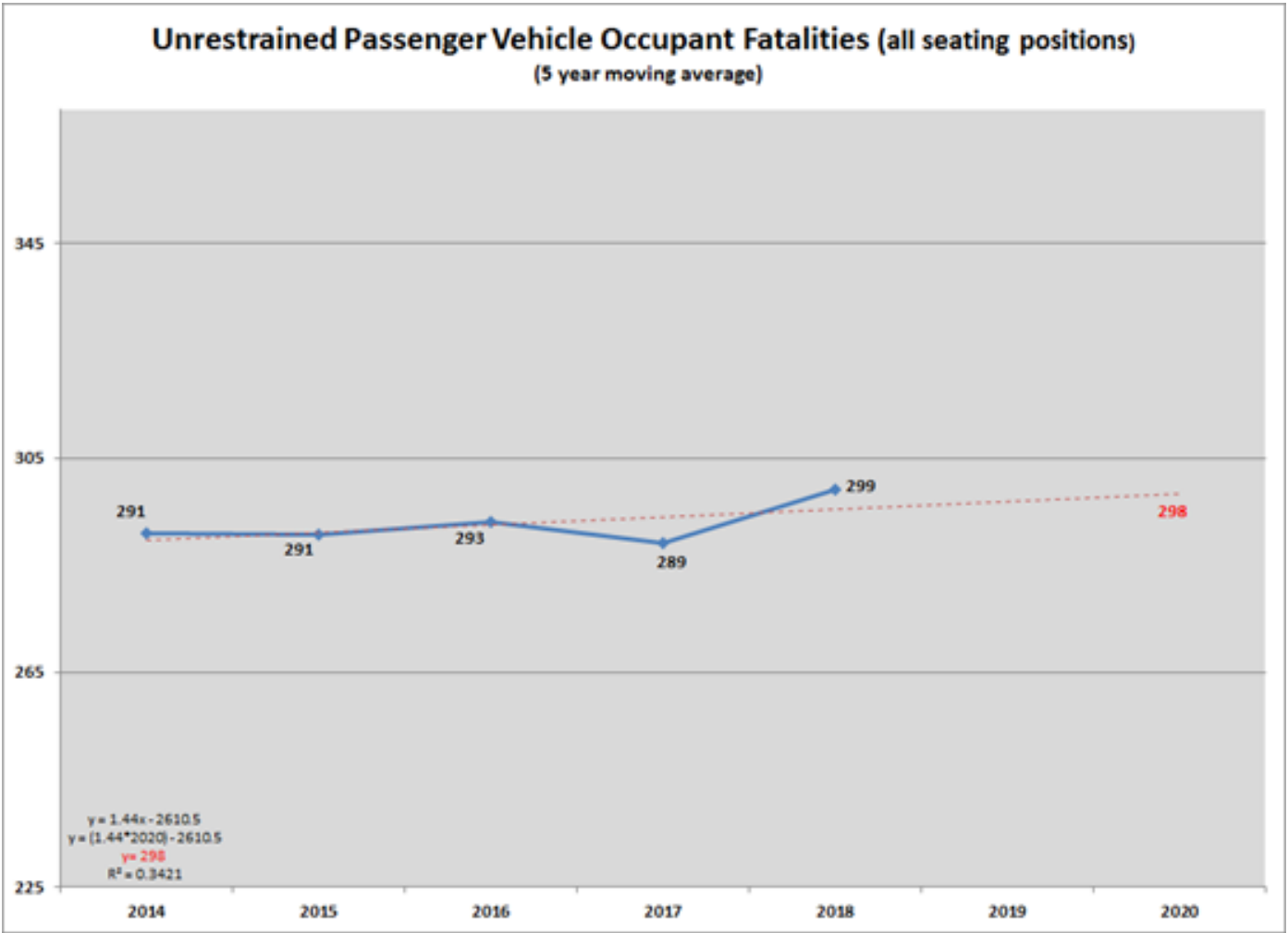
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2020	Numeric	162.00	5 Year	2016

Primary performance attribute: Completeness

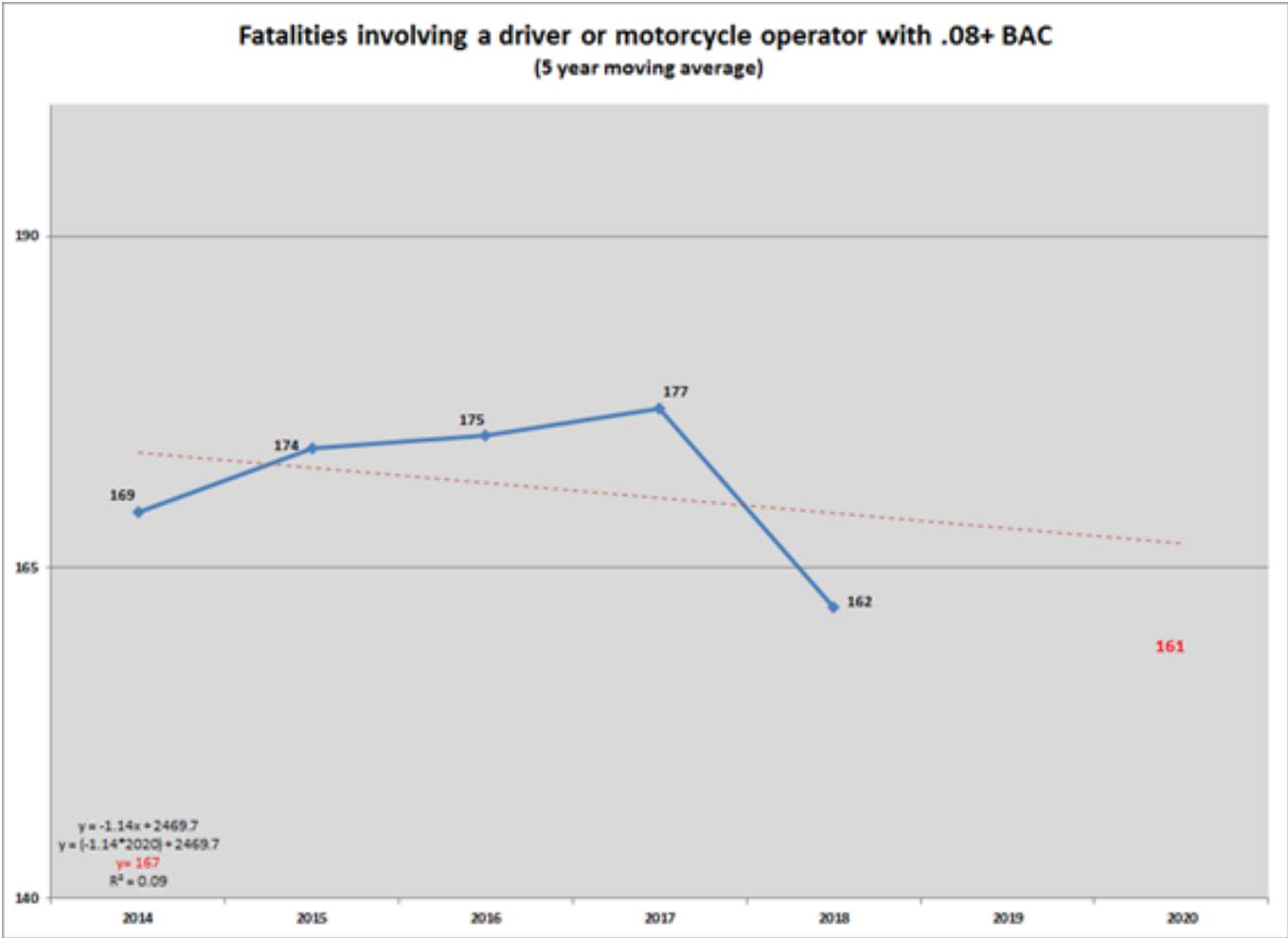
Core traffic records data system to be impacted: Crash

Performance Target Justification

Despite a projected slight increase in alcohol-impaired driving fatalities, as shown by the trend line and graph



below, the KY Office of Highway Safety feels that with an overall downward trend, a 1% reduction in the base year average is a realistic goal to move toward.



Performance Measure: C-6) Number of speeding-related fatalities (FARS)

Performance Target details

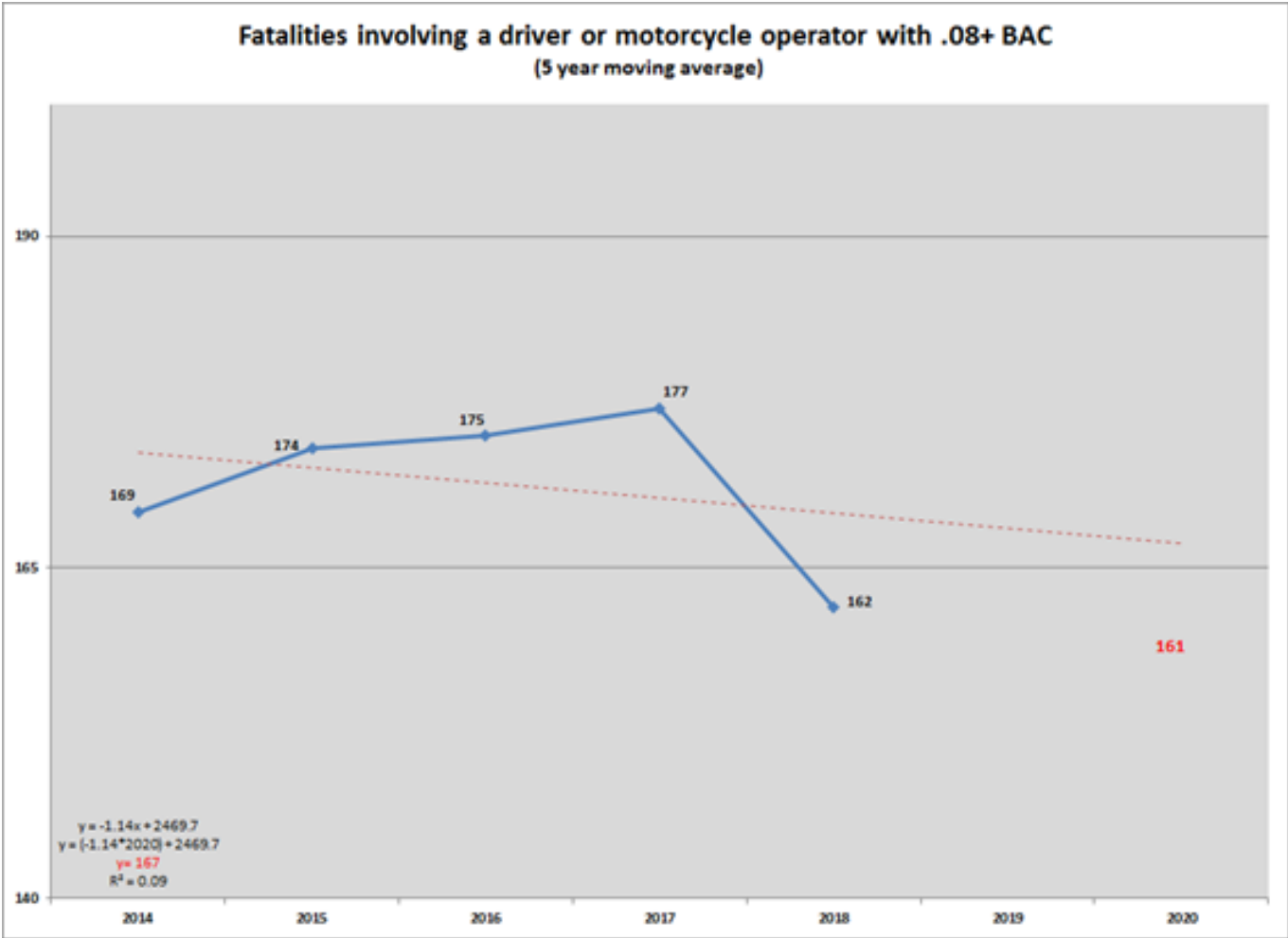
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-6) Number of speeding-related fatalities (FARS)-2020	Numeric	103.00	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

The KOHS' analysis of speed related fatalities a moderate but continued decrease in the number of drivers and operators involved in speed related crashes. The data indicates this is highly likely to be met.



Performance Measure: C-7) Number of motorcyclist fatalities (FARS)

Performance Target details

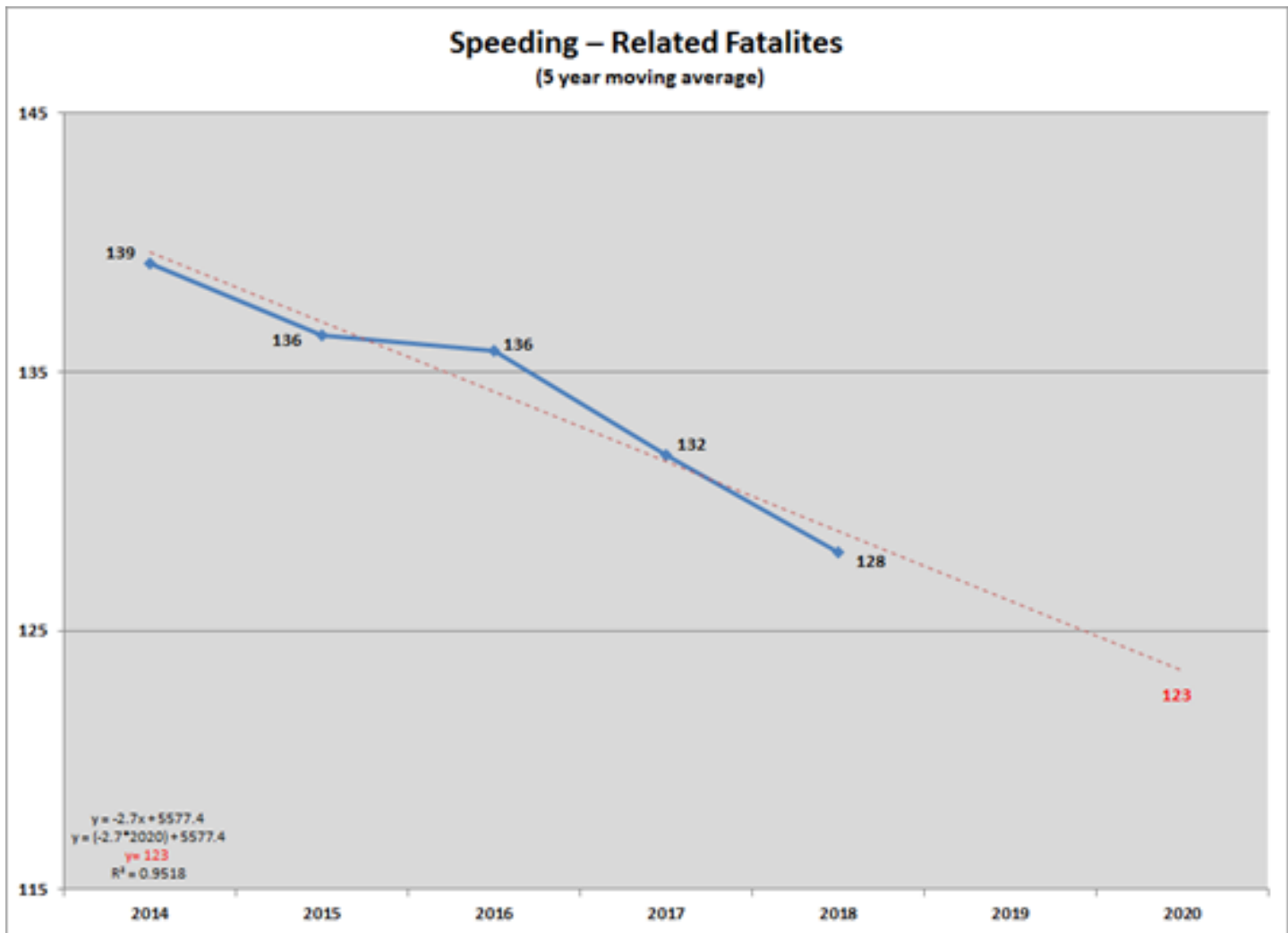
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-7) Number of motorcyclist fatalities (FARS)-2020	Numeric	92.00	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

Despite a projected increase in motorcyclist fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that a 1% reduction in the base year average is a realistic goal to move toward. Despite a projected increase in motorcyclist fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that a 1% reduction in the base year average is a realistic goal to move toward.



Performance Measure: C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Performance Target details

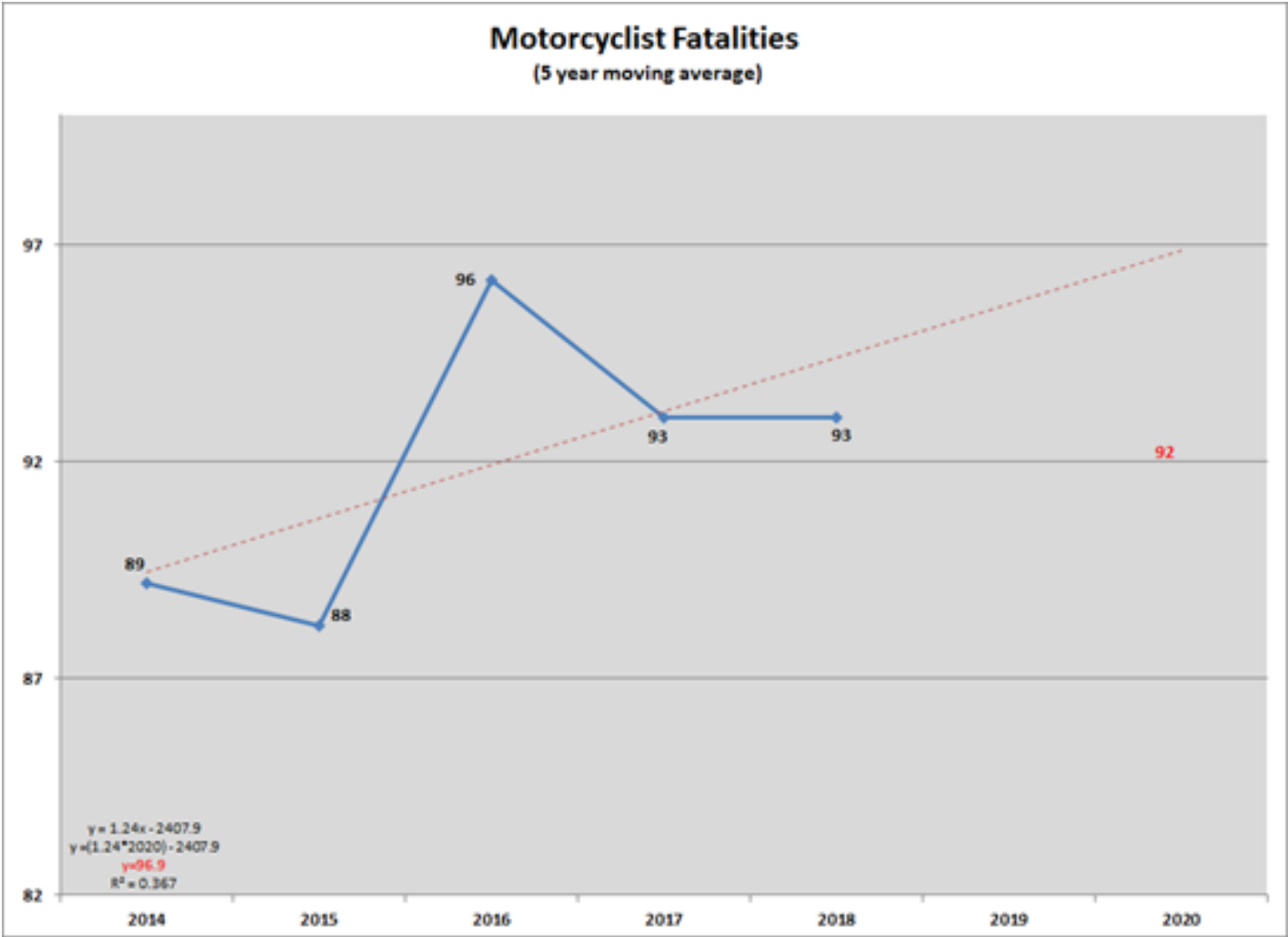
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2020	Numeric	59.00	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

Despite a projected increase in un-helmeted motorcyclist fatalities, as shown by the trend line and graph below, the KY Office of Highway Safety feels that a 1.7% reduction in the base year average is a realistic goal to move toward.



