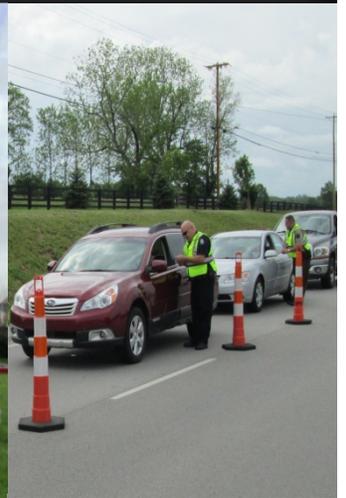


# KENTUCKY TRANSPORTATION CABINET

# KENTUCKY OFFICE OF HIGHWAY SAFETY



## 2016 Highway Safety Performance Plan

**COMMONWEALTH OF KENTUCKY  
HIGHWAY SAFETY PERFORMANCE PLAN  
FISCAL YEAR 2016**  
(October 1, 2015 – September 30, 2016)

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

Prepared by:  
  
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Kentucky Office of Highway Safety  
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Note: This plan is subject to revision at any time during the twelve-month period from October 1, 2015 to September 30, 2016.

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# **I. 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 2013 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 2013 there were approximately 3,401,165 registered vehicles and 2,989,812 licensed drivers.

## **Executive Summary**

This document serves as Kentucky's application for Section 402 and MAP 21 State and Community Highway Safety funds for the 2016 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).

## II. Office of Highway Safety Organizational Chart

### Kentucky Office of Highway Safety



### **III. 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 Office of Highway Safety 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 (2011-2013) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the Appendix) tabulates data from each of the following data factors for each county:

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

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. 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. For the upcoming year, the KOHS announced that it will target highway safety countermeasures in those counties that were ranked in the top 40 overall. The grant review committee is comprised of KOHS staff, Law Enforcement Liaisons and our NHTSA Regional program Manager. The review

committee uses this matrix and the identification of priority counties as a tool in reviewing applications for highway safety project funding. Individual factor rankings were consulted to help determine the most suitable program area for particular project proposals. This was especially helpful for evaluating law enforcement proposals, which make up a large percentage of the applications received.

In addition to the data analysis conducted by 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. This year, the grant review committee met for several days in April 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 2016, a total of 162 external grant applications were received. 144 of those were enforcement proposals, 18 were educational, data or other projects 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 120 enforcement proposals, 14 educational/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.

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

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 2017. 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 eleven emphasis areas:

- Aggressive Driving
- Commercial Motor Vehicles
- Distracted Driving
- High Risk Young and Mature
- Impaired Driving
- Incident Management
- Intersections
- Motorcycles
- Non Motorized-Bike-Pedestrian
- Occupant Protection
- Roadway Departure

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.

## IV. Performance Plan: Data Trends & Performance Goals/Objectives

### Kentucky Performance Measures & Crash Data

Source: STSI/UK Transportation Center

#### 2005-2013 Yearly Totals

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatalities	985	913	864	825	791	760	720	746	638
Fatality Rate per 100M VMT	2.08	1.91	1.8	1.74	1.67	1.58	1.50	1.58	1.36
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	508	474	382	381	352	310	306	309	245
Serious Injuries	5,841	5,542	5,082	4,620	4,491	4,057	3,873	3,825	3,175
Fatalities involving a driver or motorcycle operator with .08+ BAC	249	216	212	186	192	168	172	169	167
Speeding – Related Fatalities	187	160	132	154	154	154	141	151	125
Motorcyclist Fatalities	89	98	112	101	86	96	71	106	87
Unhelmeted Motorcyclist Fatalities	58	68	72	60	50	58	42	68	59
Drivers Age 20 or Younger in Fatal Crashes	168	168	138	122	133	114	86	88	80
Pedestrian Fatalities	54	52	44	66	41	61	50	49	55
Bicyclist Fatalities	12	5	3	6	5	7	2	6	3
	2006	2007	2008	2009	2010	2011	2012	2013	2014
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	67.2	72	73.3	79.7	80.3	82.2	83.7	85	86.1

#### 2009-2013 Five Year Moving Averages

	2009	2010	2011	2012	2013	2016 Goal
Fatalities (5 year moving average)	876	831	792	768	731	623
Fatality Rate per 100M VMT (5 year moving average)	1.84	1.74	1.66	1.61	1.54	1.31
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	419	380	346	332	304	217
Serious Injuries (5 year moving average)	5,115	4,758	4,425	4,173	3,884	2,948
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving average)	211	195	186	177	174	143
Speeding – Related Fatalities (5 year moving average)	157	151	147	151	145	138

<b>Motorcyclist Fatalities</b> (5 year moving average)	97	99	93	92	89	83
<b>Unhelmeted Motorcyclist Fatalities</b> (5 year moving average)	62	62	56	56	55	48
<b>Drivers Age 20 or Younger in Fatal Crashes</b> (5 year moving average)	146	135	119	109	100	63
<b>Pedestrian Fatalities</b>	51	53	52	53	51	49
<b>Bicyclist Fatalities</b> (5 year moving average)	6	5	5	5	5	4
	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2016 Goal</b>
<b>Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)</b>	80.3	82.2	83.7	85	86.1	89.2

#### Grant-Funded Enforcement Data

	FY 2011	FY 2012	FY 2013	FY 2014	FY11-13 Average	FY12-14 Average
<b>Seat belt citations</b>	37,986	40,891	31,758	30,832	36,878	34,494
<b>DUI arrests</b>	3,452	3,852	4,234	4,084	3,846	4,057
<b>Speeding citations</b>	36,462	43,279	39,295	34,776	39,679	39,117

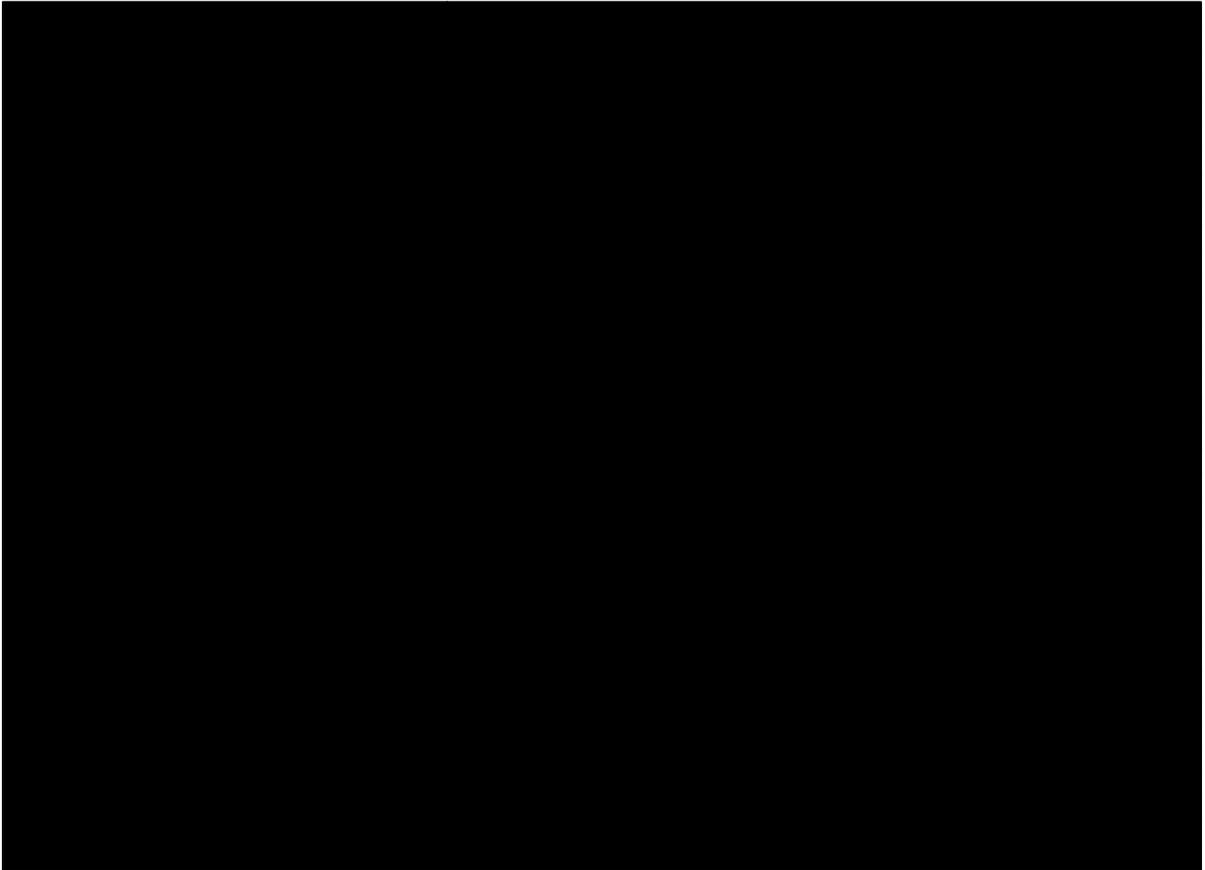
#### Performance Goal Statements

When compiling data for analysis in determining our goals for each of the core outcome measures, the data were analyzed using yearly totals, five year moving averages and three-year moving averages. The trends and projected goals for each of the measures seemed to be more representative and attainable when using the five-year moving average using data from 2009-2013.

