

KENTUCKY TRANSPORTATION CABINET

KENTUCKY OFFICE OF HIGHWAY SAFETY



2014 Highway Safety Performance Plan

**COMMONWEALTH OF KENTUCKY
HIGHWAY SAFETY PERFORMANCE PLAN
FISCAL YEAR 2014
(October 1, 2013 – September 30, 2014)**

Prepared for:
THE UNITED STATES DEPARTMENT OF TRANSPORTATION
National Highway Traffic Safety Administration
and
Federal Highway Administration

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Note: This plan is subject to revision at any time during the twelve-month period from October 1, 2013 to September 30, 2014.

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INTRODUCTION

State Demographic Profile

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2012 population of Kentucky at 4,380,415 people, residing in an area over 39,486 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 58% of the population lives in urbanized areas. Approximately 86.1% of the population is white, 8% black, 3.2% of Hispanic or Latino origin, 1.2% of the population is Asian. According to the Census, 23.4% of the population is under 18 years of age, 63.1% is between the ages of 18-64, and 13.5% is age 65 or older. There are approximately 80,000 miles of public roads in Kentucky. Of those, 35% are state-maintained. In 2012 there were approximately 3,784,901 registered vehicles and 3,104,702 licensed drivers.

Executive Summary

This document serves as Kentucky's application for Section 402 State and Community Highway Safety funds for the 2014 federal fiscal year. This plan provides an outline for the coming year for improving the safety of Kentucky's roadways by providing an overview of safety data, detailing priority areas, setting goals and performance measures and describing specific projects to help decrease the loss of life and injuries resulting from motor vehicle crashes. The nature of the projects is varied, but they all concentrate on addressing the behavioral issues that lead to crashes and in turn, injuries and fatalities. Kentucky's primary program areas within the context of NHTSA funding are impaired driving, occupant protection and police traffic services.

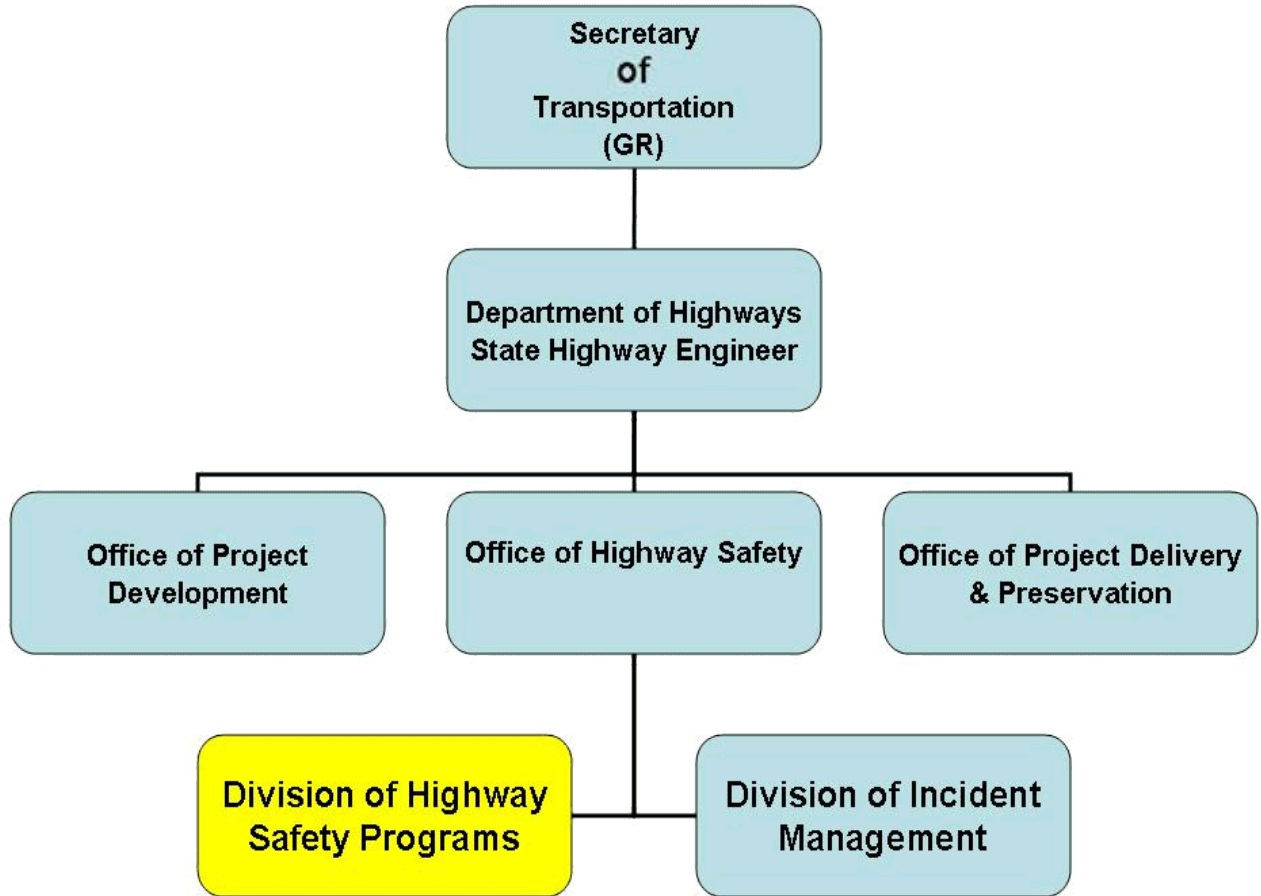
In November 2007 the Secretary of the Transportation Cabinet was appointed as the Governor's Representative for Highway Safety in Kentucky. In June 2008, Kentucky's State Highway Safety Office was reorganized by executive order from the Kentucky Office of Highway Safety in the Transportation Cabinet to the Office of Highway Safety in the Department of Highways in the Transportation Cabinet. The administration of the federal 402 Highway Safety Program in Kentucky is housed in the Office's Division of Highway Safety Programs.

Mission Statement

The mission of the Kentucky Office of Highway Safety is to reduce the number of Kentucky's highway fatalities toward zero and to reduce injuries. This mission is guided by the following vision statement: "through public and private partnerships, achieve the most improved and sustainable downward trend in highway fatalities and injuries in the nation." This is a shared mission statement within our Strategic Highway Safety Plan, (SHSP).

Office of Highway Safety Organizational Chart

Kentucky Office of Highway Safety



A. Highway Safety Planning Process

Crash Data Collection and Analysis

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

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

The Traffic Records Coordinator annually updates a matrix that has been used for the past several years to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2010-2012) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the Appendix) tabulates data from each of the following data factors for each county:

- Estimated Population
- Number of Total Crashes
- Number of Fatalities
- Number of Incapacitating Injuries
- Fatality and Injury Rate per 100 MVM
- Number of Impaired Driving Collisions
- Percent of Belted Fatalities
- Number of Speeding Collisions
- Number of Commercial Motor Vehicle Collisions
- Number of Motorcycle Collisions.

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. All of these rankings are combined into an overall ranking as well. Fatalities and incapacitating injuries were given more weight in determining the overall ranking. Counties with the lowest overall numerical rank have the greatest number of problems, while counties with the highest numerical rank have the lowest number of problems. The highway safety office announced that it will target highway safety countermeasures in those counties that were ranked in the top 25 overall in the upcoming year. 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 the highway safety office, the Kentucky Transportation Center of the University of Kentucky is contracted to conduct an annual review of crash data from the most recently available year, as well as the prior four-year period. 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](#). 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 are also examined to determine the most at-risk populations and behaviors that should be addressed in the Performance Plan.

A formal letter is mailed 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 application is made available on the Kentucky Office of Highway Safety's web site, 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. In June, the grant review committee meets for several days to discuss and evaluate all proposals as a group. Grant proposals are evaluated for eligibility, completeness, and the ability of the project to address identified highway safety

problems. 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 also evaluated and recommendations made for modification, if necessary. The committee's recommendations are then forwarded to the Governor's Representative for Highway Safety for final approval.

For Fiscal Year 2014, a total of 166 external grant applications were received. 143 of those were enforcement proposals, 15 were educational or other projects, and eight were data project proposals. Kentucky Office of Highway Safety review, Traffic Records Data Committee review, and final review by the Governor's Representative for Highway Safety resulted in approval of 103 enforcement proposals, 15 educational/other proposals and eight data improvement proposals. Projects not funded were due to either ineligibility of project, non-participation in mobilizations, poor activity, and limited funding.

The programs and projects are designed to impact problems that are identified through the problem identification process and support the goals, objectives and strategies identified within our Strategic Highway Safety Plan, (SHSP). The Kentucky Office of Highway Safety (KOHS) staff holds meetings throughout the fiscal year to plan and coordinate major programs and initiatives in collaboration with the strategies, goals and objectives of the SHSP. This process includes input from partner agencies including those stakeholders who are members of the Governor's Executive Committee on Highway Safety.

Problem identification and strategic planning for highway safety is a team approach that includes staff within the Kentucky Office of Highway Safety as well as all stakeholders who are actively involved within the Governor's Executive Committee on Highway Safety. This committee was established in 2004 to address the epidemic of highway fatalities and injuries occurring on Kentucky's roadways. The committee is an executive-level, multi-agency group of highway safety advocates from varying backgrounds who serve with "one voice" on Kentucky highway safety issues. The committee also coordinates the development and implementations of Kentucky's SHSP and is currently working on an update to extend the strategies, goals and objectives through December 2014. This plan will build on the success by establishing measurable goals and evaluating them consistently and comprehensively. This plan will serve as an umbrella guide to increase coordination, communication, and cooperation among federal, state, and local agencies, non-profit organizations, and other highway safety advocates.

The Executive Committee is chaired by the Secretary of Transportation. Other members include professionals from a number of different disciplines that are relevant to highway safety in Kentucky. Representation includes individuals from the following stakeholders: Kentucky Transportation Cabinet, Kentucky State Police, Kentuckians for Better Transportation, Federal Highway Administration, Federal Motor Carrier Safety Administration, Kentucky Injury Prevention and Research Center, Department of Public Health, Eastern Kentucky University, Office of the Attorney General, University of Kentucky Transportation Center, Kentucky Sheriff's Association, Kentucky Association of Chiefs of Police, Kentucky Board of Emergency Medical Services, Kentucky Office of

Insurance, Kentucky Motor Transport Association, Mothers Against Drunk Driving, National Highway Traffic Safety Administration, Kentucky Office of Alcoholic Beverage Control, Kentucky Operation Lifesaver, Kentucky Fire Commission and the Insurance Institute of Kentucky.

The update to the SHSP includes the following ten emphasis areas:

- Aggressive Driving
- Commercial Motor Vehicles
- Distracted Driving
- Impaired Driving
- Incident Management
- Intersections
- Motorcycles
- Occupant Protection
- Roadway Departure
- Young Drivers

Traffic Records and Legislative Issues have been deleted from the previous plan as individual emphasis areas and are now incorporated as subsets of each emphasis area. Lane Departure was replaced with Roadway Departure to be more comprehensive and consistent with national guidelines. Roadway safety includes not only the safety of motorists, but also the safety of pedestrians and bicyclists that are also roadway users. The emphasis areas highlighted above are supported by strategies and activities within our Highway Safety Performance Plan (HSPP).

Aggressive Driving is generally defined as actions by drivers that result in adverse safety effects on other drivers and contribute to crashes that are coded as follows: failure to yield right of way, following too close, too fast for conditions, disregarding traffic control, exceeding stated speed limit, improper passing and weaving in traffic. This emphasis area corresponds to our Highway Safety Performance Plan within the Police Traffic Services program area to support the strategies of the SHSP for sustained enforcement during the grant year with special emphasis during *Click it Or Ticket* and *Drive Sober or Get Pulled Over*. Impaired Driving, Occupant Protection and Motorcycle Safety are also primary program areas within our plan. Strategies within our HSPP related to enforcement, education and public awareness support the SHSP.

**B. Performance Plan
Data Trends & Performance Goals/Objectives**

Kentucky Performance Measures & Crash Data
Source: Kentucky CRASH System/UK Transportation Center

2006-2012 Yearly Totals

| | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 |
|---|-------|-------|-------|-------|-------|-------|-------|
| Fatalities | 913 | 864 | 826 | 791 | 760 | 721 | 746 |
| Fatality Rate per 100M VMT | 1.92 | 1.8 | 1.75 | 1.67 | 1.58 | 1.50 | 1.55 |
| Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) | 474 | 382 | 381 | 356 | 319 | 310 | 322 |
| Serious Injuries | 5,542 | 5,082 | 4,620 | 4,491 | 4,057 | 3,873 | 3,825 |
| Fatalities involving a driver or motorcycle operator with .08+ BAC | 216 | 212 | 200 | 165 | 139 | 149 | 146 |
| Speeding – Related Fatalities | 160 | 132 | 154 | 135 | 131 | 127 | 130 |
| Motorcyclist Fatalities | 98 | 112 | 101 | 88 | 97 | 72 | 98 |
| Unhelmeted Motorcyclist Fatalities | 68 | 72 | 60 | 47 | 60 | 42 | 61 |
| Drivers Age 20 or Younger in Fatal Crashes | 168 | 138 | 122 | 133 | 115 | 90 | 87 |
| Pedestrian Fatalities | 52 | 44 | 67 | 39 | 61 | 52 | 54 |

2006-2012 Three Year Moving Averages

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2014 Goal |
|--|-------|-------|-------|-------|-------|-----------|
| Fatalities (3 year moving average) | 868 | 827 | 792 | 757 | 742 | 668 |
| Fatality Rate per 100M VMT (3 year moving average) | 1.82 | 1.74 | 1.67 | 1.58 | 1.54 | 1.38 |
| Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (3 year moving average) | 412 | 373 | 352 | 328 | 317 | 262 |
| Serious Injuries (3 year moving average) | 5,081 | 4,731 | 4,389 | 4,140 | 3,918 | 3,285 |
| Fatalities involving a driver or motorcycle operator with .08+ BAC (3 year moving average) | 209 | 192 | 168 | 151 | 145 | 105 |
| Speeding – Related Fatalities (3 year moving average) | 149 | 140 | 140 | 131 | 129 | 118 |

| | 2008 | 2009 | 2010 | 2011 | 2012 | 2014 Goal |
|---|------|------|------|------|------|-----------|
| Motorcyclist Fatalities (3 year moving average) | 104 | 100 | 95 | 86 | 89 | 77 |
| Unhelmeted Motorcyclist Fatalities (3 year moving average) | 67 | 60 | 56 | 50 | 54 | 43 |
| Drivers Age 20 or Younger in Fatal Crashes (3 year moving average) | 143 | 131 | 123 | 113 | 97 | 77 |
| Pedestrian Fatalities (3 year moving average) | 54 | 50 | 56 | 51 | 56 | 55 |
| | | | | | | |
| | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 Goal |
| Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles) | 73.3 | 79.7 | 80.3 | 82.2 | 83.7 | 86.8 |

Grant-Funded Enforcement Data

| | FY 2009 | FY 2010 | FY 2011 | FY 2012 | FY09-11Average | FY10-12 Average |
|----------------------------|---------|---------|---------|---------|----------------|-----------------|
| Seat belt citations | 36,674 | 29,001 | 37,986 | 40,891 | 34,553 | 35,959 |
| DUI arrests | 3,992 | 3,623 | 3,452 | 3,852 | 3,689 | 3,642 |
| Speeding citations | 46,492 | 40,619 | 36,462 | 43,279 | 41,191 | 40,120 |

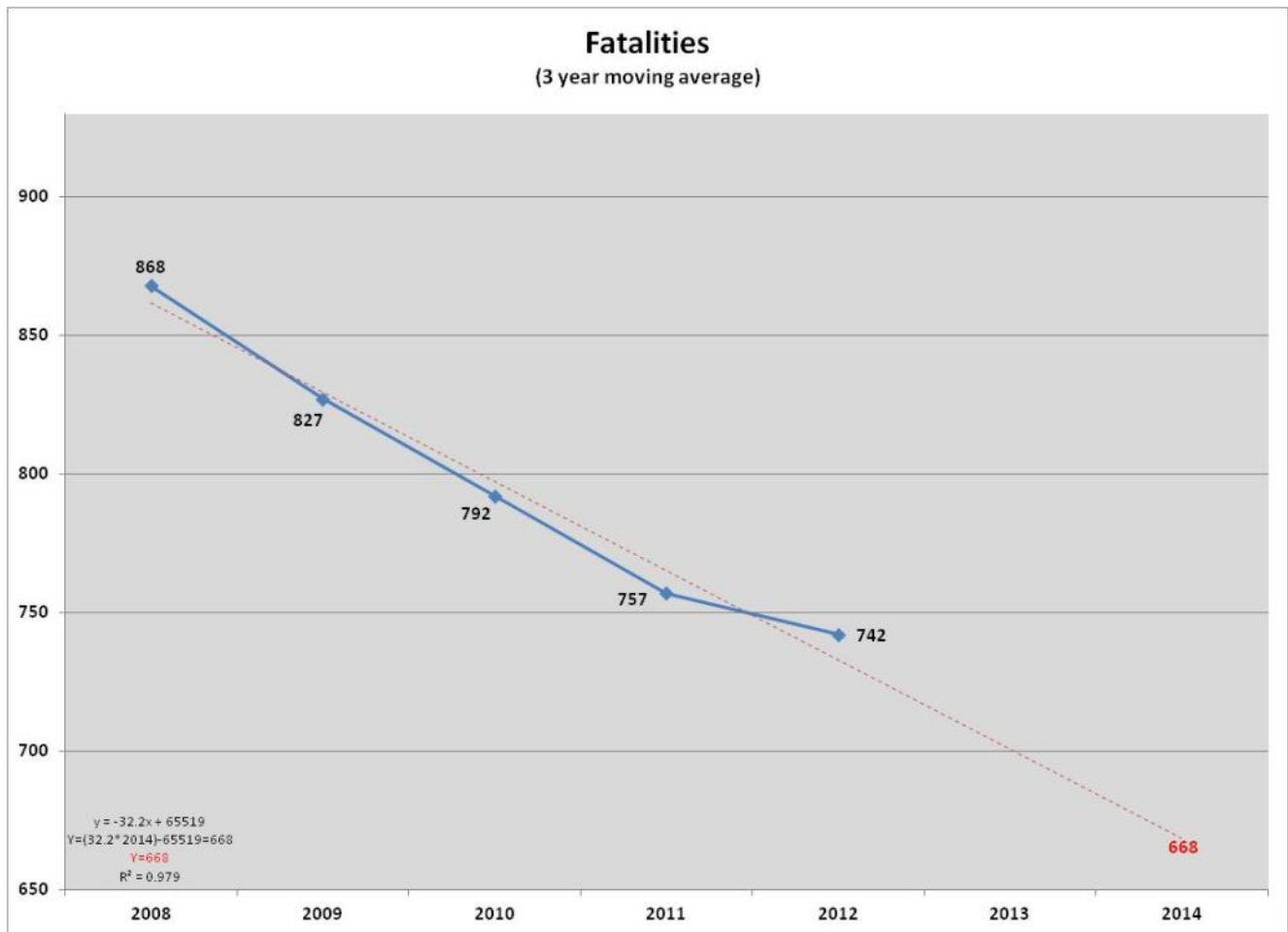
Performance Goal Statements

When compiling data for analysis in determining our goals for each of the core outcome measures, the data was analyzed using yearly totals, five year moving averages and three-year moving averages. The trends and projected goals for each of the measures seemed to be more representative and attainable when using the three-year moving average using data from 2008-2012.