Performance Measure: C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Performance Target details

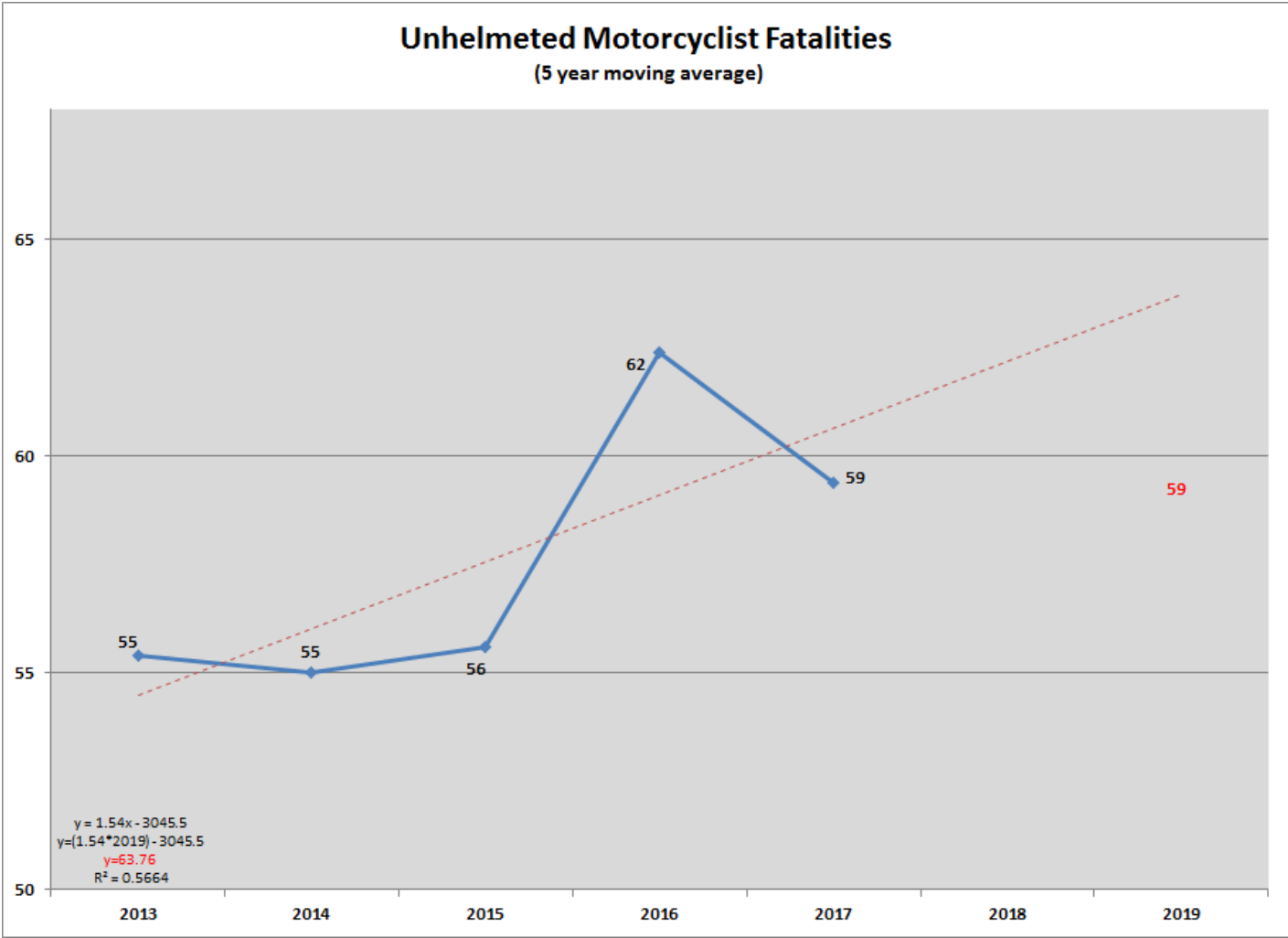
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2020	Numeric	74.00	5 Year	2016

Primary performance attribute: Completeness

Core traffic records data system to be impacted: Crash

Performance Target Justification

The KOHS analysis of young driver fatalities indicates a trend that should reduce over the next year, however even with a marginal increase of fatalities. The KOHS has established a target of 87 fatalities in the young driver area based on trend line analysis and forecasting.



Performance Measure: C-10) Number of pedestrian fatalities (FARS)

Performance Target details

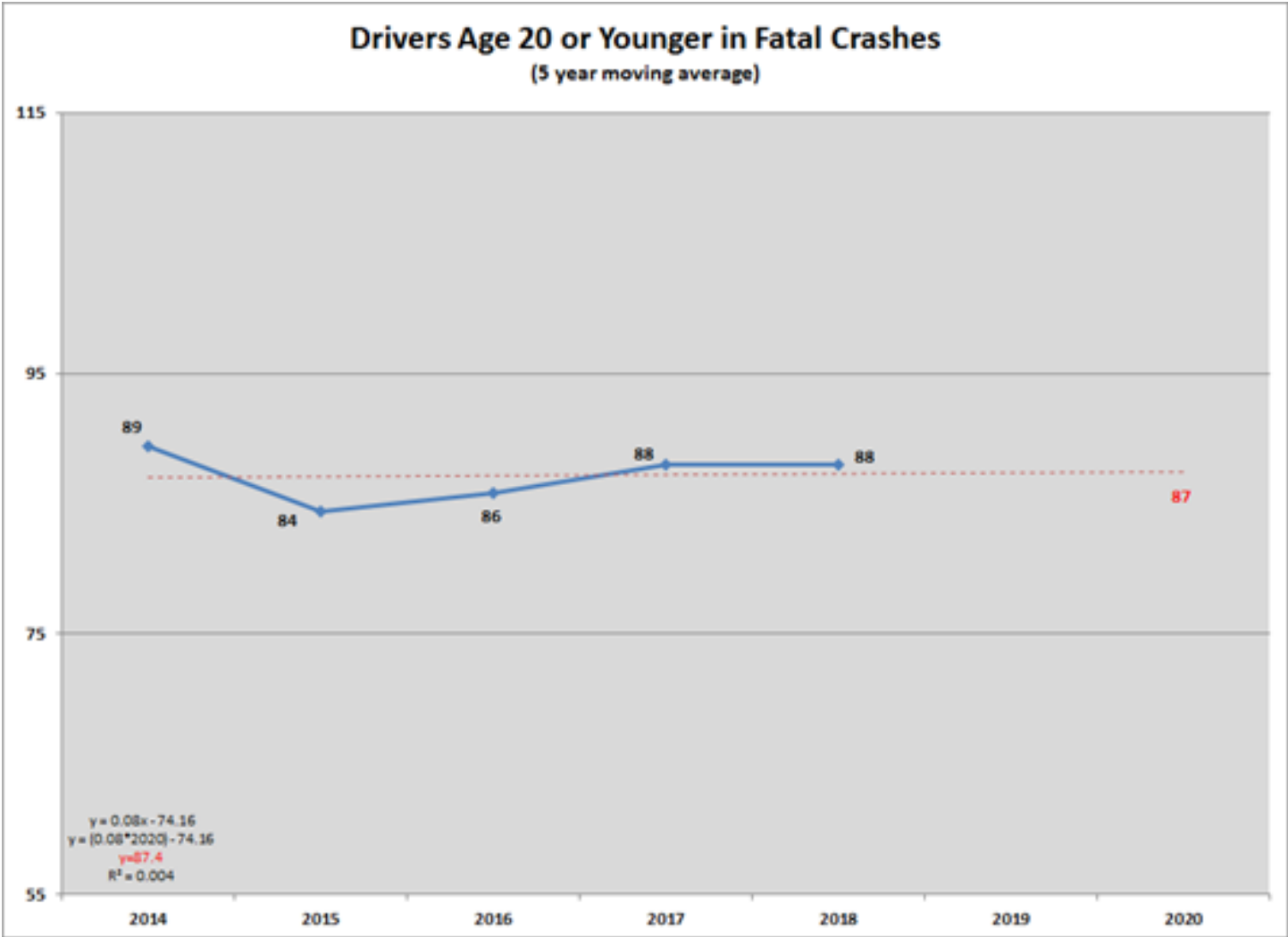
Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-10) Number of pedestrian fatalities (FARS)-2020	Numeric	75.00	5 Year	2016

Primary performance attribute: Accuracy

Core traffic records data system to be impacted: Crash

Performance Target Justification

Despite a projected increase in pedestrian fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that a 1.4% reduction in the base year average is a realistic goal to move toward.



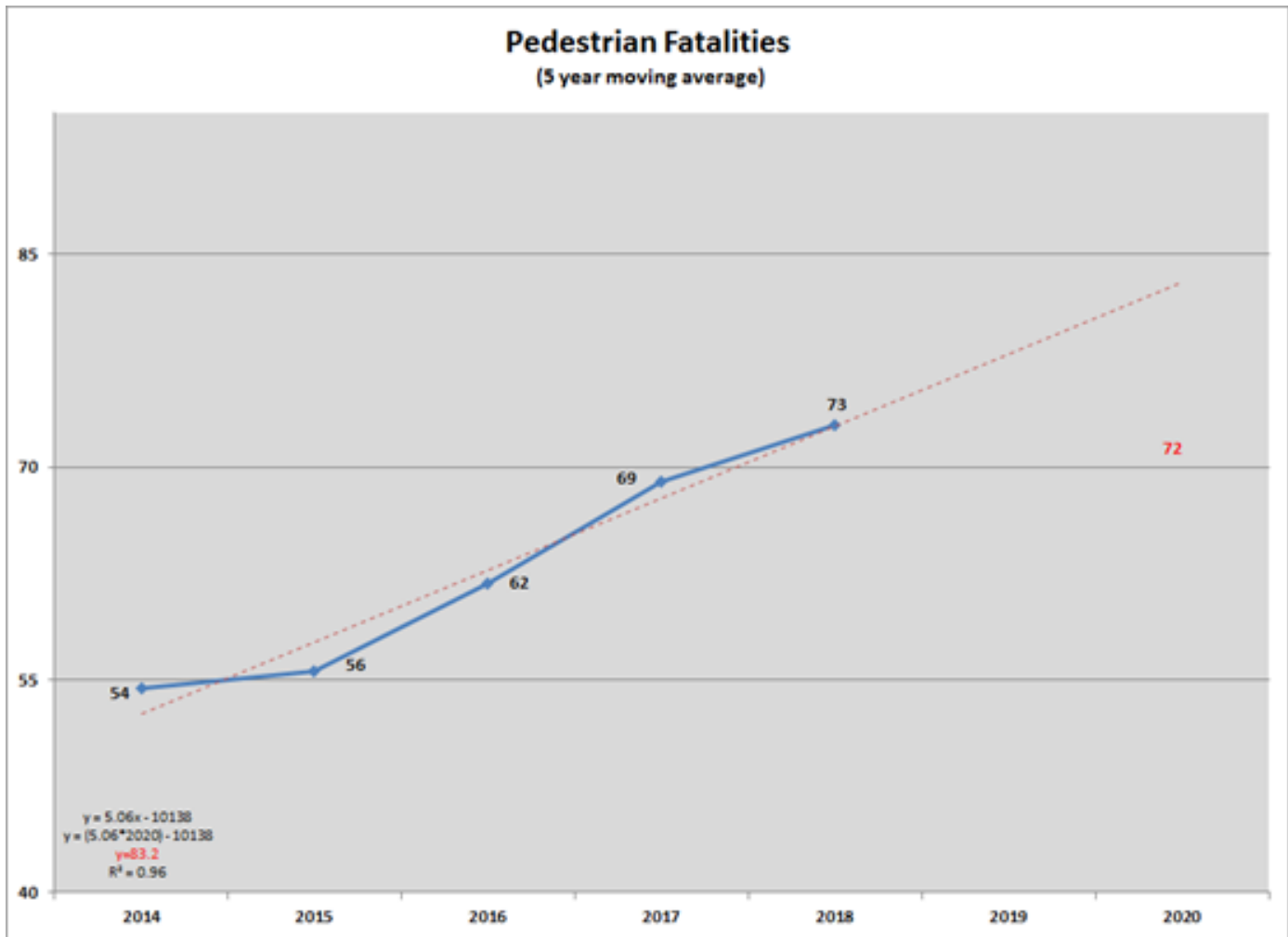
Performance Measure: C-11) Number of bicyclists fatalities (FARS)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
C-11) Number of bicyclists fatalities (FARS)-2020	Numeric	7.00	5 Year	2016

Performance Target Justification

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 from 7 to 6 in the base year average is a realistic goal to move toward.



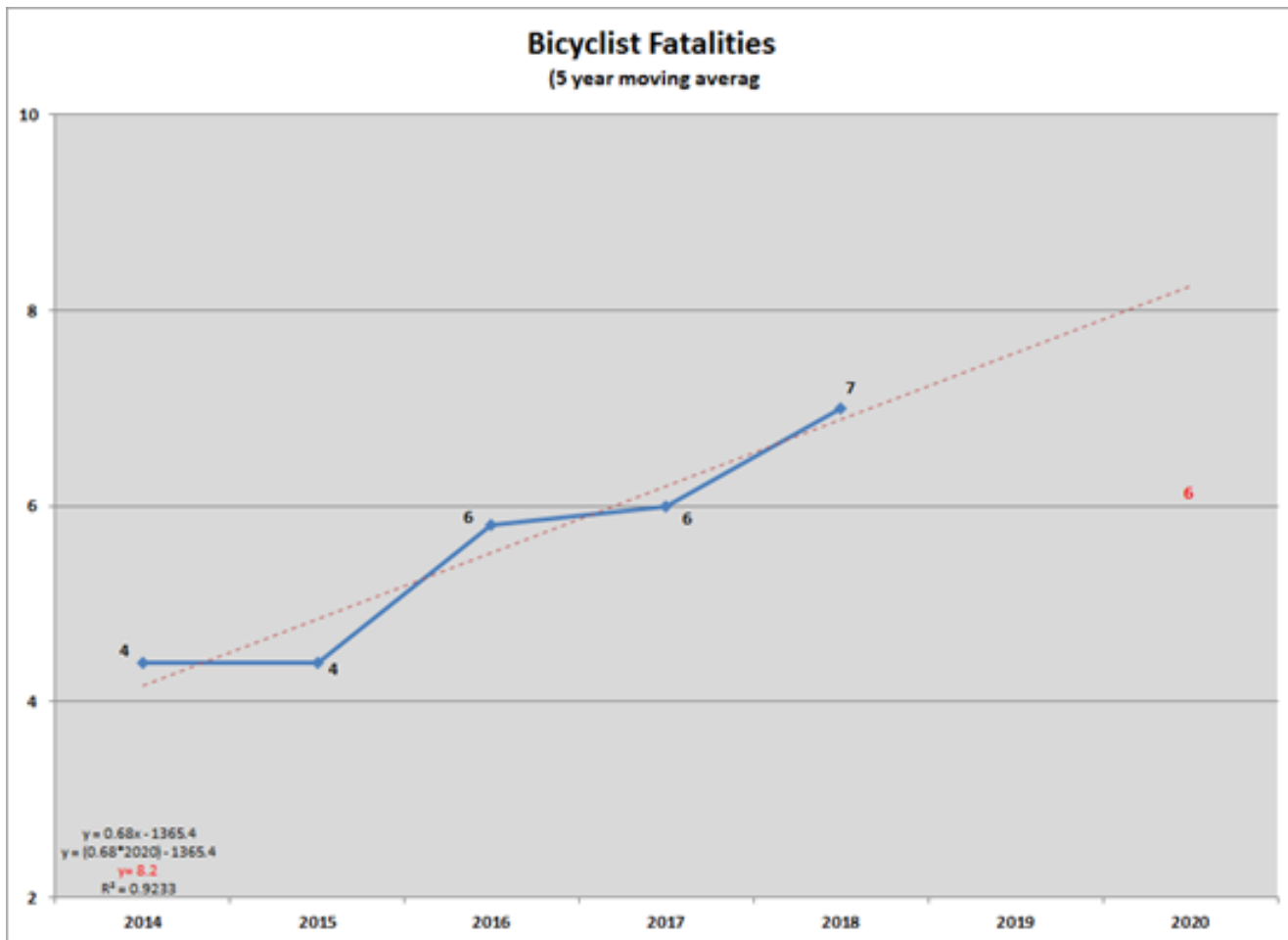
Performance Measure: B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Performance Target details

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2020	Numeric	90.3	5 Year	2016

Performance Target Justification

The seat belt usage rate target is based on past data and the projected trend line below. The target is to increase the seat belt usage rate 0.45% from 89.9% to 90.3% for 2020.