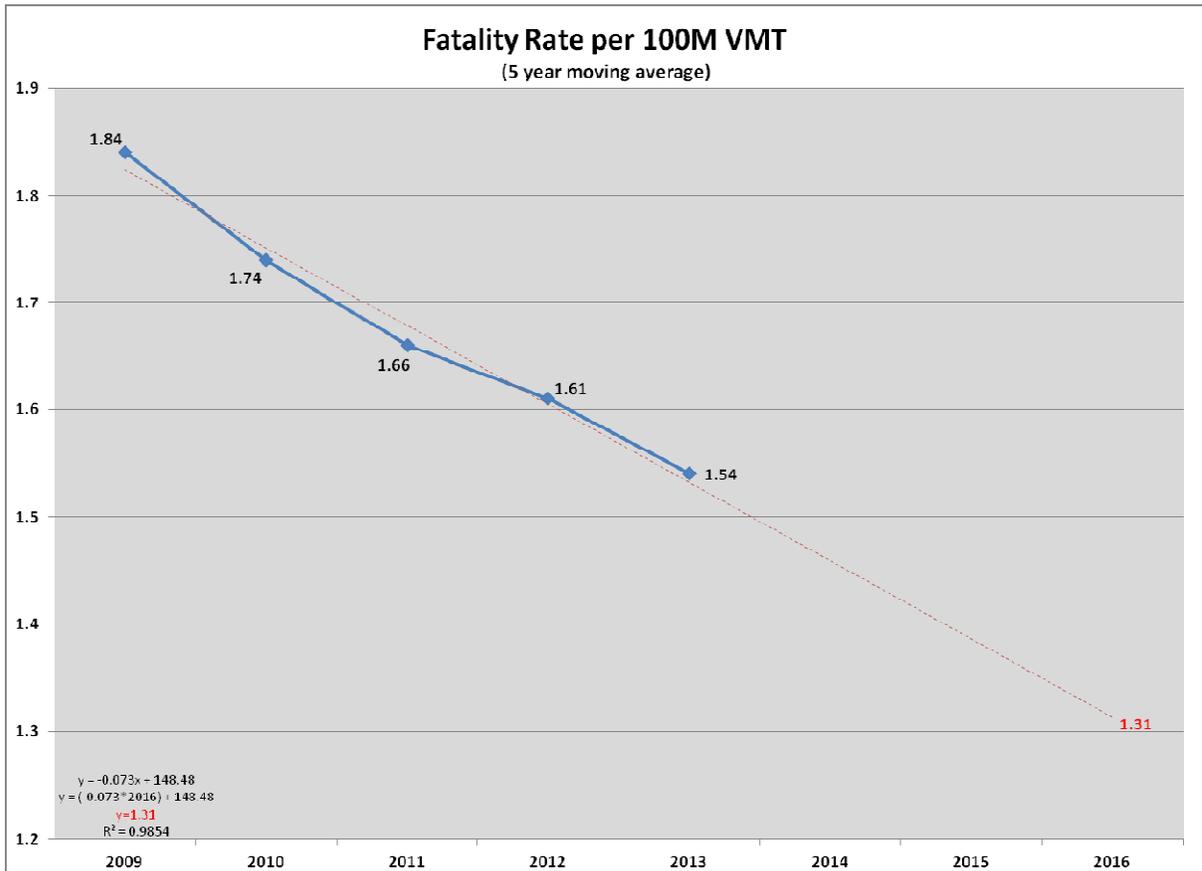
Each of the measures below uses a five point, five-year moving average, and each goal was determined by projecting the trend line ahead to determine a 2016 goal. Taking into account data from the past and how the current trend is moving, this allows Kentucky to work towards sustaining, or moving towards, a downward trend.

## **Goal Statements for Core Outcome Measures**

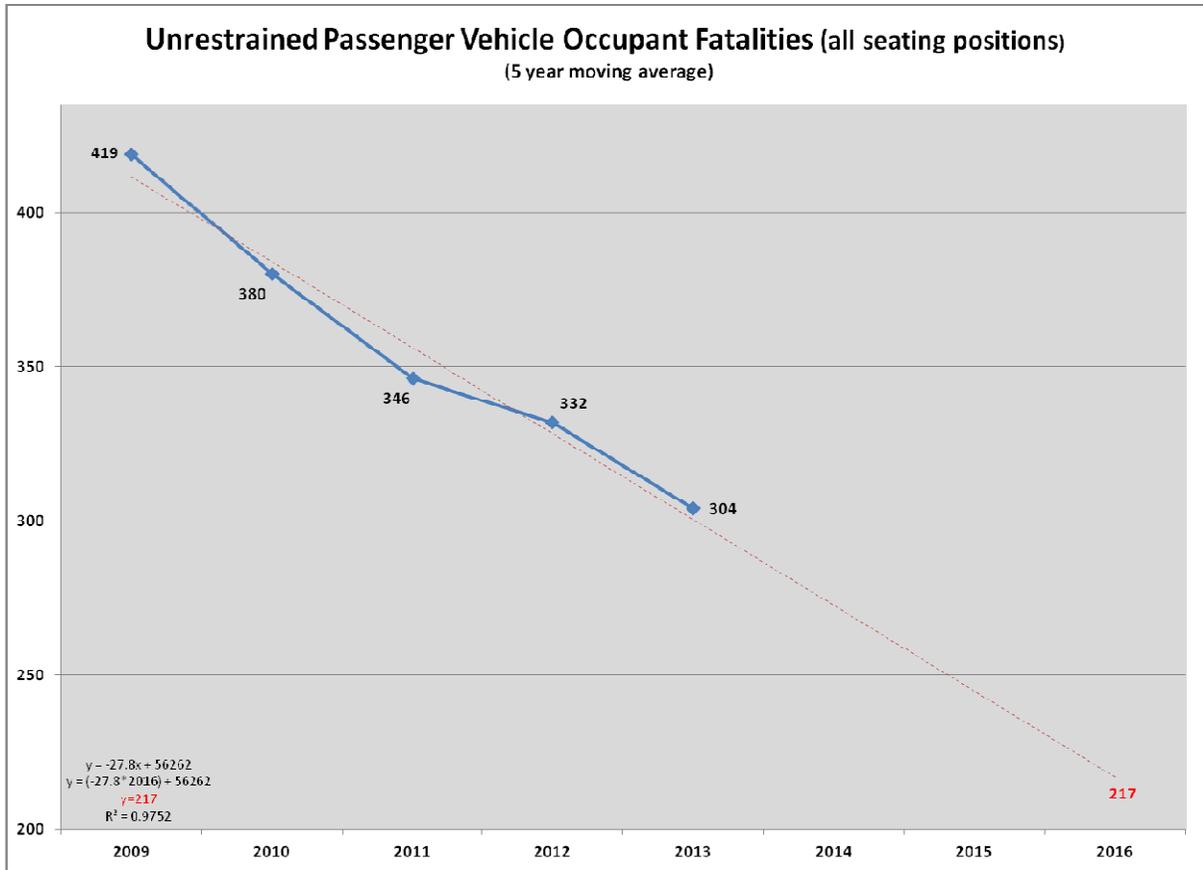
1. To decrease fatalities 15% from the 2009-2013 calendar base year average of 731 to 623 for the 2012-2016 calendar years average.



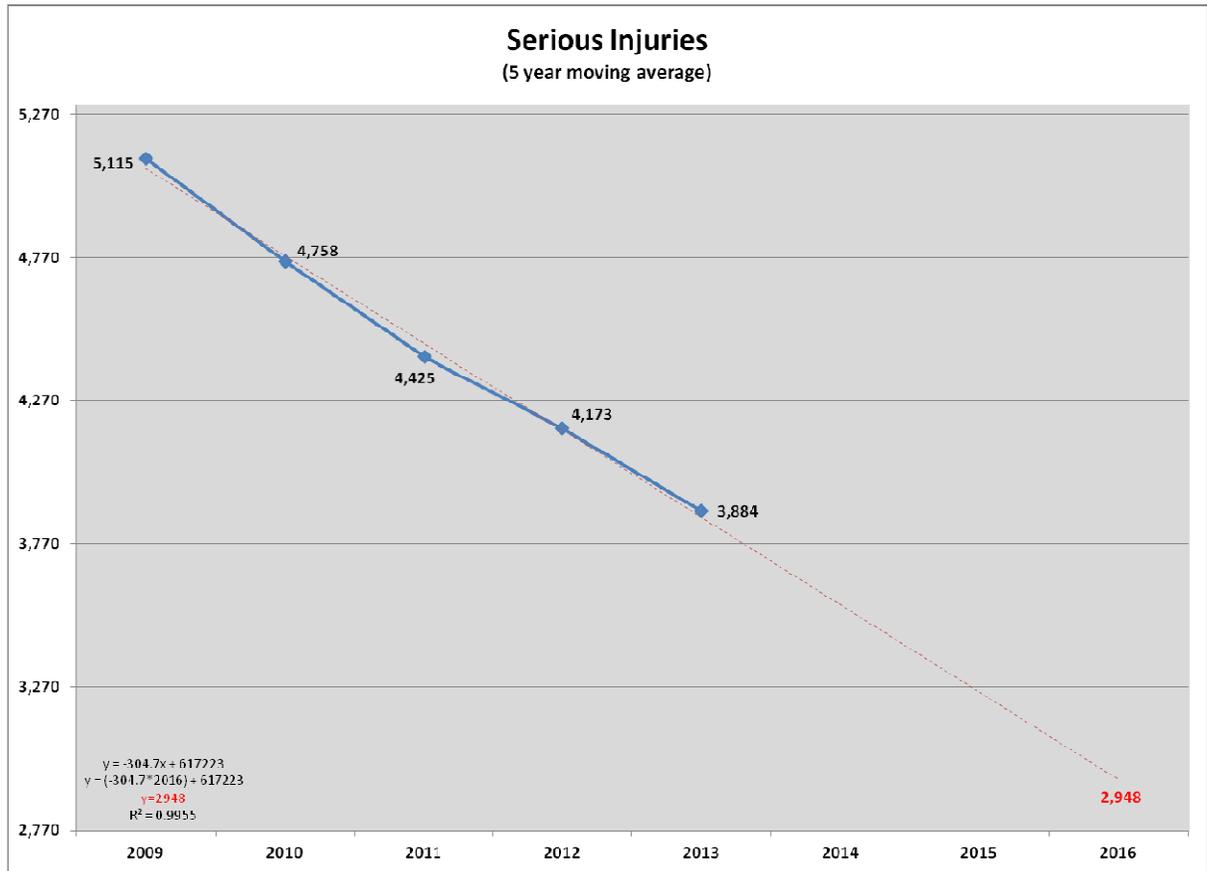
2. To decrease fatalities/100M VMT 15% from the 2009-2013 calendar base year rate of 1.54 to 1.31 for the 2012-2016 calendar years average.