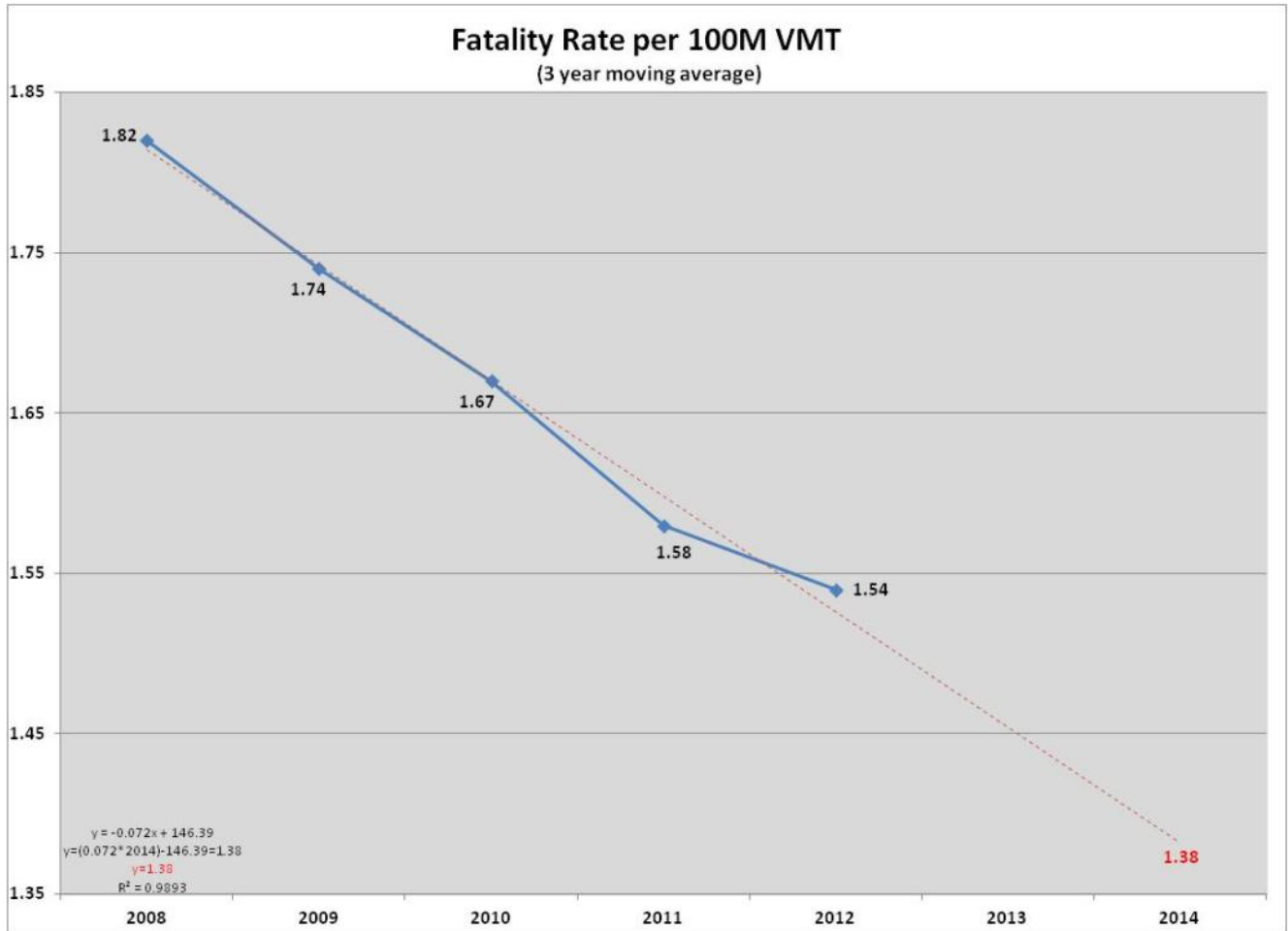
Each of the measures below uses a five point, three-year moving average, and each goal was determined by projecting the trend line two periods ahead. Taking into account data from the past and how the current trend is moving, this allows Kentucky to work towards sustaining each of these downward trends.

Core Outcome Measures –Charts

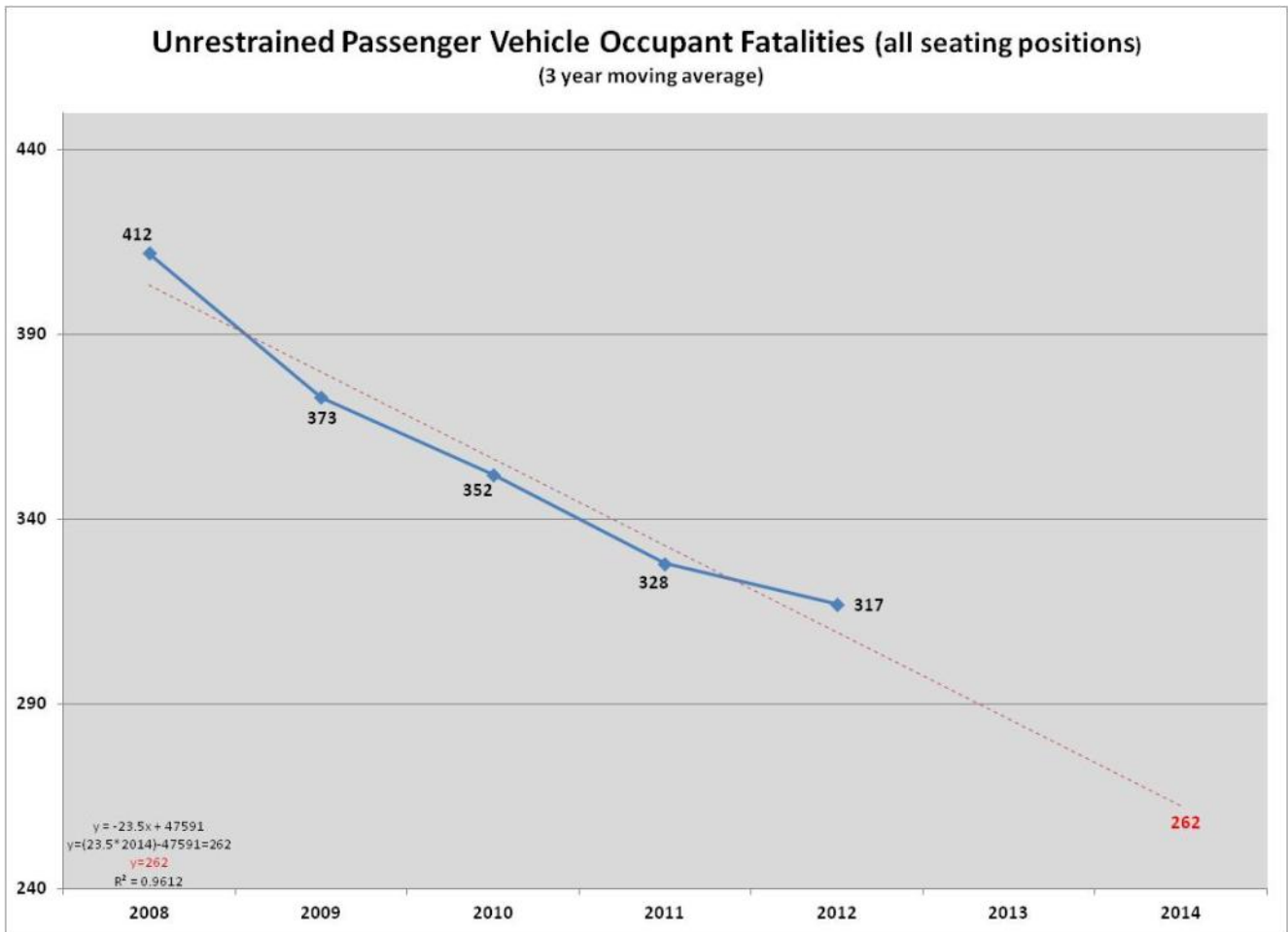
1. To decrease fatalities 10% from the 2010-2012 calendar base year average of 742 to 668 for the 2012-2014 calendar years average.



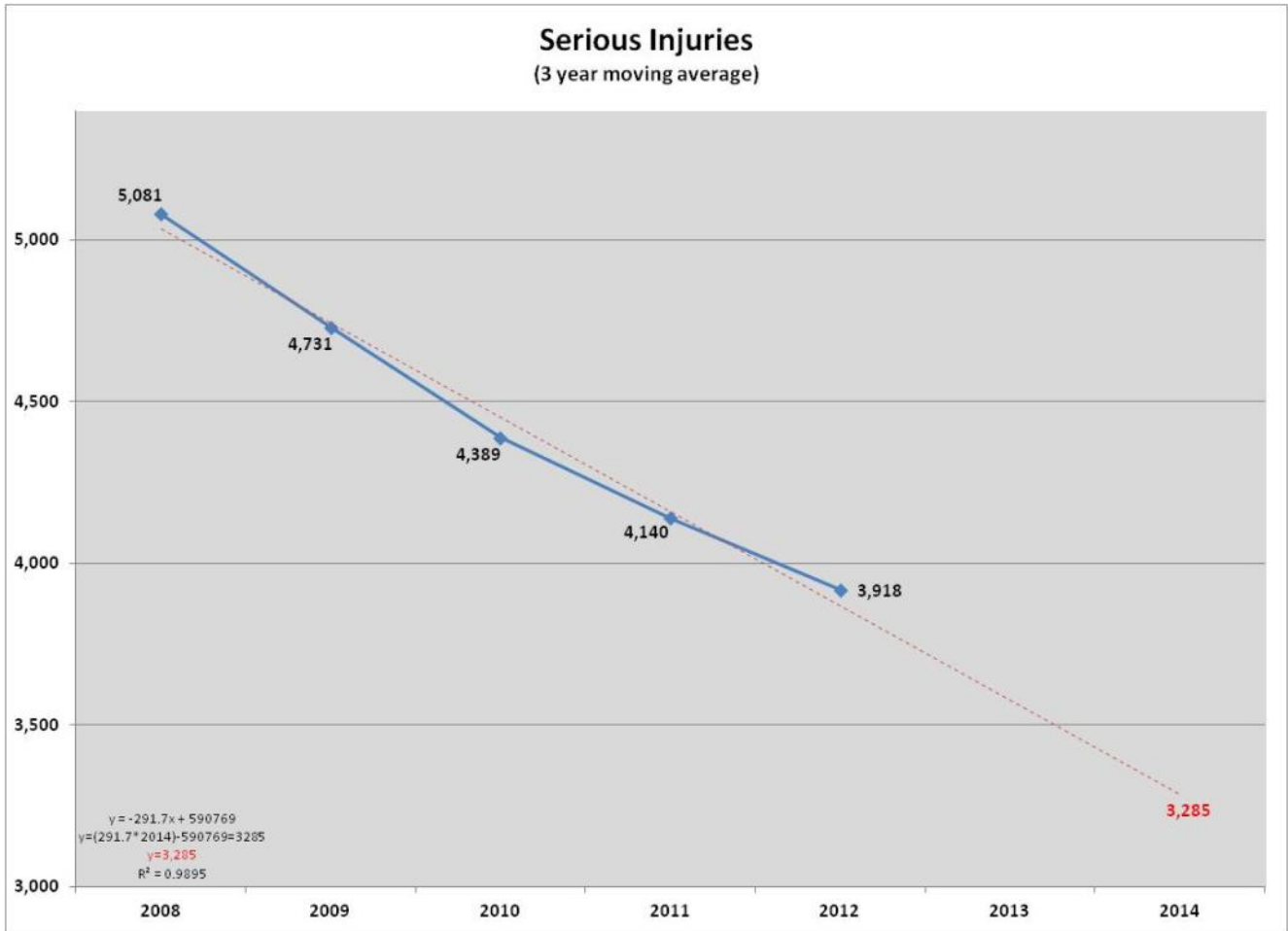
2. To decrease fatalities/100M VMT 10% from the 2010-2012 calendar base year rate of 1.54 to 1.38 for the 2012-2014 calendar years average.



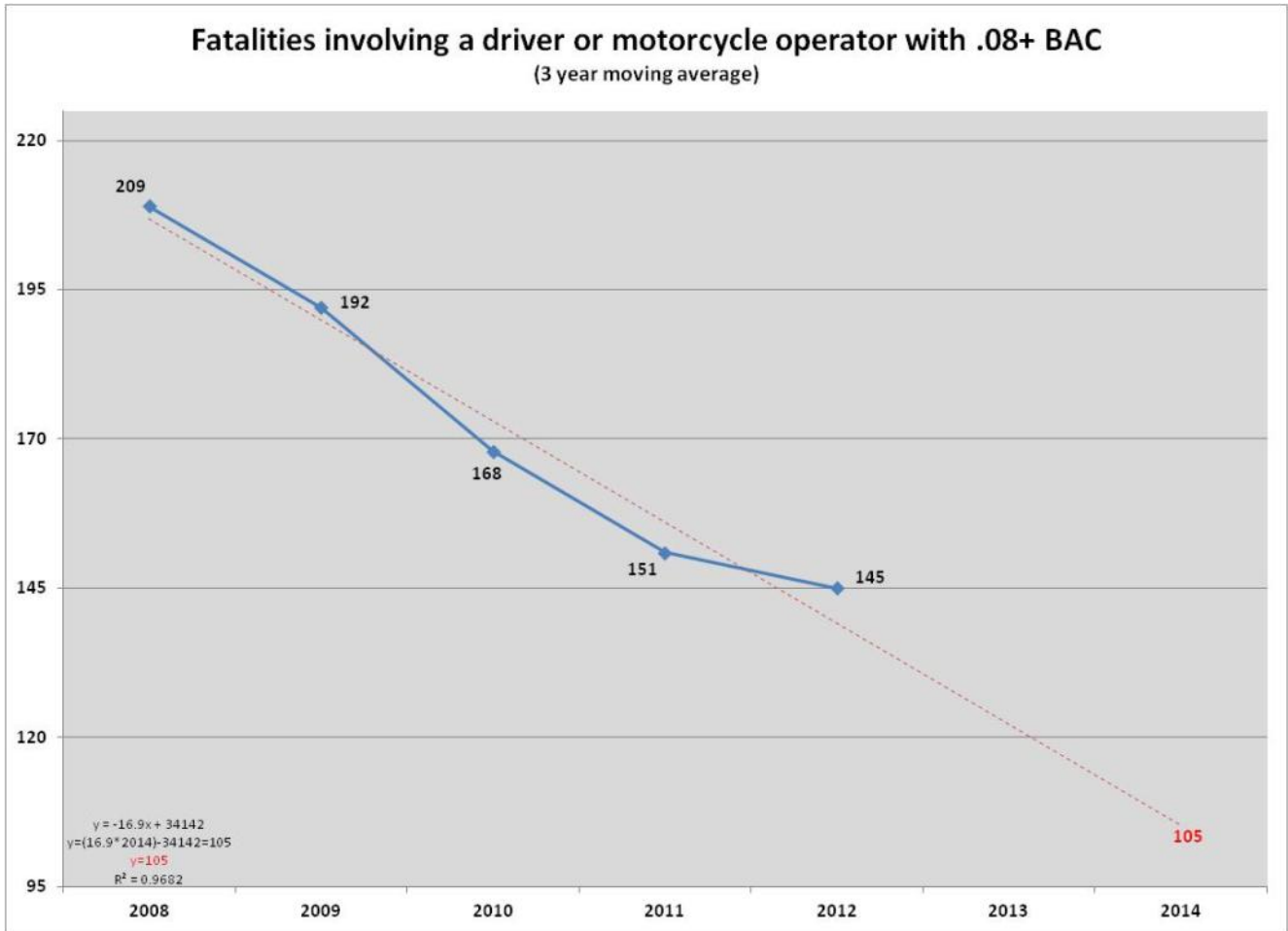
3. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 17% from the 2010-2012 calendar base year average of 317 to 262 for the 2012-2014 calendar years average.



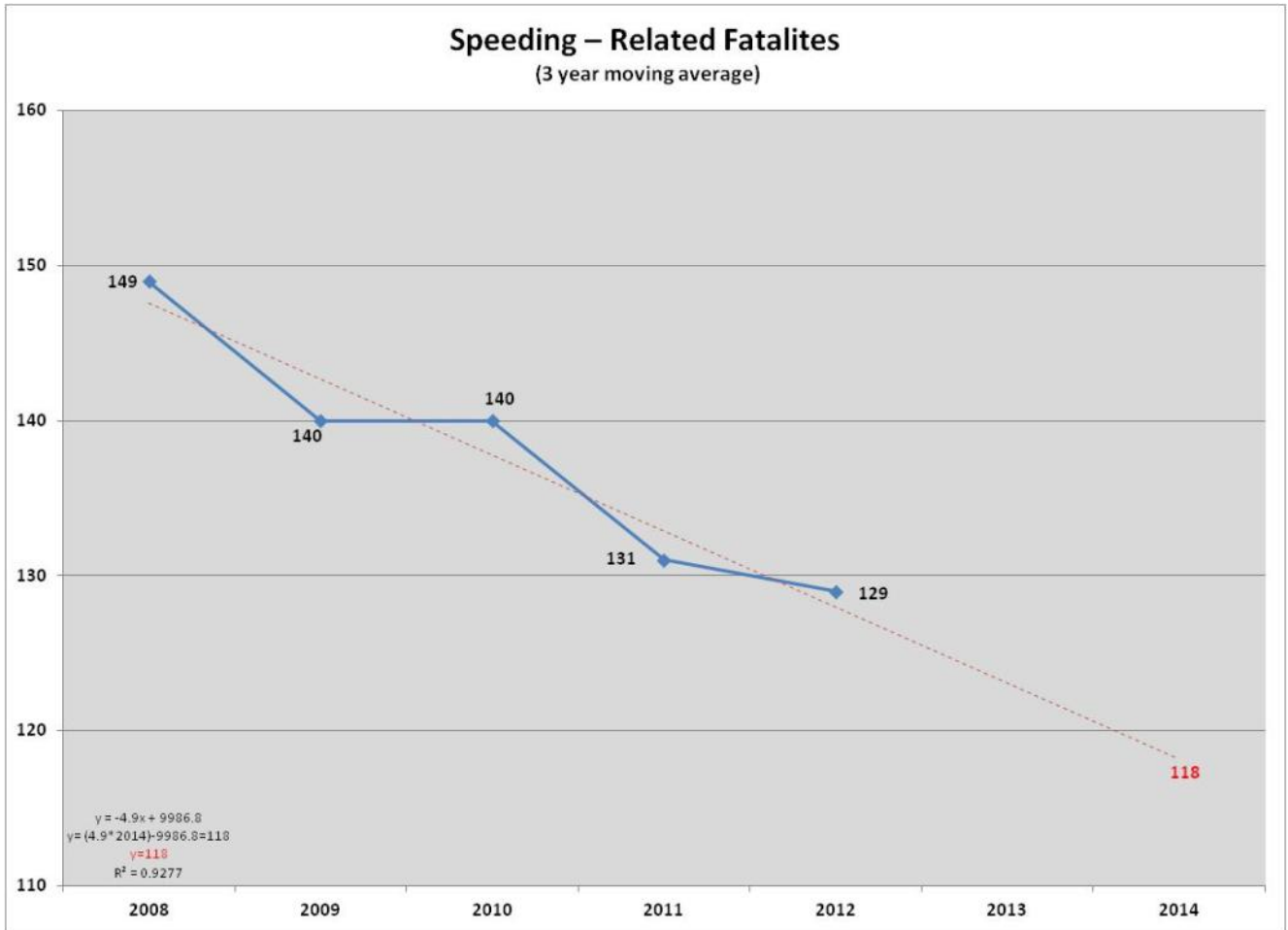
4. To decrease serious traffic injuries 16% from the 2010-2012 calendar base year average of 3,918 to 3,285 for the 2012-2014 calendar years average.