Certification: State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

I certify: Yes

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Seat belt citations: 27,614

Fiscal Year A-1: 2018

A-2) Number of impaired driving arrests made during grant-funded enforcement activities*

Impaired driving arrests: 3,574

Fiscal Year A-2: 2018

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Speeding citations: 34,437

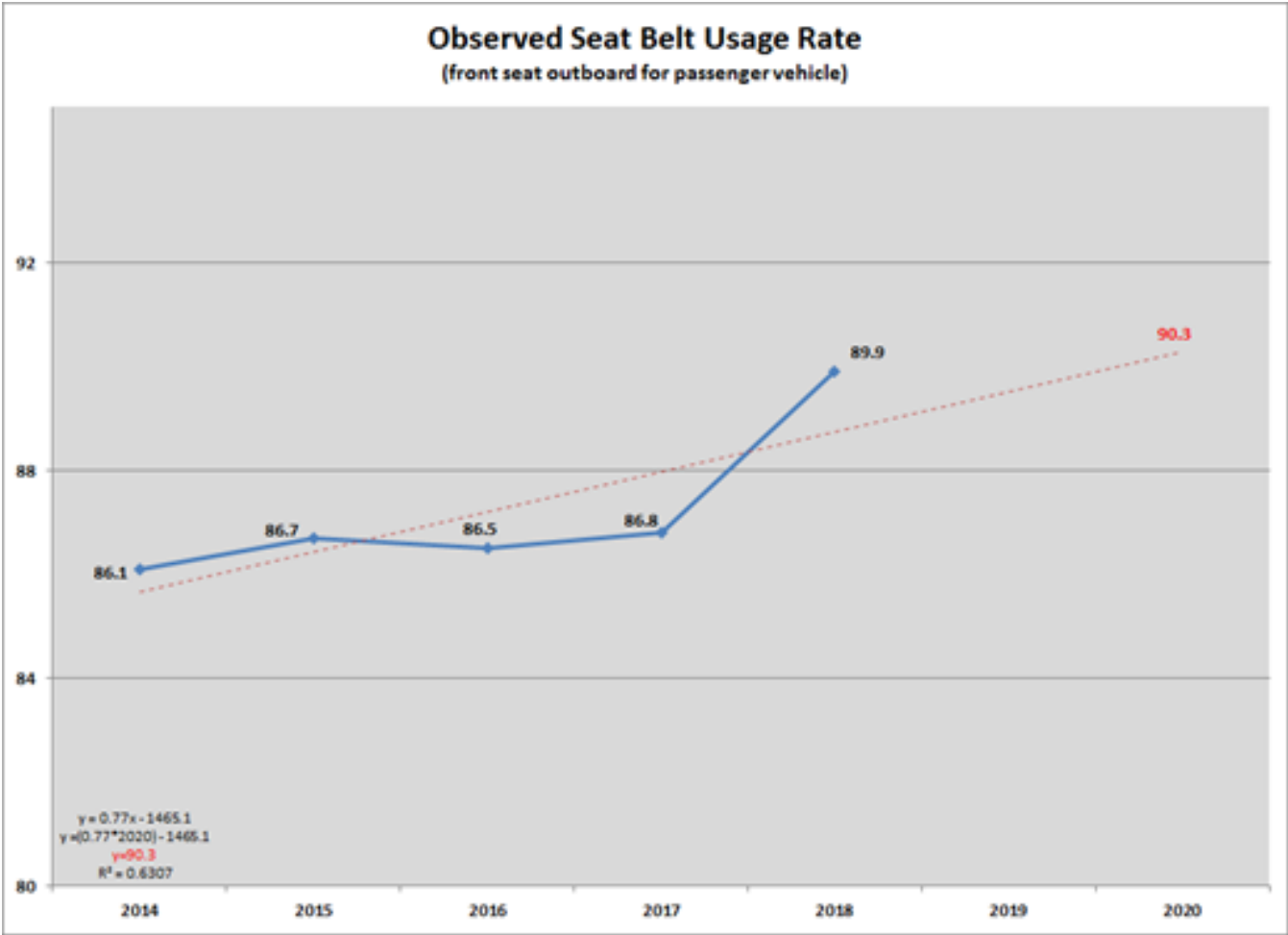
Fiscal Year A-3: 2018

Program areas

Program Area: Distracted Driving

Description of Highway Safety Problems

The KOHS has conducted crash analysis of the KYOPS crash reporting, KYTC crash reports and FARS to implement a distracted driving program that addresses the core issues.



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 issue enforcement grants that have a high crash rate above the state average based on the TOP 40 counties methodology. These grants will be issued as mini grants throughout the year.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	754.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	2,706.00
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	74.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Distracted Driving Media

Countermeasure Strategy: Distracted Driving Media

Program Area: Distracted Driving

Project Safety Impacts

The impact of the planned activity should be represented in the data performance measures, through reductions of crashes, fatalities and serious injuries. Funding for this project will be through NHTSA incentive program funds.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The fund source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
FESX-2020-DDPM	Distracted Driving Paid Media

Planned Activity: Distracted Driving Paid Media

Planned activity number: FESX-2020-DDPM

Primary Countermeasure Strategy ID:

Planned Activity Description

These funds will be used to develop a radio, social media and digital campaign coinciding with Distracted Driving Awareness Month in April. In addition, advertising will be purchased through paid media to sustain the message. These messages should 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.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Distracted Driving Media

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405e Comprehensive Distracted Driving	405e Community Traffic Safety (FAST)	\$200,000.00	\$40,000.00	

Program Area: Impaired Driving (Drug and Alcohol)

Description of Highway Safety Problems

The KOHS analysis of the KYOPS enforcement data, CRASH data, trauma registry and KIPRC HEAT maps indicate that alcohol and drugged driving is still a core issue. Alcohol related fatalities have decreased some, this remains to be at approximately 24% of all fatal crashes in the state. The issue of poly drug use in impaired driving is becoming a strong trend. The rate of impaired driving citations and crashes continue to trend up, especially with drug involved impairment. The impaired driving crash issue is especially high in rural areas where they are predominately single vehicle lane departures resulting in fatalities.

The KOHS Impaired Driving program is conducted and coordinated by the Impaired Driving Coordinator. This individual 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 long and short range program planning and monitoring, grant development and monitoring, budget development and monitoring. Duties include to conduct monitoring and providing technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and law makers. This position will make periodic reports representing the KOHS at the local, state and the National Highway Safety Administration meetings and conferences.

The KOHS Impaired Driving programs will employ the following:

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 area strategies in Kentucky's Strategic Highway Safety Plan (SHSP).

Provide equipment to aid state and local agencies in impaired driving efforts to include the following: 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 and encourage the passage of stronger laws by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis area strategies 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 area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area. Promote the Drive Sober or Get Pulled Over mobilization to law enforcement through a series of area briefings throughout the state.

Provide incentives/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 area strategies in our SHSP.

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 area strategies in our SHSP.

Continue to fund a Judicial Outreach Liaison (JOL) hired by the KOHS to help educate and strength judicial relations on impaired driving issues in the state.

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 area strategies in our SHSP.

Educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.

Continue education and advocacy for continuing to improving the Ignition Interlock Device law.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	754.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	2,706.00
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	162.00

2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	74.00
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Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign
Drug Recognition Expert (DRE) Training
High Visibility Enforcement
Highway Safety Office Program Management
ID Planning and Administration
Impaired Driving Enforcement Program
Judicial Education
Prosecutor Training

Countermeasure Strategy: Communication Campaign

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The Kentucky Office of Highway Safety (KOHS) supports the Kentucky Transportation Cabinet 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.

KOHS works to reduce the number of Kentucky’s traffic crashes, fatalities and injuries through enforcement, education and collaborative partnerships. We also fulfill this mission through continuous traffic safety marketing and communications.

This plan outlines KOHS communications priorities and strategies for reaching Kentucky audiences through traffic safety marketing, paid media and community engagement to educate and motivate safer driving behavior.

The KOHS communications budget prioritizes paid media spending in the following emphasis areas:

- High Visibility Enforcement
- Occupant Protection
- Impaired Driving
- Motorcycle Safety
- Distracted Driving

The plan guides the KOHS efforts to overcome persistent challenges such as the state’s high unrestrained fatality rate and impaired and distracted driving-related crashes through creative, clearly-defined and more personalized messaging and engagement with Kentuckians.

Communications strategies and tactics are tailored to address other factors that affect driver behavior as well, including regional, cultural and ideological beliefs, statutory barriers to traffic enforcement and public desensitization to safety messaging generally.

The goal of KOHS communications initiatives is to educate Kentucky citizens on safe driving behavior through creative, consistent and targeted traffic safety messaging and campaigns.

The strategies, tactics and performance measures outlined in this plan are not exhaustive, but represent a framework for implementing a robust communications initiative to support the KOHS mission.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data. The KOHS will utilize the following strategies and activities to achieve the performance measures of the communications plan in order to influence at risk drivers behaviors state wide.

KOHS Communications Strategies

Strategy 1: Utilize Kentucky crash data and evidence-based countermeasures to develop statewide, regional and local media campaigns.

Strategy 2: Create opportunities to communicate directly with Kentucky citizens to motivate safe driving decisions.

Strategy 3: Align the NHTSA Campaign Calendar of enforcement and education initiatives with Kentucky-relevant messaging campaigns.

Strategy 4: Maintain a robust paid media sports marketing program through competitive and innovative partnerships with Kentucky colleges and universities and other sports venues.

Strategy 5: Cultivate stakeholder relationships and align stakeholder communications with KOHS to extend message reach, impact and cost efficiency.

Strategy 6: Educate the Kentucky General Assembly on statewide, regional and local problems and opportunities to improve highway safety.

Strategy 7: Expand the KOHS portfolio of media assets to support creative, contemporary messaging campaigns.

Strategy 8: Communicate relevant, entertaining and effective messaging through social media platforms.

Strategy 9: Empower KOHS personnel to deliver consistent safety messaging through internal communications initiatives.

Strategy 10: Integrate traffic safety communications into the Kentucky Transportation Cabinet safety goals.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5HVE-2020-IDPM	Impaired Driving Paid Media

Planned Activity: Impaired Driving Paid Media

Planned activity number: M5HVE-2020-IDPM

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will develop statewide media campaigns to coincide with the national Drive Sober or Get Pulled Over campaign in December and August. The following media formats utilized for reaching target audiences: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes are targeted. In addition, anti-DUI advertising will be can be contracted through sponsorships to sustain the message. These agreements include coach endorsements, radio & TV PSAs, digital elements, impaired driving signage and live announcements during home games. According to the NHTSA publication, Countermeasures that Work, 7th 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 enforcement activities.

Intended Subrecipients

Kentucky Office of Highway Safety in partner with the following:

- 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

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$774,000.00	\$154,800.00	

Countermeasure Strategy: Drug Recognition Expert (DRE) Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of

crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5HVE-2020-DRE/ARIDE	DRE & ARIDE program

Planned Activity: DRE & ARIDE program

Planned activity number: M5HVE-2020-DRE/ARIDE

Primary Countermeasure Strategy ID:

Planned Activity Description

This project establishes two positions that are responsible for statewide Advanced Roadside Impaired Driving Enforcement (ARIDE) training, Drug Recognition Expert (DRE) and liaisons with Kentucky State Police. These positions will also serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for the entire state. Serves as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring KSP grantees’ performance, and help coordinate traffic safety-related activities. Each grant includes personnel costs, travel/training expenses, equipment.

Intended Subrecipients

Kentucky Association Chiefs of Police

Countermeasure strategies

Countermeasure Strategy
Drug Recognition Expert (DRE) Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	405d - Impaired Driving		\$358,300.00	\$71,660.00	

Countermeasure Strategy: High Visibility Enforcement

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2HVE-2020-KSPOP	KSP Occupant Protection Enforcement Program
M2HVE-2020-OP	Occupant Protection Overtime Enforcement Programs
M5HVE-2020-ID	Impaired Driving Overtime Enforcement Programs
M5HVE-2020-KSPNH	KSP Nighthawk Impaired Driving Enforcement & Equipment
PT-2020-FSHSPP	Franklin County Sheriff Highway Safety Enforcement Pilot Program
PT-2020-KSPPT	KSP Police Traffic Enforcement Program
PT-2020-PT	Police Traffic Services Overtime Enforcement Programs Full Year
PT-2020-PTHY	Police Traffic Services Overtime Enforcement Programs Half Year

Planned Activity: KSP Occupant Protection Enforcement Program

Planned activity number: M2HVE-2020-KSPOP

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will fund overtime enforcement focused on seat belt enforcement during the months of October, November, March and July. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow 50 troopers/CVE officers to become trained & 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.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
High Visibility Enforcement
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$262,960.00	\$52,592.00	

Planned Activity: Occupant Protection Overtime Enforcement Programs

Planned activity number: M2HVE-2020-OP

Primary Countermeasure Strategy ID:

Planned Activity Description

This program promotes local agencies to work overtime enforcement focusing on occupant protection in counties identified in crash analysis. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for equipment that is needed in order to reach grant goals. According to NHTSA's Countermeasures that Work, 7th edition, sustained enforcement programs focused on seat belt 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 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specify that at least 50% of overtime enforcement hours must be during nighttime hours (1500 – 0300). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Intended Subrecipients

These funds will be directed to state, county and local law enforcement to conduct enforcement programs.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$198,750.00	\$39,750.00	
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Planned Activity: Impaired Driving Overtime Enforcement Programs

Planned activity number: M5HVE-2020-ID

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will fund grants to allow local law enforcement agencies' overtime enforcement programs focused on impaired driving in each counties identified in our crash analysis of impaired drivers and operators. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). 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. 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 overtime on these targeted roadways.

Intended Subrecipients

These funds will be directed to state, county and local law enforcement to conduct enforcement programs.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$485,770.00	\$97,154.00	

Planned Activity: KSP Nighthawk Impaired Driving Enforcement & Equipment

Planned activity number: M5HVE-2020-KSPNH

Primary Countermeasure Strategy ID:

Planned Activity 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 overtime 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 checkpoints in Kentucky. The purchase of PBTs will help the agency to achieve their objective to increase DUI arrests (PBTs are rated as a 4-star countermeasure) and the video cameras have proven to be effective in prosecution of DUI cases.

Intended Subrecipients

Kentucky State Police

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$891,646.92	\$178,329.38	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
1	1	\$283,048.92	\$283,048.92		

Planned Activity: Franklin County Sheriff Highway Safety Enforcement Pilot Program

Planned activity number: PT-2020-FSHSPP

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant will allow the KOHS to fund 2,080 enforcement hours of straight time focusing on highway safety. The Franklin County Sheriff’s Office will concentrate efforts throughout the town of Frankfort targeting problem areas. In addition to funds for salaries/benefits and fuel costs, grant budgets will include funding for a vehicle, equipment, and training needed to enforce highway safety. This is a pilot program utilizing straight time and not federal overtime.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Police Traffic Services Enforcement
Police Traffic Administration and Planning

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$145,000.00	\$29,000.00	\$58,000.00

Planned Activity: KSP Police Traffic Enforcement Program

Planned activity number: PT-2020-KSPPT

Primary Countermeasure Strategy ID:

Planned Activity Description

This project supports KSP in 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 focus on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for overtime enforcement, fuel costs, and new radars. 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 federal overtime. KOHS provides KSP a map indicating the counties where we have highway safety partners. We instruct KSP to increase their overtime hours in counties in the top 40 problem areas and in those counties where there are no local agencies participating in highway safety.

Intended Subrecipients

Kentucky State Police

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Police Traffic Services Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$549,148.76	\$109,829.75	\$219,659.50

Planned Activity: Police Traffic Services Overtime Enforcement Programs Full Year

Planned activity number: PT-2020-PT

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant funding will allow local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the counties identified through crash analysis. The Kentucky State Police will cover all remaining counties. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of 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.” 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 overtime hours on these targeted roadways.

Intended Subrecipients

State, Local and county law enforcement departments statewide.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,387,900.00	\$277,580.00	\$555,160.00

Planned Activity: Police Traffic Services Overtime Enforcement Programs Half Year

Planned activity number: PT-2020-PTHY

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant funding will allow state and local agencies to work overtime enforcement focusing on occupant protection during the Click It or Ticket enforcement mobilization in May/June and impaired driving during Drive Sober or Get Pulled Over in August and December. 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.

Intended Subrecipients

Agencies in various state, local and county level enforcement agencies will receive funds to conduct enforcement projects from March through October of the fiscal year.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program
Police Traffic Services Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$300,000.00	\$60,000.00	\$120,000.00

Countermeasure Strategy: Highway Safety Office Program Management

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-PM	Program Management

Planned Activity: Program Management

Planned activity number: CP-2020-PM

Primary Countermeasure Strategy ID:

Planned Activity Description

Project will fund management positions within the highway safety office.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management
Police Traffic Administration and Planning

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$200,000.00	\$40,000.00	\$80,000.00

Countermeasure Strategy: ID Planning and Administration

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5HVE-2020-IDC	Impaired Driving Coordinator

Planned Activity: Impaired Driving Coordinator

Planned activity number: M5HVE-2020-IDC

Primary Countermeasure Strategy ID:

Planned Activity Description

This project creates a in house position that 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 long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and lawmakers.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
ID Planning and Administration
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$80,000.00	\$16,000.00	

Countermeasure Strategy: Impaired Driving Enforcement Program

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was selected by its representation in the data.

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5HVE-2020-ID	Impaired Driving Overtime Enforcement Programs
M5HVE-2020-IDC	Impaired Driving Coordinator
M5HVE-2020-KSPNH	KSP Nighthawk Impaired Driving Enforcement & Equipment
PT-2020-KSPACR	KSP Accident Collision Reconstruction
PT-2020-PT	Police Traffic Services Overtime Enforcement Programs Full Year
PT-2020-PTHY	Police Traffic Services Overtime Enforcement Programs Half Year

Planned Activity: Impaired Driving Overtime Enforcement Programs

Planned activity number: M5HVE-2020-ID

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will fund grants to allow local law enforcement agencies’ overtime enforcement programs focused on impaired driving in each counties identified in our crash analysis of impaired drivers and operators. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). 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. 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 overtime on these targeted roadways.

Intended Subrecipients

These funds will be directed to state, county and local law enforcement to conduct enforcement programs.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$485,770.00	\$97,154.00	

Planned Activity: Impaired Driving Coordinator

Planned activity number: M5HVE-2020-IDC

Primary Countermeasure Strategy ID:

Planned Activity Description

This project creates a in house position that 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 long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and lawmakers.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy

ID Planning and Administration
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$80,000.00	\$16,000.00	

Planned Activity: KSP Nighthawk Impaired Driving Enforcement & Equipment

Planned activity number: M5HVE-2020-KSPNH

Primary Countermeasure Strategy ID:

Planned Activity 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 overtime 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 checkpoints in Kentucky. The purchase of PBTs will help the agency to achieve their objective to increase DUI arrests (PBTs are rated as a 4-star countermeasure) and the video cameras have proven to be effective in prosecution of DUI cases.

Intended Subrecipients

Kentucky State Police

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$891,646.92	\$178,329.38	

Major purchases and dispositions

Equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Unit cost	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
1	1	\$283,048.92	\$283,048.92		

Planned Activity: KSP Accident Collision Reconstruction

Planned activity number: PT-2020-KSPACR

Primary Countermeasure Strategy ID:

Planned Activity Description

The Kentucky State Police Collision Reconstruction program provides full service collision investigation statewide for agency personnel, law enforcement, and prosecutors seeking assistance with any matter involving collisions. The program consists of reconstructionist assigned to one of the sixteen posts throughout Kentucky responding to serious collisions as they occur. This program also provides funding to reconstructionist to maintain certification.