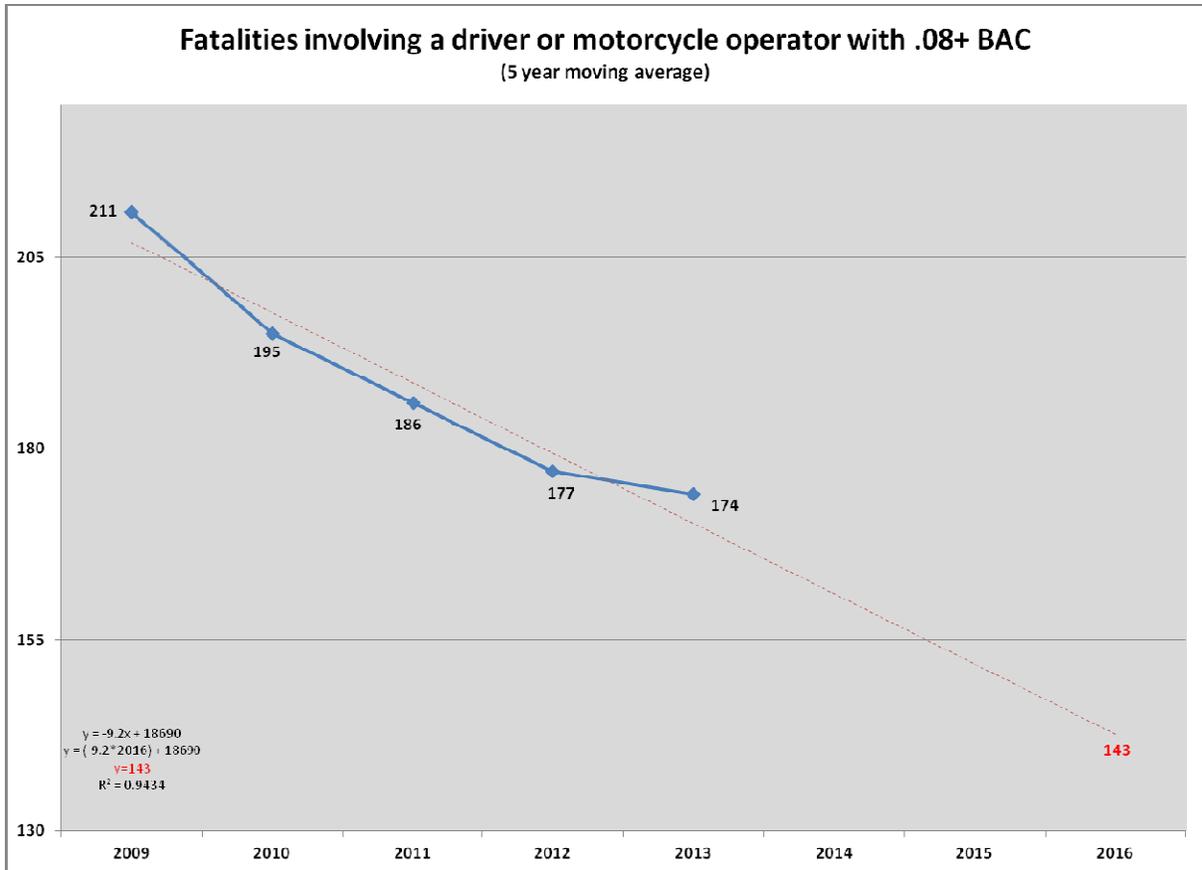
3. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 29% from the 2009-2013 calendar base year average of 304 to 217 for the 2012-2016 calendar years average.



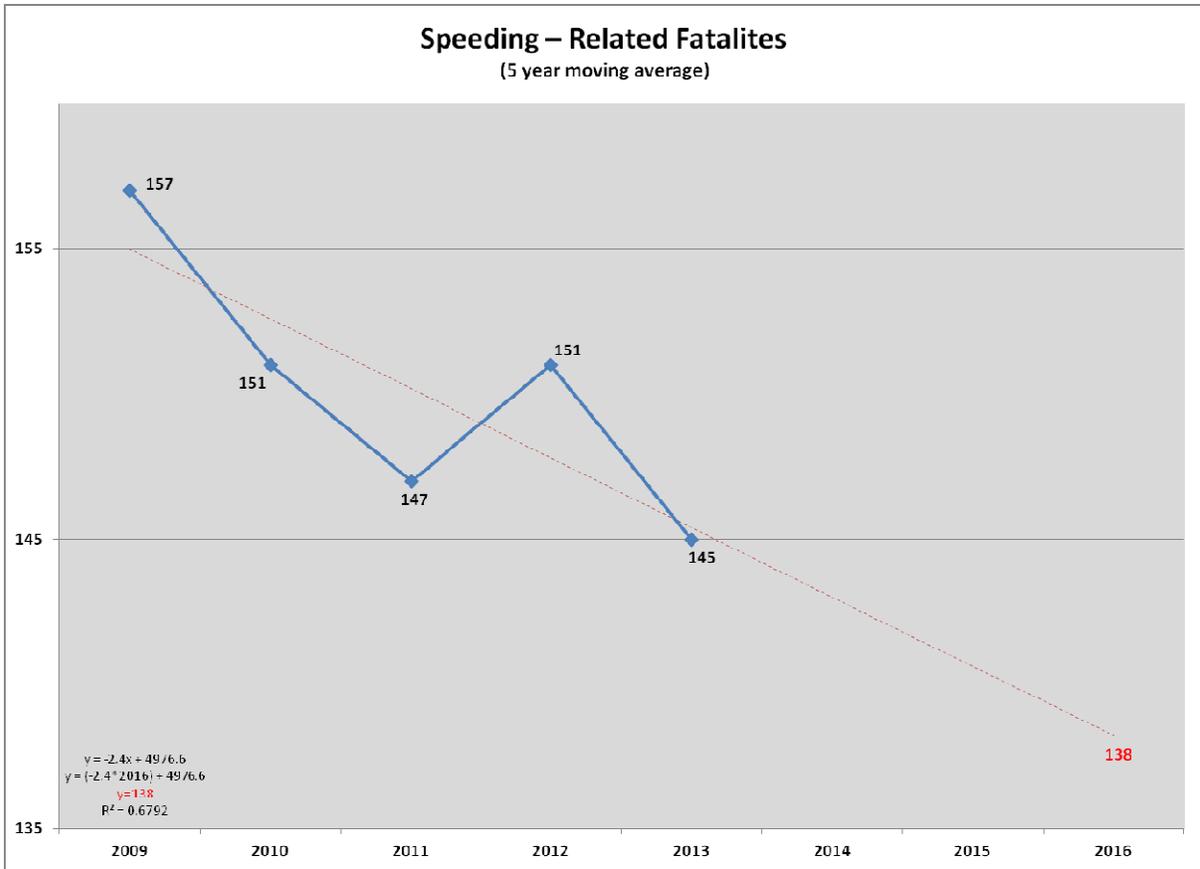
4. To decrease serious traffic injuries 24% from the 2009-2013 calendar base year average of 3,884 to 2,948 for the 2012-2016 calendar years average.