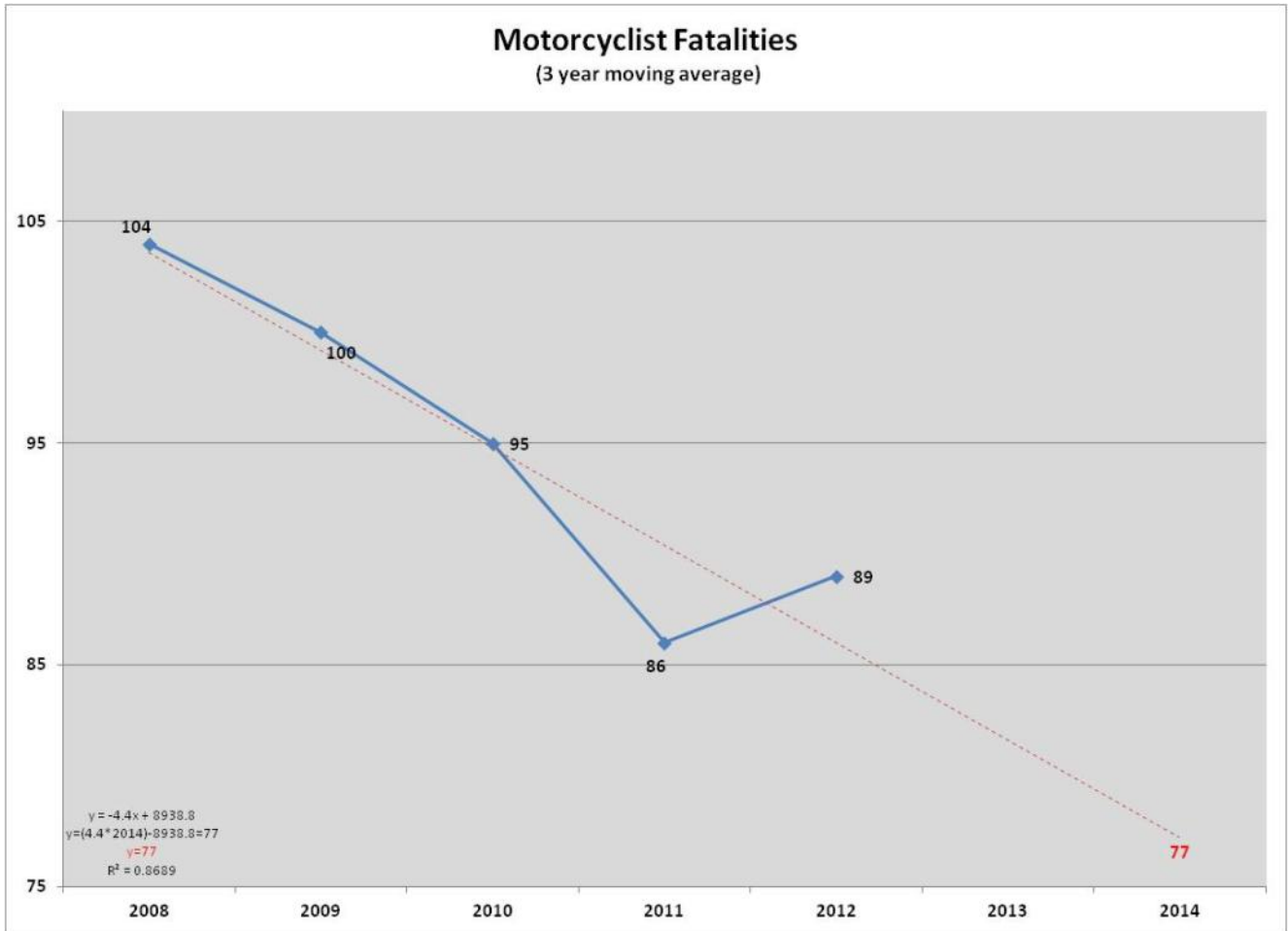
5. To decrease alcohol-impaired driving fatalities 28% from the 2010-2012 calendar base year average of 145 to 105 for the 2012-2014 calendar years average.



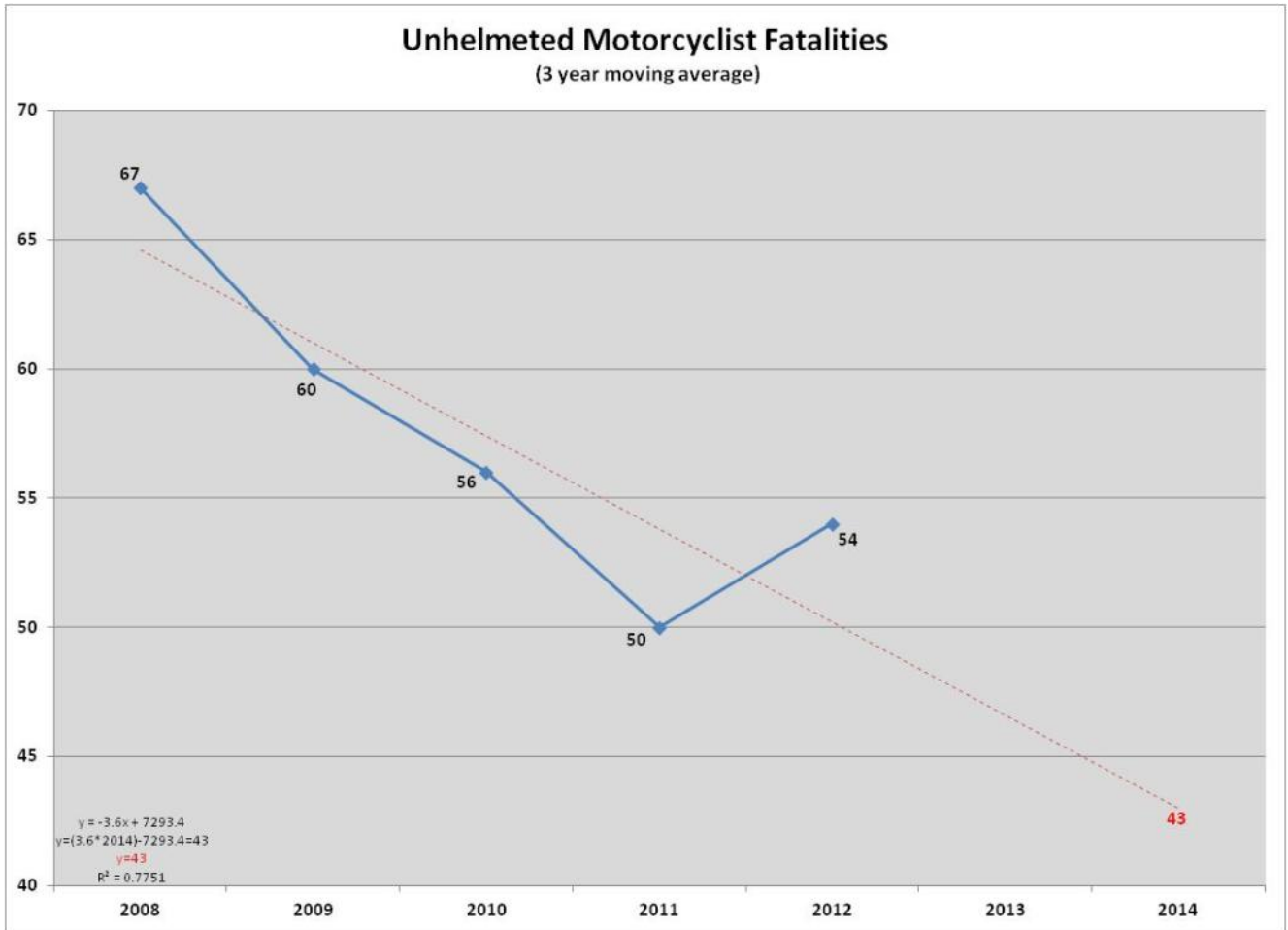
6. To decrease speeding-related fatalities 9% from the 2010-2012 calendar base year average of 129 to 118 for the 2012-2014 calendar years average.



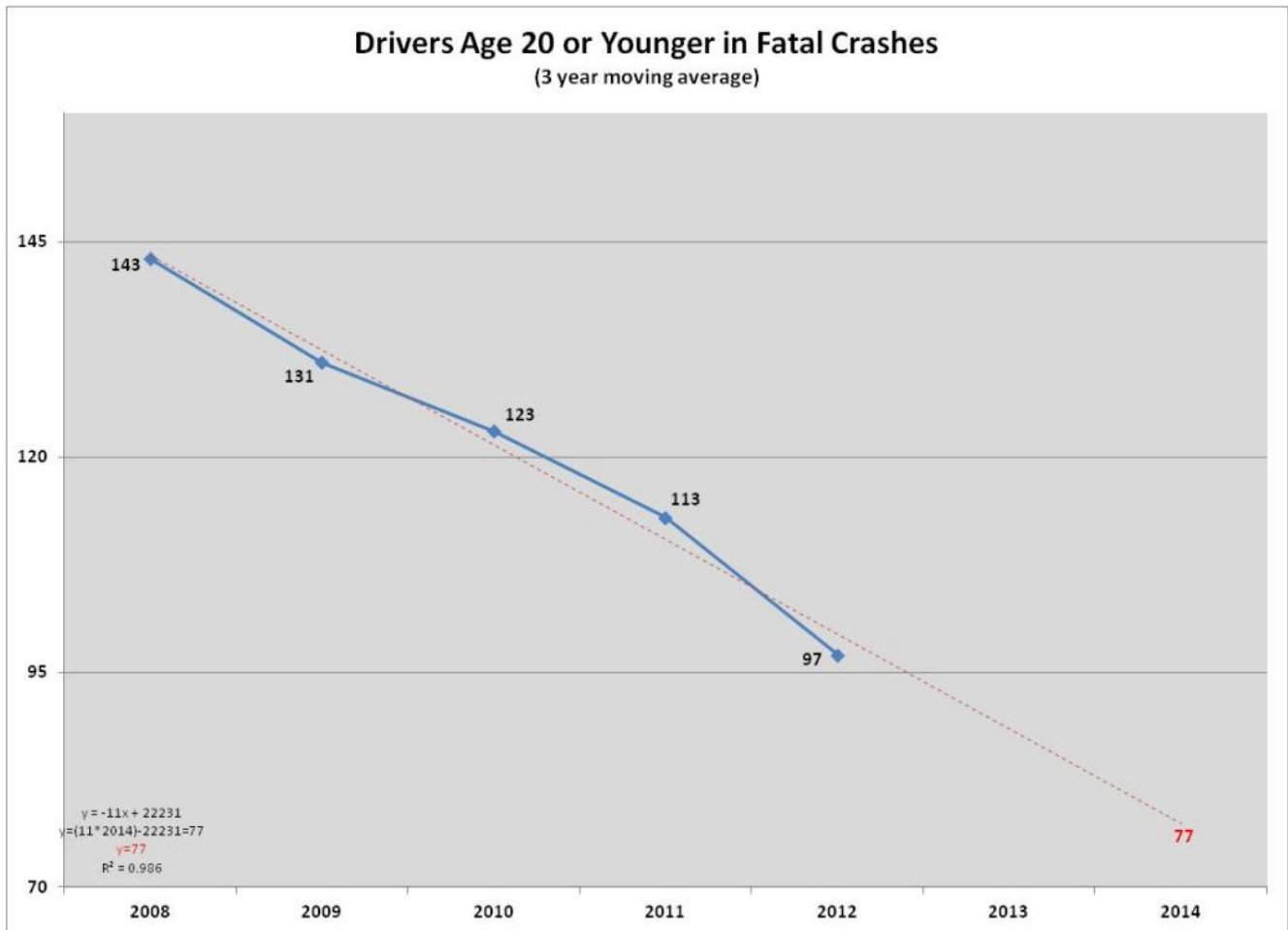
7. To decrease motorcyclist fatalities 13% from the 2010-2012 calendar base year average of 89 to 77 for the 2012-2014 calendar years average.



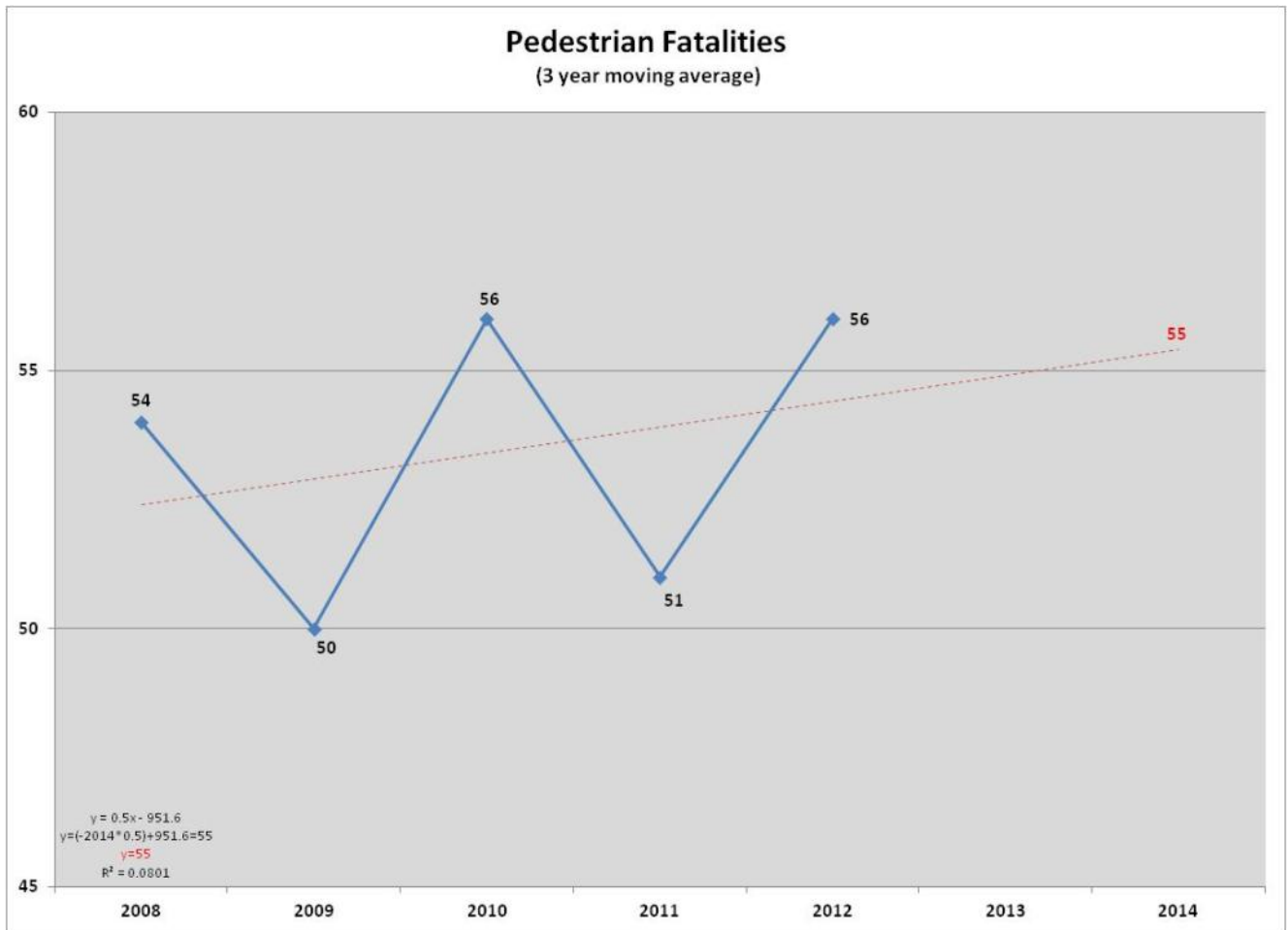
8. To decrease un-helmeted motorcyclist fatalities 20% from the 2010-2012 calendar base year average of 54 to 43 for the 2012-2014 calendar years average.



9. To decrease drivers age 20 or younger involved in fatal crashes by 21% from the 2010-2012 calendar base year average of 97 to 77 for the 2012-2014 calendar years average.

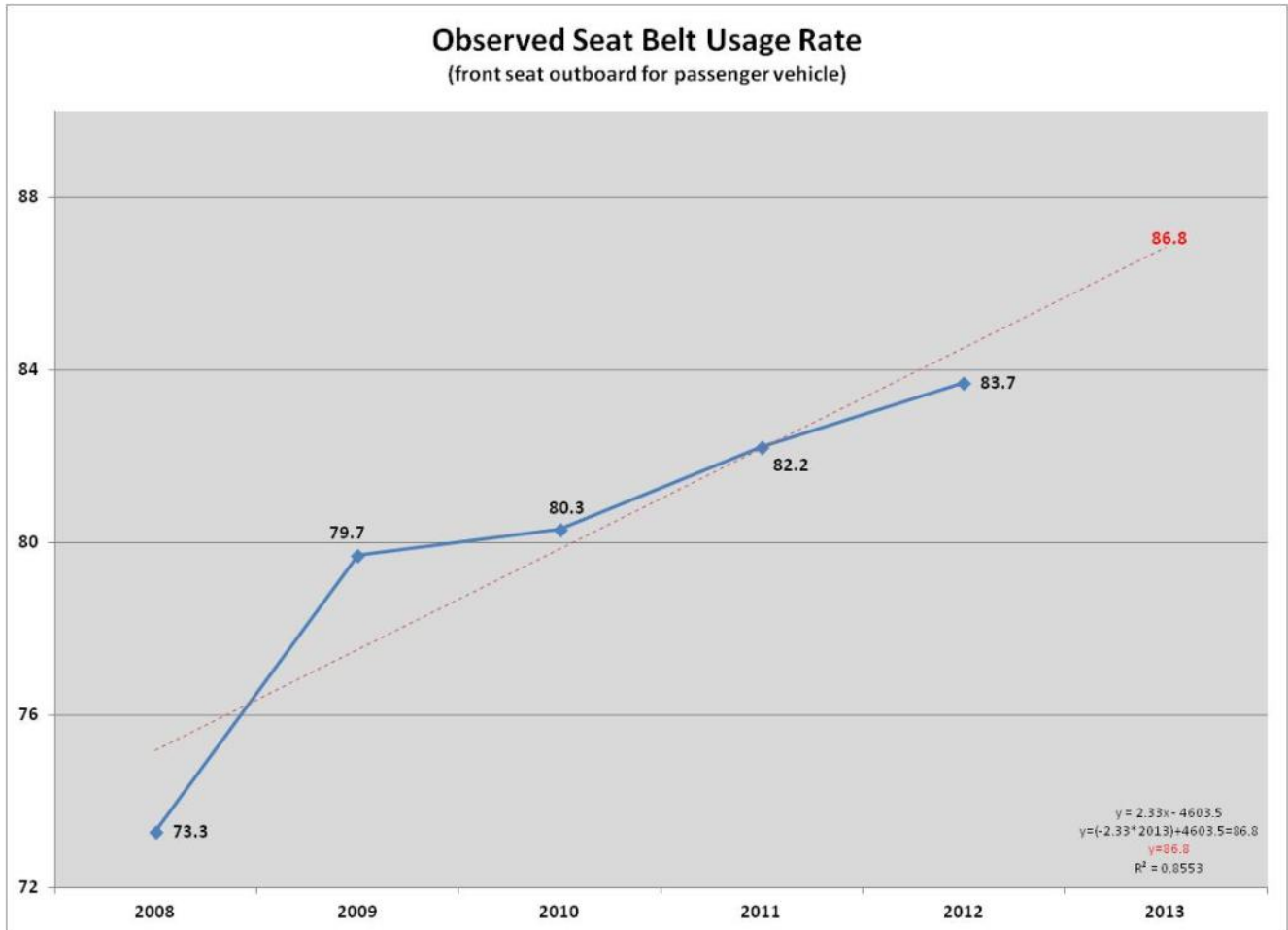


10. To decrease pedestrian fatalities 2% from the 2010-2012 calendar base year average of 56 to 55 for the 2012-2014 calendar years average.



Core Behavior Measure

To increase the seat belt usage rate 4% from the 2012 average of 83.7 to 86.8 percent for 2013.



*2013 goal based upon past data and projected trend line shown above

Activity Measures

1. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2010-2012 calendar base year average of 35,959 to 36,678 by December 31, 2014.
2. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2010-2012 calendar base year average of 3,642 to 3,715 by December 31, 2014.
3. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2010-2012 calendar base year average of 40,120 to 40,922 by December 31, 2014.