Intended Subrecipients

Kentucky State Police

Countermeasure strategies

Countermeasure Strategy
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$85,800.00	\$17,160.00	\$34,320.00

Planned Activity: Police Traffic Services Overtime Enforcement Programs Full Year

Planned activity number: PT-2020-PT

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant funding will allow local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the counties identified through crash analysis. The Kentucky State Police will cover all remaining counties. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of 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.” 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 overtime hours on these targeted roadways.

Intended Subrecipients

State, Local and county law enforcement departments statewide.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$1,387,900.00	\$277,580.00	\$555,160.00

Planned Activity: Police Traffic Services Overtime Enforcement Programs Half Year

Planned activity number: PT-2020-PTHY

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant funding will allow state and local agencies to work overtime enforcement focusing on occupant protection during the Click It or Ticket enforcement mobilization in May/June and impaired driving during Drive Sober or Get Pulled Over in August and December. 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.

Intended Subrecipients

Agencies in various state, local and county level enforcement agencies will receive funds to conduct enforcement projects from March through October of the fiscal year.

Countermeasure strategies

Countermeasure Strategy

High Visibility Enforcement
Impaired Driving Enforcement Program
Police Traffic Services Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$300,000.00	\$60,000.00	\$120,000.00

Countermeasure Strategy: Judicial Education

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5HVE-2020-JOL	Judicial Outreach Liaison

Planned Activity: Judicial Outreach Liaison

Planned activity number: M5HVE-2020-JOL

Primary Countermeasure Strategy ID:

Planned Activity Description

The duties of the Judicial Outreach Liaison (JOL) will include being a teacher, writer, community outreach advocate, consultant, liaison, reporter and spokesperson regarding impaired driving and other traffic issues for NHTSA. The JOL will work closely with NHTSA Judicial Fellows, NHTSA staff, ABA Judicial Division staff, and KOHS staff throughout the year to accomplish established goals that support NHTSA's impaired driving and other traffic safety activities.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Judicial Education
Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$160,000.00	\$32,000.00	

Countermeasure Strategy: Prosecutor Training

Program Area: Impaired Driving (Drug and Alcohol)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M5HVE-2020-JOL	Judical Outreach Liaison

Planned Activity: Judicial Outreach Liaison

Planned activity number: M5HVE-2020-JOL

Primary Countermeasure Strategy ID:

Planned Activity Description

The duties of the Judicial Outreach Liaison (JOL) will include being a teacher, writer, community outreach advocate, consultant, liaison, reporter and spokesperson regarding impaired driving and other traffic issues for

NHTSA. The JOL will work closely with NHTSA Judicial Fellows, NHTSA staff, ABA Judicial Division staff, and KOHS staff throughout the year to accomplish established goals that support NHTSA’s impaired driving and other traffic safety activities.

Intended Subrecipients

Administrative Office of the Courts

Countermeasure strategies

Countermeasure Strategy
Judicial Education
Prosecutor Training

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$160,000.00	\$32,000.00	

Program Area: Motorcycle Safety

Description of Highway Safety Problems

The KOHS utilizes data from KYOPS enforcement and crash reporting, KYTC crash database, FARS analysis and its partnership with the Kentucky Motorcycle Safety Commission in order to address the counties and communities that have the highest incidents of motorcycle operator crashes or that have crashes involving a motorcycle.

The performance targets are established based on a 5 year rolling trend specifically relating to motorcycle crashes and then ranked into the total FARS fatalities and VMT rate.

The motorcycle safety program in Kentucky will address road sharing awareness to other vehicles, impaired operations of motorcycles and rider education. The KOHS conducted analysis of the motorcycle crash, fatal and serious injury history on a 5 year range. This data was ranked on a rolling average based on total number of crashes per county. The analysis is part of establishing the overall TOP 40 county's for risk statewide.

Following the TOP 40 crash analysis; KOHS analyzed the counties registrations and number of crashes involving other vehicles and impaired operators to assess the counties with highest risk for impaired crashes and awareness crash issues. KOHS will establish performance measures based on the data analysis of number of statewide fatal crash, number of motorcycle crashes involving another vehicle and number of motorcycle crashes with an impaired operator.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
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2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	754.00
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	162.00
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	92.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	59.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Communication Campaign

Countermeasure Strategy: Communication Campaign

Program Area: Motorcycle Safety

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

KOHS plans to use media to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. We also plan to use media to increase motorists' awareness of the need to look out for motorcyclists and to "share the road" with motorcyclists. These strategies are part of our emphasis area strategies for motorcycles in our SHSP.

Motorcycle Fatalities by NOT single vehicle, Alcohol & Crashes

County	2015 Motorcycle Crashes	2015 Motorcycle Crashes - NOT Single Vehicle	2015 Motorcycle Fatalities	2015 Motorcycle Fatalities - Alcohol	2016 Motorcycle Crashes	2016 Motorcycle Crashes - NOT Single Vehicle	2016 Motorcycle Fatalities	2016 Motorcycle Fatalities - Alcohol	2017 Motorcycle Crashes	2017 Motorcycle Crashes - NOT Single Vehicle	2017 Motorcycle Fatalities	2017 Motorcycle Fatalities - Alcohol
JEFFERSON	329	228	12	2	328	255	18	2	282	209	24	2
FAYETTE	122	96	1	0	123	91	5	0	114	73	5	0
BOONE	57	26	0	0	63	33	3	2	76	37	0	0
WARREN	49	34	1	0	47	29	3	1	59	34	1	0
HARDIN	42	25	3	0	62	32	3	0	47	26	1	0
KENTON	61	32	3	1	58	40	0	0	46	32	2	1
DAVIESS	50	26	3	0	54	30	0	0	43	25	1	0
MCCRACKEN	40	24	3	1	47	33	3	0	38	17	1	0
BOYD	20	10	1	0	20	12	1	0	31	21	3	1
CAMPBELL	38	20	2	0	33	17	4	0	31	14	2	0
CHRISTIAN	28	15	1	0	33	12	0	0	31	18	2	0
MADISON	38	21	3	1	37	16	3	1	28	15	1	1
BULLITT	37	18	2	0	32	15	1	0	26	14	2	0
LAUREL	14	8	0	0	23	14	2	0	26	16	2	0
PULASKI	21	15	0	0	15	8	2	0	25	13	2	0
FRANKLIN	12	7	0	0	19	9	0	0	23	14	2	1
WHITLEY	19	9	1	0	19	7	1	0	22	13	1	0
HOPKINS	18	5	2	0	17	9	1	0	22	10	0	0
BARREN	15	5	2	0	18	9	0	0	21	11	0	0
SCOTT	22	14	1	0	18	4	1	0	20	11	0	0
PIKE	29	13	2	1	24	15	1	0	18	8	1	0
OLDHAM	13	7	0	0	17	5	1	1	18	11	1	0
OHIO	6	4	0	0	10	5	2	0	17	6	1	1
HENDERSON	23	12	0	0	26	15	4	0	17	11	0	0
NELSON	15	6	1	0	15	9	1	1	17	9	0	0
SHELBY	20	9	0	0	13	5	0	0	17	11	0	0
JESSAMINE	15	5	0	0	20	11	1	0	16	5	0	0
MUHLENBERG	11	7	0	0	17	10	2	0	15	6	1	0
CLARK	20	10	1	0	12	6	1	0	15	8	0	0
GRAVES	16	5	2	2	11	2	1	0	15	8	0	0
GRANT	16	8	0	0	15	5	0	0	14	6	0	0
CALLOWAY	19	9	1	0	13	7	1	0	14	4	0	0
LETCHER	3	1	0	0	7	1	0	0	13	3	1	1

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funding is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M9MA-2020-MCPM	Motorcycle Safety Paid Media
MC-2020-MCS	Motorcycle Safety

Planned Activity: Motorcycle Safety Paid Media

Planned activity number: M9MA-2020-MCPM

GREENUP	8	3	1	0	7	0	1	0	12	3	0	0
MARSHALL	16	8	4	0	15	6	0	0	11	5	1	0
ROCKCASTLE	10	2	0	0	7	2	0	0	11	5	1	0
ROWAN	15	7	0	0	18	7	1	0	11	6	0	0
PERRY	7	4	0	0	16	9	2	0	11	6	0	0
WOODFORD	12	4	1	1	15	7	0	0	11	3	0	0
TAYLOR	9	4	0	0	11	8	2	0	10	4	1	0
ANDERSON	2	1	0	0	10	4	1	1	10	6	1	0
BOYLE	8	7	1	0	6	3	0	0	10	5	1	0
PENDLETON	5	0	0	0	11	2	0	0	10	2	0	0
MONTGOMERY	3	3	0	0	12	6	0	0	9	6	1	0
POWELL	12	3	0	0	8	3	1	0	9	3	0	0
MEADE	8	2	4	2	8	4	2	1	8	3	2	0
GALLATIN	7	2	0	0	6	2	0	0	8	4	1	0
CLAY	12	2	0	0	4	0	0	0	8	1	1	0
GRAYSON	16	5	2	0	19	7	0	0	8	4	0	0
BELL	13	4	0	0	14	5	0	0	8	2	0	0
BOURBON	9	3	0	0	12	8	1	0	8	3	0	0
KNOX	12	9	1	0	11	4	1	0	8	4	0	0
MARION	12	1	0	0	11	6	1	0	8	3	0	0
CRITTENDEN	5	2	2	0	7	3	0	0	8	1	0	0
CALDWELL	10	1	1	0	6	4	0	0	8	5	0	0
FLOYD	13	7	2	1	13	3	0	0	7	3	3	0
HARRISON	4	1	0	0	11	5	0	0	7	1	0	0
SIMPSON	10	6	2	0	3	2	1	0	7	3	0	0
JOHNSON	5	3	0	0	6	2	1	0	6	2	1	0
ESTILL	9	5	0	0	4	2	0	0	6	5	1	0
LOGAN	7	1	0	0	6	2	0	0	6	1	0	0
RUSSELL	6	3	0	0	4	3	0	0	6	3	0	0
HENRY	6	2	1	0	2	0	1	1	6	1	0	0
MCCREARY	5	3	0	0	1	1	0	0	5	2	2	0
TRIGG	3	2	0	0	11	5	1	0	5	2	0	0
SPENCER	9	5	1	0	6	5	0	0	5	0	0	0
LARUE	4	1	0	0	5	4	1	0	5	4	0	0
HICKMAN	0	0	0	0	5	0	0	0	5	0	0	0
BRECKINRIDGE	5	1	0	0	4	3	0	0	5	5	0	0
LAWRENCE	3	1	1	0	8	2	1	0	4	0	1	1
LINCOLN	9	5	0	0	6	4	0	0	4	2	1	0
CASEY	4	3	2	0	5	3	1	0	4	1	1	1
CUMBERLAND	4	2	0	0	5	3	0	0	4	2	1	0
LEWIS	1	0	0	0	1	1	0	0	4	2	1	0
HARLAN	7	4	1	0	13	4	2	1	4	3	0	0
LYON	10	3	1	0	8	4	1	0	4	0	0	0
TODD	3	2	0	0	6	3	0	0	4	1	0	0
HART	5	1	0	0	5	2	1	1	4	1	0	0
BRACKEN	5	1	0	0	4	0	1	0	4	0	0	0
METCALFE	4	1	0	0	4	1	1	0	4	1	0	0
TRIMBLE	9	4	0	0	4	2	1	0	4	1	0	0
WEBSTER	4	2	1	1	3	1	0	0	4	1	0	0
CARROLL	5	2	0	0	2	0	0	0	4	1	0	0
CLINTON	4	2	0	0	2	1	0	0	4	0	0	0
FLEMING	2	2	0	0	3	2	0	0	3	1	1	0
NICHOLAS	4	1	0	0	2	1	0	0	3	3	1	0
BATH	4	2	0	0	1	0	0	0	3	0	1	1
CARTER	8	3	0	0	7	1	1	0	3	1	0	0
ALLEN	7	2	1	0	6	1	0	0	3	3	0	0
MASON	3	2	0	0	6	4	0	0	3	2	0	0
OWEN	5	3	0	0	5	3	0	0	3	2	0	0
WOLFE	4	1	1	0	5	1	0	0	3	3	0	0
EDMONSON	2	0	0	0	3	1	0	0	3	1	0	0
ELLIOTT	1	0	0	0	3	1	0	0	3	0	0	0
KNOTT	6	3	0	0	3	1	0	0	3	0	0	0

Primary Countermeasure Strategy ID:

Planned Activity Description

This program utilizes events and/or media to promote helmet usage and protective equipment, in addition to promoting the Kentucky Motorcycle Program safety classes sponsored by the Motorcycle Safety Foundation. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$60,000.00	\$12,000.00	

Planned Activity: Motorcycle Safety

Planned activity number: MC-2020-MCS

Primary Countermeasure Strategy ID:

Planned Activity Description

This program utilizes events and/or media to promote helmet usage and protective equipment, in addition to promoting the Kentucky Motorcycle Program safety classes sponsored by the Motorcycle Safety Foundation. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Intended Subrecipients

KOHS partnering with iHeart Media and Red7e

Countermeasure strategies

Countermeasure Strategy
Communication Campaign

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$85,000.00	\$17,000.00	\$34,000.00

Program Area: Non-motorized (Pedestrians and Bicyclist)

Description of Highway Safety Problems

The KOHS has maintained surveillance of the Bicycle and Pedestrian fatality and serious injuries through out the state. However, due to the regional nature of the non-motorized crash problem, currently the KOHS works with the top three areas of the state, Jefferson (Louisville), Fayette (Lexington) and Boone/Kenton counties (Greater Cincinnati/Northern Kentucky) through coalitions, focus groups, and partnerships to assist those MPO programs and regional advocates towards improving non-motorized safety issues. The KOHS also participates with the KYTC Division of Planning's Bicycle Pedestrian program, in developing policy and procedures for enhancements when projects can effectively impact bicycle and pedestrian safety concerns.

The KOHS participates within these partnerships by soft matching data analysis, road safety assessments and communications planning & messaging. With the states overall fatality county for bike ped rising, the office has been actively engaging with partners and communities that are at risk. The target set for the KOHS FY 2020 application was established in collaboration with the Transportation Cabinets Highway Safety Improvement Program (HSIP) under the guidance of the FAST ACT rules. The target sought is to maintain or suppress the number of fatalities and serious injuries related to bicycle and pedestrian safety.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	754.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	75.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	7.00

Countermeasure Strategies in Program Area

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Description of Highway Safety Problems

The KOHS conducts analysis of FARS, CRASH and KYOPS to identify high risk counties, regions and cities that indicate an above average unrestrained crash history. These counties are ranked and identified in the KOHS TOP 40. The Child Passenger Safety program is analyzed in reviewing data from Kentucky Department Health, poverty risk counties, KYOPS crash reports, KOHS TOP 40 crash analysis and input from the CPS program coordinator based on needs assessment in reviewing grant applications.

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) and child passenger safety (CPS) programs; in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include long and short range 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 law makers. 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.

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					
	2013	2014	2015	2016	2017
KY 15-19 Pop	282,630	284,753	286,795	287,950	287,470
% of Total Pop	6.43	6.45	6.48%	6.49%	6.45%
Ttl Teen Driver Crashes	19,248	19,115	20,627	21,565	21,324
KY Ttl Crahses	123,258	127,326	136,338	140,547	136,979
% Teen Crashes/KY Ttl Crashes	15.62%	15.01%	15.13%	15.34%	15.57%
% of Licensed Drivers	7%	7%	6%	7%	7%
Teen Driver Involved Fatal Crashes	65	53	63	65	79
Teen Driver Fatality in Fatal Crashes	25	26	23	25	30
Unbelted Teen Driver	14	14	10	9	11
% Unbelted Fatality Teen Driver	56%	54%	43%	36%	37%
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. Piloting the program in two of the high risk

counties this FY.

Development and distribution of a Teen Driver and Parent Primer describing the regulations and rules for the Graduated Driver Licensing process and each parties role 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 full year grants 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 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 fatality rate on its rural roads increases.

To determine what a “significant safety risk” is, the state developed its own methodology and identified it per FAST Act and FHWA guidance 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:

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

Kentucky Fatal Crash Locations						
Environment	2013	2014	2015	2016	2017	% of Total Crashes
Rural	352	373	411	400	396	54%
Urban	286	299	350	363	325	46%
Total	<u>638</u>	<u>672</u>	<u>761</u>	<u>763</u>	<u>721</u>	
Rural Crashes	44,966	46,307	48,515	49,833	48,539	36%
Urban Crashes	78,292	81,019	87,823	90,714	88,440	64%
KY Total Crashes	<u>123,258</u>	<u>127,326</u>	<u>136,338</u>	<u>140,547</u>	<u>136,979</u>	

Data Source: KY Transportation Center Traffic Collision Facts Report

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 designed 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 seat belt 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.

Night Time Occupant Protection Enforcement

The overall nighttime occupant protection is of a concern due to the number of fatal crashes that occur at night time 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.

	All Fatalities			Fatalities - Restraint Not Used			All KY Crashes		
	Day	Night	Total	Day	Night	Total	Day	Night	Total
2013	300	338	638	120	134	254	71,574	74,095	145,669
2014	280	392	672	123	157	280	74,244	76,650	150,894
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

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

Data Source: KY Transportation Center

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.

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.

The Occupant Protection programs will employ the following activities and programs to further address occupant protection concerns in Kentucky:

Maintain and grow the OP task force to incorporate new strategies and activities identified from the stakeholders, GECHS and OP assessment,

Educate the public about the provisions of Kentucky's primary seat belt law and the consequences of non-compliance. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

Encourage law enforcement agencies to aggressively enforce the primary seat belt law and child seat and booster seat laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

Provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with low seat belt usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

Participate in the National Highway Traffic Safety Administration's Click It or Ticket / Drive Sober or Get Pulled Over campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their focus area.

Promote the Click It or Ticket mobilization to law enforcement through a series of area briefings throughout the state.

Nighttime occupant protection enforcement during the grant year. This strategy is one of our occupant protection emphasis area strategies in our SHSP.

Increase public awareness about the lifesaving benefits of seat belts, 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 area strategies in our SHSP.

Host Kentucky Lifesavers Conference with an emphasis on occupant protection and other emphasis areas within the Strategic Highway Safety Plan. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

Encourage grantees to conduct seat belt observational surveys to monitor seat belt usage in their city/county.

Provide incentives/awards to law enforcement agencies/officers who excel in enforcing seat belt laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

Conduct a statewide observational seat belt survey during June and July 2017 in accordance with NHTSA guidelines.

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 area strategies in our SHSP.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	754.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	2,706.00
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	297.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	90.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign
CPS Technician Training Classes
Occupant Protection Enforcement Program
OP Planning and Administration

Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures. The KOHS established, through the CPS program, a network of 581 technicians to serve the states fitting station needs. These stations are located in 42 counties. There are currently 28 instructors that full fill the training needs across the state. This is coordinate through the offices CPS coordinator position in partnership with Norton Children's Hospital.