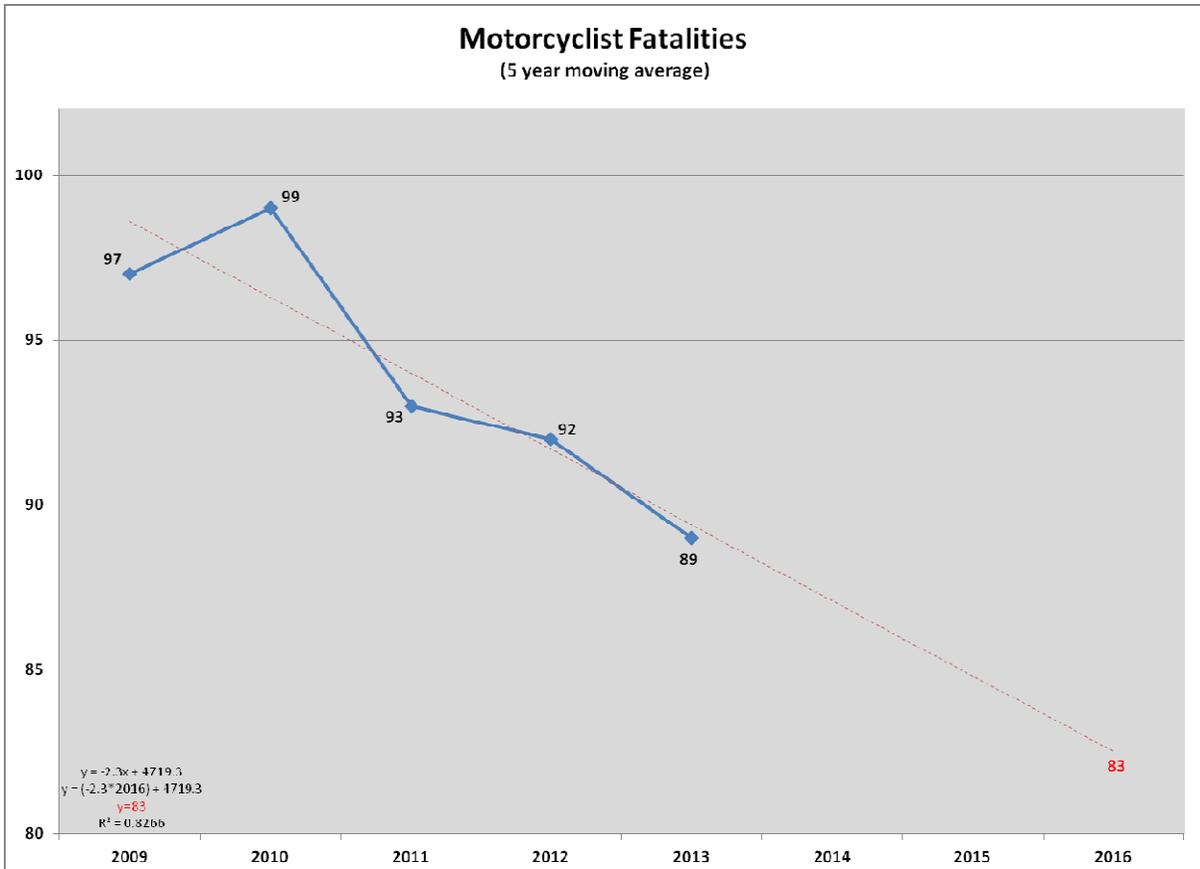
5. To decrease alcohol-impaired driving fatalities 18% from the 2009-2013 calendar base year average of 174 to 143 for the 2012-2016 calendar years average.



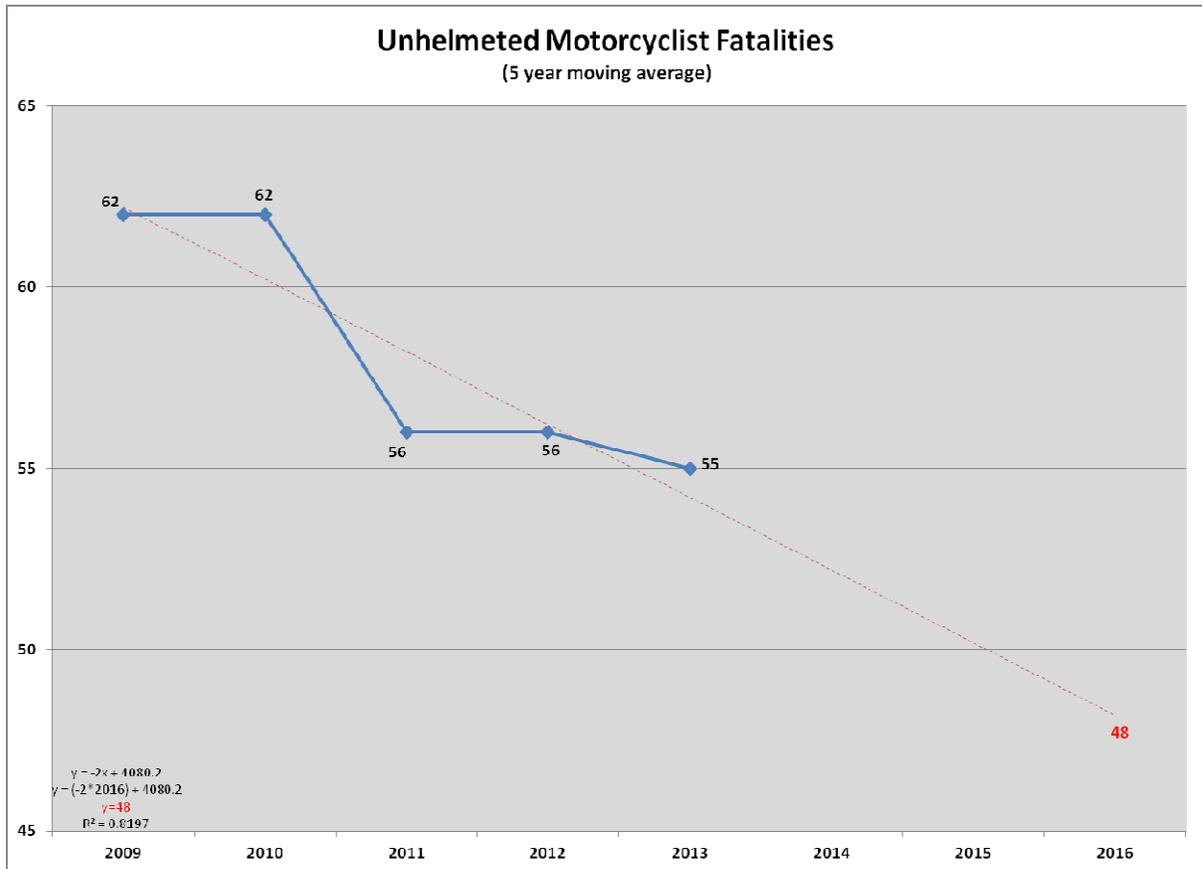
6. To decrease speeding-related fatalities 5% from the 2009-2013 calendar base year average of 145 to 138 for the 2012-2016 calendar years average.



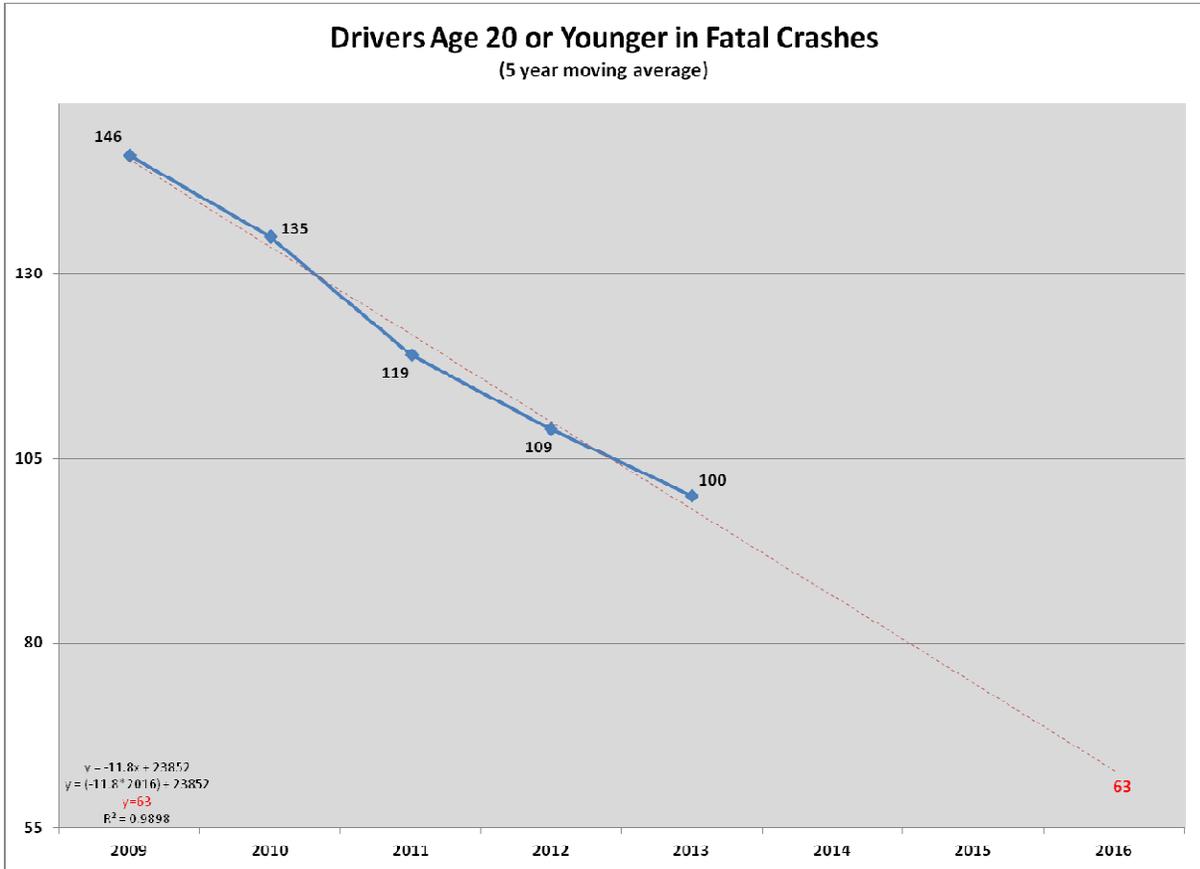
7. To decrease motorcyclist fatalities 7% from the 2009-2013 calendar base year average of 89 to 83 for the 2012-2016 calendar years average.



8. To decrease un-helmeted motorcyclist fatalities 13% from the 2009-2013 calendar base year average of 55 to 48 for the 2012-2016 calendar years average.