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

C. Highway Safety Strategies and Projects

Impaired Driving

Project Number: AL-14-01 through AL-14- 31

Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects

Description: These grants will fund 31 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following counties: Boyd, Trigg, Taylor, Kenton, Bullitt, Jefferson, Bell, Rowan, Nelson, Campbell, Daviess, Bourbon, Pike, Boyle, Henderson, Madison, Hopkins, Marshall, Shelby and Hardin counties. 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). Additionally, grant budgets will include funding for the agencies to send an officer to the 2014 Kentucky Lifesavers Conference. According to NHTSA's *Countermeasures that Work, 7th edition*, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways having the highest number of impaired driving crashes. They are instructed to devote the majority of their overtime on these targeted roadways.

Budget: \$484,250 (NHTSA 402 MAP-21 funds)

Project Number: AL-14-32

Project Title: Governor's Impaired Driving Enforcement Awards

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

Budget: \$24,000 (NHTSA 402 MAP-21 funds)

Project Number: K8-14-01

Project Title: Drug Evaluation and Classification Program

Description: Eastern Kentucky University's Department of Criminal Justice Training will continue a program to certify/recertify Kentucky law enforcement officers as Drug Recognition Experts (DREs), as well as to provide advanced DUI training to other law enforcement officers. Project strategies include conducting two DRE courses, two DRE recertification courses, and at least six Advanced Roadside Impaired Driving Enforcement (ARIDE) courses. The grant will also allow a small group of DRE instructors/regional coordinators to attend the national DRE Conference.

With Kentucky's increasing number of drug-related DUIs and crashes, this program is an essential component of Kentucky's strategy to reduce impaired driving. The training curriculum, provided by the International Association of Chiefs of Police, includes classroom instruction, written tests and supervised evaluation of drug impaired subjects. Those certified by this program are able to conduct standardized and systematic evaluations of drug-impaired individuals and provide reliable testimony in court. This program includes a strong outreach

component with the state's prosecutors. The grant will pay for the DRE Program Coordinator's salary, course materials, and costs associated with providing training events. This program provides specific training to improve officer skills for enforcing laws related to impaired (drugged) driving. Enforcement of drugged driving is a 3-star rated countermeasure in NHTSA's *Countermeasures that Work*, 7th edition.

Budget: \$139,303 (410 SAFETEA-LU funds)

Project Number: K8-14-02

Project Title: Traffic Safety Resource Prosecutor

Description: Grant will provide eighth-year funding for the full-time position of Traffic Safety Resource Prosecutor (TSRP) through Kentucky's Office of the Attorney General. This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI laws. In the upcoming year, the TSRP will conduct a minimum of three regional traffic safety-related trainings for law enforcement/prosecutors, including one focused on vehicular homicide and one on drugged driving. He will also conduct a presentation of a trial advocacy topic relating to prosecuting highway safety infractions at the state's annual prosecutors conference. In addition, the TSRP will continue to advise prosecutors on technical matters related to DUI and other traffic safety issues, serving as a liaison between law enforcement, prosecutors, and the Office of Highway Safety. He will continue a mentoring program between new and experienced prosecutors, provide DUI training for new law enforcement recruits, and maintain a web page containing a wealth of reference materials for law enforcement and prosecutors. NHTSA is supportive of TSRPs and has developed a manual to assist them in their work, which is particularly valuable to less experienced prosecutors and judges handling DUI cases. This is addressed on page 1-26 of *Countermeasures that Work*, 7th edition, within the section on DWI Courts. While Kentucky does not have dedicated DWI courts, TSRPs are often part of such programs.

Budget: \$234,689.40 (410 SAFETEA-LU Funds)

Project Number: K8-14-03

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

Description: Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement efforts will be concentrated in established statewide priority areas and in counties with high numbers of alcohol-related crashes. KSP will partner with local agencies in saturation and checkpoint activities and will increase public awareness of these DUI enforcement efforts. This grant will fund overtime enforcement focused on apprehending impaired drivers; fuel costs, equipment (PBTs and in-car video cameras) and costs to send personnel from each KSP post/CVE region to the 2014 Kentucky Lifesavers Conference. 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.

Budget: \$608,600 (410 SAFETEA-LU Funds)

Project Number: K8-14-04

Project Title: Lexington-Fayette Police Department- DUI Enforcement

Description: : This grant will fund an overtime enforcement program focused on impaired driving in Lexington and Fayette county. As indicated above, NHTSA's *Countermeasures that Work, 7th edition*, indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. Lexington/Fayette County is the 2nd most populated metropolitan area in the state and also ranks #2 statewide in the number of impaired driving collisions. A map is provided to the department indicating the targeted roadways to work their federal overtime.

Budget: \$99,500 (410 SAFETEA-LU Funds)

Project Number: K8-14-05

Project Title: Louisville Metro Police Department- DUI Enforcement

Description: This grant will fund an overtime enforcement program focused on impaired driving in Louisville and Jefferson County. NHTSA's *Countermeasures that Work, 7th edition*, indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. Louisville/Jefferson County is the most populated metropolitan area in the state and also ranks #1 statewide in the number of impaired driving collisions. A map is provided to the department indicating the targeted roadways to work their federal overtime.

Budget: \$27,500 (410 SAFETEA-LU Funds)

Project Number: K8PM-14-01

Project Title: Impaired Driving Paid Media

Description: These funds will be used to develop and run statewide media campaigns to coincide with the national *Drive Sober or Get Pulled Over* campaign in December 2013 and August 2014. In addition, anti-DUI advertising will be purchased during other high-risk times of the year to sustain the message. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads, digital media and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted. These funds will also pay a portion of in-house contracts with the following organizations:

- University of Kentucky/IMG Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- Western Kentucky University/IMG Sports Marketing
- University of Louisville/Nelligan Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Louisville Bats
- Lexington Legends
- Kentucky Sports Radio
- Kentucky High School Athletic Association
- Sports Image
- Louisville Catholic Sports
- Red & Blue Review Television
- Afternoon Underdogs Radio
- Kentucky Speedway
- Kentucky Gives Campaign (radio spots)

- CW/WBKI “Smooth Operator” sponsorship.

These sponsorships include filmed coach endorsements, radio & TV PSAs, print ads, end-game announcements, display areas and impaired driving signage, live announcements during home games, logo displays on backlit video boards/video walls/advertising panels, as well as commercials during radio broadcasts of the 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 impaired driving enforcement activities.

Budget: \$926,116.50 (410 SAFETEA-LU funds)

Occupant Protection Program

Project Number: OP-14-01 through OP-14-22

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow 22 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Anderson, Knox, Boone, Pulaski, Barren, Breathitt, Knott, Lawrence, Clay, Russell, Logan, Harrison, Boyle, Green, Perry, Johnson, Kenton, Floyd, Greenup, Hardin and Woodford. 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, or radars). Additionally, grant budgets will include funding for personnel to attend the 2014 Kentucky Lifesavers Conference.

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 (1800 – 0600). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Budget: \$252,050 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-23

Project Title: Kentucky State Police – Occupant Protection

Description: This project will fund overtime focused on seat belt enforcement during the months of October 2013, November 2013, March 2014 and July 2014. 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.

Budget: \$102,750 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-24 through OP-14-27

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

Description: Each grant will fund a full-time Law Enforcement Liaison 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, equipment and program enhancement items.

Budget: \$419,162.00 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-28

Project Title: Cumberland Valley Area Development District Occupant Protection

Description: This project will address child passenger safety and low seat belt usage among teens in an eight-county area in southeastern Kentucky (Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley counties). The grant will fund partial salary and travel expenses for the project director to provide CPS technical assistance at public check-up events and to instruct/co-instruct the 32-hour CPS certification course to prospective CPS technicians. The project also includes conducting programs to improve low seat belt usage in high schools, with pre and post –intervention surveys used to measure progress.

According to the NHTSA publication, *Countermeasures that Work*, 7th edition, school programs to improve seat belt usage have a 3-star effectiveness rating, but enforcement is a key ingredient of programs even among school age children. Child restraint inspection stations and distribution programs have a 2 star rating, but are a required element for states to qualify for 405 funding. The grantee’s program fills a need in this region of the state, where there are very few CPS instructors and a population under-served by CPS fitting resources.

Budget: \$29,800 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-29

Project Title: Kosair Children’s Hospital CPS Program

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

In the upcoming year, the CPS Specialist will partner with the hospital’s regional trauma center to review medical records of children treated for injuries resulting from motor vehicle crashes. This data will be used to develop teaching priorities to address the latest child injury trends. Project staff will offer continuing education classes to Kosair nursing staff and to CPS technicians statewide, as well as host car seat classes for parents of infants. This year, they will also lead instruction for 4,000 kindergarten students and their parents regarding booster seats to address a growing concern with injuries of 5-7 year olds. They will continue to provide three permanent fitting stations at Kosair hospital facilities in Jefferson County and to provide assistance for the special needs car seat services for health agencies statewide. The grant will cover 50% of the time for the CPS coordinator, and a part-time salary for a CPS Educator, travel/training, child restraint check up supplies and backless booster seats.

According to the NHTSA publication, *Countermeasures that Work*, 7th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.

Budget: \$61,600 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-30

Project Title: Marshall County Health Department CPS Program

Description: This continuation grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the far western part of the state, and to distribute child safety seats to the public if they are not able to afford them. 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/Trails, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of *Countermeasures That Work* hand book has an effectiveness rating of 3 stars.

Budget: \$19,660 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-31

Project Title: T J Samson Hospital – CPS Program

Description: This continuation project will fund the purchase of approved educational materials related to car safety seat guidelines to be distributed to caregivers as well as the purchase of child safety seats and booster seats for use at check-up events in Barren, Hart, and Metcalfe counties. A “Buckle Bear” presentation for the pre-school and kindergarten populations at each location will be performed to educate and model best practices for car riding safety. The NHTSA's 7th edition of *Countermeasures That Work* gives school programs a 3 star effectiveness rating. Some seats will be provided to low-income caregivers who are unable to purchase. The NHTSA's 7th edition of *Countermeasures That Work* gives CR distribution programs a 2 star effectiveness rating.

Budget: \$5,500 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-32

Project Title: Kentucky Lifesavers Conference (Kentucky Office of Highway Safety)

Description: In 2014, Kentucky will hold the tenth consecutive Kentucky Lifesavers Conference. The conference will offer a wide range of sessions in the areas of engineering, education, enforcement, and emergency response. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.

Budget: \$42,000 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-33

Project Title: Occupant Protection Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in enforcing Kentucky seat belt laws. This includes event planning & coordination, facility rental, meals and plaques/awards). This recognition ceremony has proven to be effective in increasing police agency participation and motivation.

Budget: \$22,000 (NHTSA 402 MAP-21 funds)

Project Number: OP-14-34

Project Title: Kentucky Transportation Center Seat Belt Usage Surveys

Description: Researchers will conduct observational surveys at selected sites in a sample of counties using a NHTSA-approved methodology. Observations will be conducted in the early summer of 2014 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.

Budget: \$80,450 (NHTSA 402 MAP-21 funds)

Project Number: M2HVE-14-PM

Project Title: Occupant Protection Paid Media

Description: These funds will be used to develop & run a statewide occupant protection media campaign supporting the national *Click it or Ticket* campaign in May 2014. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards, digital ads, other print ads, and messaging at sporting venues.

As indicated in NHTSA's 7th edition of *Countermeasures That Work*, communications and outreach supporting enforcement are consistently demonstrated effective (5-star rating).

Budget: \$175,000 (NHTSA 405 MAP-21 funds)

Project Number: M2HVE-14-HP

Project Title: CIOT mini-grants to state and local law enforcement

Description: These grants will allow approximately 25 state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2014. Areas identified and approved by NHTSA as the seat belt survey sites as well as those areas having low seat belt use rates will be contacted regarding a mini-grant funding opportunity to increase enforcement efforts during the campaign. 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. KOHS ensures effective and proper implementation of all enforcement activities for this mobilization analyzing the data for seat belt usage as well as monitoring the locations of unbelted fatalities and targeting these areas for mini-grant projects.

Budget: \$200,000 (NHTSA 405 MAP-21 funds)

Police Traffic Services Program

Project Number: PT-14-01 through PT-14-48

Project Title: Local Law Enforcement Police Traffic Services Programs

Description: These grants will allow 48 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Jefferson, Madison, Boone, Bourbon, Campbell, Christian, Clark, Daviess, Lyon, Hardin, Kenton, Franklin, Scott, Graves, Carter, Muhlenberg, Harlan, Larue, Hopkins, Fayette, Laurel, McCracken, Calloway, Jessamine, Oldham, Bell, Pulaski, Shelby, Taylor, Trigg, Warren, McCreary and Woodford. 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). Additionally, grant budgets will include funding for personnel to attend the 2014 Kentucky Lifesavers Conference. According to the NHTSA publication, *Countermeasures That Work*, 7th edition, high visibility enforcement campaigns targeted toward aggressive driving behaviors (including speeding) are rated with 2-stars, meaning their effectiveness is undetermined, though several cited studies have reported reductions in crashes or reductions in speeding or other violations through such programs. The publication notes that this type of campaign shows promising trends. In addition, “in car video equipment in patrol cars allows law enforcement to record aggressive driving actions and can enhance the ability to prosecute and convict offenders,” and “laser speed measuring equipment can provide more accurate and reliable evidence of speeding.” As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of speed crashes. They are instructed to devote the majority of their overtime hours on these targeted roadways.

Budget: \$884,320 (NHTSA 402 MAP-21 funds)

Project Number: PT-14-49

Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program

Description: KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Enforcement will be throughout the state, but with special emphasis on the top 25 counties. Enforcement will also be focused on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for 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 25 problem areas and in those counties where there are no local agencies participating in highway safety.

Budget: \$503,000 (NHTSA 402 SAFETEA-LU funds)

Project Number: PT-14-50

Project Title: PTS Networking (Kentucky Office of Highway Safety)

Description: This grant is utilized to fund travel and training expenses for partners (non-Kentucky Office of Highway Safety personnel) to attend professional conferences or meetings related to the Police Traffic Services program.

It may also be used for expenses for meetings or training events sponsored by the KOHS.

Budget: \$5,000 (NHTSA 402 MAP-21 funds)

Project Number: PM-14-01

Project Title: Speeding Paid Media

Description: These funds will be used to develop and run a statewide summer enforcement campaign. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads. According to the NHTSA publication, *Countermeasures That Work*, 7th 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.”

Budget: \$175,000 (NHTSA 402 MAP-21 funds)

Planning & Administration Program

Project Number: PA-14-01

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

Description: This grant will fund 50% of the salaries & benefits and travel & training expenses for the Branch Manager and two Financial Managers 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.

Budget: \$100,000 (NHTSA 402 MAP-21 funds)

Community Traffic Safety Program

Project Number: CP-14-01

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

Description: This grant will fund the salaries & benefits and travel & training expenses for each of the three Grant Program Managers.

Budget: \$190,000 (NHTSA 402 MAP-21 funds)

Project Number: CP-14-02

Project Title: Program Management (Kentucky Office of Highway Safety Impaired Driving Coordinator and Occupant Protection Coordinator)

Description: This grant will fund 50% of the salaries & benefits and travel & training expenses for each of the two Grant Program Managers within the Education Branch.

Budget: \$60,000 (NHTSA 402 MAP-21 Funds)

Motorcycle Safety Program

Project Number: MC-14-01

Project Title: Motorcycle Safety Awareness of Protective Equipment

Description: These funds will be used to purchase public awareness materials and/or media to promote helmet usage and other protective equipment among motorcyclists. The safety

messages will be disseminated through radio, brochures, posters and outdoor banners. 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).

Budget: \$135,000 (NHTSA 402 MAP-21 funds)

Project Number: M9MA-14-01

Project Title: Motorcycle Safety Awareness – Share the Road

Description: These funds will pay for public relations campaigns to make motorists and motorcyclists aware of the situations that increase the likelihood of crashes and to promote actions that all drivers can take to help avoid crashes involving motorcycles. The safety messages will be disseminated mostly through radio, but also through brochures, posters and outdoor banners. Media will be concentrated in high-risk motorcycle crash areas across the state. Kentucky meets the requirements for incentive monies for this type messaging due to our Motorcyclist Awareness Program which consist of the NHTSA “Share the Road” messaging and supports the goals and strategies within our Strategic Highway Safety Plan (SHSP) for Motorcycle Safety.

Budget: \$175,000 (NHTSA 405 MAP-21 Funds)

Safe Communities Program

Project Number: SA-14-01

Project Title: Madison County Traffic Safety Education Program

Description: Coordinated by the Madison County Health Department, this project will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County Safety City, and community events. The Health Department’s safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic, professional and educational organizations, law enforcement agencies, and the faith-based community to reach all segments of the population, emphasizing the following areas: seat belt and proper child passenger restraint usage, impaired driving, distracted driving, bicycle/pedestrian safety and motorcycle safety. The project includes gathering local seat belt usage and child seating position data through observational surveys and maintaining CPS fitting stations at health department clinics in Berea and Richmond. Grant will primarily fund salaries/benefits and training for members of the safety education team.

The main strategies encompassed by this project are rated as follows, according to the NHTSA publication, *Countermeasures that Work*, 7th edition:

- School programs to improve seat belt usage: 3-stars (enforcement is a key ingredient)
- Child restraint inspection stations: 2 stars; however a network of such stations is a required component for states to qualify for Section 405 funding
- Bicycle education: 2 stars (education); 3 stars (rider conspicuity)
- Pedestrian safety: 3-stars (elementary age pedestrian training)
- Youth impaired driving programs: 2 stars

The applicant has collected their own data that show improvement in seat belt usage rates among high school students, as well as increased placement of elementary school children in rear seating positions following their interventions. Several of their other programs are

recommended in NHTSA's guide for Safe Communities and guidelines published by the Prevention Institute.

Budget: \$52,700 (NHTSA 402 MAP-21 funds)

Accident Investigation Program

Project Number: AI-14-01

Project Title: KSP Accident Reconstruction Program

Project Description: This grant will provide funding to the Kentucky State Police's Traffic Accident Reconstruction Unit to maintain hardware and purchase software updates for two Crash Data Retrieval toolkits maintained by KSP and used in crash investigations statewide. These updates allow crash reconstruction specialists to supplement their expertise with information obtained from the CDR "black box" technology – this information is increasingly sought after by prosecutors in criminal investigations. Funding will also allow updates to KSP's advanced Diagramming Software for personnel to use in the analysis of the crash data. Funding will also be provided for one Crash Reconstructionist to complete crash data retrieval training.

Budget: \$23,500 (NHTSA 402 MAP-21 funds)

Roadway Safety Program

Project Number: RS-14-01

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

Description: The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database to develop two publications that are widely used by highway safety professionals and researchers. *Analysis of Traffic Crash Data in Kentucky* is a compilation of five years of statewide and county crash data, organized into dozens of reference tables. *Kentucky Traffic Collision Facts* presents characteristics of crashes for the most recent year (2013) and includes information such as driver age and sex, contributing factors, restraint usage in crashes, and types of vehicles involved.

Budget: \$75,000 (NHTSA 402 MAP-21 funds)

Traffic Records Program

Project Number: TR-14-01

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

Description: Includes 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.

Budget: \$65,000 (NHTSA 402 MAP-21 funds)

Data Incentive Program

Project Number: K9-14-01

Project Title: Kentucky Emergency Medical Services Information System (KEMSIS)

Description: This project is a statewide initiative for collection, analysis, and integration of EMS System and Patient Care Data. The KEMSIS project is aimed to improve the accessibility and portability of patient care information between Kentucky EMS agencies and the KEMSIS system. An identified barrier to the use of electronic patient care reports in Kentucky is the cost of computer hardware. This project seeks to fund licensing that would allow EMS agencies to purchase more cost-effective tablet computers. This will allow KBEMS to increase the number of EMS agencies reporting and the total number of records in the database. KBEMS also seeks to improve the ability to integrate data with other stakeholder agencies by funding automated integration with identified agencies. This project will also fund the creation of a tool to allow KBEMS to assess EMS records for accuracy and completeness.