Child Restraint Inspection Stations

COUNTY	LOCATION	Address	PHONE	AVAILABILITY
Allen	Allen County Health Department	107 N Court Street, Scottsville, KY	270-237-4423	By Appointment Only
Anderson	Anderson County Fire Department	1009 Wildcat Drive, Lawrenceburg, KY	859-753-8957	By Appointment Only
Barren	Glasgow Police Department	101 Pin Oak Drive, Glasgow, KY	270-651-6165	By Appointment Only
Boone	Florence Fire/EMS	1152 Weaver Road, Florence, KY	859-647-5600	By Appointment Only
Boone	Union Fire District	9611 US Hwy 42, Union, KY	859-384-3342	Appointments preferred
Boyd	Ashland Police Department	201 17th Street, Ashland, KY	606-327-2020	By Appointment Only
Boyle	Danville Fire Department	420 West Main St, Danville, KY	859-238-1211	M-F 9am-5pm Drop in or by appointment
Bracken	Bracken County Health Department	429 Frankfort Street, Brooksville, KY	606-735-2157	By Appointment Only
Breckinridge	Breckenridge Health Department	220S Hardin, Hardinsburg, KY	270-756-5040	By Appointment Only
Bullitt	Mt Washington Fire Department	772 N Bardstown Road, Mt Washington, KY	502-538-4222	By Appointment Only
Campbell	Wilder Fire Department	402 Licking Pike, Wilder, KY	859-431-1440	By Appointment Only
Carroll	Three Rivers Health Department	401 11th Street, Carrollton, KY	502-723-6641	By Appointment Only
Christain	Fort Campbell DES	6254 Desert Storm Ave, Fort Campbell, KY	931-980-6304	By Appointment Only
Christian	Hopkinsville Police Dept	101 N Main Street, Hopkinsville, KY	270-890-1500	By Appointment Only
Christian	Hopkinsville Fire Department	116 W 1st Street, Hopkinsville, KY	270-890-1400	By Appointment Only
Clark	Winchester Fire Department	44 N maple Street, Winchester, KY	859-744-1587	By Appointment Only
Daviess	Owensboro Police Department	222 E 9th Street, Owensboro, KY	270-993-0818	By Appointment Only
Daviess	Owensboro Health	1201 Pleasant Valley, Owensboro, KY	270-688-4878	By Appointment Only
Estill	Estill County Health Department	365 River Dr, Irvine, KY	606-723-5181	By Appointment Only
Fayette	Immanuel Baptist Church	3100Tates Creek Rd, Lexington, KY	859-323-1153	By Appointment Only
Fayette	Lexington Fire Department	219 E 3rd Street, Lexington, KY	859-455-7328	By Appointment Only

Franklin	Frankfort Police Department	300W 2nd Street, Frankfort,		By Appointment Only
Franklin	Franklin County Health Department	100 Gleens Creek Rd, Frankfort, KY	502-564-7647 X1	By Appointment Only
Franklin	KY State Police	1250 Louisville Rd, Frankfort, KY	502-227-2221	By Appointment Only
Graves	Mayfield Fire Department	104 North 6th Street, Mayfield, KY	270-251-6240	By Appointment Only
Grayson	Leitchfield Police Department	117 S Main St, Leitchfield, KY	270-259-3850	By Appointment Only
Grayson	Grayson County Health Department	124e White Oak St, Leitchfield, KY	270-287-3205	By Appointment Only
Hardin	Radcliff Police Department	220 Freedoms Way, Radcliff, KY	270-351-4470	By Appointment Only
Hardin	Radcliff Fire Department	604 S Wilson Road, Radcliff, KY	270-351-1975	Appointments preferred
Hardin	Elizabethtown Police Department	300 S Mulberry St, Elizabethtown, KY	270-765-4125	By Appointment Only
Hardin	Elizabethtown Fire Department	380 Ring Rd, Elizabethtown, KY	270-765-2121	By Appointment Only
Hardin	Lincoln Trail District Health Dept	108 New Gkendale Road, Elizabethtown,	270-769-1601	By Appointment Only
Harrison	Cynthiana Fire Department	104 E Pleasant St, Cynthiana, KY	859-234-7150	By Appointment Only
Henderson	Henderson Fire Department	332 Washington Street, Henderson, KY	270-831-1270	By Appointment Only
Henderson	KY State Police	8298 Keach Dr, Henderson, KY	270-826-3312	By Appointment Only
Henry	KY State Police	160 Citation Lane, Campbellsburg, KY	502-532-6363	By Appointment Only
Hopkins	Madisonville Fire Department	98 E Center Street, Hopkinsville, KY	270-824-2148	By Appointment Only
Jefferson	Norton Children's Hospital	315 E Broadway, Louisville, KY	502-629-7244	By Appointment Only
Jefferson	Family Health Center	834 E Broadway, Louisville, KY	502-569-2980	By Appointment Only
Jefferson	Norton Women & Children's Hospital	4001 Dutchman's Lane, Louisville, KY	502-629-7244	By Appointment Only
Jefferson	Ujima Neighborhood Place	3610 Bohne Ave, Louisville, KY	502-629-7244	By Appointment Only
Jefferson	Family Health Center	2115 Portland Ave, Louisville, KY	502-772-8588	By Appointment Only
Jefferson	AAA	321 Whittington Parkway, Louisville, KY	502-779-3610	By Appointment Only
Jefferson	Norton Children's Medical Center	4910 Chamberlain Lane, Louisville, KY	502-446-5370	By Appointment Only
	KY Transportation	8310 Westport Rd,		

Kenton	Crescent Springs/Villa Hills	777 Overlook Dr, Crescent Springs, KY	859-341-3841	By Appointment Only
Kenton	Lakeside Park/Crestview Hills	40 Towne Center Blvd, Crestview Hills, KY	859-331-5368	By Appointment Only
Kenton	Fot Mitchell Fire Department	2355 Dixie HwY, Fort Mitchell, KY	859-331-1267	By Appointment Only
Kenton	Elsmere Fire Department	401 Garvey Ave, Elsmere, KY	859-342-7505	By Appointment Only
Kenton	Independence Fire District 1	1980 Delaware Crossing,	859-363-0434	By Appointment Only
Knox	Knox County Health Department	261 Hospital Dr, Barbourville, KY	606-546-3486	By Appointment Only
Laurel	KY State Police	11 State Police Rd, London, KY	606-876-6622	By Appointment Only
Laurel	Cumberland Valley Area Development	342 Old Whitley Road, London, KY	606-682-8743	By Appointment Only
Lewis	Lewis County Health Department	185 Commercial Drive, Vanceburg, KY	606-796-2632	By Appointment Only
Lincoln	Lincoln County Health Department	44 Health Way, Stanford, KY	606-365-3106	By Appointment Only
Madison	Richmond Fire Department	200N Madison Ave, Richmond, KY	859-623-1164	By Appointment Only
Madison	KY State Police	699 Eastern Bypass, Richmond, KY	606-783-9542	By Appointment Only
Madison	Richmond Police Department	1721 Lexington Road, Richmond, KY	859-623-1162	By Appointment Only
Madison	Madison Coutny Health Department	1001 Ace Dr, Berea, KY	859-228-2044	By Appointment Only
Marion	Marion County Health Department	516 N Spalding, Lebonon, KY	270-692-3393	By Appointment Only
Marshall	Marshall County Health Department	265 Slickback Rd, Benton, KY	270-252-2725	By Appointment Only
Mason	Buffalo Trace District Health Department	130E 2nd Street, Maysville, KY	606-564-9447 X134	By Appointment Only
Mason	Maysville Fire Department	203 E 3rd Street, Maysville, KY	606-564-9411	By Appointment Only
Montgomery	Montgomery County Fire/EMS	805 Indian Mound Dr, Mt Sterling, KY	859-498-1318	M-F 8am-4pm
Nelson	Bardstown Fire Department	220N 5th Street, Bardstown, KY	502-349-6562	Appointments preferred
Owen	Three Rivers Health Department	510S Main Street, Owenton, KY	502-484-5736	By Appointment Only
Perry	KY State Police	100 Justice Drive, Hazard, KY	606-435-6069	By Appointment Only
Pike	Pike County Health Department	119 River Drive, Pikeville, KY	606-437-5500	By Appointment Only
		101 Division Street.		

Pulaski	Somerset-Pulaski County EMS	301 Hail Knob Road, Somerset, KY	606-679-6388	By Appointment Only
Russell	Lake Cumberland District Health	211 Fruit of the Loom Dr, Jamestown, KY	270-343-2181	By Appointment Only
Scott	Georgetown Fire Department	101 Airport Road, Georgetown, KY	502-863-7831	By Appointment Only
Shelby	Shelby County Fire Department	200 Alpine Drive, Shelbyville, KY	502-633-6648	By Appointment Only
Shelby	Norton Children's Medical Associates	150 Frankfort Rd, Shelbyville, KY	502-629-7244	By Appointment Only
Simpson	Franklin Police	100 South Court Street, Franklin, KY	270-586-7167	By Appointment Only
Todd	Todd County Health Department	205 East McReynolds Dr, Elkton, KY	270-265-2362	By Appointment Only
Warren	Medical Center EMS	210 E 3rd Street, Bowling Green, KY	270-202-8840	By Appointment Only
Whitley	Corbin Fire Department	805 S Main Street, Corbin, KY	606-523-6509	
Woodford	Versailles Fire Department	131 S Locust St, Versailles, KY	859-873-5829	By Appointment Only

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funding is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2HVE-2019-CPS	KOHS Child Protection Seat Program
M2HVE-2020-CPS	Child Passenger Safety Program
M2HVE-2020-CPSC	Child Passenger Safety Coordinator
M2HVE-2020-KSPOP	KSP Occupant Protection Enforcement Program
M2HVE-2020-OPC	Occupant Protection Coordinator

Planned Activity: KOHS Child Protection Seat Program

Planned activity number: M2HVE-2019-CPS

Primary Countermeasure Strategy ID:

Planned Activity Description

this project will funds county health departments, non-profits and other agencies that are certified by Safet Kids America to preform education, training and safety seat inspections.

Intended Subrecipients

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Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technicain Training Classes

Funding sources

Planned Activity: Child Passenger Safety Program

Planned activity number: M2HVE-2020-CPS

Primary Countermeasure Strategy ID:

Planned Activity Description

The Child Passenger Safety projects will fund county health departments, non-profits and other agencies that are certified by SafeKids America to preform education, training and safety seat inspections.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technicain Training Classes
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$205,654.00	\$41,130.80	

Planned Activity: Child Passenger Safety Coordinator

Planned activity number: M2HVE-2020-CPSC

Primary Countermeasure Strategy ID:

Cumberland Valley Area Development District

Glasgow Police Department

Grayson County Health Department

Knox County Health Department
 Madison County Health Department
 Marshall County Health Department
 Norton Children's Hospital

Planned Activity 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 be 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 7th 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 7th edition of Countermeasures That Work handbook has an effectiveness rating of 3 stars.

Intended Subrecipients

Norton Children's Hospital

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
OP Planning and Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$94,250.00	\$18,850.00	

Planned Activity: KSP Occupant Protection Enforcement Program

Planned activity number: M2HVE-2020-KSPOP

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will fund overtime enforcement focused on seat belt enforcement during the months of October, November, March and July. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow 50 troopers/CVE officers to become trained & 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.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
High Visibility Enforcement
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$262,960.00	\$52,592.00	

Planned Activity: Occupant Protection Coordinator

Planned activity number: M2HVE-2020-OPC

Primary Countermeasure Strategy ID:

Planned Activity Description

This project creates an in house position and serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seat belts) and child passenger safety (CPS), motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center Committee Chair, grantees, staff and law makers.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
OP Planning and Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$80,000.00	\$16,000.00	

Countermeasure Strategy: Communication Campaign

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities in countermeasure strategy

Countermeasure Strategy: CPS Technicain Training Classes

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing FAST Act 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2HVE-2019-CPS	KOHS Child Protection Seat Program
M2HVE-2020-CPS	Child Passenger Safety Program
M2HVE-2020-CPSC	Child Passenger Safety Coordinator
M2HVE-2020-OPC	Occupant Protection Coordinator

Planned Activity: KOHS Child Protection Seat Program

Planned activity number: M2HVE-2019-CPS

Primary Countermeasure Strategy ID:

Planned Activity Description

this project will funds county health departments, non-profits and other agencies that are certified by Safet Kids America to preform education, training and safety seat inspections.

Intended Subrecipients

Click or tap here to enter text.

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technicain Training Classes

Funding sources

Planned Activity: Child Passenger Safety Program

Planned activity number: M2HVE-2020-CPS

Primary Countermeasure Strategy ID:

Planned Activity Description

The Child Passenger Safety projects will fund county health departments, non-profits and other agencies that are certified by SafeKids America to preform education, training and safety seat inspections.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technicain Training Classes
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$205,654.00	\$41,130.80	

Planned Activity: Child Passenger Safety Coordinator

Planned activity number: M2HVE-2020-CPSC

Primary Countermeasure Strategy ID:

Cumberland Valley Area Development District

Glasgow Police Department

Grayson County Health Department

Knox County Health Department
 Madison County Health Department
 Marshall County Health Department
 Norton Children's Hospital

Planned Activity 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 be 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 7th 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 7th edition of Countermeasures That Work handbook has an effectiveness rating of 3 stars.

Intended Subrecipients

Norton Children's Hospital

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
OP Planning and Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$94,250.00	\$18,850.00	

Planned Activity: Occupant Protection Coordinator

Planned activity number: M2HVE-2020-OPC

Primary Countermeasure Strategy ID:

Planned Activity Description

This project creates an in house position and serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seat belts) and child passenger safety (CPS), motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF),

Kentucky Injury Prevention and Research Center Committee Chair, grantees, staff and law makers.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
OP Planning and Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$80,000.00	\$16,000.00	

Countermeasure Strategy: Occupant Protection Enforcement Program

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2HVE-2020-CPS	Child Passenger Safety Program
M2HVE-2020-KSPOP	KSP Occupant Protection Enforcement Program
M2HVE-2020-OBSB	Observed Seatbelt Count
M2HVE-2020-OP	Occupant Protection Overtime Enforcement Programs

Planned Activity: Child Passenger Safety Program

Planned activity number: M2HVE-2020-CPS

Primary Countermeasure Strategy ID:

Planned Activity Description

The Child Passenger Safety projects will fund county health departments, non-profits and other agencies that are certified by SafeKids America to perform education, training and safety seat inspections.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$205,654.00	\$41,130.80	

Planned Activity: KSP Occupant Protection Enforcement Program

Planned activity number: M2HVE-2020-KSPOP

Primary Countermeasure Strategy ID:

Cumberland Valley Area Development District

Glasgow Police Department

Grayson County Health Department

Knox County Health Department

Madison County Health Department

Marshall County Health Department

Norton Children's Hospital

Planned Activity Description

This project will fund overtime enforcement focused on seat belt enforcement during the months of October, November, March and July. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow 50 troopers/CVE officers to become trained & 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.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
High Visibility Enforcement
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$262,960.00	\$52,592.00	

Planned Activity: Observed Seatbelt Count

Planned activity number: M2HVE-2020-OBSB

Primary Countermeasure Strategy ID:

Planned Activity 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 2019 beginning immediately after the Click it or Ticket campaign. Data will be used to calculate an average statewide seat belt usage rate for all front seat occupants. Complete results of the survey will be published in a summary report.

Intended Subrecipients

University of Kentucky Transportation Center

Countermeasure strategies

Countermeasure Strategy
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$85,000.00	\$17,000.00	

Planned Activity: Occupant Protection Overtime Enforcement Programs

Planned activity number: M2HVE-2020-OP

Primary Countermeasure Strategy ID:

Planned Activity Description

This program promotes local agencies to work overtime enforcement focusing on occupant protection in counties identified in crash analysis. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for equipment that is needed in order to reach grant goals. According to NHTSA's Countermeasures that Work, 7th edition, sustained enforcement programs focused on seat belt 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 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specify that at least 50% of overtime enforcement hours must be during nighttime hours (1500 – 0300). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Intended Subrecipients

These funds will be directed to state, county and local law enforcement to conduct enforcement programs.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Occupant Protection Enforcement Program

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$198,750.00	\$39,750.00	

Countermeasure Strategy: OP Planning and Administration

Program Area: Occupant Protection (Adult and Child Passenger Safety)

Project Safety Impacts

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M2HVE-2020-CPSC	Child Passenger Safety Coordinator
M2HVE-2020-OPC	Occupant Protection Coordinator

Planned Activity: Child Passenger Safety Coordinator

Planned activity number: M2HVE-2020-CPSC

Primary Countermeasure Strategy ID:

Planned Activity 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 be 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 7th 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 7th edition of Countermeasures That Work handbook has an effectiveness rating of 3 stars.

Intended Subrecipients

Norton Children’s Hospital

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
OP Planning and Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$94,250.00	\$18,850.00	

Planned Activity: Occupant Protection Coordinator

Planned activity number: M2HVE-2020-OPC

Primary Countermeasure Strategy ID:

Planned Activity Description

This project creates an in house position and serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seat belts) and child passenger safety (CPS), motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center Committee Chair, grantees, staff and law makers.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
OP Planning and Administration

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405b OP Low	405b Low HVE (FAST)	\$80,000.00	\$16,000.00	

Program Area: Planning & Administration

Description of Highway Safety Problems

The planning and administration of the Kentucky Office of Highway safety will utilize program funds to support paid media campaigns, program management positions, and administrative expenses. The paid media campaigns will be for venues and messaging that is not allowable under incentive funds or has a multiple behavior messages. The administrative funding will pay for in and out of state travel for professional development, conferences, training and monitoring of projects as necessary. Monitoring visits are contingent upon risk assessment.

Associated Performance Measures

Planned Activities

Planned Activities in Program Area

Unique Identifier	Planned Activity Name	Primary Countermeasure Strategy ID
PM-2020-HVPM	High Visibility Paid Media	
PA-2020-PA	Planning and Administration	
CP-2020-PM	Program Management	

Planned Activity: High Visibility Paid Media

Planned activity number: PM-2020-HVPM

Primary Countermeasure Strategy ID:

Planned Activity Description

These funds will be used to develop and run a statewide awareness and enforcement campaign focused on improving driving habits, with an emphasis on speeding and seat belt use throughout the heavily-traveled summer months. The following media formats will be considered for reaching target audiences: radio, digital, social media, and special events to kick off the campaign and throughout the summer. According to the NHTSA publication, Countermeasures That Work, 8th 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.”