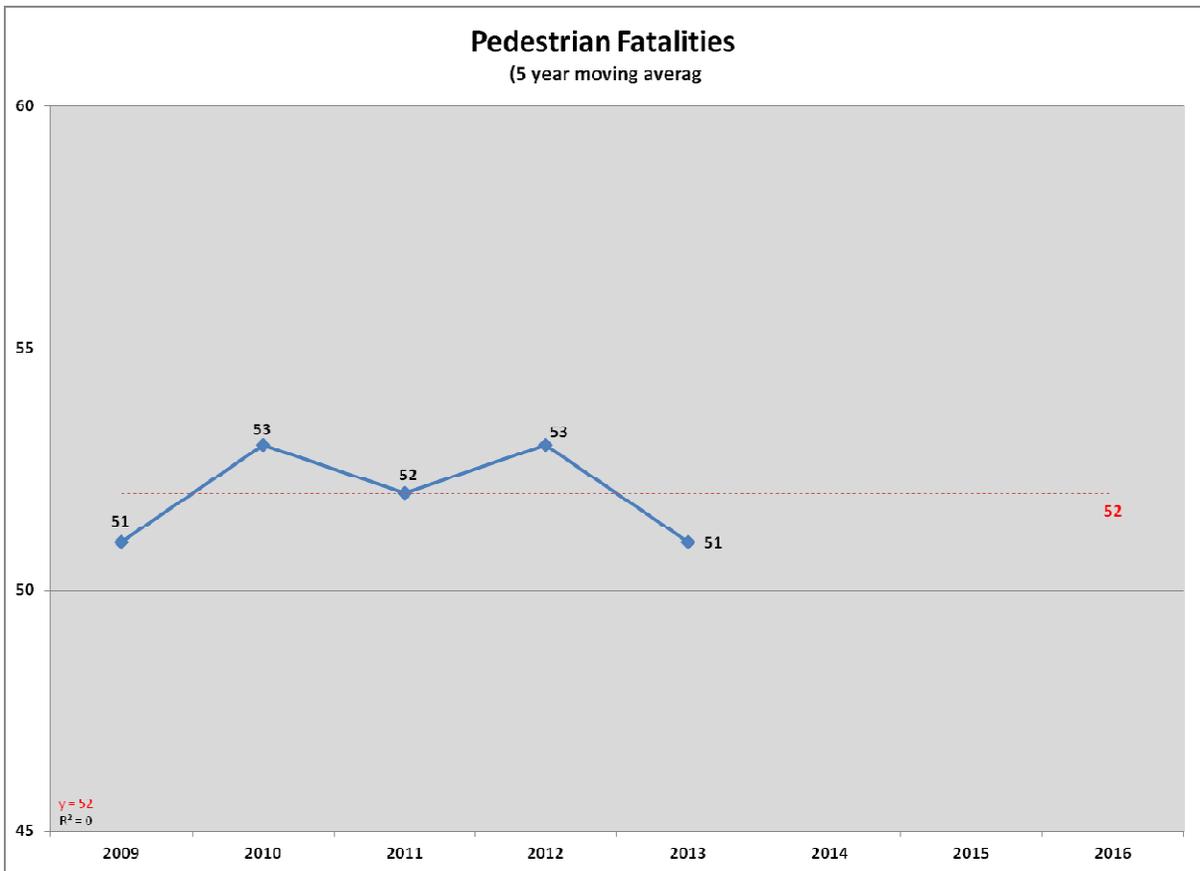


9. To decrease drivers age 20 or younger involved in fatal crashes by 37% from the 2009-2013 calendar base year average of 100 to 63 for the 2012-2016 calendar years average.

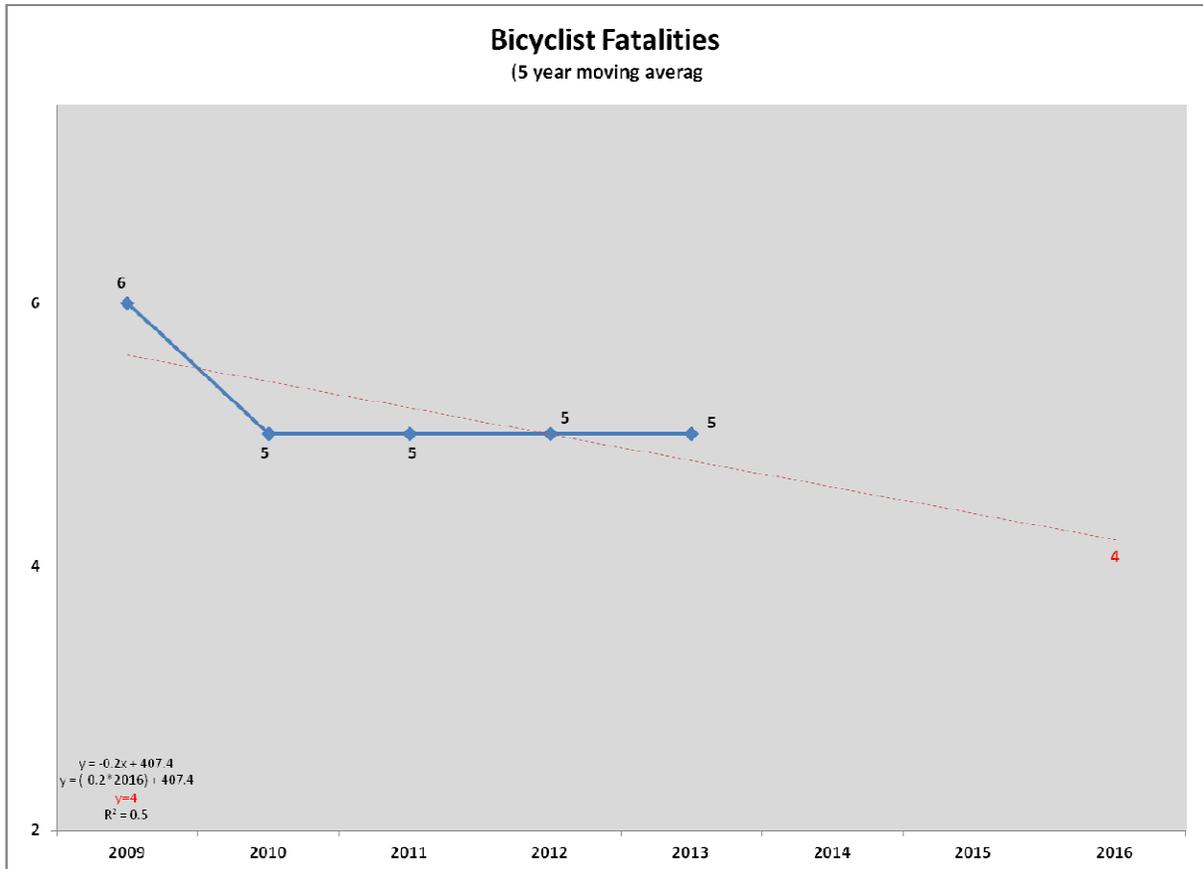


10. To decrease pedestrian fatalities 4% from the 2009-2013 calendar base year average of 51 to 49\* for the 2012-2016 calendar years average.

\* Despite a projected increase in pedestrian fatalities, as shown by the trend line and graph below, the KY Office of Highway Safety feels that a 4% reduction in the base year average is a realistic goal. There have been several new initiatives put into place to address pedestrian fatalities, including a grant awarded to Louisville, that are focused on reducing pedestrian fatalities in Kentucky, and a new Bicycle/Pedestrian Safety Coordinator position in the Office of Highway Safety.



11. To decrease bicyclist fatalities 20% from the 2009-2013 calendar base year average of 5 to 4 for the 2012-2016 calendar years average.



**Goal Statement for Core Behavior Measure**

To increase the seat belt usage rate 3.6% from the 2014 average of 86.1 to 89.2 percent for 2016.



\*2016 goal based upon past data and projected trend line shown above

## **Goal Statements for Activity Measures**

1. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2012-2014 calendar base year average of 34,494 to 35,184 by December 31, 2016.
2. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2012-2014 calendar base year average of 4,057 to 4,138 by December 31, 2016.
3. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2012-2014 calendar base year average of 39,117 to 39,899 by December 31, 2016.

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.

## V. Summary of KOHS Strategies

### A. NHTSA-funded Strategies (Grants Management Branch)

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

#### 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 also 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 and encourage the passage of stronger laws by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis area strategies in our SHSP.
- To participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over /Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- 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 also one of our impaired driving emphasis area strategies 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 also one of our impaired driving emphasis area strategies in our SHSP.
- To encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- To educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.
- Maintain, provide assistance and information to the Kentucky Impaired Driving Task Force as a member.
- Maintain and promote the Kentucky Drive Sober smart phone application.
- Continue the pilot DWID program to analyze effectiveness of oral swab drug testing kits for law enforcement agencies.
- To maintain and increase participation of the “Be a HERO Campaign” as an ongoing effort to prevent impaired driving by promoting the use of safe and sober designated drivers.

### **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 also 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 also 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 seat belt usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To participate in the National Highway Traffic Safety Administration’s *Click It or Ticket / Drive Sober or Get Pulled Over* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- 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 occupant protection emphasis area strategies 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 also one of our occupant protection emphasis area strategies in our SHSP.
- Passed stronger occupant protection law that requires children 40” to 57” tall and under 8 years old be restrained in a booster seat.
- 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 also one of our occupant protection emphasis area strategies 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 also one of our occupant protection emphasis area strategies in our SHSP.
- To conduct a statewide observational seat belt survey during June and July 2015 in accordance with NHTSA guidelines.
- To continue the Governor’s Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies 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 also one of our occupant protection emphasis area strategies in our SHSP.
- Develop OP task force to incorporate new strategies and activities identified from the OP assessment.