Budget: \$287,040 (408 SAFETEA-LU funds)

Project Number: K9-14-02

Project Title: Kentucky Trauma Registry Expansion

Description: This project will support the inclusion of the expanded trauma data set, which is part of a uniform national data set in the statewide trauma registry report. This project will address the following needs: (1) Detailed expert analysis of Trauma Registry data and preparation for integration with highway trauma-related data from other sources to improve the evidence base for effective action; (2) Modest financial support for small rural facilities that seek Level IV status within the state's trauma system to allow them to connect with the online reporting network; and (3) Support for the addition of 15 data elements to the statewide trauma registry data collection system in order to produce more actionable analyses.

Budget: \$61,600 (408 SAFETEA-LU funds)

Project Number: K9-14-03

Project Title: Kentucky Traffic Records Integration Project (KTRIP)

Description: This project will increase integration of KY traffic records systems by linking the CRASH database for 2012 with the hospital inpatient and hospital outpatient databases for 2012; and to link the CRASH databases for 2008-2012 with the vehicle registration databases for 2008-2012. It will also demonstrate the benefits of CRASH-vehicle registration integration by conducting an analysis of crash rates for 15 passenger vans by vehicle owner class.

Budget: \$89,000 (408 SAFETEA-LU funds)

Project Number: K9-14-04

Project Title: Roadway Contributing Factors in Traffic Crashes

Description: This project will involve an evaluation of crashes in which a roadway-related factor was listed on the police report. A summary of these crashes will be made with a sample of crash sites reviewed to determine the accuracy of this data. The results can be used to improve the future accuracy of the data. Accurate data in this area will provide a valuable resource in identifying locations in need of improvement.

Budget: \$60,000 (408 SAFETEA-LU funds)

Project Number: K9-14-05

Project Title: Linkage of Trauma Registry and CRASH Databases

Description: This project will do the following: 1) perform probabilistic linkage with KY Trauma Registry (KTR) and CRASH databases to integrate these components of the KY Traffic Records System and expand data sharing; 2) assess integration of the KTR and CRASH systems; 3) assess the completeness of the data elements in the linked KTR and CRASH records pertaining to presence of drugs and alcohol in injured drivers; and 4) develop quality improvement indicators for drug and alcohol use data elements within the KTR system.

Budget: \$67,489 (408 SAFETEA-LU funds)

Project Number: K9-14-06

Project Title: Assessment for Kentucky Traffic Records

Description: The Kentucky Transportation Center will work with the Kentucky Transportation Cabinet, Kentucky State Police, Department of Criminal Justice Training, Kentucky Board of Emergency Medical Services, KIPRC, and other agencies as appropriate and available, to collaboratively develop metrics and obtain data to evaluate the quality among the following traffic records systems: crash, roadway, vehicle, driver, citation/adjudication and injury surveillance.

Budget: \$75,000 (408 SAFETEA-LU funds)

Project Number: K9-14-07

Project Title: Crash Analysis Workshop

Description: This project will create and deliver several crash analysis workshops to city, county and highway district personnel. (These workshops will work with the Kentucky Transportation Cabinet, Kentucky State Police and other interested agencies as appropriate and available, to collaboratively develop metrics and obtain data to evaluate the quality among the following traffic records systems.) The primary focus of the workshop will be to illustrate how to integrate road data (highway geometrics and traffic volumes) with crash data and how to access each database for the interested agency.

Budget: \$75,000 (408 SAFETEA-LU funds)

Project Number: K9-14-08

Project Title: E-Crash and KyOPS Web Portal Enhancement

Description: 1) Roadway Data Interface: This is an e-Crash Module enhancement which will allow KSP to build an interface to transfer basic roadway data from KYTC to KyOPS. This project will allow fields to auto-fill or pre-populate data that was previously manually entered to ensure accuracy. 2) GPS: This is an e-Crash Module enhancement which will allow for KSP to enable KyOPS maps to access and use GPS devices to show current locations of users. The purpose of this project is to provide users with a starting point on the KyOPS map, which will ultimately speed up data entry and increase accuracy of the location data. 3) Collision Report Images: This is a Web-Portal enhancement which will allow KSP to build a secure and automated method for KYTC to access and pull collision report images as needed. The purpose of this project is to allow ready access to collision report images to assist in research and data validations

Budget: \$78,000 (408 SAFETEA-LU funds)

Summary of Strategies using NHTSA funds

Impaired Driving

- To 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 within our impaired driving emphasis area strategies in Kentucky's Strategic Highway Safety Plan (SHSP).
- To provide much needed 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
- To increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- To educate prosecutors and law enforcement on ways to more effectively manage DUI cases. (This strategy is within our impaired driving emphasis area strategies in our SHSP).
- To participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over* national campaign through saturation patrols, traffic safety checkpoints and media.
- To promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement through a series of area briefings throughout the state.
- To provide incentives/awards to law enforcement agencies/officers that excel in apprehending impaired drivers.
- To 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 one of our emphasis area strategies for impaired driving in our SHSP).
- To 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 one of our emphasis area strategies for impaired driving in our SHSP).
- To encourage the passage of stronger DUI laws in Kentucky. (This strategy is one of our emphasis area strategies for impaired driving in our SHSP).
- To encourage the passage of legislation requiring alcohol ignition interlocks in vehicles of DUI offenders.

Occupant Protection

- To educate the public about the provisions of Kentucky’s primary seat belt law and the consequences of non-compliance, this strategy is one of our occupant protection emphasis area strategies in our SHSP.
- To encourage law enforcement agencies to aggressively enforce the primary seat belt law and child seat and booster seat laws, this strategy is one of our occupant protection emphasis area strategies in our SHSP.
- To provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with low usage rates. This strategy is one of our emphasis area strategies for occupant protection in our SHSP.
- To participate in the National Highway Traffic Safety Administration’s *Click It or Ticket* campaign focusing on occupant protection through saturation patrols, traffic safety checkpoints and media. This strategy is one of our emphasis area strategies for occupant protection in our SHSP.
- To promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- To encourage nighttime occupant protection enforcement during the grant year. This strategy is one of our emphasis area strategies for occupant protection in our SHSP.
- To 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 one of our emphasis area strategies for occupant protection in our SHSP).
- To encourage the passage of stronger occupant protection laws for children (specifically, those over 40” tall, who are not adequately protected under the current child restraint law) by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is one of our emphasis area strategies for occupant protection in our SHSP.
- To continue to host Kentucky Lifesavers Conference with an emphasis on occupant protection and other emphasis areas within the Strategic Highway Safety Plan. This strategy is one of our emphasis area strategies for occupant protection in our SHSP.
- To encourage grantees to conduct seat belt observational surveys to monitor seat belt usage in their city/county.

- To provide incentives/awards to law enforcement agencies/officers who excel in enforcing seat belt laws. This strategy is one of our emphasis area strategies for occupant protection in our SHSP.
- To conduct a statewide observational seat belt survey to meet new NHTSA guidelines. The new survey will be conducted at sites throughout the state during June and July 2013.
- To continue the Governor's Occupant Protection Awards ceremony. This strategy is one of our emphasis area strategies for occupant protection in our SHSP.
- To educate more 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 one of our emphasis area strategies for occupant protection in our SHSP.

Police Traffic Services

- To provide law enforcement agencies with the resources necessary to implement speed and other enforcement programs. This strategy is one of our emphasis area strategies for aggressive driving in our SHSP.
- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities. This strategy is one of our emphasis area strategies for aggressive driving 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 one of our emphasis area strategies for aggressive driving in our SHSP.
- To encourage all law enforcement agencies to follow guidelines established for vehicular pursuits issued by the IACP [(23 USC 402 (b) (1) (E)] during our regional workshops as well as through our LEL network.

Motorcycle Program

- To use media and educational materials to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. This strategy is one of our emphasis area strategies for motorcycles in our SHSP.
- To use media to increase motorists' awareness of the need to look out for motorcyclists and to "share the road" with motorcyclists. This strategy is one of our emphasis area strategies for motorcycles in our SHSP.

Summary of Strategies using FHWA Funds

Education Branch

The Office of Highway Safety's Education Branch will provide research and education designed to reduce Kentucky's highway fatalities and injuries. It will also support the Kentucky Strategic Highway Safety Plan's *Toward Zero Deaths* message through stakeholder partnerships. The Education Branch within the Division of Highway Safety Programs plans the following activities during federal fiscal year 2014:

1. Improve the Office of Highway Safety curriculum with focus placed upon learning outcomes supporting the Kentucky Strategic Highway Safety Plan
2. Maintain involvement with the Governor's Executive Committee on Highway Safety
3. Collaborate with educators, family resource centers, law enforcement, legislators, state agencies, federal agencies (NHTSA/FHWA), and corporate outreach to provide highway safety educational experiences
4. Focus 50% of all Education Branch programming in the Top 25 Highway Safety Counties
5. Collaborate with the 12 District Coordinators to create and improve highway safety – customer relationships
6. Provide radar trailers and variable message boards along highway safety corridors to reduce vehicle speeds
7. Provide personnel and the Highway Safety Checkpoint trailer in support of state and local law enforcement efforts
8. Begin administrative restructure process –
 - a. Create and install a Regional Coordinator to conduct highway safety programs and events
 - b. Improve Education Branch curriculum

Education (General Public)

1. Maintain the Office of Highway Safety Facebook page
 - a. Provide the general public with an up-to-date awareness of educational programming conducted by the Education Branch
 - b. Provide notifications for upcoming Child Passenger Safety (CPS) fitting stations
 - c. Provide online links and resources relating to highway safety at both state and national levels
 - d. Provide access to electronic highway safety tip sheets/educational materials

Education (Public Service Announcements)

1. Provide PSAs on the dangers of drinking and driving during holidays
2. Provide PSAs specifically for the awareness of the necessity for motorcycle safety equipment usage, to include helmets
3. Provide PSAs on the dangers of distracted driving. This strategy is one of our emphasis area strategies for distracted driving in our SHSP.
4. Provide PSAs in support of Grant Branch mobilizations
 - a. Distracted Driving: April
 - b. Click it or Ticket: May
 - c. Motorcycle Safety Awareness: May
 - d. Blue Lights Across the Bluegrass: July
 - e. Drive Sober: August – September, December

Education (District Coordinators)

1. Maintain District Coordinator participation in Highway Safety educational programming
2. Train District Coordinators to become proficient in educational program delivery
3. Maintain District Coordinator participation (Highway Safety program) statistics

Education (Transportation Cabinet Employees)

1. Conduct two Distracted Driving programs at 200 Mero Street specifically for Transportation Cabinet employees. (This strategy is one of our emphasis area strategies for distracted driving in our SHSP).
2. Conduct one CPS fitting station at the warehouse specifically for Transportation Cabinet employees.

Education (Emphasis Areas)

Highway Safety Equipment and Corridors

Provide speed radar trailers to areas that have been identified as dangerous or potentially dangerous sections of roadways across the state. This includes specific sections of interstates and roadways where there have been an unusual number of incidents involving speeding motorists. Collaborate with local law enforcement to respond to citizens concerns as it pertains to speeding issues in neighborhoods, business districts, school zones or any place deemed necessary to bring motorists attention to their speed.

- Assign two radar trailers to each District
- Purchase two new radar trailers per year over the next five years
- Maintain radar trailer presence on the highway safety corridors
- Schedule radar trailer deployments in conjunction with NHTSA/Grants Branch campaigns: CIOT, Blue Lights Across the Bluegrass, Drive Sober or Get Pulled Over, etc.

Impaired Driving

Provide an educational “hands-on” experience allowing participants the ability to drive visually impaired in a safe, controlled environment.

- Increase the number of 3D Simulator events by 5%
- Purchase and employ the new 3D Simulator trailer which will allow transport of two carts simultaneously
- Collaborate with the Paducah Police Department to run a combined week-long training event involving the Paducah high schools

Occupant Protection

Increase public awareness of seatbelt usage benefits. Educate all elements of Kentucky’s population on proper seatbelt usage. Demonstrate the impact on non-seatbelt use.

- Provide a high volume of Occupant Protection programming in elementary and high schools – educate the next generation of drivers
- Provide Occupant Protection programming to the commercial industry, targeting agencies with fleet vehicles through the Corporate Outreach program
- Collaborate with the Paducah Police Department to run a combined week-long training event involving the Paducah high schools

Young Drivers

Educate Young Drivers about the dangers of driving. Provide new and inexperienced drivers with educational experiences and material that will impact good driving habits and reduce the number of injuries and fatalities on Kentucky’s roadways.

- Increase Sweet 16 presentations throughout Kentucky’s 12 Highway Districts
- Update DVD package; seek new publications
- Provide tip sheets to high schools for distribution
- Provide Young Driver posters to high schools

Child Passenger Safety

Demonstrate proper installation techniques. Provide instruction on all facets of available child restraints. Provide information pertaining to Child Passenger Safety laws and NHTSA’s best practices.

- Increase the number of CPS certified instructors in Kentucky
- Collaborate with Safe Kids; provide 1 CPS certified instructor training course per region
- Construct an Office of Highway Safety CPS mobile fitting station
- Deploy the CPS mobile fitting station in each region
- Collaborate with the Shiners to conduct a CPS fitting station during the Hillbilly Days event in Eastern Kentucky

Motorcycle Safety

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

- Collaborate with the Motorcycle Safety Foundation to distribute educational materials at motorcycle events
- Provide *Intersections* (Share the Road) training at motorcycle events
- Provide *Intersections* (Share the Road) training through Corporate Outreach opportunities
- Provide motorcycle safety equipment presentations in any venue

Mature Drivers

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

- Conduct Mature Drivers programs throughout the state
- Update DVD package
- Display Mature Drivers posters where ever Mature Driving programs have been conducted

Distracted Driving

Educate and inform the general public on the dangers of Distracted Driving through the use of modern technology and current information. Reduce the number of injuries and fatalities each year due to Distracted Driving.

- Continue to further educate the general public on the dangers and consequences of Distracted Driving.
- Update and modernize our two Distracted Driving Simulators with a more current and interactive driving simulator.
- Employ up to date videos and presentations to educate about Distracted Driving and the issues that surround it.
- Collaborate with the Paducah Police Department to run a combined week-long training event involving the Paducah high schools

Corporate Outreach

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

- Expand the number of Corporate Outreach programs by 5%
- Distribute educational materials and highway safety posters to Corporate Outreach partners
- Create a Drowsy Driving presentation for Corporate Outreach partners with vehicle fleets and shift work

Legislative Issues

Support the Transportation Cabinet leadership's continuous improvement of highway safety legislative proposals with the latest statistics and research information available.

- Provide Transportation Cabinet with emphasis area statistics and research
- Write amendment proposals to existing highway safety laws
- Collaborate with internal and external sources to accommodate revisions to existing highway safety laws

D. Performance Report

General:

- In 2012, there were 125,222 crashes involving motor vehicles on Kentucky's public roadways. This is approximately a 1.8% decrease from 2011. By comparison, the number of licensed drivers increased by 1.52% and the number of registered vehicles increased by 0.54 percent.
- Prior to 2012, Kentucky had seen a decline in the number of fatalities each year since 2006, when they dropped from 985 to 913. During 2012 however, consistent with a nationwide trend, Kentucky saw an increase in the total number of fatalities with 746 compared to 721 during 2011.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) increased from 1.50 in 2011 to 1.55 in 2012. This rate is still much higher than the projected 2012 national rate of 1.16 per 100m VMT.
- Serious injuries have been declining for the past several years in Kentucky and were reduced in 2012 by 1.24% compared to 2011.

Impaired Driving:

- During the last three years, alcohol-related fatalities comprised an average of about 19.51% of all motor vehicle fatalities.
- The number of DUI cases filed with the court system decreased 0.65% in 2012, from 31,915 cases in 2011 to 31,708 in 2012. The DUI conviction rate in Kentucky, however, remained the same in 2012 at a current rate of 85.6%. In some counties, however, this percentage is much lower.
- The following ten counties ranked highest in the number of alcohol-related collisions in 2012: Jefferson, Fayette, Kenton, Boone, Pike, Daviess, Warren, Campbell, Madison, and Hardin.

Occupant Protection:

- The statewide average seat belt usage rate (all front seat occupants) increased over the past year from 82.2% in 2011 to 83.7% in 2012. The usage rate for drivers increased from 82.8% in 2011 to 84% in 2012.
- The gap in seat belt usage has consistently narrowed between Kentucky and the U.S. as a whole. Kentucky's rate is now only two percent less than the national average of 86%.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2012 Kentucky seat belt survey indicated a usage rate of 76.5% on collector roads, compared to 89.9% on interstates and other expressways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 90.1% in Madison County to a low of 66.5% in Knott County.
- Overall usage of child restraints (both front and rear seats) for children under four years of age increased slightly from 97% in 2011 to 98.0% in 2012.
- While restraint usage in pickup trucks increased from 71.7% in 2011 to 74.1% in 2012, belt usage continues to be lower in pickups than in any other type of vehicle.

- Fifty-four percent of the vehicle occupants killed in 2012 in Kentucky were not restrained at the time of the collision.

Speeding:

- The number of speed-related crashes decreased by 11.7% from 2011 to 2012. However, Speeding-related fatalities increased by 15.75%, from 127 in 2011 to 147 in 2012.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 16.3% all fatal crashes in 2012 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- The majority of crashes involving unsafe speed occur in rural areas.
- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.
- Speeding convictions increased by 6.0% between 2011 and 2012. Speeding convictions per speed related crash also increased from a rate of 8.7 in 2011 to 10.5 in 2012.

Young Drivers:

- The percentage of teenage drivers involved in traffic crashes is over-represented compared to the percentage of the driving population they comprise. In 2012, 16-19-year old drivers were involved in about 15.5% of all crashes and 10.4% of fatal crashes, even though this age group makes up only 7.3% of licensed drivers in the state.

Motorcycles:

- The number of registered motorcycles in Kentucky decreased slightly during the past year. There were 103,707 in 2012 compared with 104,576 in 2011.
- The number of fatal motorcycle crashes increased by 28.17%, from 71 in 2011 to 91 in 2012.
- Helmet usage among motorcyclists is approximately 53% in 2012, and Kentucky has no mandatory helmet law for adults.