Intended Subrecipients

Kentucky Office of Highway Safety in partner with the following:

- 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

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Paid Advertising (FAST)	\$189,000.00	\$37,800.00	\$75,600.00

Planned Activity: Planning and Administration

Planned activity number: PA-2020-PA

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant will fund 50% of the salaries & benefits and travel & training expenses for the Branch Manager, two Financial Managers, and one Internal Policy Analyst of the Office's Division of Highway Safety Programs, Grants Management Branch. In addition, it will fund 50% of the expenses for office supplies, equipment, postage, and GHSA and professional dues for the Grants Management Branch. The remaining 50% is funded by the state with required matching funds.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$700,000.00	\$350,000.00	\$140,000.00

Planned Activity: Program Management

Planned activity number: CP-2020-PM

Primary Countermeasure Strategy ID:

Planned Activity Description

Project will fund management positions within the highway safety office.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management
Police Traffic Administration and Planning

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$200,000.00	\$40,000.00	\$80,000.00

Program Area: Police Traffic Services

Description of Highway Safety Problems

The office of highway safety has conducted analysis of fatalities, impaired driving, occupant protection and aggressive driving. Based on this analysis and ranking of the TOP 40. The KOHS has developed this program and performance targets for communities that have multiple driving behavioral and crash issues. These projects will:

To provide law enforcement agencies with the resources necessary to implement speed and other 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.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	754.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	2,706.00

2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	297.00
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	162.00
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	103.00
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	92.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	59.00

Countermeasure Strategies in Program Area

Countermeasure Strategy
Law Enforcement Outreach Liaison
Police Traffic Services Enforcement
Police Traffic Administration and Planning

Countermeasure Strategy: Law Enforcement Outreach Liaison

Program Area: Police Traffic Services

Project Safety Impacts

Linkage Between Program Area

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-LEL	Law Enforcement Liasons Program

Planned Activity: Law Enforcement Liasons Program

Planned activity number: PT-2020-LEL

Primary Countermeasure Strategy ID:

Planned Activity Description

The Law Enforcement Liaison program funds full-time liaisons to serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for designated counties within the Central, Eastern, Western and Northern regions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote & 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 equipment.

Intended Subrecipients

Kentucky Association Chiefs of Police

Countermeasure strategies

Countermeasure Strategy
Law Enforcement Outreach Liaison

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$461,626.29	\$92,325.26	\$184,650.52

Countermeasure Strategy: Police Traffic Services Enforcement

Program Area: Police Traffic Services

Project Safety Impacts

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
PT-2020-FSHSPP	Franklin County Sheriff Highway Safety Enforcement Pilot Program
PT-2020-KSPPT	KSP Police Traffic Enforcement Program
PT-2020-PTHY	Police Traffic Services Overtime Enforcement Programs Half Year

Planned Activity: Franklin County Sheriff Highway Safety Enforcement Pilot

Program

Planned activity number: PT-2020-FSHSPP

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant will allow the KOHS to fund 2,080 enforcement hours of straight time focusing on highway safety. The Franklin County Sheriff's Office will concentrate efforts throughout the town of Frankfort targeting problem areas. In addition to funds for salaries/benefits and fuel costs, grant budgets will include funding for a vehicle, equipment, and training needed to enforce highway safety. This is a pilot program utilizing straight time and not federal overtime.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Police Traffic Services Enforcement
Police Traffic Administration and Planning

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$145,000.00	\$29,000.00	\$58,000.00

Planned Activity: KSP Police Traffic Enforcement Program

Planned activity number: PT-2020-KSPPT

Primary Countermeasure Strategy ID:

Planned Activity Description

This project supports KSP in 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 focus on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for overtime enforcement, fuel costs, and new radars. 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 federal overtime. KOHS provides KSP a map indicating the counties where we have highway safety partners. We instruct KSP to increase their overtime hours in counties in the top 40 problem areas and in those counties where there are no local agencies participating in highway safety.

Intended Subrecipients

Kentucky State Police

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Police Traffic Services Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$549,148.76	\$109,829.75	\$219,659.50

Planned Activity: Police Traffic Services Overtime Enforcement Programs Half Year

Planned activity number: PT-2020-PTHY

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant funding will allow state and local agencies to work overtime enforcement focusing on occupant protection during the Click It or Ticket enforcement mobilization in May/June and impaired driving during Drive Sober or Get Pulled Over in August and December. 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.

Intended Subrecipients

Agencies in various state, local and county level enforcement agencies will receive funds to conduct enforcement projects from March through October of the fiscal year.

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Impaired Driving Enforcement Program
Police Traffic Services Enforcement

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$300,000.00	\$60,000.00	\$120,000.00

Countermeasure Strategy: Police Traffic Administration and Planning

Program Area: Police Traffic Services

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
CP-2020-PM	Program Management
PT-2020-FSHSPP	Franklin County Sheriff Highway Safety Enforcement Pilot Program

Planned Activity: Program Management

Planned activity number: CP-2020-PM

Primary Countermeasure Strategy ID:

Planned Activity Description

Project will fund management positions within the highway safety office.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Highway Safety Office Program Management
Police Traffic Administration and Planning

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Planning and Administration (FAST)	\$200,000.00	\$40,000.00	\$80,000.00

Planned Activity: Franklin County Sheriff Highway Safety Enforcement Pilot Program

Planned activity number: PT-2020-FSHSPP

Primary Countermeasure Strategy ID:

Planned Activity Description

This grant will allow the KOHS to fund 2,080 enforcement hours of straight time focusing on highway safety. The Franklin County Sheriff's Office will concentrate efforts throughout the town of Frankfort targeting problem areas. In addition to funds for salaries/benefits and fuel costs, grant budgets will include funding for a vehicle, equipment, and training needed to enforce highway safety. This is a pilot program utilizing straight time and not federal overtime.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
High Visibility Enforcement
Police Traffic Services Enforcement
Police Traffic Administration and Planning

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$145,000.00	\$29,000.00	\$58,000.00

Program Area: Racial Profiling Data Collection

Description of Highway Safety Problems

The KOHS has identified that the linkage between citations, adjudication, and fatalities. While predominately crashes in Kentucky are of Caucasian ages 25 to 54 years of age statewide. The citation rate in urban vs. rural is not represented of the states demographic make up. Crash fatalities indicate that more than likely urban areas have a higher incidents of minority pedestrian fatalities, rural areas are higher poverty pedestrian fatalities based on location of crashes and social-economic make ups of the communities.

Racial mix of Crash					
Race	Total Collisions	2010 Census	% of Pop	% Collision v. Pop	% Collisions v. TTL
AMERICAN INDIAN/ALASKAN NATIVE	79	10,120	0.25%	1%	0.05%
ASIAN	672	48,930	1.21%	1%	0.39%
AFRICAN-AMERICAN	6,918	33,520	0.83%	21%	4.04%
HISPANIC	20	2,501	0.06%	1%	0.01%
NATIVE HAWAIIAN/PACIFIC ISLANDER	3	2,501	0.06%	0%	0.00%
NO RACE OR ETHNICITY STATED	79,083	55,551	1.38%	142%	46.22%

UNKNOWN NOT HISPANIC	1,292	75,208	1.86%	2%	0.76%
CAUCASIAN	83,052	3,809,537	94.35%	2%	48.53%
Total	171,119	4,037,868			

The KOHS will first monitor this data collection through CRASH and KYOPS to monitor the demographics. KOHS will work with AOC (Administrative Office of the Courts) to develop routine reporting in order to establish trends, identify training needs and media to address issues that indicate racial profiling.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	2,706.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	75.00

Countermeasure Strategies in Program Area

Program Area: Traffic Records

Description of Highway Safety Problems

The 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 16th and the report out on June 26th, 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 to develop the appropriate plan of action.

Associated Performance Measures

Fiscal Year	Performance measure name	Target End Year	Target Period	Target Value
2020	C-1) Number of traffic fatalities (FARS)	2020	5 Year	754.00
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	2020	5 Year	2,706.00

2020	C-3) Fatalities/VMT (FARS, FHWA)	2020	5 Year	1.500
2020	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	2020	5 Year	297.00
2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	2020	5 Year	162.00
2020	C-6) Number of speeding-related fatalities (FARS)	2020	5 Year	103.00
2020	C-7) Number of motorcyclist fatalities (FARS)	2020	5 Year	92.00
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	2020	5 Year	59.00
2020	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	2020	5 Year	74.00
2020	C-10) Number of pedestrian fatalities (FARS)	2020	5 Year	75.00
2020	C-11) Number of bicyclists fatalities (FARS)	2020	5 Year	7.00
2020	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	2020	5 Year	90.3

Countermeasure Strategies in Program Area

Countermeasure Strategy
Improves accessibility of a core highway safety database
Improves completeness of a core highway safety database
Improves integration between one or more core highway safety databases
Traffic Records and GIS management

Countermeasure Strategy: Improves accessibility of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-KTSDS	KY Traffic Safety Data Service

Planned Activity: KY Traffic Safety Data Service

Planned activity number: M3DA-2020-KTSDS

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

University of Kentucky Transportation Center

Countermeasure strategies

Countermeasure Strategy
Improves accessibility of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$45,885.17	\$9,177.03	

Countermeasure Strategy: Improves completeness of a core highway safety database

Program Area: Traffic Records

Project Safety Impacts

The impact of the planned activity will be represented in the data performance measures through reductions of crashes, fatalities and serious injuries, and other identified measures.

Linkage Between Program Area

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data

Rationale

The funding source for this countermeasure strategy was selected for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programming assets to address planned activity.

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-UKDQ	UKTC Data Quality Improvement

Planned Activity: UKTC Data Quality Improvement

Planned activity number: M3DA-2020-UKDQ

Primary Countermeasure Strategy ID:

Planned Activity Description

Intended Subrecipients

Kentucky Transportation Center

Countermeasure strategies

Countermeasure Strategy
Improves completeness of a core highway safety database

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$96,074.00	\$19,214.80	

Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program Area: Traffic Records

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
M3DA-2020-CDR	Crash Data Integration, Accuracy, and Consistency Review

Planned Activity: Crash Data Integration, Accuracy, and Consistency Review

Planned activity number: M3DA-2020-CDR

Primary Countermeasure Strategy ID:

Planned Activity Description

This project will be to develop a team comprised of crash users, police that enter crash data, roadway database users, roadway database maintainers, and developers of the KYOPS system. This team will meet and a facilitated discussion will help identify issues related to data entry or data use. This multi-disciplinary team will develop solutions that focus on four import factors: 1) simplify the data entry process for the police, 2) increase the accuracy of the data for data users, 3) increase the consistency of data across agencies, and 4) improve the integration between traffic records databases. A part of the analysis will be to identify data fields in the various database that could be used to integrate information.

Intended Subrecipients

Countermeasure strategies

Countermeasure Strategy
Improves integration between one or more core highway safety databases

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$36,725.00	\$7,345.00	

Countermeasure Strategy: Traffic Records and GIS managment

Program Area: Traffic Records

Project Safety Impacts

Linkage Between Program Area

Rationale

Planned activities in countermeasure strategy

Unique Identifier	Planned Activity Name
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M3DA-2020-TRC	Traffic Records Manager
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Planned Activity: Traffic Records Manager

Planned activity number: M3DA-2020-TRC

Primary Countermeasure Strategy ID:

Planned Activity Description

Project establishes an in house position through KYTC to include salaries & 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.

Intended Subrecipients

Kentucky Office of Highway Safety

Countermeasure strategies

Countermeasure Strategy
Traffic Records and GIS management

Funding sources

Source Fiscal Year	Funding Source ID	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2020	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00	\$15,000.00	

Evidence-based traffic safety enforcement program (TSEP)

Planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP):

Unique Identifier	Planned Activity Name
PT-2020-FSHSP	Franklin County Sheriff Highway Safety Enforcement Pilot Program
M5HVE-2020-ID	Impaired Driving Overtime Enforcement Programs
M5HVE-2020-KSPNH	KSP Nighthawk Impaired Driving Enforcement & Equipment
M2HVE-2020-KSPOP	KSP Occupant Protection Enforcement Program
PT-2020-KSPPT	KSP Police Traffic Enforcement Program
M2HVE-2020-OP	Occupant Protection Overtime Enforcement Programs
PT-2020-PT	Police Traffic Services Overtime Enforcement Programs Full Year
PT-2020-PTHY	Police Traffic Services Overtime Enforcement Programs Half Year

Analysis of crashes, crash fatalities, and injuries in areas of highest risk.

Crash Analysis

The KOHS conducts critical analysis of the statewide traffic safety crash issues and ranks them according to estimated population, total crashes, fatalities, injuries, fatality rate per 100mvm traveled, impaired driving collisions, unbelted fatalities, speeding collisions, commercial vehicle collisions and motorcycle collisions. This list is then scored based on empirical percentages to derived a weighed score of risk. The scores are then ranked by each category and then a total score ranking is given. This method delivers a TOP 40 counties of greatest risk for each category as well as an overall all TOP 40.

The TOP 40 establishes a high risk list for enforcement, education and media funding. By using this method the office of highway safety will conduct activities that have impact on 70% of the states 4.2m population at risk at any given time. This methodology has been at the core of programming in the KOHS since 2006. The KOHS has also added another layer of data review by the addition of the KIPRC (Kentucky Injury Prevention Research Center) HEAT maps on crash Epidemiology. This layer looks at county residences of those involved with crashes, those counties identified in the 3rd and 4th quartiles are given emphasis for media and enforcement programs. Often this counties overlap with the TOP 40 analysis. See attached PDFs 2017 Ranking TSEP and 2017 HEAT maps.

Deployment of Resources

The funding source for this countermeasure strategies were select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity. The enforcement programs are sustained through out the fiscal year and were allocated based on the needs analysis conducted in conjunction with consideration of available agencies to preform the work.

Effectiveness Monitoring

The state will monitor the effectiveness of the activities and make on going adjustments through month reporting of the agencies activities. Furthermore the office of highway safety will conduct a minimum of one site visit with the program managers for that region and/or the regional law enforcement liaisons will meet with command or operation staff that monitor, manage and report department activities. Based on risk analysis of the departments, the office of highway safety will conduct more in depth monitoring based on the grants score on the risk analysis form.

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

Countermeasure Strategy
Impaired Driving Enforcement Program
Law Enforcement Outreach Liaison
Occupant Protection Enforcement Program

HVE planned activities that demonstrate the State's support and participation in the National HVE mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles:

Top 40 Highway Safety Counties

2014-2016 Data

County name	Rank	Previous Rank
JEFFERSON	1	1
FAYETTE	2	2
DAVISS	3	3
MCCRACKEN	4	7
HARDIN	5	4
KENTON	6	5
WARREN	7	6
CAMPBELL	8	11
BULLITT	9	9
BOONE	10	8
JESSAMINE	11	16
PIKE	12	13
WHITLEY	13	21
GRAVES	14	14
PULASKI	15	18
MADISON	16	12
SHELBY	17	23
SCOTT	18	15
CHRISTIAN	19	10
LAUREL	20	19
BOYD	21	17
BARREN	22	24
CLARK	23	35
HENDERSON	24	22
KNOX	25	27
FRANKLIN	26	33
ROWAN	27	31
NELSON	28	25
MARSHALL	29	26
HOPKINS	30	20
OLDHAM	31	28
FLOYD	32	30
CLAY	33	34
BELL	34	32
MONTGOMERY	35	36
OHIO	36	41
PERRY	37	39
GRAYSON	38	40
MUHLENBERG	39	38
WOODEFORD	40	37

Unique Identifier

Planned Activity Name

M2HVE-2020-KSPOP	KSP Occupant Protection Enforcement Program
M2HVE-2020-OP	Occupant Protection Overtime Enforcement Programs
M5HVE-2020-ID	Impaired Driving Overtime Enforcement Programs
M5HVE-2020-KSPNH	KSP Nighthawk Impaired Driving Enforcement & Equipment
PT-2020-PT	Police Traffic Services Overtime Enforcement Programs Full Year
PT-2020-PTHY	Police Traffic Services Overtime Enforcement Programs Half Year

405(b) Occupant protection grant

Occupant protection plan

State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems:

Program Area Name
Impaired Driving (Drug and Alcohol)
Motorcycle Safety
Occupant Protection (Adult and Child Passenger Safety)
Planning & Administration
Police Traffic Services

Participation in Click-it-or-Ticket (CIOT) national mobilization

Agencies planning to participate in CIOT:

Agency
Richmond Police Department
Pikeville Police Department
Versailles Police Department
Ballard County Sheriff's Office
Kentucky State Police
Williamsburg Police Department
Wilder Police Department
Warren County Sheriff's Office
Villa Hills Police Department
Somerset Police Department
Shelbyville Police Department
Scott County Sheriff's Office
Radcliff Police Department
Raceland Police Department
Prestonsburg Police Department
Pineville Police Department

Pike County Sheriff's Office
Paris Police Department
Paducah Police Department
Owensboro Police Department
Oldham County Police Department
Nicholasville Police Department
Newport Police Department
Nelson County Sheriff's Office and Bardstown Police Department
Murray Police Department
Mt Washington Police Department
Mt Sterling Police Department
Morehead Police Department
McCracken County Sheriff's Office
Maysville Police Department
Mayfield Police Department
Marshall County Sheriff's Office
Ashland Police Department
Barbourville Police Department
Benton Police Department
Boone County Sheriff's Office
Bourbon County Sheriff's Office
Boyd County Sheriff's Office
Burnside Police Department
Cadiz Police Department
Calloway County Sheriff's Office
Campbell County Police Department
Campbellsville Police Department
Catlettsburg Police Department
Cave City Police Department
Christian County Sheriff's Office
Clark County Sheriff's Office
Covington Police Department
Danville Police Department
Daviess County Sheriff's Office
Eddyville Police Department
Bullitt County Sheriff's Office
Erlanger/Elsmere Police Department
Flatwoods Police Department
Frankfort Police Department
Franklin County Sheriff's Office
Ft Mitchell Police Department
Ft Thomas Police Department
Graves County Sheriff's Office
Grayson County Sheriff's Office
Grayson Police Department

Greenville Police Department
Harlan Police Department
Harrodsburg Police Department
Henderson Police Department
Hodgenville Police Department
Jackson Police Department
Johnson County Sheriff's Office
Kenton County Police Department
Knott County Sheriff's Office
LaGrange Police Department
Lancaster Police Department
Larue County Sheriff's Office
Lawrenceburg Police Department
Leitchfield Police Department
Lexington Police Department
London Police Department
Louisville Metro Police Department
Loyall Police Department
Lyon County Sheriff's Office
Madison County Sheriff's Office
Montgomery County Sheriff's Office
Olive Hill Police Department
Rockcastle County Sheriff's Office
Russell County Sheriff's Office
Russell Police Department
Shepherdsville Police Department
Trigg County Sheriff's Office
Woodford County Sheriff's Office
Beaver Dam Police Department
Ferguson Police Department
Glasgow Police Department
Hazard Police Department
Florence Police Department
Hillview Police Department
Hopkinsville Police Department
Hopkins County Sheriff's Office
Laurel Sheriff's Office

Description of the State's planned participation in the Click-it-or-Ticket national mobilization:

Planned Participation in Click-it-or-Ticket

The Commonwealth of Kentucky will participate in the national "Click It or Ticket" enforcement program with all law enforcement grants (both full year and half year). The Kentucky Office of Highway Safety will promote, participate, and inform the public of the program by:

Promote the Click It or Ticket mobilization to law enforcement through a series of area briefings

throughout the state.