### **Police Traffic Services**

- To provide law enforcement agencies with the resources necessary to implement speed and other enforcement programs. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.

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

### **Motorcycle Safety**

- To use media and educational materials to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment. This strategy is also one of our emphasis area strategies for motorcycles in our SHSP.
- 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.
- To have a visible presence at motorcycle events statewide to promote training and safety.

## **B. FHWA-funded Strategies (Education Branch)**

### **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 2016:

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 90% of all Education Branch programming in the Top 40 Highway Safety Counties
5. Collaborate with the 12 District Coordinators to create and improve highway safety customer relationships
6. Provide personnel and the Highway Safety Checkpoint trailer in support of state and local law enforcement efforts

### **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 distracted driving emphasis area strategies in our SHSP.
4. Provide PSAs in support of the following enforcement mobilizations:
  - a. Distracted Driving (April)
  - b. Click it or Ticket (May-June)
  - c. Motorcycle Safety Awareness (May)
  - d. Blue Lights Across the Bluegrass (July)
  - e. Drive Sober or Get Pulled Over (August- September; December)

### **Education (District Coordinators)**

Maintain District Coordinator participation in Highway Safety educational programming

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

### **Education (Transportation Cabinet Employees)**

1. Conduct two Distracted Driving programs at the Transportation Cabinet central office building specifically for Transportation Cabinet employees. This strategy is also one of our distracted driving emphasis area strategies in our SHSP.
2. Conduct one CPS fitting station at the KOHS warehouse specifically for Transportation Cabinet employees.

### **Education (Emphasis Areas)**

1. Highway Safety Equipment

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

  - Maintain all highway safety educational and support equipment

- Use of Rollover Simulator for Occupant Protection program



- Use of 3D Simulator for Impaired Driving program



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



- Use of Child Passenger Safety Trailer for Occupant Protection Program



- Use of Distracted Driving Simulator for Distracted Driving program



## 2. Impaired Driving

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

- Continue to increase the number of 3D simulator events by 5% in the top 40 counties
- Continue to increase the number of impaired driving presentations by 5% in the top 40 counties
- Maintain and keep current the 3D simulator and trailer
- Provide Ghost Out program for educational presentations
- Provide Mock Crash program for educational presentations
- Develop a pre and post survey to administer to the students in classroom settings to evaluate program performance
- Provide educational information regarding the revised Ignition Interlock statues

## 3. Occupant Protection

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

- Provide a high volume of occupant protection programming in elementary, middle schools and high schools to educate the next generation of drivers
- Provide occupant protection programming to the commercial industry, targeting agencies with fleet vehicles through the corporate outreach program
- Continue to increase occupant protection programming by 5% in the top 40 counties
- Maintain and keep current Rollover Simulators
- Provide Rollover Simulators for educational presentations

4. Young Drivers

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

- Conduct highway safety presentations throughout Kentucky's 12 Highway Districts focusing on the top 40 counties with occupant protection, distracted driving and impaired driving problems
- Continually updating DVD package and new publications for young drivers safety programs
- Provide tip sheets and maintain current data for distribution of educational promotion items
- Provide Rollover Simulator, 3D Simulator, D2 Simulator, Ghost program and Mock Crash program for educational presentations

5. 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.

- Provide CEU opportunity for Child Passenger Safety Technicians (CPSTs)
- Increase the CPST retention rate to 55%
- Collaborate with agencies to provide CPS fitting stations across the state
- Provide CPS trailer for CPS checkup events

6. 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 our safety booths throughout the Commonwealth



- Provide *Intersections* (Share the Road) or any other applicable MSF training tools at motorcycle events and corporate outreach events throughout the Commonwealth
- Provide motorcycle safety equipment presentations in any appropriate venue throughout the Commonwealth

- Provide motorcycle safety and training information upon request from various motorcycle organizations and businesses to be distributed at their events throughout the Commonwealth
  - Provide BRC Training Completion Patches to BRC Training participants
7. 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, focusing 90% of effort on the top 40 counties
  - Continually updating DVD package and publications
  - Display mature drivers posters wherever Mature Driving programs have been conducted
  - Maintain and keep current tip sheets, presentations and materials
8. Distracted Driving  
Educate and inform the general public on the dangers of distracted driving through the use of the distracted driving simulator and informational presentations. Reduce the number of injuries and fatalities each year due to distracted driving.
- Continue to further educate the general public on the dangers and consequences of distracted driving.
  - Maintain and keep current interactive driving simulator and trailer
  - Employ up-to-date videos and presentations to educate about distracted driving, texting laws and the issues that surround it.
  - Collaborate with the Paducah Police Department who has been approved for a grant to educate through a program they call “Intexticated.”
  - Monitor selected police departments that have been awarded pilot grants from FHWA to enforce distracted driving laws.
  - Provide D2 Simulator for educational programs
9. 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% statewide
  - Distribute posters and other educational materials to corporate outreach partners
  - Provide presentations on distracted driving, impaired driving, occupant protection and drowsy driving for corporate outreach partners with vehicle fleets and shift work
  - Provide interactive educational equipment to use during corporate events
10. Bicycle/Pedestrian Safety Program  
Enhance pedestrian and bicycle safety and public awareness of each through education, in order to reduce the overall pedestrian and bicycle crash and fatality rates in Kentucky.

- Establish a Bicycle and Pedestrian safety campaign slogan and logo.
- Establish a pedestrian and bicycle safety education web page on the KOHS website that will include safety educational material, videos, safety tips, and various resources.
- Establish working relationships/partnerships with pedestrian and bicycle programs or organizations in high impact areas in the state including the 403 grant city of Louisville.
- Provide educational materials through community outreach programs in the high impact areas of the state.
- Provide safety education, updates, videos, and/or tips once a week through social media posts.

11. Louisville Pedestrian Grant \$307,000.00 PS-15-01

The Louisville Pedestrian grant was awarded in FY2014 and is funded through NHTSA to address pedestrian safety in the Louisville Metropolitan area. It is a three year grant that runs from 5/1/2014 through 8/1/2017 to fund enforcement and education activities.

12. Legislative Issues

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

- Provide the Transportation Cabinet with emphasis area statistics and research
- Write proposals for amendments to existing highway safety laws
- Collaborate with internal and external sources to accommodate revisions to existing highway safety laws
- Provide informational guidance and statistics on the revised Ignition Interlock and Booster Seat statues
- Provide a highway safety update yearly to the Interim Transportation Committee of the Kentucky Legislature.

## VI. Proposed Highway Safety Projects

### Impaired Driving Projects

**Project Number:** M5HVE-16-01 through M5HVE-16-34

**Project Title:** Local Law Enforcement Impaired Driving Countermeasures Projects

**Description:** These grants will fund 34 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following counties: Allen, Alexandria, Anderson, Bourbon, Boyd, Campbell, Franklin, Grayson, Hardin, Harrison, Henderson, Jefferson, Jessamine, Kenton, Knott, Knox, Laurel, Lyon, Marshall, McCreary, Muhlenberg, Nelson, Pike, Scott, Shelby. 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 2016 Kentucky Lifesavers Conference. According to NHTSA's *Countermeasures that Work, 7<sup>th</sup> 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:** \$563,725.00 (NHTSA 405D MAP-21)

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**Project Number:** M5HVE-16-35

**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 2016 Kentucky Lifesavers Conference. According to NHTSA's *Countermeasures that Work, 7<sup>th</sup> 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:** \$550,000.00 (NHTSA 405D MAP-21)

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**Project Number:** M5HVE-16-36

**Project Title:** Governor's Impaired Driving Enforcement Awards

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

**Budget:** \$25,000 (NHTSA 405D MAP-21)

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**Project Number:** AL-16-01 through AL-16-05

**Project Title:** Local Law Enforcement Impaired Driving Countermeasures Projects

**Description:** These grants will fund 5 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following counties: Boone, Bullitt, Calloway, Kenton. 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 2016 Kentucky Lifesavers Conference. According to NHTSA's *Countermeasures that Work, 7<sup>th</sup> 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:** \$82,050.00 (NHTSA 402)

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**Project Number:** AL-16-06

**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, 7<sup>th</sup> edition*.

**Budget:** \$125,000.00 (NHTSA 402)

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**Project Number:** AL-16-07

**Project Title:** Traffic Safety Resource Prosecutor

**Description:** Grant will provide ninth-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, 7<sup>th</sup> edition*, within the section on DWI Courts. While Kentucky does not have dedicated DWI courts, TSRPs are often part of such programs.

**Budget:** \$240,000.00 (NHTSA 402)

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**Project Number:** M5HVE-16-37

**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 2015 and August 2016. The following media formats will be considered for reaching target audiences: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted. In addition, anti-DUI advertising will be purchased through sponsorships to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/JMI Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- Western Kentucky University/IMG Sports Marketing
- University of Louisville/Learfield Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Eastern Kentucky University (EKU Sports Properties)
- Kentucky Sports Radio
- Afternoon Underdogs Radio
- Kentucky Speedway
- Alliance Sports Marketing

These sponsorships include coach endorsements, radio & TV PSAs, digital elements, impaired driving signage and live announcements during home games. According to the NHTSA publication, *Countermeasures that Work, 7<sup>th</sup> 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:** \$930,000.00 (NHTSA 405D MAP-21)

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## Occupant Protection Projects

**Project Number:** OP-16-01 through OP-16-04

**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:** \$448,318.20 (NHTSA 402)

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**Project Number:** OP-16-05

**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*, 7<sup>th</sup> 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:** \$37,500.00 (NHTSA 402)

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**Project Number:** OP-16-06

**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. The CPS Specialist will lead instruction for kindergarten students and their parents regarding booster seats to address a growing concern with injuries of 5-7 year olds. They will continue to provide three permanent fitting stations at 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*, 7<sup>th</sup> 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:** \$50,000.00 (NHTSA 402)

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**Project Number:** OP-16-07

**Project Title:** Madison County Health Department

**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, etc. 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*, 7<sup>th</sup> 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:** \$42,000.00 (NHTSA 402)

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**Project Number:** OP-16-08

**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 7<sup>th</sup> edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7<sup>th</sup> edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

**Budget:** \$29,620.00 (NHTSA 402)

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**Project Number:** OP-16-09

**Project Title:** Pike County Health Department CPS Program

**Description:** This grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the far eastern part of the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7<sup>th</sup> edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7<sup>th</sup> edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.