E. Program Cost Summary and List of Projects

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For Approval

| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incr/ (Decre) | Current Balance | Share to Local |
|------------------------------------|------------------|-----------------------|------------------------------|---------------------|---------------|---------------------|---------------------|----------------|
| NHTSA | | | | | | | | |
| NHTSA 402 | | | | | | | | |
| Planning and Administration | | | | | | | | |
| | PA-2014-01-00-00 | KOHS Planning & Admin | \$.00 | \$100,000.00 | \$.00 | \$100,000.00 | \$100,000.00 | \$.00 |
| | Total | | \$.00 | \$100,000.00 | \$.00 | \$100,000.00 | \$100,000.00 | \$.00 |
| Alcohol | | | | | | | | |
| | AL-2014-01-00-00 | Alexandria PD | \$.00 | \$.00 | \$.00 | \$9,300.00 | \$9,300.00 | \$9,300.00 |
| | AL-2014-02-00-00 | Ashland PD | \$.00 | \$.00 | \$.00 | \$7,500.00 | \$7,500.00 | \$7,500.00 |
| | AL-2014-03-00-00 | Audubon Park PD | \$.00 | \$.00 | \$.00 | \$9,300.00 | \$9,300.00 | \$9,300.00 |
| | AL-2014-04-00-00 | Bellevue PD | \$.00 | \$.00 | \$.00 | \$7,100.00 | \$7,100.00 | \$7,100.00 |
| | AL-2014-05-00-00 | Boyle Fiscal Court | \$.00 | \$.00 | \$.00 | \$5,500.00 | \$5,500.00 | \$5,500.00 |
| | AL-2014-06-00-00 | Bullitt County SO | \$.00 | \$.00 | \$.00 | \$12,500.00 | \$12,500.00 | \$12,500.00 |
| | AL-2014-07-00-00 | Cadiz PD | \$.00 | \$.00 | \$.00 | \$8,200.00 | \$8,200.00 | \$8,200.00 |
| | AL-2014-08-00-00 | Cambellsville PD | \$.00 | \$.00 | \$.00 | \$18,100.00 | \$18,100.00 | \$18,100.00 |
| | AL-2014-09-00-00 | Covington PD | \$.00 | \$.00 | \$.00 | \$28,000.00 | \$28,000.00 | \$28,000.00 |
| | AL-2014-10-00-00 | Dayton PD | \$.00 | \$.00 | \$.00 | \$6,000.00 | \$6,000.00 | \$6,000.00 |
| | AL-2014-11-00-00 | Fort Mitchell PD | \$.00 | \$.00 | \$.00 | \$11,500.00 | \$11,500.00 | \$11,500.00 |
| | AL-2014-12-00-00 | Hardin County SO | \$.00 | \$.00 | \$.00 | \$8,500.00 | \$8,500.00 | \$8,500.00 |
| | AL-2014-13-00-00 | Harlan PD | \$.00 | \$.00 | \$.00 | \$14,800.00 | \$14,800.00 | \$14,800.00 |
| | AL-2014-14-00-00 | Henderson PD | \$.00 | \$.00 | \$.00 | \$20,400.00 | \$20,400.00 | \$20,400.00 |
| | AL-2014-15-00-00 | Hillview PD | \$.00 | \$.00 | \$.00 | \$10,500.00 | \$10,500.00 | \$10,500.00 |
| | AL-2014-16-00-00 | Jeffersontown PD | \$.00 | \$.00 | \$.00 | \$61,000.00 | \$61,000.00 | \$61,000.00 |
| | AL-2014-17-00-00 | Madison County SO | \$.00 | \$.00 | \$.00 | \$36,800.00 | \$36,800.00 | \$36,800.00 |
| | AL-2014-18-00-00 | Madisonville PD | \$.00 | \$.00 | \$.00 | \$10,950.00 | \$10,950.00 | \$10,950.00 |

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| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/ (Decre) | Current Balance | Share to Local |
|----------------------------|--------------------------------|--|------------------------------|---------------|---------------|---------------------|---------------------|---------------------|
| | AL-2014-19-00-00 | Marshall County SO | \$0.00 | \$0.00 | \$0.00 | \$20,300.00 | \$20,300.00 | \$20,300.00 |
| | AL-2014-20-00-00 | Middlesboro PD | \$0.00 | \$0.00 | \$0.00 | \$8,750.00 | \$8,750.00 | \$8,750.00 |
| | AL-2014-21-00-00 | Morehead PD | \$0.00 | \$0.00 | \$0.00 | \$6,550.00 | \$6,550.00 | \$6,550.00 |
| | AL-2014-22-00-00 | Mt. Washington PD | \$0.00 | \$0.00 | \$0.00 | \$8,500.00 | \$8,500.00 | \$8,500.00 |
| | AL-2014-23-00-00 | Nelson County SO | \$0.00 | \$0.00 | \$0.00 | \$20,500.00 | \$20,500.00 | \$20,500.00 |
| | AL-2014-24-00-00 | Newport PD | \$0.00 | \$0.00 | \$0.00 | \$22,500.00 | \$22,500.00 | \$22,500.00 |
| | AL-2014-25-00-00 | Owensboro PD | \$0.00 | \$0.00 | \$0.00 | \$30,200.00 | \$30,200.00 | \$30,200.00 |
| | AL-2014-26-00-00 | Paris PD | \$0.00 | \$0.00 | \$0.00 | \$9,500.00 | \$9,500.00 | \$9,500.00 |
| | AL-2014-27-00-00 | Pike County SO | \$0.00 | \$0.00 | \$0.00 | \$12,500.00 | \$12,500.00 | \$12,500.00 |
| | AL-2014-28-00-00 | Pikeville PD | \$0.00 | \$0.00 | \$0.00 | \$25,500.00 | \$25,500.00 | \$25,500.00 |
| | AL-2014-29-00-00 | Shelbyville PD | \$0.00 | \$0.00 | \$0.00 | \$6,500.00 | \$6,500.00 | \$6,500.00 |
| | AL-2014-30-00-00 | Shepherdsville PD | \$0.00 | \$0.00 | \$0.00 | \$15,500.00 | \$15,500.00 | \$15,500.00 |
| | AL-2014-31-00-00 | Shively PD | \$0.00 | \$0.00 | \$0.00 | \$11,500.00 | \$11,500.00 | \$11,500.00 |
| | AL-2014-32-00-00 | KOHS Impaired Driving Awards | \$0.00 | \$0.00 | \$0.00 | \$24,000.00 | \$24,000.00 | \$0.00 |
| | Alcohol Total | | \$0.00 | \$0.00 | \$0.00 | \$508,250.00 | \$508,250.00 | \$484,250.00 |
| Motorcycle Safety | | | | | | | | |
| | MC-2014-01-00-00 | KOHS Motorcycle Promote Safety Equipment | \$0.00 | \$0.00 | \$0.00 | \$135,000.00 | \$135,000.00 | \$0.00 |
| | Motorcycle Safety Total | | \$0.00 | \$0.00 | \$0.00 | \$135,000.00 | \$135,000.00 | \$0.00 |
| Occupant Protection | | | | | | | | |
| | OP-2014-01-00-00 | Barbourville PD | \$0.00 | \$0.00 | \$0.00 | \$6,500.00 | \$6,500.00 | \$6,500.00 |
| | OP-2014-02-00-00 | Cave City PD | \$0.00 | \$0.00 | \$0.00 | \$9,600.00 | \$9,600.00 | \$9,600.00 |
| | OP-2014-03-00-00 | Cincinnati/Northern KY Intl PD | \$0.00 | \$0.00 | \$0.00 | \$11,500.00 | \$11,500.00 | \$11,500.00 |
| | OP-2014-04-00-00 | Cynthiana PD | \$0.00 | \$0.00 | \$0.00 | \$8,200.00 | \$8,200.00 | \$8,200.00 |
| | OP-2014-05-00-00 | Danville PD | \$0.00 | \$0.00 | \$0.00 | \$13,700.00 | \$13,700.00 | \$13,700.00 |

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| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/ (Decre) | Current Balance | Share to Local |
|--------------|------------------|----------------------------------|------------------------------|-------------|---------------|----------------|-----------------|----------------|
| | OP-2014-06-00-00 | Glasgow PD | \$0.00 | \$0.00 | \$0.00 | \$28,000.00 | \$28,000.00 | \$28,000.00 |
| | OP-2014-07-00-00 | Greensburg PD | \$0.00 | \$0.00 | \$0.00 | \$7,100.00 | \$7,100.00 | \$7,100.00 |
| | OP-2014-08-00-00 | Hazard PD | \$0.00 | \$0.00 | \$0.00 | \$13,700.00 | \$13,700.00 | \$13,700.00 |
| | OP-2014-09-00-00 | Jackson PD | \$0.00 | \$0.00 | \$0.00 | \$10,500.00 | \$10,500.00 | \$10,500.00 |
| | OP-2014-10-00-00 | Johnson County SO | \$0.00 | \$0.00 | \$0.00 | \$7,500.00 | \$7,500.00 | \$7,500.00 |
| | OP-2014-11-00-00 | Kenton County PD | \$0.00 | \$0.00 | \$0.00 | \$15,350.00 | \$15,350.00 | \$15,350.00 |
| | OP-2014-12-00-00 | Knott County SO | \$0.00 | \$0.00 | \$0.00 | \$6,500.00 | \$6,500.00 | \$6,500.00 |
| | OP-2014-13-00-00 | Lawrenceburg PD | \$0.00 | \$0.00 | \$0.00 | \$11,500.00 | \$11,500.00 | \$11,500.00 |
| | OP-2014-14-00-00 | Louisa PD | \$0.00 | \$0.00 | \$0.00 | \$5,000.00 | \$5,000.00 | \$5,000.00 |
| | OP-2014-15-00-00 | Manchester PD | \$0.00 | \$0.00 | \$0.00 | \$10,600.00 | \$10,600.00 | \$10,600.00 |
| | OP-2014-16-00-00 | Martin Police Dept | \$0.00 | \$0.00 | \$0.00 | \$5,800.00 | \$5,800.00 | \$5,800.00 |
| | OP-2014-17-00-00 | Raceland PD | \$0.00 | \$0.00 | \$0.00 | \$6,500.00 | \$6,500.00 | \$6,500.00 |
| | OP-2014-18-00-00 | Russell Springs PD | \$0.00 | \$0.00 | \$0.00 | \$9,500.00 | \$9,500.00 | \$9,500.00 |
| | OP-2014-19-00-00 | Russellville PD | \$0.00 | \$0.00 | \$0.00 | \$7,500.00 | \$7,500.00 | \$7,500.00 |
| | OP-2014-20-00-00 | Somerset PD | \$0.00 | \$0.00 | \$0.00 | \$30,500.00 | \$30,500.00 | \$30,500.00 |
| | OP-2014-21-00-00 | Versailles City PD | \$0.00 | \$0.00 | \$0.00 | \$22,500.00 | \$22,500.00 | \$22,500.00 |
| | OP-2014-22-00-00 | West Point PD | \$0.00 | \$0.00 | \$0.00 | \$4,500.00 | \$4,500.00 | \$4,500.00 |
| | OP-2014-23-00-00 | Kentucky State Police - OP | \$0.00 | \$0.00 | \$0.00 | \$102,750.00 | \$102,750.00 | \$0 |
| | OP-2014-24-00-00 | KACP - Central LEL | \$0.00 | \$0.00 | \$0.00 | \$108,504.00 | \$108,504.00 | \$108,504.00 |
| | OP-2014-25-00-00 | KACP - Eastern LEL | \$0.00 | \$0.00 | \$0.00 | \$107,200.00 | \$107,200.00 | \$107,200.00 |
| | OP-2014-26-00-00 | KACP - Northern LEL | \$0.00 | \$0.00 | \$0.00 | \$99,200.00 | \$99,200.00 | \$99,200.00 |
| | OP-2014-27-00-00 | KACP - Western LEL | \$0.00 | \$0.00 | \$0.00 | \$104,258.00 | \$104,258.00 | \$104,258.00 |
| | OP-2014-28-00-00 | Cumberland Valley ADD - OP | \$0.00 | \$0.00 | \$0.00 | \$29,800.00 | \$29,800.00 | \$29,800.00 |
| | OP-2014-29-00-00 | Kosair Children's Hospital - CPS | \$0.00 | \$0.00 | \$0.00 | \$61,600.00 | \$61,600.00 | \$61,600.00 |

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|--------------|----------------------------------|--|------------------------------|---------------|---------------|-----------------------|-----------------------|---------------------|
| | OP-2014-30-00-00 | Marshall County Health Dept - CPS | \$0.00 | \$0.00 | \$0.00 | \$19,660.00 | \$19,660.00 | \$19,660.00 |
| | OP-2014-31-00-00 | TJ Samson Community Hospital - CPS | \$0.00 | \$0.00 | \$0.00 | \$5,500.00 | \$5,500.00 | \$5,500.00 |
| | OP-2014-32-00-00 | KY Lifesavers Conference | \$0.00 | \$0.00 | \$0.00 | \$42,000.00 | \$42,000.00 | \$0.00 |
| | OP-2014-33-00-00 | Occupant Protection Enforcement Awards | \$0.00 | \$0.00 | \$0.00 | \$22,000.00 | \$22,000.00 | \$0.00 |
| | OP-2014-34-00-00 | UK Safety Belt Usage Surveys | \$0.00 | \$0.00 | \$0.00 | \$80,450.00 | \$80,450.00 | \$0.00 |
| | Occupant Protection Total | | \$0.00 | \$0.00 | \$0.00 | \$1,034,972.00 | \$1,034,972.00 | \$787,772.00 |
| | Police Traffic Services | | | | | | | |
| | PT-2014-01-00-00 | Anchorage PD | \$0.00 | \$0.00 | \$0.00 | \$9,080.00 | \$9,080.00 | \$9,080.00 |
| | PT-2014-02-00-00 | Berea PD | \$0.00 | \$0.00 | \$0.00 | \$11,795.00 | \$11,795.00 | \$11,795.00 |
| | PT-2014-03-00-00 | Boone County SO | \$0.00 | \$0.00 | \$0.00 | \$38,500.00 | \$38,500.00 | \$38,500.00 |
| | PT-2014-04-00-00 | Bourbon County SO | \$0.00 | \$0.00 | \$0.00 | \$9,000.00 | \$9,000.00 | \$9,000.00 |
| | PT-2014-05-00-00 | Burnside PD | \$0.00 | \$0.00 | \$0.00 | \$8,795.00 | \$8,795.00 | \$8,795.00 |
| | PT-2014-06-00-00 | Campbell County PD | \$0.00 | \$0.00 | \$0.00 | \$33,500.00 | \$33,500.00 | \$33,500.00 |
| | PT-2014-07-00-00 | Christian County SO | \$0.00 | \$0.00 | \$0.00 | \$7,500.00 | \$7,500.00 | \$7,500.00 |
| | PT-2014-08-00-00 | Clark County SO | \$0.00 | \$0.00 | \$0.00 | \$13,700.00 | \$13,700.00 | \$13,700.00 |
| | PT-2014-09-00-00 | Daviess County SO | \$0.00 | \$0.00 | \$0.00 | \$11,500.00 | \$11,500.00 | \$11,500.00 |
| | PT-2014-10-00-00 | Eddyville PD | \$0.00 | \$0.00 | \$0.00 | \$8,200.00 | \$8,200.00 | \$8,200.00 |
| | PT-2014-11-00-00 | Edgewood PD | \$0.00 | \$0.00 | \$0.00 | \$6,500.00 | \$6,500.00 | \$6,500.00 |
| | PT-2014-12-00-00 | Elizabethtown PD | \$0.00 | \$0.00 | \$0.00 | \$22,500.00 | \$22,500.00 | \$22,500.00 |
| | PT-2014-13-00-00 | Erlanger PD | \$0.00 | \$0.00 | \$0.00 | \$30,500.00 | \$30,500.00 | \$30,500.00 |
| | PT-2014-14-00-00 | Ferguson PD | \$0.00 | \$0.00 | \$0.00 | \$5,500.00 | \$5,500.00 | \$5,500.00 |
| | PT-2014-15-00-00 | Florence PD | \$0.00 | \$0.00 | \$0.00 | \$22,500.00 | \$22,500.00 | \$22,500.00 |
| | PT-2014-16-00-00 | Fort Thomas PD | \$0.00 | \$0.00 | \$0.00 | \$10,500.00 | \$10,500.00 | \$10,500.00 |
| | PT-2014-17-00-00 | Fort Wright PD | \$0.00 | \$0.00 | \$0.00 | \$9,300.00 | \$9,300.00 | \$9,300.00 |

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| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incr/ (Decr) | Current Balance | Share to Local |
|--------------|------------------|----------------------|------------------------------|-------------|---------------|--------------|-----------------|----------------|
| | PT-2014-18-00-00 | Frankfort PD | \$0.00 | \$0.00 | \$0.00 | \$81,800.00 | \$81,800.00 | \$81,800.00 |
| | PT-2014-19-00-00 | Georgetown PD | \$0.00 | \$0.00 | \$0.00 | \$12,700.00 | \$12,700.00 | \$12,700.00 |
| | PT-2014-20-00-00 | Graves County SO | \$0.00 | \$0.00 | \$0.00 | \$8,000.00 | \$8,000.00 | \$8,000.00 |
| | PT-2014-21-00-00 | Grayson PD | \$0.00 | \$0.00 | \$0.00 | \$8,200.00 | \$8,200.00 | \$8,200.00 |
| | PT-2014-22-00-00 | Greenville PD | \$0.00 | \$0.00 | \$0.00 | \$8,500.00 | \$8,500.00 | \$8,500.00 |
| | PT-2014-23-00-00 | Hodgenville PD | \$0.00 | \$0.00 | \$0.00 | \$6,000.00 | \$6,000.00 | \$6,000.00 |
| | PT-2014-24-00-00 | Hopkins County SO | \$0.00 | \$0.00 | \$0.00 | \$15,900.00 | \$15,900.00 | \$15,900.00 |
| | PT-2014-25-00-00 | Hopkinsville PD | \$0.00 | \$0.00 | \$0.00 | \$24,100.00 | \$24,100.00 | \$24,100.00 |
| | PT-2014-26-00-00 | Independence PD | \$0.00 | \$0.00 | \$0.00 | \$19,500.00 | \$19,500.00 | \$19,500.00 |
| | PT-2014-27-00-00 | Laurel County SO | \$0.00 | \$0.00 | \$0.00 | \$42,050.00 | \$42,050.00 | \$42,050.00 |
| | PT-2014-28-00-00 | Lexington-Fayette PD | \$0.00 | \$0.00 | \$0.00 | \$25,500.00 | \$25,500.00 | \$25,500.00 |
| | PT-2014-29-00-00 | London PD | \$0.00 | \$0.00 | \$0.00 | \$21,500.00 | \$21,500.00 | \$21,500.00 |
| | PT-2014-30-00-00 | Louisville Metro PD | \$0.00 | \$0.00 | \$0.00 | \$99,500.00 | \$99,500.00 | \$99,500.00 |
| | PT-2014-31-00-00 | Loyall PD | \$0.00 | \$0.00 | \$0.00 | \$5,500.00 | \$5,500.00 | \$5,500.00 |
| | PT-2014-32-00-00 | McCreary County SO | \$0.00 | \$0.00 | \$0.00 | \$8,200.00 | \$8,200.00 | \$8,200.00 |
| | PT-2014-33-00-00 | Murray PD | \$0.00 | \$0.00 | \$0.00 | \$12,500.00 | \$12,500.00 | \$12,500.00 |
| | PT-2014-34-00-00 | Nicholasville PD | \$0.00 | \$0.00 | \$0.00 | \$20,300.00 | \$20,300.00 | \$20,300.00 |
| | PT-2014-35-00-00 | Oldham County PD | \$0.00 | \$0.00 | \$0.00 | \$38,500.00 | \$38,500.00 | \$38,500.00 |
| | PT-2014-36-00-00 | Paducah PD | \$0.00 | \$0.00 | \$0.00 | \$40,500.00 | \$40,500.00 | \$40,500.00 |
| | PT-2014-37-00-00 | Pineville PD | \$0.00 | \$0.00 | \$0.00 | \$7,000.00 | \$7,000.00 | \$7,000.00 |
| | PT-2014-38-00-00 | Prospect PD | \$0.00 | \$0.00 | \$0.00 | \$9,300.00 | \$9,300.00 | \$9,300.00 |
| | PT-2014-39-00-00 | Radcliff PD | \$0.00 | \$0.00 | \$0.00 | \$13,700.00 | \$13,700.00 | \$13,700.00 |
| | PT-2014-40-00-00 | Richmond PD | \$0.00 | \$0.00 | \$0.00 | \$20,500.00 | \$20,500.00 | \$20,500.00 |
| | PT-2014-41-00-00 | Scott County SO | \$0.00 | \$0.00 | \$0.00 | \$12,300.00 | \$12,300.00 | \$12,300.00 |