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 area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their focus area.

Click It or Ticket activities will include focusing on saturation patrols, traffic safety checkpoints, and Border to Border checkpoints with partner agencies from surrounding states.

Enforcement will be will be monitored and reported from all state law enforcement agencies during the CIOT program period.

It is required that departments utilize 50% of all received funding in the 405B Occupant protection program conduct enforcement during data driven defined night time hours.

The KOHS will conduct a statewide paid media campaign that will inform the public of the enforcement and life changing consequences of failure to adhere to the primary seatbelt law.

List of Task for Participants & Organizations

Child restraint inspection stations

Countermeasure strategies demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Countermeasure Strategy
Child Restraint System Inspection Station(s)

Planned activities demonstrating an active network of child passenger safety inspection stations and/or inspection events:

Unique Identifier	Planned Activity Name
M2HVE-2020-CPSC	Child Passenger Safety Coordinator
M2HVE-2020-CPS	Child Passenger Safety Program
M2HVE-2019-CPS	KOHS Child Protection Seat Program
M2HVE-2020-OP	Occupant Protection Overtime Enforcement Programs

Total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 110

Total number of planned inspection stations and/or events in the State serving each of the following population categories: urban, rural, and at-risk:

Populations served - urban: 263,527

Populations served - rural: 291,527

Populations served - at risk: 409,346

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Countermeasure strategies for recruiting, training and maintaining a sufficient number of child passenger safety

technicians:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes

Planned activities for recruiting, training and maintaining a sufficient number of child passenger safety technicians:

Unique Identifier	Planned Activity Name
M2HVE-2020-CPSC	Child Passenger Safety Coordinator
M2HVE-2020-CPS	Child Passenger Safety Program
M2HVE-2019-CPS	KOHS Child Protection Seat Program

Estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes: 15

Estimated total number of technicians: 160

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

The State applied under the following criteria:

Primary enforcement seat belt use statute: No

Occupant protection statute: No

Seat belt enforcement: Yes

High risk population countermeasure programs: Yes

Comprehensive occupant protection program: Yes

Occupant protection program assessment: Yes

Seat belt enforcement

Countermeasure strategies demonstrating that the State conducts sustained enforcement throughout the fiscal year of the grant to promote seat belt and child restraint enforcement and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
CPS Technician Training Classes
Occupant Protection Enforcement Program

Planned activities demonstrating that the State conducts sustained enforcement throughout the fiscal year of the

grant to promote seat belt and child restraint enforcement, and involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State’s unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred:

Unique Identifier	Planned Activity Name
M2HVE-2020-CPS	Child Passenger Safety Program
M2HVE-2019-CPS	KOHS Child Protection Seat Program
M2HVE-2020-KSPOP	KSP Occupant Protection Enforcement Program
M2HVE-2020-OBSB	Observed Seatbelt Count
M2HVE-2020-OPC	Occupant Protection Coordinator
M2HVE-2020-OP	Occupant Protection Overtime Enforcement Programs

High risk population countermeasure programs

Countermeasure strategies demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Countermeasure Strategy
Child Restraint System Inspection Station(s)
Communication Campaign
CPS Technician Training Classes
Law Enforcement Outreach Liaison
Occupant Protection Enforcement Program
Police Traffic Services Enforcement

Submit planned activities demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: Drivers on rural roadways; Unrestrained nighttime drivers; Teenage drivers; Other high-risk populations identified in the occupant protection program area plan:

Unique Identifier	Planned Activity Name
PT-2020-PT	Police Traffic Services Overtime Enforcement Programs Full Year

Comprehensive occupant protection program

Date of NHTSA-facilitated program assessment conducted within five years prior to the application due date that evaluates the occupant protection program for elements designed to increase seat belt use in the State.

Date of NHTSA-facilitated program assessment: 5/6/2019

Multi-year strategic plan based on input from Statewide stakeholders (task force) under which the State developed – (A) Data-driven performance targets to improve occupant protection in the State; (B) Countermeasure strategies designed to achieve the performance targets of the strategic plan (C) A program management strategy that provides leadership and identifies the State official responsible for implementing

various aspects of the multi-year strategic plan; and (D) An enforcement strategy that includes activities such as encouraging seat belt use policies for law enforcement agencies, vigorous enforcement of seat belt and child safety seat statutes, and accurate reporting of occupant protection system information on police accident report forms:

Supporting Documents
KY OP High Risk Populations Countermeasures.docx
KYOP TaskforcePlan 2019.docx

Page number(s) from your occupant protection multi-year strategic plan that addresses the following:

Data-driven performance targets: 4-6

Program management strategy: 7

Countermeasure strategies: 15-16

Enforcement strategy: 12

Name and title of the State’s designated occupant protection coordinator:

Designated occupant protection coordinator name: Nate Dean

Designated occupant protection coordinator title: Occupant Protection Coordinator

Countermeasure strategies designed to achieve the performance targets of the strategic plan:

Occupant protection program assessment

Date of the NHTSA-facilitated assessment of all elements of its occupant protection program.

Date of the NHTSA-facilitated assessment: 5/5/2019

405(c) State traffic safety information system improvements grant

Traffic records coordinating committee (TRCC)

Meeting dates of the TRCC during the 12 months immediately preceding the application due date:

Meeting Date
9/27/2018
2/21/2019
6/12/2019

Name and title of the State’s Traffic Records Coordinator:

Name of State’s Traffic Records Coordinator: Jason Siwula

Title of State’s Traffic Records Coordinator: Traffic Safety Records Manager, Kentucky Office of Highway Safety

TRCC members by name, title, home organization and the core safety database represented:

List of TRCC members

KTRAC (TRCC) Membership:

Amanda Spencer

Andy Rush Director, Division of Planning

Transportation Planner KY Transportation Cabinet

Louisville Metropolitan

Planning Organization Database –Roadway

Database – Crash, Roadway

James Padgett

Matthew Cole KAVIS Project Coordinator, Info Tech.

Director, Driver Licensing Division KY Transportation Cabinet		KY
Transportation Cabinet Database – Vehicle		Database – Driver
Drew Chandler	Scott Felder Database Administrator	
Captain Kentucky Board of Emergency Medical Services		KY State Police, Criminal ID and
Records Database – EMS/Injury Surveillance		Database – Crash, Citation/Adjudication
Carla Crane	Chadwick Mills Executive Advisor	
Captain -Crash Reconstructionist KY Office of Health & Data Analytics		KY State
Police, Operations Division Database – EMS/Injury Surveillance		Database – Crash,
Citation/Adjudication		
Chad Shive	Chris Lambert Engineer, Division of Maintenance	
Info. Tech Consultant, Division of Maintenance KY Transportation Cabinet		
KY Transportation Cabinet Database – Roadway, Crash		Database – Roadway, Crash
Mike Hindman	Ed Harding Lieutenant	
Systems Consultant IT KY State Police, Criminal ID and Records		KY Transportation Cabinet,
Database – Crash, Citation/Adjudication	Enterprise Data Services Branch	
	Database – Crash, Roadway, Vehicle, Driver	
Eric Green	Daniel Sturtevant Research Engineer	
Research and Statistics Manager UK, KY Transportation Center		KY
Administrative Office of the Courts Database – Crash, Roadway		Database –
Citation/Adjudication		
Shiann Sharpe	John Eiler Branch Manager	
Contractor, Office of Info Technology Kentucky State Police		KY
Transportation Cabinet Database – Crash, Citation/Adjudication		Database – Vehicle Jamie
Fiepke	Mike Vaughn President/CEO	
Engineer, Division of Traffic Operations KY Motor Transport Association		KY
Transportation Cabinet Database – Vehicle		Database – Crash, Roadway
Elizabeth Lucas	Tracy Lovell Director, Implementation & Court Services	
Engineer, Department of Highways KY Administrative Office of the Courts		KY
Transportation Cabinet Database – Citation/Adjudication		Database – Crash, Roadway
William Staats	Julia Costich Research Engineer	
Professor/Associate Director UK, KY Transportation Center		UK, Injury Prevention
& Research Center Database – Roadway, Crash		Database – EMS/Injury Surveillance
Jadie Tomlinson	Chris Blackden Engineer, Division of Planning	
Research Scientist KY Transportation Cabinet		UK, KY Transportation
Center Database – Roadway		Database – Crash, Roadway
Peter Rock	Michael Neal Research/Data Coordinator	
Brach Manager, Division of Driver Licensing UK, Injury Prevention & Research Center		KY
Transportation Cabinet Database – EMS/Injury Surveillance		Database – Driver
Paul Ross	Nathan Dean IT Analyst	

Occupant Protection Coord., Highway Safety UK, KY Transportation Center KY
Transportation Cabinet Database – Roadway, Crash Database – Crash
Linda Goodman Brian Ingle Division Administrator
Director, Division of Vehicle Registration Federal Motor Carrier Safety Association KY
Transportation Cabinet Database – Vehicle Database – Vehicle
Ben Blandford Reginald Souleyrette Research Engineer
Professor/Research Engineer UK, KY Transportation Center UK, KY
Transportation Center Database – Crash, Roadway Database – Crash, Roadway

Jeff Hackbart Ryan Tenges Safety Circuit Rider
Safety Engineer UK, KY Transportation Center Federal Highway Administration
Database – Roadway, Crash Database – Roadway, Crash
Ramsey Quarles Terry Bunn Branch Manager, Division of Planning
Director KY Transportation Cabinet UK, KY Injury Prevention & Research
Center Database – Roadway Database – EMS/Injury Surveillance
Samantha Wright Tony Young Civil Engineer
Highway Safety Specialist UK, Department of Civil Engineering Federal Highway
Administration
Database – Crash, Roadway Database – Crash
Len O’Connell Jarrod Stanley Research Investigator
Engineer, Department of Highways UK, KY Transportation Center KY
Transportation Cabinet Database – Roadway, Crash Database – Crash, Roadway
Ryan Fisher Jonathan Moore Branch Manager, Highway Safety
Program Manager, Highway Safety KY Transportation Cabinet KY
Transportation Cabinet Database – Crash Database – Crash
Monica Robertson Jason Siwula Data Coordinator
Acting Exec. Dir, KY Office of Highway Safety Kentucky Board of Emergency
Medical Services KY Transportation Cabinet Database – EMS/Injury Surveillance
Database – Roadway, Crash
KTRAC-TRCC Executive and Technical Subcommittee and Chairs (Coordinators)
Jason Siwula – KTRAC Chair
Crash Subcommittee KY Traffic Records Systems Assessment/Need Eric
Green – Co-Chair Reginald Souleyrette – Co- Chair Shiann Sharpe – Co-Chair
Samantha Wright – Co-Chair
Roadway Subcommittee Vehicle Subcommittee Amanda Spencer – Co-Chair
Brian Ingle – Co-Chair Jadie Tomlinson – Co-Chair James Padgett–
Co-Chair
Driver Subcommittee Citation/Adjudication Subcommittee Matthew Cole –
Co-Chair Daniel Sturtevant – Co-Chair Michael Neal – Co-Chair
Elizabeth Lucas – Co-Chair

EMS and Injury Surveillance Subcommittee Julia Costich – Co-Chair Drew Chandler – Co-Chair
Monica Robertson – Co-Chair

KTRAC Meeting Schedule

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

June 1, 2018 – KY Transportation Cabinet – Frankfort, KY

September 27, 2018 – KY Transportation Cabinet – Frankfort, KY

February 21, 2019 – KY Transportation Cabinet – Frankfort, KY June 12, 2019 – KY Transportation Cabinet – Frankfort, KY

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

September 2019

November/December 2019

February 2020

May/June 2020

Traffic Records System Assessment

Strategic Planning Recommendations have been cited in the Kentucky Strategic Traffic Records Plan. The recommendations have been assessed and given quantitative performance matrix for tracking. Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory. The TRCC will work with the Kentucky Transportation Center to create an implementation plan that will facilitate the completion of a wide range of database reforms. The TRCC will emphasize more accurate and complete data gathering including the writing of data dictionaries as recommended.

Crash Recommendations

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available a comprehensive data dictionary will be composed. The integration goal is to identify appropriate links between the driver and vehicle databases and the crash file. The crash database has two goals that increase data quality: increase the percent of crashes locatable with roadway location method above the current level of 94.6% and reduce missing critical data elements by 10%.

Vehicle Recommendations

- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

As noted above, an effort will be made to increase links with the crash database.

Driver Recommendations

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available a comprehensive data dictionary will be constructed.

Roadway Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available, the roadway database will produce a comprehensive data dictionary. To improve data quality, officials at the roadway database have adopted these goals: implement a facility data audit methodology as an accuracy check of the highway information system and a methodology to check statewide centerline coverage.

Citation / Adjudication Recommendations

- Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available, citation/adjudication will assemble a comprehensive data dictionary.

EMS / Injury Surveillance Recommendations

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS has the goal of increasing the percent of appropriate records in the EMS file linked to other database systems. To do so it will identify links and funding opportunities. EMS has adopted two goals for augmenting data quality: increase the percent of records with no errors in critical data elements and raise the percent of first responders recording use of seatbelts from current 70 percent to above 90 percent.

Data Use and Integration Recommendations

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The TRCC will assist its databases in their efforts to increase linkages across databases.

Traffic Records for Measurable Progress

The following recommendations have been cited in the Kentucky Strategic Traffic Records plan. The TRCC has established quantitative performance measures to track each in their appropriate category. The recommendations are as follows;

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-2020-TRSP	Traffic Records Strategic Plan Implementation	Continue to analyze, identify, refine, improve, and monitor status of performance metrics from the Traffic Records Strategic Plan. This project will continue the development and implementation of procedures for regularly monitoring the quality of traffic records in Kentucky.
M3DA-2020-UKTCCD	Crash Data Integration, Accuracy, and Consistency Review	This project will be to develop a team comprised of crash users, police that enter crash data, roadway database users, roadway database maintainers, and developers of the KYOPS system. This team will meet and a facilitated discussion will help identify issues related to data entry or data use. This multi-disciplinary team will develop solutions that focus on four important factors: 1) simplify the data entry process for the police, 2) increase the accuracy of the data for data users, 3) increase the consistency of data across agencies, and 4) improve the integration between traffic records databases. A part of the analysis will be to identify data fields in the various database that could be used to integrate information.

M3DA-2020-KTSDS	Kentucky Traffic Safety Data Service	Develop and execute a traffic records data and analysis quick response team at the Kentucky Transportation Center (KTC). The Kentucky Transportation Center has considerable resources and expertise for identifying and addressing safety concerns using a variety of traffic records databases and tools. The aim of this project is to increase access to data from the six traffic record systems but more especially to increase access to expert resources with a more in-depth knowledge of the databases. Accordingly, KTC will develop and host a free traffic data service to enable users to access an expert to conduct small studies and get answers to traffic safety problems. These answers would ordinarily be out of reach due to a) difficulty and expense of contracting, or b) lack of awareness that such expert resources exist and are available to them.
M3DA-2019-IAADIR	Investigation of the Accuracy of Alcohol and Drug Involvement Reporting	Investigate crash types (run off road, head-on, etc.), crash narratives, and contributing factors (time of day, distraction, etc.) associated with known alcohol and drug related crashes to develop an algorithm to assist in determining an accurate indication of all drug and alcohol crashes. The algorithm would be based on FARS crashes with known alcohol and drug use, and applied to all crashes to confirm the likelihood of alcohol and/or drugs being involved.

M3DA-2020-KEMSIS	KY Emergency Medical Services Information System (KEMSIS)	This is a continuation for the Kentucky EMS Information System (KEMSIS) to 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.
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The TRCC will assist its databases in their efforts to increase linkages across databases.

Traffic Records Supporting Non-Implemented Recommendations

The KOHS and Traffic Records Coordination Committee have recommendations that are not being addressed during FY 2020. Each of the recommendation areas have projects assigned to them, or have been completed during FY 2019, or are being addressed in match by the traffic records implementation plan.

Traffic Records for Model Performance Measures

The Traffic Records Strategic plan have quantifiable improvement in emergency management service and injury surveillance and roadway. per the methodology set forth under the model performance measures for state traffic records systems.

Kentucky Emergency Medical Information System (KEMSIS)

This is an ongoing project to ensure completeness of the patient care information and supports the NEMSIS system inputs. This system provides updates of patient care and linkages to hospital care information.

Kentucky Trauma Registry

This is an ongoing project to address completeness, accuracy and timeliness of trauma registry care at 28 of the states level I-IV trauma centers.

Ramp Crash Reconciliation and Estimation of Missing Ramp Volumes –Annual Average Daily Traffic (AADT)

This project address accuracy and completeness of crash information. This project analyzes the ramp cashes to ensure GIS placement is correct .

Extracts of these projects have been attached to the 405c application as pdf documents for reference.

Kentucky Emergency Medical Information System (KEMSIS)

Submitted by: Drew Chandler, KY Board of EMS

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: The number of agencies submitting patient care information to the Kentucky Emergency Medical Services Information System (KEMSIS) Narrative Description of the Measure: The number of agencies submitting patient care information to the Kentucky Emergency Medical Services Information System (KEMSIS)
Relevant Project(s) in the State’s Strategic Plan	Continually improve EMS and injury Data quality, accessibility, and timeliness. Objective: Improve completeness and accessibility of EMS data for Traffic Safety applications by establishing a statewide, computerized reporting system for EMS ambulance runs. Continually improve EMS and injury Data quality, accessibility, and timeliness. Objective: Improve completeness and accessibility of EMS data for Traffic Safety applications by establishing a statewide, computerized reporting system for EMS ambulance runs.
Improvement(s) Achieved or Anticipated	As of April 1, 2018 there are 215 EMS agencies reporting data to the Kentucky Emergency Medical Information System (KEMSIS). This is a major increase from the 8 agencies reporting in 2013, and representative of all licensed ambulance services in the Commonwealth.
Specification of how the Measure is calculated / estimated	The measure is determined by the actual number of Kentucky EMS agencies submitting EMS run records to KEMSIS.
Date and Baseline Value for the Measure	From April 1, 2016 thru April 1, 2017– There were 769,001 data records submitted of EMS services ambulance run data in Kentucky reported into the Kentucky Emergency Medical Services Information System database (KEMSIS). The data records collected, were from the 215 EMS agencies submitting data into KEMSIS.