**Budget:** \$16,500.00 (NHTSA 402)

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**Project Number:** OP-16-10

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

**Description:** In 2016, Kentucky will hold the 12<sup>th</sup> 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:** \$40,000.00 (NHTSA 402)

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**Project Number:** OP-16-11 through OP-16-12

**Project Title:** Kentucky State Police and Frankfort Police Department Full-Time Officer

**Description:** These grants will allow the KOHS to fund full time officers focusing on occupant protection. KSP will concentrate efforts throughout the commonwealth targeting problem areas and Frankfort Police Department will focus on City of Frankfort. In addition to funds for salaries/benefits and fuel costs, grant budgets will include funding for a vehicle, equipment needed to work the grant and funding for the officers to attend the 2016 Kentucky Lifesavers Conference.

**Budget:** \$405,000.00 (NHTSA 402)

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**Project Number:** M2HVE-16-01 through M2HVE-16-16

**Project Title:** Local Law Enforcement Occupant Protection Programs

**Description:** These grants will allow 16 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Barren, Breathitt, Boyd, Bourbon, Campbell, Christian, Fayette, Grant, Hardin, Harlan, Harrison, Kenton, Mercer, Perry, and Pulaski. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for personnel to attend the 2016 Kentucky Lifesavers Conference.

According to NHTSA's *Countermeasures that Work*, 7<sup>th</sup> 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:** \$199,575.00 (NHTSA 405B MAP-21 funds)

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**Project Number:** M2HVE-16-17

**Project Title:** Kentucky State Police – Occupant Protection

**Description:** This project will fund overtime focused on seat belt enforcement during the months of October 2015, November 2015, March 2016 and July 2016. 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:** \$150,000.00 (NHTSA 405B MAP-21 funds)

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**Project Number:** M2HVE-16-18

**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:** \$25,000.00 (NHTSA 405B MAP-21 funds)

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**Project Number:** M2HVE-16-MG

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

**Description:** These grants will allow approximately 40 state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2016. Kentucky State Police will cover remaining areas outside the selected agencies. 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*, 7<sup>th</sup> 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:** \$150,000.00 (NHTSA 405B MAP-21 funds)

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**Project Number:** M2HVE-16-19

**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 2016. The

following media formats will be considered for reaching target audiences: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of unrestrained crashes will be targeted. In addition, occupant protection advertising will be purchased through sponsorships to sustain the message. These funds pay the in-house contract with Huddle, Inc.

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

**Budget:** \$150,000 (NHTSA 405B MAP-21 funds)

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## **Police Traffic Services Projects**

**Project Number:** PT-16-01 through PT-15-57

**Project Title:** Local Law Enforcement Police Traffic Services Programs

**Description:** These grants will allow 57 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Bell, Boone, Boyd, Boyle, Bullitt, Calloway, Campbell, Christian, Clark, Daviess, Fayette, Franklin, Grant, Graves, Grayson, Greenup, Harlan, Hopkins, Johnson, Kenton, Laurel, Lyon, Madison, Mason, McCracken, Meade, Montgomery, Oldham, Garrard, Pike, Pulaski, Scott, Shelby, Taylor, Trigg, Warren, Whitley and Woodford . The Kentucky State Police will cover all remaining counties. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2016 Kentucky Lifesavers Conference. According to the NHTSA publication, *Countermeasures That Work*, 7<sup>th</sup> edition, high visibility enforcement campaigns targeted toward aggressive driving behaviors (including speeding) are rated with two stars, meaning their effectiveness is undetermined, though several cited studies have reported reductions in crashes or reductions in speeding or other violations through such programs. The publication notes that this type of campaign shows promising trends. In addition, "in car video equipment in patrol cars allows law enforcement to record aggressive driving actions and can enhance the ability to prosecute and convict offenders," and "laser speed measuring equipment can provide more accurate and reliable evidence of speeding." As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of speed crashes. They are instructed to devote the majority of their overtime hours on these targeted roadways.

**Budget:** \$782,450.00 (NHTSA 402)

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**Project Number:** PT-16-58

**Project Title:** Kentucky State Police SPEED Selective Traffic Enforcement Program

**Description:** KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Enforcement will be throughout the state, but with special emphasis on the top 40 counties. Enforcement will also be focused on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant

will pay for overtime enforcement, fuel costs, and new radars. See above entry for relevant information from *Countermeasures That Work*. KSP monitors the roadways having the highest number of speed crashes and targets those roadways during federal overtime. KOHS provides KSP a map indicating the counties where we have highway safety partners. We instruct KSP to increase their overtime hours in counties in the top 40 problem areas and in those counties where there are no local agencies participating in highway safety.

**Budget:** \$500,000.00 (NHTSA 402)

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**Project Number:** PT-15-59

**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)

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**Project Number:** PM-16-01

**Project Title:** Speeding Paid Media

**Description:** These funds will be used to develop and run a statewide summer enforcement campaign focused on improving driving habits, with an emphasis on speeding. The following media formats will be considered for reaching target audiences: network & cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. According to the NHTSA publication, *Countermeasures That Work*, 7<sup>th</sup> 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:** \$175,000.00 (NHTSA 402)

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## **Planning & Administration Projects**

**Project Number:** PA-16-01

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

**Budget:** \$175,000.00 (NHTSA 402)

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## Program Management

**Project Number:** CP-16-01

**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:** \$350,000.00 (NHTSA 402)

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## Motorcycle Safety Projects

**Project Number:** M9MA-2016-01

**Project Title:** Motorcycle Safety Paid Media (Share The Road)

**Description:** These funds will be used to purchase public awareness materials and/or media 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. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. The following media formats will be considered for reaching target audiences: radio, digital and out-of-home elements such as gas pump toppers, window and floor clings at dealerships, posters/brochures at DMVs and County Clerk offices and interviews/events with radio personalities/motorcycle enthusiasts. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

**Budget:** \$66,000 (NHTSA 405F MAP-21 Funds)

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**Project Number:** MC-16-01

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

**Budget:** \$135,000 (NHTSA 402)

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## Traffic Records Projects

**Project Number:** M3DA-16-01

**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:** \$75,000.00 (NHTSA 405C MAP-21 funds)

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**Project Number:** M3DA-16-02

**Project Title:** University of Kentucky, Kentucky Transportation Center – KY Traffic Records Assessment Program

**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:** \$70,478.00 (NHTSA 405C MAP-21 funds)

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**Project Number:** M3DA-16-03

**Project Title:** University of Kentucky, KY Injury Prevention & Research Center –

Enhance Completeness, Timeliness and Accuracy of Kentucky Motor Vehicle Trauma Data

**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. A growing number of hospitals have expressed interest in trauma system participation.

This project intends to add new reporting entities, including one major south central Kentucky hospital, making a total of at least 34 providing data to the Kentucky Trauma Registry (KTR). This grant will: 1) provide modest first-year financial support for facilities that seek Level III or IV status within the state's trauma system, allowing them to connect with the online reporting network; 2) update and expand the software for the state's reporting system; 3) add data fields to the KTR that support the development of uniform performance standards for participating hospitals statewide; and 4) provide the analytical expertise necessary to produce the annual statewide KTR report as well as ad hoc reports requested to address specific areas trauma data concern.

**Budget:** \$98,906.95 (NHTSA 405C MAP-21 funds)

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**Project Number:** M3DA-16-04

**Project Title:** University of Kentucky, KY Injury Prevention & Research Center

CRASH-FARS-Death Certificate Integration

**Description:** The primary aim of this project is to link the NHTSA Fatality Analysis Reporting System (FARS) and the Kentucky death certificate databases for 2010 through 2014, and also provide a link between the Kentucky CRASH databases and the linked FARS-Death Certificate records. The integration of the CRASH, FARS and Death Certificate systems through this project will enhance Kentucky's capacity to conduct surveillance and research on fatal crashes involving Kentucky residents.

**Budget:** \$45,406.79.00 (NHTSA 405C MAP-21 funds)

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**Project Number:** M3DA-16-05

**Project Title:** University of Kentucky, KY Injury Prevention & Research Center

CRASH-Hospital Integration (CODES)

**Description:** This project has two primary aims. First will be to link (integrate) the Kentucky CRASH, hospital inpatient and hospital outpatient (including emergency department) databases for 2014. Second is to use this linked database, and similar databases from previous years, to produce a comprehensive report on charges resulting from traffic crashes in Kentucky from 2008 to 2014. The objective of the second aim is to increase accessibility to the integrated CRASH-Inpatient-Outpatient data, particularly the data on crash-related hospital and emergency department charges.