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| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/ (Decre) | Current Balance | Share to Local |
|--------------|---|---|------------------------------|---------------|---------------|-----------------------|-----------------------|---------------------|
| | PT-2014-42-00-00 | Shelby County SO | \$0.00 | \$0.00 | \$0.00 | \$10,000.00 | \$10,000.00 | \$10,000.00 |
| | PT-2014-43-00-00 | Taylor County SO | \$0.00 | \$0.00 | \$0.00 | \$9,300.00 | \$9,300.00 | \$9,300.00 |
| | PT-2014-44-00-00 | Taylor Mill PD | \$0.00 | \$0.00 | \$0.00 | \$10,500.00 | \$10,500.00 | \$10,500.00 |
| | PT-2014-45-00-00 | Trigg County SO | \$0.00 | \$0.00 | \$0.00 | \$7,500.00 | \$7,500.00 | \$7,500.00 |
| | PT-2014-46-00-00 | Warren County SO | \$0.00 | \$0.00 | \$0.00 | \$7,800.00 | \$7,800.00 | \$7,800.00 |
| | PT-2014-47-00-00 | Wildier PD | \$0.00 | \$0.00 | \$0.00 | \$9,300.00 | \$9,300.00 | \$9,300.00 |
| | PT-2014-48-00-00 | Woodford County SO | \$0.00 | \$0.00 | \$0.00 | \$9,500.00 | \$9,500.00 | \$9,500.00 |
| | PT-2014-49-00-00 | Kentucky State Police - Speed | \$0.00 | \$0.00 | \$0.00 | \$503,000.00 | \$503,000.00 | \$0.00 |
| | PT-2014-50-00-00 | PTS Networking | \$0.00 | \$0.00 | \$0.00 | \$5,000.00 | \$5,000.00 | \$0.00 |
| | Police Traffic Services Total | | \$0.00 | \$0.00 | \$0.00 | \$1,392,320.00 | \$1,392,320.00 | \$884,320.00 |
| | Traffic Records | | | | | | | |
| | TR-2014-01-00-00 | Traffic Records Program Management | \$0.00 | \$0.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$0.00 |
| | Traffic Records Total | | \$0.00 | \$0.00 | \$0.00 | \$65,000.00 | \$65,000.00 | \$0.00 |
| | Accident Investigation | | | | | | | |
| | AI-2014-01-00-00 | KSP Accident Reconstruction | \$0.00 | \$0.00 | \$0.00 | \$23,500.00 | \$23,500.00 | \$0.00 |
| | Accident Investigation Total | | \$0.00 | \$0.00 | \$0.00 | \$23,500.00 | \$23,500.00 | \$0.00 |
| | Community Traffic Safety Project | | | | | | | |
| | CP-2014-01-00-00 | KOHS Program Mgmt Positions | \$0.00 | \$0.00 | \$0.00 | \$190,000.00 | \$190,000.00 | \$0.00 |
| | CP-2014-02-00-00 | PM OP and Impaired Driving Coordinators | \$0.00 | \$0.00 | \$0.00 | \$60,000.00 | \$60,000.00 | \$0.00 |
| | Community Traffic Safety Project Total | | \$0.00 | \$0.00 | \$0.00 | \$250,000.00 | \$250,000.00 | \$0.00 |
| | Driver Education | | | | | | | |
| | DE-2014-HP-00-00 | 402 Undesignated | \$0.00 | \$0.00 | \$0.00 | \$5,000.00 | \$5,000.00 | \$5,000.00 |
| | Driver Education Total | | \$0.00 | \$0.00 | \$0.00 | \$5,000.00 | \$5,000.00 | \$5,000.00 |
| | Driver Licensing | | | | | | | |
| | DL-2014-00-00-00 | 402 State Match | \$0.00 | \$763,348.40 | \$0.00 | \$0.00 | \$0.00 | \$0.00 |

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|--|------------------|---------------------------------------|------------------------------|---------------|---------------|-----------------|-----------------|-----------------|
| Driver Licensing Total | | | | | | | | |
| | | | \$.00 | \$ 763,348.40 | \$.00 | \$.00 | \$.00 | \$.00 |
| Roadway Safety | | | | | | | | |
| | RS-2014-01-00-00 | UK - KTC - Crash Analysis | \$.00 | \$.00 | \$.00 | \$ 75,000.00 | \$ 75,000.00 | \$.00 |
| Roadway Safety Total | | | | | | | | |
| | | | \$.00 | \$.00 | \$.00 | \$ 75,000.00 | \$ 75,000.00 | \$.00 |
| Safe Communities | | | | | | | | |
| | SA-2014-01-00-00 | Madison County Health Dept | \$.00 | \$.00 | \$.00 | \$ 52,700.00 | \$ 52,700.00 | \$ 52,700.00 |
| Safe Communities Total | | | | | | | | |
| | | | \$.00 | \$.00 | \$.00 | \$ 52,700.00 | \$ 52,700.00 | \$ 52,700.00 |
| Paid Advertising | | | | | | | | |
| | PM-2014-01-00-00 | Paid Media Campaign | \$.00 | \$.00 | \$.00 | \$ 175,000.00 | \$ 175,000.00 | \$ 175,000.00 |
| Paid Advertising Total | | | | | | | | |
| | | | \$.00 | \$.00 | \$.00 | \$ 175,000.00 | \$ 175,000.00 | \$ 175,000.00 |
| NHTSA 402 Total | | | | | | | | |
| | | | \$.00 | \$ 863,348.40 | \$.00 | \$ 3,816,742.00 | \$ 3,816,742.00 | \$ 2,389,042.00 |
| 408 Data Program SAFETEA-LU | | | | | | | | |
| | K9-2014-00-00-00 | 408 State Match | \$.00 | \$ 461,625.80 | \$.00 | \$.00 | \$.00 | \$.00 |
| | K9-2014-01-00-00 | KY Board of EMS | \$.00 | \$.00 | \$.00 | \$ 287,040.00 | \$ 287,040.00 | \$.00 |
| | K9-2014-02-00-00 | UK - Trauma Registry Expansion | \$.00 | \$.00 | \$.00 | \$ 61,600.00 | \$ 61,600.00 | \$.00 |
| | K9-2014-03-00-00 | UK - KY Traffic Records Integration | \$.00 | \$.00 | \$.00 | \$ 89,000.00 | \$ 89,000.00 | \$.00 |
| | K9-2014-04-00-00 | UK - Roadway Cont. Factors in Crashes | \$.00 | \$.00 | \$.00 | \$ 60,000.00 | \$ 60,000.00 | \$.00 |
| | K9-2014-05-00-00 | UK - Trauma Registry CRASH Data | \$.00 | \$.00 | \$.00 | \$ 67,489.00 | \$ 67,489.00 | \$.00 |
| | K9-2014-06-00-00 | UK - KY Traffic Records Assessment | \$.00 | \$.00 | \$.00 | \$ 75,000.00 | \$ 75,000.00 | \$.00 |
| | K9-2014-07-00-00 | UK - Crash Analysis Workshop | \$.00 | \$.00 | \$.00 | \$ 75,000.00 | \$ 75,000.00 | \$.00 |
| | K9-2014-08-00-00 | KSP - E-Crash and KYOPS Web Portal | \$.00 | \$.00 | \$.00 | \$ 78,000.00 | \$ 78,000.00 | \$.00 |
| | K9-2014-HP-00-00 | 408 Undesignated | \$.00 | \$.00 | \$.00 | \$ 1,515,000.00 | \$ 1,515,000.00 | \$ 1,515,000.00 |
| 408 Data Program Incentive Total | | | | | | | | |
| | | | \$.00 | \$ 461,625.80 | \$.00 | \$ 2,308,129.00 | \$ 2,308,129.00 | \$ 1,515,000.00 |
| 408 Data Program SAFETEA -III Total | | | | | | | | |
| | | | \$.00 | \$ 461,625.80 | \$.00 | \$ 2,308,129.00 | \$ 2,308,129.00 | \$ 1,515,000.00 |

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| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incre/ (Decre) | Current Balance | Share to Local |
|--|---------------------|-------------------------------------|------------------------------|-----------------------|---------------|-----------------------|-----------------------|-----------------------|
| 410 Alcohol SAFETEA-LU | | | | | | | | |
| | K8-2014-00-00-00 | 410 State Match | \$.00 | \$2,538,749.55 | \$.00 | \$.00 | \$.00 | \$.00 |
| | K8-2014-01-00-00 | DOCJT - DRE | \$.00 | \$.00 | \$.00 | \$139,303.00 | \$139,303.00 | \$.00 |
| | K8-2014-02-00-00 | Office of the Attorney General-TSRP | \$.00 | \$.00 | \$.00 | \$234,689.40 | \$234,689.40 | \$.00 |
| | K8-2014-03-00-00 | Kentucky State Police - Nighthawk | \$.00 | \$.00 | \$.00 | \$608,600.00 | \$608,600.00 | \$.00 |
| | K8-2014-04-00-00 | Lexington-Fayette PD - DUI | \$.00 | \$.00 | \$.00 | \$99,500.00 | \$99,500.00 | \$.00 |
| | K8-2014-05-00-00 | Louisville Metro PD-DUI | \$.00 | \$.00 | \$.00 | \$27,500.00 | \$27,500.00 | \$.00 |
| | K8-2014-HP-00-00 | 410 Undesignated | \$.00 | \$.00 | \$.00 | \$2,275,407.00 | \$2,275,407.00 | \$.00 |
| | | | \$.00 | \$2,538,749.55 | \$.00 | \$3,384,999.40 | \$3,384,999.40 | \$2,275,407.00 |
| 410 Alcohol SAFETEA-LU Total | | | | | | | | |
| 410 Alcohol SAFETEA-LU Paid Media | | | | | | | | |
| | K8PM-2014-01-00-00 | Impaired Driving Paid Media | \$.00 | \$.00 | \$.00 | \$926,116.50 | \$926,116.50 | \$926,116.50 |
| | | | \$.00 | \$.00 | \$.00 | \$926,116.50 | \$926,116.50 | \$926,116.50 |
| 410 Alcohol SAFETEA-LU Paid Media Total | | | | | | | | |
| 410 Alcohol SAFETEA-LU Total | | | | | | | | |
| 2010 Motorcycle Safety | | | | | | | | |
| | K6-2014-HP-00-00 | 2010 Undesignated | \$.00 | \$.00 | \$.00 | \$97,000.00 | \$97,000.00 | \$97,000.00 |
| | | | \$.00 | \$.00 | \$.00 | \$97,000.00 | \$97,000.00 | \$97,000.00 |
| 2010 Motorcycle Safety Incentive Total | | | | | | | | |
| 2010 Motorcycle Safety Total | | | | | | | | |
| MAP 21 405b OP Low | | | | | | | | |
| | M2HVE-2014-00-00-00 | 405 State Match | \$.00 | \$110,000.20 | \$.00 | \$.00 | \$.00 | \$.00 |
| | M2HVE-2014-HP-00-00 | 405 Undesignated - CIOT mini-grants | \$.00 | \$.00 | \$.00 | \$200,000.00 | \$200,000.00 | \$200,000.00 |
| | M2HVE-2014-PM-00-00 | Occupant Protection Paid Media | \$.00 | \$.00 | \$.00 | \$175,000.00 | \$175,000.00 | \$175,000.00 |
| | | | \$.00 | \$110,000.20 | \$.00 | \$375,000.00 | \$375,000.00 | \$375,000.00 |
| MAP 21 405b OP Low Total | | | | | | | | |
| MAP 21 405f Motorcycle Programs | | | | | | | | |
| | M9MA-2014-01-00-00 | KOHS Motorcycle Share the Road | \$.00 | \$.00 | \$.00 | \$175,000.00 | \$175,000.00 | \$.00 |

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| Program Area | Project | Description | Prior Approved Program Funds | State Funds | Previous Bal. | Incr/(Decre) | Current Balance | Share to Local |
|---------------------------------|--------------|-------------|------------------------------|-----------------|------------------|------------------|------------------|-----------------|
| 405f Motorcyclist Awareness | | | \$.00 | \$.00 | \$.00 | \$ 175,000.00 | \$ 175,000.00 | \$.00 |
| | Total | | | | | | | |
| MAP 21 405f Motorcycle Programs | | | \$.00 | \$.00 | \$.00 | \$ 175,000.00 | \$ 175,000.00 | \$.00 |
| | Total | | | | | | | |
| NHTSA | | | \$ 3,973,723.95 | \$ 3,973,723.95 | \$ 11,082,986.90 | \$ 11,082,986.90 | \$ 11,082,986.90 | \$ 7,577,565.50 |
| | Total | | | | | | | |
| | | | \$ 3,973,723.95 | \$ 3,973,723.95 | \$ 11,082,986.90 | \$ 11,082,986.90 | \$ 11,082,986.90 | \$ 7,577,565.50 |
| | Total | | | | | | | |

F. STATE CERTIFICATIONS AND ASSURANCES

APPENDIX A TO PART 1200 – CERTIFICATION AND ASSURANCES FOR HIGHWAY SAFETY GRANTS (23 U.S.C. CHAPTER 4)

State: Kentucky

Fiscal Year: 2014

Each fiscal year the State must sign these Certifications and Assurances that it complies with all requirements including applicable Federal statutes and regulations that are in effect during the grant period. (Requirements that also apply to subrecipients are noted under the applicable caption.)

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

GENERAL REQUIREMENTS

To the best of my personal knowledge, the information submitted in the Highway Safety Plan in support of the State's application for Section 402 and Section 405 grants is accurate and complete. (Incomplete or incorrect information may result in the disapproval of the Highway Safety Plan.) The Governor is the responsible official for the administration of the State highway safety program through a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. (23 U.S.C. 402(b)(1)(A))

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 23 CFR Part 1200 – Uniform Procedures for State Highway Safety Grant Programs

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subaward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRs.gov for each sub-grant awarded:

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

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

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
 - Establishing a drug-free awareness program to inform employees about:
 - The dangers of drug abuse in the workplace.
 - The grantee's policy of maintaining a drug-free workplace.
 - Any available drug counseling, rehabilitation, and employee assistance programs.
 - The penalties that may be imposed upon employees for drug violations occurring in the workplace.
 - Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
 - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will –
 - Abide by the terms of the statement.
 - Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
 - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted –
 - Taking appropriate personnel action against such an employee, up to and including termination.
 - Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING
(applies to subrecipients as well as States)

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION
(applies to subrecipients as well as States)

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

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

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President's goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

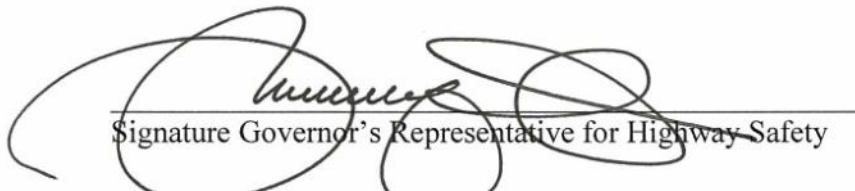
(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

Michael W. Hancock, P.E.

Printed name of Governor's Representative for Highway Safety

6/24/13

Date

APPENDIX

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| ADAIR | 61 | 67 | 63 | 64 | 61 | 75 | 76 | 92 | 74 | 101 | 10003.2 | 73 |
| ALLEN | 58 | 58 | 71 | 62 | 24 | 60 | 95 | 70 | 55 | 49 | 8586.2 | 59 |
| ANDERSON | 53 | 60 | 90 | 82 | 112 | 67 | 87 | 61 | 69 | 70 | 11111.0 | 87 |
| BALLARD | 109 | 93 | 118 | 100 | 72 | 86 | 119 | 99 | 54 | 88 | 13415.0 | 107 |
| BARREN | 24 | 24 | 9 | 38 | 82 | 31 | 30 | 29 | 21 | 26 | 4370.2 | 24 |
| BATH | 93 | 111 | 60 | 109 | 114 | 101 | 106 | 94 | 102 | 104 | 13449.6 | 109 |
| BELL | 37 | 39 | 60 | 41 | 52 | 48 | 63 | 61 | 48 | 31 | 6828.6 | 47 |
| BOONE | 4 | 4 | 9 | 11 | 119 | 4 | 12 | 4 | 3 | 5 | 2405.7 | 11 |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| BOURBON | 57 | 52 | 102 | 91 | 117 | 49 | 80 | 42 | 72 | 70 | 11326.5 | 88 |
| BOYD | 17 | 14 | 30 | 21 | 55 | 17 | 41 | 25 | 18 | 16 | 3666.5 | 19 |
| BOYLE | 39 | 31 | 44 | 43 | 39 | 38 | 75 | 37 | 49 | 41 | 6227.2 | 42 |
| BRACKEN | 107 | 95 | 106 | 87 | 40 | 94 | 115 | 76 | 79 | 65 | 12046.2 | 95 |
| BREATHITT | 81 | 74 | 48 | 72 | 37 | 61 | 78 | 110 | 79 | 74 | 9556.4 | 67 |
| BRECKINRIDGE | 56 | 78 | 56 | 27 | 3 | 101 | 72 | 84 | 84 | 74 | 7728.0 | 54 |
| BULLITT | 10 | 15 | 26 | 8 | 59 | 14 | 26 | 23 | 8 | 12 | 2696.0 | 14 |
| BUTLER | 88 | 90 | 56 | 104 | 92 | 85 | 101 | 68 | 79 | 101 | 11997.8 | 93 |

Top 25 County

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MYM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| CALDWELL | 86 | 65 | 99 | 94 | 104 | 89 | 107 | 48 | 46 | 78 | 12035.1 | 94 |
| CALLOWAY | 27 | 26 | 26 | 32 | 28 | 34 | 71 | 30 | 51 | 29 | 4877.6 | 29 |
| CAMPBELL | 8 | 8 | 20 | 9 | 57 | 8 | 25 | 7 | 10 | 13 | 2307.3 | 10 |
| CARLISLE | 117 | 113 | 90 | 101 | 10 | 107 | 116 | 105 | 98 | 111 | 13162.0 | 103 |
| CARROLL | 98 | 66 | 82 | 68 | 96 | 67 | 108 | 75 | 44 | 70 | 10598.9 | 80 |
| CARTER | 40 | 48 | 23 | 50 | 79 | 43 | 61 | 52 | 46 | 54 | 6641.4 | 45 |
| CASEY | 71 | 89 | 71 | 68 | 38 | 75 | 37 | 85 | 93 | 93 | 9717.3 | 68 |
| CHRISTIAN | 11 | 12 | 11 | 6 | 43 | 13 | 20 | 9 | 13 | 8 | 1826.3 | 7 |