Date and Current Value for the Measure	From April 1, 2017 thru April 1 2018—There were 807,513 data records submitted of EMS services ambulance run data in Kentucky reported into the Kentucky Emergency Medical Services Information System database (KEMSIS). The data records collected, were from the 219 EMS agencies submitting data into KEMSIS.
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Kentucky Trauma Registry

Submitted by: Julia Costich, KY Injury Prevention and Research Center

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input checked="" type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: Number of hospitals and cases reporting to KY Trauma Registry Narrative Description of the Measure: Number of hospitals and cases reporting to KY Trauma Registry
Relevant Project(s) in the State's Strategic Plan	Continually improve EMS and injury data quality, accessibility, and timeliness
Improvement(s) Achieved or Anticipated Improvement(s) Achieved or Anticipated Improvement(s) Achieved or Anticipated	Increase the number of facilities reporting data to the Kentucky Trauma Registry from 28 in the baseline period to 31 by September 30, 2018
Specification of how the Measure is calculated / estimated	The measure counts the number of facilities reporting to KY Trauma Registry and providing records to the vendor that maintains the central KY Trauma Registry repository data The measure counts the number of facilities reporting to KY Trauma Registry and providing records to the vendor that maintains the central KY Trauma Registry repository data
Date and Baseline Value for the Measure	Baseline (Jan 1-Dec 31 2017) – Trauma registry data reported by 28 participating facilities Baseline (Jan 1-Dec 31 2017) – Trauma registry data reported by 28 participating facilities

Date and Current Value for the Measure	Performance period (Jan 1-Dec 31 2018) – 30 participating facilities, 27 of which are reporting trauma registry data. Three facilities have suspended reporting while issues are resolved in the health systems to which they belong. The increased attention to data quality may have reduced the total count by suppressing inappropriate entries.
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Ramp Crash Reconciliation and Estimation of Missing Ramp Volumes –Annual Average Daily Traffic (AADT)
Submitted by: Eric Green, University of Kentucky, KY Transportation Center

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input checked="" type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input checked="" type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure:Percent of ramp segments with AADT Narrative Description of the Measure:Percent of ramp segments with AADT Narrative Description of the Measure:Percent of ramp segments with AADT
Relevant Project(s) in the State’s Strategic Plan	Ramp Crash Reconciliation and Estimation of Missing Ramp Volumes – Annual Average Daily Traffic (AADT)
Improvement(s) Achieved or Anticipated Improvement(s) Achieved or Anticipated Improvement(s) Achieved or Anticipated	Completeness of ramp volume.Accuracy of ramp crash location.Increase the percentage of ramp segments with AADT.Completeness of ramp volume.Accuracy of ramp crash location.Increase the percentage of ramp segments with AADT.
Specification of how the Measure is calculated / estimated	Count the number of segments with a null value for traffic volume (AADT) compared to those segments with an estimated value.
Date and Baseline Value for the Measure	June 2017 – Highway Information System Traffic Flow file contained 2,450 total ramp segments - 604 (25%) of these segments lacked AADT.
Date and Current Value for the Measure	June 2018 - 2017 – An AADT estimate is now available for all of the 2,450 (100%) Highway Information System Traffic Flow file segments.

State traffic records strategic plan

Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements that are anticipated in the State’s core safety databases (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which

recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations:

Planned activities that implement recommendations:

Unique Identifier	Planned Activity Name
M3DA-2020-CDR	Crash Data Integration, Accuracy, and Consistency Review
M3DA-2019-KIPRCMVCQC	KIPRC Improving Motor Vehicle Crash Related Trauma Data Quality and Completeness
M3DA-2019-KSPACR	KSP Advanced Collision Reconstruction
M3DA-2019-KSPCDD	KSP Crash Data Dictionary
M3DA-2020-KEMISIS	KY Emergency Medical Services Information System
M3DA-2020-TRC	Traffic Records Manager
M3DA-2020-TRSP	Traffic Records Strategic Plan & Implementation
M3DA-2020-UKDQ	UKTC Data Quality Improvement

Quantitative and Measurable Improvement

Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

State Highway Safety Data and Traffic Records System Assessment

Date of the assessment of the State’s highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date:

Date of Assessment: 6/16/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015

405(d) Impaired driving countermeasures grant

Impaired driving assurances

Impaired driving qualification: Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Impaired driving program assessment

Date of the last NHTSA-facilitated assessment of the State's impaired driving program conducted:

Date of Last NHTSA Assessment:

Authority to operate

Direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

Authority and Basis of Operation

The Kentucky Impaired Driver 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 Governors Executive Committee on Highway Safety (GECHS). This document was created to provide ongoing governance to the development of impaired driving activities and their execution.

The plan provides an essential component of the control process, establishing goals and objectives for the total impaired driving efforts in the State both for the total effort and for its individual components. However, it is obvious that a plan alone will not solve the problem. The planned projects and programs must be effectively implemented. This requires an effective management control process. Using the plan as a road map, management will determine if adequate progress is being made in all projects toward their goals, and if those projects are effectively meeting the standards set forth for them. When it is detected that goals are not being achieved, then management representatives will take action and proactively provide correction, either strategically or tactically, to achieve the goals and objectives of the taskforce.

Regular quarterly meetings of the KIDTF will be conducted with representatives of all of the entities that are performing projects under the plan. This plan essentially provides a management by exception process that assures that proper corrective action is taken in any projects that are not making progress. At the same time, it will provide a reporting mechanism to keep all KIDTF members and their respective agencies informed as to current impaired driving activities throughout the state.

The KIDTF planning effort assumes that sufficient funding, staffing, and other resources to support impaired driving programs will be forthcoming. Programs created as part of the MAP-21 legislation designated funding eligibility given that the State meets the planning and other legal requirements. It can be shown that the revenue generated from citations and reinstatement of licenses will more than offset the cost of the planned projects. However, since this revenue will go into the general fund and is not earmarked for impaired driving programs, it will necessarily be accessible to support the impaired driving countermeasure efforts. One of the major roles of the KIDTF will be to make inroads to assure that the planned programs should achieve self-sufficiency by transferring as much of their costs as practical to impaired drivers.

In FFY19, the Kentucky Impaired Driving Task Force acting as a subcommittee of the Governors Highway Safety Committee, will utilize the Governor's Highway Safety Associations (GHSA) recommendations towards implementing and improving Kentucky's impaired driving enforcement and prevention initiatives. The KIDTF will:

Streamline communications between the various agencies,

Make recommendations for improvements for the prevention, education, enforcement and

adjudication of offenders,

Ensure that measurable goals and reasonable progress is made in the implementation of recommendations, and

Establish performance measures and goals based on Kentucky's SHSP and HSP.

Key Stakeholders

The KIDTF is co-chaired by the Kentucky Attorney General Office's Traffic Safety Resource Prosecutor and the Kentucky Impaired Driving Task Force Coordinator. Representatives from the following agencies are participating as members of the Task Force:

Attorney General's Office; Traffic Safety Resource Prosecutor; Chair – Tom Lockridge

Kentucky Impaired Driving Task Force Coordinator; Chair – Matt McCoy

Chair of Senate Judiciary Committee

Chair of House Judiciary Committee

Administrative Office of the Courts Designee – Kelly Stephens

Office of Highway Safety; Directors Office – Jason Siwula

Office of Highway Safety; Education Branch – Brad Franklin

Office of Highway Safety; Grants Branch – Ryan Fisher

Kentucky State Police; Headquarters – Chad Mills

Kentucky Transportation Cabinet; Public Information Office – Erin Eggen

Kentucky State Police Crime Lab – Laura Sudkamp

Kentucky Transportation Cabinet, Drivers Licensing Division – Matthew Cole

Alcohol Beverage Control, Enforcement Office – Travis Tennill

University of Kentucky, Transportation Center – William Staats

Judicial Outreach Liaison – Kevin Holbrook

County Attorney's Association Designee – Alan George

Commonwealth's Attorney's Association Designee

MADD; State Victims Services Specialist – Rosalind Donald

Drug Recognition Expert; State Coordinator – Rob Richardson

Kentucky Transportation Cabinet; Traffic Records Coordinator

IID Coordinator KOHS – Tiffany Duvall

Kentucky Chiefs of Police Association; Law Enforcement Liaisons – Troy Dye

Kentucky Distillers Association – Ali Edelstein

Date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/14/2017

Strategic plan details

State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Continue to use previously submitted plan: Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

405(d) Alcohol-ignition interlock law grant

Alcohol-ignition interlock laws Grant

Legal citations to demonstrate that the State statute meets the requirement.

Requirement Description	State citation(s) captured
The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.	Yes

Citations

Legal Citation Requirement: The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.

Legal Citation: KRS 189A.340 Ignitiona interlock devices and licenses

Amended Date: 4/9/2016

405(f) Motorcyclist safety grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria:

Motorcycle rider training course: Yes

Motorcyclist awareness program: Yes

Reduction of fatalities and crashes: No

Impaired driving program: Yes

Reduction of impaired fatalities and accidents: No

Use of fees collected from motorcyclists: Yes

Motorcycle rider training course

Name and organization of the head of the designated State authority over motorcyclist safety issues:

State authority agency: Kentucky Department of Criminal Justice and Training

State authority name/title: Davis Paine, Executive Director, Office of the Secretary

Introductory rider curricula that has been approved by the designated State authority and adopted by the State:

Approved curricula: (i) Motorcycle Safety Foundation Basic Rider Course

Other approved curricula:

CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
ADAIR	1,082
ALLEN	1,192
ANDERSON	1,536
BALLARD	545
BARREN	2,504
BATH	891
BELL	1,258
BOONE	8,523
BOURBON	1,190
BOYD	3,900
BOYLE	1,450
BRACKEN	639
BREATHITT	1,113
BRECKINRIDGE	1,354
BULLITT	5,750
BUTLER	764
CALDWELL	1,009
CALLOWAY	2,640
CAMPBELL	5,049
CARLISLE	291
CARROLL	1,078
CARTER	1,788
CASEY	959
CHRISTIAN	4,190
CLARK	2,287
CLAY	1,374
CLINTON	587
CRITTENDEN	618
CUMBERLAND	481
DAVISS	5,438
EDMONSON	677
ELLIOTT	562
ESTILL	1,040
FAYETTE	12,772
FLEMING	988
FLOYD	2,392
FRANKLIN	2,519
FULTON	289
GALLATIN	724
GARRARD	1,268
GRANT	2,149
GRAVES	2,300

GRAYSON	1,714
GREEN	668
GREENUP	2,804
HANCOCK	815
HARDIN	9,334
HARLAN	1,912
HARRISON	1,525
HART	1,027
HENDERSON	2,901
HENRY	1,163
HICKMAN	350
HOPKINS	3,617
JACKSON	861
JEFFERSON	29,246
JESSAMINE	2,682
JOHNSON	1,386
KENTON	9,413
KNOTT	921
KNOX	1,944
LARUE	1,013
LAUREL	4,607
LAWRENCE	1,175
LEE	493
LESLIE	768
LETCHER	1,679
LEWIS	872
LINCOLN	1,722
LIVINGSTON	819
LOGAN	1,640
LYON	538
MADISON	5,015
MAGOFFIN	697
MARION	1,132
MARSHALL	2,301
MARTIN	778
MASON	1,181
MCCRACKEN	5,689
MCCREARY	967
MCLEAN	637
MEADE	1,950
MENIFEE	444
MERCER	1,324
METCALFE	613
MONROE	542
MONTGOMERY	1,758

MORGAN	796
MUHLENBERG	2,241
NELSON	2,519
NICHOLAS	484
OHIO	1,895
OLDHAM	2,836
OWEN	765
OWSLEY	464
PENDLETON	1,022
PERRY	2,265
PIKE	5,141
POWELL	845
PULASKI	3,866
ROBERTSON	209
ROCKCASTLE	1,130
ROWAN	1,329
RUSSELL	1,006
SCOTT	2,948
SHELBY	2,262
SIMPSON	1,062
SPENCER	1,134
TAYLOR	1,706
TODD	1,066
TRIGG	1,150
TRIMBLE	795
UNION	1,108
WARREN	6,236
WASHINGTON	661
WAYNE	1,312
WEBSTER	1,074
WHITLEY	3,058
WOLFE	563
WOODFORD	1,246

Total number of registered motorcycles in State.

Total # of registered motorcycles in State: 104,855

Motorcyclist awareness program

Name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Kentucky Office of Highway Safety

State authority name/title: Erin Eggen/ Public Information Officer and Media Programs

CERTIFICATION: The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number

of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	754.00	1
2020	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2016	2020	2,706.00	2
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	92.00	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	59.00	8

Counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

County or Political Subdivision	# of MCC involving another motor vehicle
ADAIR	2
ALLEN	3
ANDERSON	10
BALLARD	3
BARREN	21
BATH	3
BELL	8
BOONE	76
BOURBON	8
BOYD	31
BOYLE	10
BRACKEN	4
BREATHITT	1
BRECKINRIDGE	5
BULLITT	26
BUTLER	2

CALDWELL	8
CALLOWAY	14
CAMPBELL	31
CARLISLE	1
CARROLL	4
CARTER	3
CASEY	4
CHRISTIAN	31
CLARK	15
CLAY	8
CLINTON	4
CRITTENDEN	8
CUMBERLAND	4
DAVISS	43
EDMONSON	3
ELLIOTT	3
ESTILL	4
FAYETTE	114
FLEMING	3
FLOYD	7
FRANKLIN	23
FULTON	1
GALLATIN	8
GARRARD	1
GRANT	14
GRAVES	15
GRAYSON	8
GREEN	2
GREENUP	11
HANCOCK	2
HARDIN	47
HARLAN	4
HARRISON	7
HART	4
HENDERSON	17
HENRY	6
HICKMAN	5
HOPKINS	22
JACKSON	2
JEFFERSON	282
JESSAMINE	16
JOHNSON	6
KENTON	46
KNOTT	3
KNOX	8

LARUE	5
LAUREL	26
LAWRENCE	4
LEE	1
LESLIE	1
LETCHER	13
LEWIS	4
LINCOLN	4
LIVINGSTON	2
LOGAN	6
LYON	4
MADISON	28
MAGOFFIN	2
MARION	8
MARSHALL	11
MARTIN	1
MASON	3
MCCRACKEN	38
MCCREARY	5
MCLEAN	2
MEADE	8
MENIFEE	0
MERCER	1
METCALFE	4
MONROE	0
MONTGOMERY	9
MORGAN	2
MUHLENBERG	15
NELSON	17
NICHOLAS	3
OHIO	17
OLDHAM	18
OWEN	3
OWSLEY	0
PENDLETON	10
PERRY	11
PIKE	18
POWELL	9
PULASKI	25
ROBERTSON	1
ROCKCASTLE	11
ROWAN	11
RUSSELL	6
SCOTT	20
SHELBY	17

SIMPSON	7
SPENCER	5
TAYLOR	10
TODD	4
TRIGG	5
TRIMBLE	4
UNION	1
WARREN	59
WASHINGTON	2
WAYNE	1
WEBSTER	4
WHITLEY	22
WOLFE	3
WOODFORD	11

Total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle:

Total # of MCC crashes involving another motor vehicle: 1,627

Countermeasure strategies and planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest.

Countermeasure Strategy	
Communication Campaign	

Unique Identifier	Planned Activity Name
M9MA-2020-MCPM	Motorcycle Safety Paid Media

Impaired driving program

Performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.

Fiscal Year	Performance measure name	Target Period	Target Start Year	Target End Year	Target Value	Sort Order
2020	C-1) Number of traffic fatalities (FARS)	5 Year	2016	2020	754.00	1

2020	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2016	2020	162.00	5
2020	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2016	2020	92.00	7
2020	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2016	2020	59.00	8

Countermeasure strategies and planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest based upon State data.

Countermeasure Strategy
Impaired Driving Enforcement Program

Unique Identifier	Planned Activity Name
M9MA-2020-MCPM	Motorcycle Safety Paid Media

Counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator.

County or Political Subdivision	# of MCC involving an impaired operator
ADAIR	1
ALLEN	0
ANDERSON	1
BALLARD	1
BARREN	0
BATH	1
BELL	1
BOONE	4
BOURBON	0
BOYD	2
BOYLE	1
BRACKEN	0
BREATHITT	0
BRECKINRIDGE	0

BULLITT	0
BUTLER	0
CALDWELL	0
CALLOWAY	2
CAMPBELL	0
CARLISLE	0
CARROLL	0
CARTER	0
CASEY	2
CHRISTIAN	0
CLARK	1
CLAY	1
CLINTON	1
CRITTENDEN	0
CUMBERLAND	0
DAVISS	0
EDMONSON	0
ELLIOTT	0
ESTILL	0
FAYETTE	6
FLEMING	0
FLOYD	1
FRANKLIN	2
FULTON	0
GALLATIN	0
GARRARD	0
GRANT	0
GRAVES	1
GRAYSON	0
GREEN	0
GREENUP	1
HANCOCK	0
HARDIN	1
HARLAN	0
HARRISON	1
HART	0
HENDERSON	1
HENRY	0
HICKMAN	0
HOPKINS	3
JACKSON	0
JEFFERSON	9
JESSAMINE	0
JOHNSON	1
KENTON	5

KNOTT	1
KNOX	0
LARUE	0
LAUREL	3
LAWRENCE	1
LEE	0
LESLIE	0
LETCHER	1
LEWIS	1
LINCOLN	0
LIVINGSTON	0
LOGAN	0
LYON	0
MADISON	4
MAGOFFIN	0
MARION	1
MARSHALL	0
MARTIN	0
MASON	0
MCCRACKEN	2
MCCREARY	0
MCLEAN	0
MEADE	1
MENIFEE	0
MERCER	0
METCALFE	1
MONROE	0
MONTGOMERY	0
MORGAN	0
MUHLENBERG	0
NELSON	2
NICHOLAS	0
OHIO	1
OLDHAM	0
OWEN	0
OWSLEY	0
PENDLETON	0
PERRY	3
PIKE	1
POWELL	0
PULASKI	0
ROBERTSON	0
ROCKCASTLE	0
ROWAN	0
RUSSELL	2

SCOTT	2
SHELBY	0
SIMPSON	0
SPENCER	1
TAYLOR	1
TODD	0
TRIGG	0
TRIMBLE	0
UNION	1
WARREN	5
WASHINGTON	0
WAYNE	0
WEBSTER	0
WHITLEY	0
WOLFE	0
WOODFORD	1

Total number of motorcycle crashes involving an impaired operator:

Total # of MCC involving an impaired operator: 87

Use of fees collected from motorcyclists for motorcycle programs

Process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs.

Use of fees criterion: Law State

Legal citations for each law state criteria.

Requirement Description	State citation(s) captured
The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.	No
The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.	Yes

Citations

Legal Citation Requirement: The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal Citation: KRS 15.358 Motorcycle Safety Education Funds

Amended Date: 6/7/2007

Citations

Legal Citation Requirement: The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal Citation: KRS 15.38 KYTC MC registrations and fees

Amended Date: 6/7/2007

1906 Racial profiling data collection grant

Racial profiling data collection grant

Application Type: Official documents

Official documents

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Law: No

Regulation: Yes

Binding policy directive: Yes

Letter from the Governor: No

Court order: No

Other: No

Enter other document type:

Each requirement below provides legal citations to demonstrate that the State statute meets the requirement:

Requirement Description	State citation(s) captured
Law(s) that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.	No

Official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Certifications, Assurances, and Highway Safety Plan PDFs

Certifications and Assurances for 23 U.S.C. Chapter 4 and Section 1906 grants, signed by the Governor's Representative for Highway Safety, certifying to the HSP application contents and performance conditions and providing assurances that the State will comply with applicable laws, and financial and programmatic requirements.