2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

| PERCENT WEIGHT <i>(calculated based on numeric weight)</i> | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% |
|--|-----------------------------|----------------------|-------------------|-----------------------|----------------------------|------------------------------------|------------------------------------|-------------------------|-----------------------|------------------------------|-----------------------|--------------------------------|-------------|
| NUMERIC WEIGHT <i>(assigned)</i> | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) | |
| CLARK | 31 | 27 | 48 | 55 | 113 | 36 | 47 | 36 | 32 | 32 | 6917.1 | 48 | |
| CLAY | 52 | 56 | 12 | 15 | 1 | 32 | 43 | 39 | 61 | 38 | 3724.6 | 20 | |
| CLINTON | 99 | 97 | 63 | 107 | 56 | 96 | 44 | 114 | 96 | 74 | 11802.5 | 90 | |
| CRITTENDEN | 103 | 98 | 82 | 60 | 2 | 107 | 105 | 92 | 86 | 83 | 10528.7 | 79 | |
| CUMBERLAND | 114 | 112 | 102 | 94 | 21 | 110 | 1 | 108 | 109 | 88 | 11885.0 | 91 | |
| DAVISS | 7 | 6 | 18 | 4 | 31 | 7 | 15 | 12 | 11 | 10 | 1664.7 | 4 | |
| EDMONSON | 91 | 103 | 71 | 79 | 27 | 104 | 90 | 80 | 98 | 92 | 11067.4 | 85 | |
| ELLIOTT | 111 | 118 | 115 | 117 | 74 | 117 | 1 | 119 | 118 | 119 | 14358.6 | 117 | |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|----------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAIR RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| ESTILL | 76 | 99 | 71 | 113 | 94 | 89 | 57 | 91 | 114 | 93 | 12776.8 | 101 |
| FAYETTE | 2 | 2 | 2 | 2 | 66 | 2 | 10 | 2 | 2 | 2 | 1139.3 | 2 |
| FLEMING | 77 | 88 | 90 | 109 | 109 | 81 | 84 | 99 | 104 | 98 | 13548.4 | 110 |
| FLOYD | 26 | 28 | 13 | 48 | 93 | 12 | 36 | 24 | 26 | 26 | 4817.5 | 28 |
| FRANKLIN | 18 | 16 | 23 | 22 | 58 | 15 | 32 | 14 | 24 | 20 | 3429.2 | 17 |
| FULTON | 115 | 110 | 102 | 104 | 34 | 110 | 79 | 96 | 93 | 108 | 13237.1 | 104 |
| GALLATIN | 105 | 71 | 71 | 85 | 111 | 66 | 109 | 76 | 27 | 65 | 10908.6 | 83 |
| GARRARD | 69 | 63 | 71 | 72 | 42 | 92 | 92 | 53 | 92 | 52 | 9857.8 | 70 |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| GRANT | 46 | 34 | 36 | 39 | 91 | 50 | 62 | 17 | 31 | 34 | 5996.6 | 39 |
| GRAVES | 28 | 32 | 33 | 36 | 67 | 23 | 23 | 26 | 39 | 23 | 4703.1 | 27 |
| GRAYSON | 43 | 43 | 39 | 33 | 33 | 40 | 52 | 55 | 53 | 57 | 5904.6 | 36 |
| GREEN | 95 | 106 | 106 | 114 | 103 | 116 | 1 | 113 | 101 | 111 | 13891.7 | 113 |
| GREENUP | 29 | 40 | 39 | 66 | 100 | 53 | 46 | 40 | 58 | 40 | 7576.0 | 52 |
| HANCOCK | 106 | 105 | 106 | 98 | 47 | 96 | 114 | 96 | 74 | 93 | 13054.9 | 102 |
| HARDIN | 6 | 7 | 4 | 5 | 85 | 10 | 14 | 8 | 5 | 7 | 1861.7 | 8 |
| HARLAN | 35 | 45 | 39 | 51 | 50 | 45 | 51 | 58 | 42 | 43 | 6493.0 | 44 |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| HARRISON | 60 | 47 | 44 | 53 | 5 | 47 | 74 | 50 | 64 | 74 | 7142.6 | 51 |
| HART | 63 | 51 | 23 | 53 | 83 | 69 | 29 | 41 | 15 | 78 | 6655.5 | 46 |
| HENDERSON | 22 | 18 | 44 | 19 | 54 | 20 | 22 | 28 | 17 | 17 | 3806.9 | 21 |
| HENRY | 73 | 68 | 106 | 45 | 60 | 61 | 98 | 51 | 37 | 57 | 9059.6 | 62 |
| HICKMAN | 118 | 117 | 90 | 115 | 46 | 114 | 82 | 112 | 112 | 118 | 14126.0 | 116 |
| HOPKINS | 21 | 19 | 26 | 35 | 105 | 24 | 19 | 13 | 23 | 18 | 4461.0 | 26 |
| JACKSON | 84 | 91 | 82 | 59 | 7 | 89 | 103 | 88 | 105 | 63 | 10136.3 | 77 |
| JEFFERSON | 1 | 1 | 1 | 1 | 32 | 1 | 9 | 1 | 1 | 1 | 605.0 | 1 |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|--------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAIRATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| JESSAMINE | 19 | 21 | 71 | 24 | 45 | 16 | 53 | 18 | 33 | 26 | 5032.6 | 31 |
| JOHNSON | 50 | 59 | 71 | 92 | 116 | 35 | 21 | 76 | 60 | 82 | 10083.3 | 75 |
| KENTON | 3 | 3 | 16 | 3 | 76 | 3 | 11 | 3 | 4 | 4 | 1732.9 | 5 |
| KNOTT | 70 | 76 | 33 | 28 | 6 | 57 | 33 | 85 | 61 | 78 | 6105.6 | 41 |
| KNOX | 32 | 42 | 13 | 41 | 41 | 37 | 48 | 33 | 57 | 41 | 5084.9 | 33 |
| LARUE | 79 | 77 | 82 | 82 | 87 | 78 | 94 | 49 | 59 | 83 | 10877.2 | 82 |
| LAUREL | 16 | 13 | 7 | 13 | 63 | 18 | 24 | 15 | 9 | 14 | 2454.1 | 12 |
| LAWRENCE | 72 | 80 | 71 | 66 | 62 | 72 | 1 | 106 | 91 | 54 | 9230.4 | 65 |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| LEE | 110 | 114 | 99 | 117 | 86 | 117 | 1 | 117 | 116 | 113 | 13978.3 | 115 |
| LESLIE | 94 | 116 | 106 | 109 | 118 | 114 | 1 | 115 | 79 | 115 | 13667.6 | 111 |
| LETCHER | 47 | 61 | 48 | 29 | 17 | 40 | 70 | 69 | 41 | 49 | 5954.6 | 38 |
| LEWIS | 82 | 107 | 90 | 92 | 81 | 104 | 1 | 109 | 93 | 104 | 11983.3 | 92 |
| LINCOLN | 45 | 57 | 39 | 36 | 18 | 58 | 59 | 58 | 68 | 34 | 6082.3 | 40 |
| LIVINGSTON | 102 | 96 | 118 | 85 | 73 | 86 | 110 | 83 | 77 | 78 | 12699.5 | 100 |
| LOGAN | 41 | 49 | 48 | 63 | 84 | 56 | 35 | 56 | 35 | 60 | 7635.0 | 53 |
| LYON | 108 | 85 | 99 | 79 | 115 | 99 | 117 | 74 | 49 | 70 | 12246.0 | 98 |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| MCCRACKEN | 12 | 10 | 6 | 7 | 35 | 11 | 16 | 10 | 14 | 6 | 1577.0 | 3 |
| MCCREARY | 62 | 79 | 106 | 43 | 14 | 70 | 99 | 66 | 109 | 88 | 9916.7 | 72 |
| MCLEAN | 101 | 92 | 115 | 97 | 69 | 103 | 85 | 99 | 84 | 93 | 13373.5 | 105 |
| MADISON | 9 | 9 | 5 | 14 | 77 | 9 | 13 | 5 | 12 | 9 | 2183.2 | 9 |
| MAGOFFIN | 85 | 94 | 82 | 109 | 107 | 65 | 67 | 87 | 86 | 101 | 12655.3 | 99 |
| MARION | 59 | 62 | 30 | 72 | 23 | 51 | 88 | 103 | 74 | 49 | 8359.9 | 58 |
| MARSHALL | 34 | 36 | 29 | 33 | 71 | 26 | 55 | 34 | 28 | 21 | 4932.9 | 30 |
| MARTIN | 87 | 104 | 82 | 107 | 80 | 99 | 34 | 80 | 79 | 108 | 12206.9 | 97 |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | | |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County | |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| MASON | 65 | 44 | 68 | 57 | 53 | 43 | 73 | 44 | 56 | 57 | 8052.2 | 55 |
| MEADE | 38 | 55 | 48 | 23 | 8 | 59 | 56 | 61 | 86 | 38 | 5952.0 | 37 |
| MENIFEE | 116 | 114 | 106 | 115 | 51 | 113 | 96 | 115 | 117 | 115 | 14784.3 | 118 |
| MERCER | 54 | 53 | 63 | 89 | 98 | 61 | 18 | 46 | 66 | 43 | 9099.5 | 63 |
| METCALFE | 100 | 82 | 90 | 104 | 90 | 106 | 104 | 102 | 86 | 104 | 13707.0 | 112 |
| MONROE | 96 | 108 | 90 | 101 | 68 | 112 | 65 | 111 | 105 | 115 | 13393.1 | 106 |
| MONTGOMERY | 42 | 33 | 68 | 40 | 49 | 27 | 49 | 43 | 43 | 36 | 6350.7 | 43 |
| MORGAN | 80 | 87 | 82 | 51 | 11 | 79 | 97 | 66 | 98 | 108 | 9877.8 | 71 |

2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|---------------|--|
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | Top 25 County | |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) | | |
| MUHLENBERG | 33 | 37 | 48 | 56 | 95 | 39 | 68 | 45 | 33 | 25 | 7069.3 | 49 | | |
| NELSON | 23 | 23 | 16 | 18 | 19 | 19 | 42 | 27 | 39 | 22 | 3201.7 | 16 | | |
| NICHOLAS | 113 | 109 | 115 | 101 | 22 | 107 | 102 | 106 | 115 | 113 | 13977.8 | 114 | | |
| OHIO | 49 | 50 | 30 | 31 | 36 | 45 | 50 | 38 | 51 | 43 | 5318.7 | 34 | | |
| OLDHAM | 15 | 29 | 36 | 30 | 89 | 29 | 39 | 34 | 25 | 33 | 5056.4 | 32 | | |
| OWEN | 97 | 102 | 68 | 81 | 9 | 92 | 81 | 90 | 105 | 93 | 10851.6 | 81 | | |
| OWSLEY | 119 | 119 | 106 | 120 | 101 | 119 | 120 | 119 | 120 | 104 | 15888.7 | 120 | | |
| PENDLETON | 75 | 64 | 102 | 60 | 12 | 64 | 77 | 54 | 71 | 52 | 9113.4 | 64 | | |

| 2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems) | | | | | | | | | | | | |
|---|-------------------------|------------------|------------|-------------------|---------------------------|-----------------------------------|-----------------------------------|---------------------|-------------------|--------------------------|-------------------|---------------------------|
| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% |
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) |
| PERRY | 36 | 30 | 18 | 25 | 25 | 25 | 28 | 47 | 36 | 36 | 3935.4 | 22 |
| PIKE | 13 | 11 | 3 | 12 | 48 | 5 | 17 | 11 | 7 | 11 | 1773.1 | 6 |
| POWELL | 89 | 73 | 63 | 46 | 15 | 74 | 86 | 103 | 86 | 60 | 8853.3 | 61 |
| PULASKI | 14 | 17 | 13 | 17 | 64 | 21 | 31 | 19 | 28 | 15 | 3156.1 | 15 |
| ROBERTSON | 120 | 120 | 120 | 119 | 13 | 120 | 120 | 118 | 119 | 119 | 15322.1 | 119 |
| ROCKCASTLE | 68 | 54 | 33 | 49 | 99 | 52 | 66 | 31 | 30 | 65 | 7116.2 | 50 |
| ROWAN | 51 | 38 | 44 | 76 | 110 | 42 | 60 | 57 | 44 | 63 | 8661.8 | 60 |
| RUSSELL | 64 | 69 | 71 | 94 | 106 | 79 | 91 | 94 | 96 | 88 | 12201.1 | 96 |

2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | |
|---|----------------------|---------------|------------|----------------|---------------------|-----------------------------|-----------------------------|------------------|----------------|-----------------------|----------------|------------------------|------|------|------|------|------|------|------|------|---------------|
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | |
| County name | | | | | | | | | | | | | | | | | | | | | Top 25 County |
| | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) | | | | | | | | | |
| SCOTT | 20 | 20 | 39 | 20 | 75 | 22 | 38 | 16 | 19 | 19 | 4076.1 | 23 | | | | | | | | | |
| SHELBY | 25 | 22 | 21 | 25 | 97 | 27 | 54 | 20 | 16 | 24 | 4426.1 | 25 | | | | | | | | | |
| SIMPSON | 66 | 46 | 60 | 57 | 102 | 55 | 83 | 32 | 20 | 54 | 8094.2 | 56 | | | | | | | | | |
| SPENCER | 67 | 82 | 56 | 76 | 16 | 81 | 64 | 79 | 113 | 83 | 9786.4 | 69 | | | | | | | | | |
| TAYLOR | 48 | 41 | 48 | 71 | 65 | 54 | 58 | 71 | 66 | 43 | 8334.4 | 57 | | | | | | | | | |
| TODD | 90 | 86 | 63 | 87 | 29 | 81 | 89 | 64 | 78 | 65 | 10125.6 | 76 | | | | | | | | | |
| TRIGG | 78 | 72 | 55 | 82 | 88 | 71 | 93 | 72 | 72 | 43 | 10064.3 | 74 | | | | | | | | | |
| TRIMBLE | 104 | 101 | 90 | 72 | 4 | 84 | 118 | 96 | 102 | 65 | 11090.5 | 86 | | | | | | | | | |

2010-2012 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

| PERCENT WEIGHT (calculated based on numeric weight) | 4.3% | 0.0% | 17.4% | 26.1% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | 8.7% | | |
|---|----------------------|---------------|------------|----------------|---------------------|-----------------------------|-----------------------------|------------------|----------------|-----------------------|----------------|-------------------------|--|---------------|
| NUMERIC WEIGHT (assigned) | 0.5 | 0.0 | 2.0 | 3.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | | Top 25 County |
| County name | ESTIMATED POPULATION | TOTAL CRASHES | FATALITIES | INCAP INJURIES | FAI RATE PER 100MVM | IMPAIRED DRIVING COLLISIONS | UNBELTED FATALITIES PERCENT | SPEED COLLISIONS | CMV COLLISIONS | MOTORCYCLE COLLISIONS | WEIGHTED SCORE | OVERALL RANK (1 - 120) | | |
| UNION | 74 | 70 | 82 | 64 | 30 | 75 | 100 | 60 | 61 | 60 | 9424.8 | 66 | | |
| WARREN | 5 | 5 | 8 | 10 | 108 | 6 | 27 | 6 | 6 | 3 | 2456.4 | 13 | | |
| WASHINGTON | 92 | 84 | 71 | 68 | 26 | 73 | 113 | 88 | 65 | 99 | 10345.4 | 78 | | |
| WAYNE | 55 | 75 | 56 | 89 | 70 | 94 | 69 | 65 | 111 | 99 | 11049.5 | 84 | | |
| WEBSTER | 83 | 81 | 106 | 99 | 120 | 96 | 112 | 80 | 69 | 83 | 13429.7 | 108 | | |
| WHITLEY | 30 | 25 | 21 | 16 | 44 | 30 | 45 | 21 | 21 | 29 | 3558.4 | 18 | | |
| WOLFE | 112 | 100 | 90 | 76 | 20 | 86 | 111 | 73 | 105 | 83 | 11394.7 | 89 | | |
| WOODFORD | 44 | 35 | 36 | 46 | 78 | 33 | 40 | 22 | 37 | 43 | 5859.3 | 35 | | |

Kentucky

Fiscal Year 2014 Section 405 Grants Notification

Occupant Protection - 405(b)

Qualified yes no did not apply

| Criteria | Criteria submitted Yes/no | Met criteria | Did not meet criteria | List reason(s) the State did not meet criteria |
|--|---------------------------|--------------|-----------------------|--|
| Low Seat Belt Use States | | | | |
| Primary seat belt use law <ul style="list-style-type: none"> Assurance signed by the GR and a legal citation provided | yes | yes | | |
| Occupant Protection law <ul style="list-style-type: none"> Assurance signed by the GR and a legal citation provided | no | | | |
| Seat belt enforcement plan | yes | yes | | |
| High Risk Countermeasures program | yes | yes | | |
| Comprehensive occupant protection program | no | | | |
| Occupant protection program assessment | no | | | |
| | | | | |
| All States | | | | |
| Maintenance of effort | yes | yes | | |
| Click It or Ticket mobilization | yes | yes | | |
| Occupant protection plan | yes | yes | | |
| Child restraint inspection station network | yes | yes | | |
| Child passenger safety technician plan | yes | yes | | |

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National Highway Traffic Safety Administration

State Traffic Safety Information System Improvements - 405(c)
apply

Qualified x yes no did not

| Criteria | Criteria submitted Yes/no | Met criteria | Did not meet criteria | List reason(s) the State did not meet criteria |
|--|---------------------------|--------------|-----------------------|--|
| Maintenance of effort | x | x | | |
| TRCC charter or statute | x | x | | |
| TRCC meeting schedule and reports | x | x | | |
| TRCC membership information | x | x | | |
| Traffic records coordinator | x | x | | |
| State strategic plan | x | x | | |
| Assessment or update of highway safety data and traffic records system | x | x | | |
| Written description of performance measures and supporting data | x | x | | |

Impaired Driving Countermeasures - 405(d)

Qualified X yes no did not apply

| Criteria | Criteria submitted Yes/no | Met criteria | Did not meet criteria | List reason(s) the State did not meet criteria |
|---|---------------------------|--------------|-----------------------|--|
| All States/Low-Range | | | | |
| • Provided assurance signed by the GR: | X | X | | |
| ○ Maintenance of effort | X | X | | |
| ○ Expenditures for statutorily specified programs only | X | X | | |
| Mid-Range | X | X | | |
| • Submitted a Statewide Impaired Driving Plan developed by Statewide taskforce within last 3 years; or | X | X | | |
| • Provided assurance State will develop and submit a Statewide Impaired Driving Plan by September 1 of grant year | | | | |
| High-Range | | | | |
| • Provided an assurance that an assessment will be conducted by September 1 of grant year | | | | |

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| | | | | |
|--|--|--|--|--|
| <ul style="list-style-type: none"> Submitted a statewide Impaired Driving Plan, developed by a Statewide ID task force within last 3 years; or | | | | |
| <ul style="list-style-type: none"> Provided assurance that a Statewide ID Plan will be developed and submitted to NHTSA by Sept. 1 of grant year | | | | |
| <ul style="list-style-type: none"> <ul style="list-style-type: none"> The plan must address any recommendations from the Assessment; and must also include a detailed strategy for spending grant funds and how that spending contributed to meeting State performance targets | | | | |

Ignition Interlock - 405(d)

Qualified ___yes ___X___no___ did not apply

| Criteria | Criteria submitted Yes/no | Met criteria | Did not meet criteria | List reason(s) the State did not meet criteria |
|--|---------------------------|--------------|-----------------------|--|
| States enact and enforce a compliant law by application deadline | | | | |
| <ul style="list-style-type: none"> Law must require all offenders convicted of a DUI offense to be limited to driving only motor vehicles equipped with an interlock for a minimum of 30 days | | | | |
| <ul style="list-style-type: none"> Assurances must be signed by GR and a legal citation provided | | | | |

Distracted Driving - 405(e)

Qualified ___yes ___no ___X___ did not

apply

| Criteria | Criteria submitted Yes/No | Met Criteria | Did Not Meet Criteria | List reason(s) the State did not meet criteria |
|--------------------------------------|---------------------------|--------------|-----------------------|--|
| Assurances in Part 4 of Appendix D | | | | |
| Prohibition on texting while driving | | | | |

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| | | | | |
|---|--|--|--|--|
| <ul style="list-style-type: none"> Prohibit drivers from texting through a personal wireless communication device while driving | | | | |
| <ul style="list-style-type: none"> Make the violation a primary offense | | | | |
| <ul style="list-style-type: none"> Minimum fine of \$25 for first offense | | | | |
| <ul style="list-style-type: none"> Increased fines for repeat violations within 5 years of previous violation | | | | |
| Prohibition on youth cell phone use while driving | | | | |
| <ul style="list-style-type: none"> Prohibit a driver who is younger than 18 from using a personal wireless communications device while driving | | | | |
| <ul style="list-style-type: none"> Make the violation a primary offense | | | | |
| <ul style="list-style-type: none"> Require distracted driving issues to be tested as part of State's driver's license exam | | | | |
| <ul style="list-style-type: none"> Minimum fine of \$25 for first violation | | | | |
| <ul style="list-style-type: none"> Increased fines for repeat violations within 5 years of previous violation | | | | |

Motorcyclist Safety - 405(f)

Qualified ___yes ___no ___ did not apply

| Criteria | Criteria submitted Yes/no | Met criteria | Did not meet criteria | List reason(s) the State did not meet criteria |
|---|---------------------------|--------------|-----------------------|--|
| Motorcycle rider training courses | No | | | |
| Motorcyclist awareness program | Yes | Yes | | |
| Reduction of fatalities and crashes involving motorcycles | No | | | |
| Impaired driving program | No | | | |
| Reduction of fatalities and accidents involving impaired motorcyclist | No | | | |
| Use of fees collected from motorcyclist for motorcycle Programs | Yes | | | |

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 National Highway Traffic Safety Administration

**State Graduated Driver Licensing - 405(g)
 apply**

Qualified ___yes ___no__X__ did not

| Criteria | Criteria submitted Yes/no | Met criteria | Did not meet criteria | List reason(s) the State did not meet criteria |
|--|------------------------------|--------------|-----------------------|--|
| Graduated driver licensing law <ul style="list-style-type: none"> • Assurances signed by the GR and a legal citation provided | | | | |
| License distinguishability (between learner's permit, intermediate license and full license). | | | | |