**Budget:** 83,942.87 (NHTSA 405C MAP-21 funds)

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**Project Number:** M3DA-16-06

**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. The ultimate goal is to have 100% of EMS agencies electronically reporting their calls to the Kentucky Board of EMS database system. Approximately 40% of EMS agencies in Kentucky still utilize paper copies to track patient information. The continuance of this project will allow those agencies to adopt an electronic system of submission for their patient care reports, and also allow KBEMS to set a goal to accept data from at least 90% of Kentucky EMS agencies by September 30, 2016. The project will also allow stakeholder agencies to query EMS data for items such as severity of injury, and also identify trends.

**Budget:** \$80,000.00 (NHTSA 405C MAP-21 funds)

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**Project Number:** M3DA-16-07

**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 2016 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:** \$80,450.00 (NHTSA 405C MAP-21 funds)

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**Project Number:** M3DA-16-08

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

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

**Budget:** \$75,000 (NHTSA 405C MAP-21 funds)

## VII. Performance Report

### General:

- In 2014, there were 127,592 crashes involving motor vehicles on Kentucky's public roadways. This is approximately a 3.5% increase from 2013.
- During 2013 Kentucky recorded the lowest number of recorded fatalities since 1949, with 638. Despite this record low, Kentucky saw a 5% increase in the total number of fatalities in 2014 with 672. This increase seems to follow a trend seen in other states during 2014.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) also saw a 5% increase last year, from 1.36 in 2013 to 1.43 in 2014. This rate is still much higher than the 2013 national rate of 1.10 per 100m VMT.
- Serious injuries have been declining for the past several years in Kentucky; they fell 0.6% to 3,157 in 2014, compared to 3,175 2013.

### Impaired Driving:

- During the last three years (2012-2014), alcohol-related fatalities comprised an average of about 23% of all motor vehicle fatalities.
- Despite an increase in total fatalities during 2014, preliminary data shows the number of alcohol-related fatalities decreased 24%, from 167 in 2013 to 127 in 2014.
- The following ten counties ranked highest (in order) in the number of alcohol-related collisions in 2014: Jefferson, Fayette, Kenton, Boone, Warren, Campbell, Daviess, Hardin, Madison and Pike.

### Occupant Protection:

The statewide average seat belt usage rate (all front seat occupants) increased over the past year from 85.0% in 2013 to 86.1% in 2014. The usage rate for drivers increased from 85% in 2013 to 87% in 2014.

- The gap in seat belt usage has consistently narrowed between Kentucky and the U.S. as a whole. Kentucky's rate is now only one percentage point below the national average of 87%.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2014 Kentucky seat belt survey indicated a usage rate of 80.2% on local roads, compared to 90.9% on limited access highways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 91.1% in Fayette County to a low of 69.4% in Clay County.
- Usage of child restraints for children under four years of age was not collected in the 2014 survey. The 2012 survey found it to be 98%, and it has been above 95% since 2007. There has been discussion of a CPS survey to be conducted in the future.
- While restraint usage in pickup trucks increased from 77.2% in 2013 to 79.0% in 2014, belt usage continues to be lower in pickups than in any other type of vehicle.

- Fifty-eight percent of the vehicle occupants killed in 2014 in Kentucky were not restrained at the time of the collision.

### **Speeding:**

- The number of speed-related crashes increased by 7% from 2013 to 2014. However, speeding-related fatalities decreased by 11%, from 125 in 2013 to 111 in 2014.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 16.6% all fatal crashes in 2014 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.

### **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 2014, 16-19 year old drivers were involved in about 14.2% of all crashes and 8.6% of fatal crashes, even though this age group makes up only 7% of licensed drivers\* in the state (\*2013 licensed drivers totals) .

### **Motorcycles:**

- The number of motorcyclists killed in crashes decreased by 13%, from 87 fatalities in 2013 to 76 in 2014.
- Helmet usage among motorcyclists is approximately 61% in 2014 which is up from the rate of 57% in 2013. Kentucky had a statewide law requiring helmet the use of a helmet by a motorcyclist until it was repealed in 1998. Surveys before the repeal of the law found a helmet usage rate of over 95%.

### **Bicycles/Pedestrians:**

- The number of bicyclists killed in Kentucky decreased 33% this past year, from 3 fatalities in 2013 to 2 in 2014.
- The total number of pedestrian fatalities decreased slightly this past year, from 55 during 2013 to 56 during 2014.
- The Kentucky Office of Highway Safety has recently hired a new Bike/Ped Program manager to address these safety concerns.
- The Office of Highway Safety also funds a Pedestrian safety grant through NHTSA funding to Jefferson County, which is the area of the state historically with the highest number of pedestrian fatalities.
- The Lexington, KY and Northern MPO districts also have Bike/Ped safety programs in place.

## VIII. Program Cost Summary and List of Projects

Program Area	Project Number	eMARS Program	Description	Prior Approved Program Funds	State Funds	Previous Balance	Incre/(Decre)	Current Balance	Share to Local
NHTSA 402									
Planning and Administration									
	PA-2016-01-00-00	THSP16PA	KOHS Planning & Admin	\$0.00	\$175,000.00	\$0.00	\$175,000.00	\$175,000.00	\$0.00
<b>Planning and Administration Total</b>				<b>\$0.00</b>	<b>\$175,000.00</b>	<b>\$0.00</b>	<b>\$175,000.00</b>	<b>\$175,000.00</b>	<b>\$0.00</b>
Motorcycle Safety									
	MC-2016-01-00-00	THSP16MC	KOHS Motorcycle Safety	\$0.00	\$33,750.00	\$0.00	\$135,000.00	\$135,000.00	\$0.00
<b>Motorcycle Safety Total</b>				<b>\$0.00</b>	<b>\$33,750.00</b>	<b>\$0.00</b>	<b>\$135,000.00</b>	<b>\$135,000.00</b>	<b>\$0.00</b>
Occupant Protection (402)									
	OP-2016-01-00-00	THSP16OP	LEL - NORTH	\$0.00	\$25,925.00	\$0.00	\$103,700.00	\$103,700.00	\$103,700.00
	OP-2016-02-00-00	THSP16OP	LEL - EAST	\$0.00	\$28,925.00	\$0.00	\$115,700.00	\$115,700.00	\$115,700.00
	OP-2016-03-00-00	THSP16OP	LEL - WEST	\$0.00	\$28,090.95	\$0.00	\$112,363.80	\$112,363.80	\$112,363.80
	OP-2016-04-00-00	THSP16OP	LEL - CENTRAL	\$0.00	\$29,138.60	\$0.00	\$116,554.40	\$116,554.40	\$116,554.40
	OP-2016-05-00-00	THSP16NL	Cumberland Valley Area Development District	\$0.00	\$9,375.00	\$0.00	\$37,500.00	\$37,500.00	\$37,500.00
	OP-2016-06-00-00	THSP16NL	Kosair Children's Hospital	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	OP-2016-07-00-00	THSP16NL	Madison County Health Department	\$0.00	\$10,500.00	\$0.00	\$42,000.00	\$42,000.00	\$42,000.00
	OP-2016-08-00-00	THSP16NL	Marshall County Health Department	\$0.00	\$7,405.00	\$0.00	\$29,620.00	\$29,620.00	\$29,620.00
	OP-2016-09-00-00	THSP16NL	Pike County Health Department	\$0.00	\$4,125.00	\$0.00	\$16,500.00	\$16,500.00	\$16,500.00
	OP-2016-10-00-00	THSP16LS	Lifesavers Conference	\$0.00	\$10,000.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	OP-2016-11-00-00	THSP16FT	Frankfort PD Full Time Enforcement	\$0.00	\$33,750.00	\$0.00	\$135,000.00	\$135,000.00	\$135,000.00
	OP-2016-12-00-00	THSP16FT	KSP Full Time Enforcement	\$0.00	\$67,500.00	\$0.00	\$270,000.00	\$270,000.00	\$270,000.00
<b>Occupant Protection 402 Total:</b>				<b>\$0.00</b>	<b>\$267,234.55</b>	<b>\$0.00</b>	<b>\$1,068,938.20</b>	<b>\$1,068,938.20</b>	<b>\$1,068,938.20</b>
Police Traffic Services (402)									
	PT-2016-01-00-00	THSP16PT	Berea Police Department	\$0.00	\$3,425.00	\$0.00	\$13,700.00	\$13,700.00	\$13,700.00
	PT-2016-02-00-00	THSP16PT	Boone County Sheriff's Office	\$0.00	\$7,125.00	\$0.00	\$28,500.00	\$28,500.00	\$28,500.00
	PT-2016-03-00-00	THSP16PT	Bullitt County Sheriff's Office	\$0.00	\$3,125.00	\$0.00	\$12,500.00	\$12,500.00	\$12,500.00
	PT-2016-04-00-00	THSP16PT	Burnside Police Department	\$0.00	\$2,050.00	\$0.00	\$8,200.00	\$8,200.00	\$8,200.00
	PT-2016-05-00-00	THSP16PT	Cadiz Police Department	\$0.00	\$2,325.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	PT-2016-06-00-00	THSP16PT	Calloway County Sheriff's Office	\$0.00	\$2,625.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2016-07-00-00	THSP16PT	Campbell County Police Department	\$0.00	\$5,625.00	\$0.00	\$22,500.00	\$22,500.00	\$22,500.00
	PT-2016-08-00-00	THSP16PT	Campbellsville Police Department	\$0.00	\$5,075.00	\$0.00	\$20,300.00	\$20,300.00	\$20,300.00
	PT-2016-09-00-00	THSP16PT	Catlettsburg Police Department	\$0.00	\$1,775.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2016-10-00-00	THSP16PT	Christian County Sheriff's Office	\$0.00	\$1,750.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2016-11-00-00	THSP16PT	Clark County Sheriff's Office	\$0.00	\$2,875.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2016-12-00-00	THSP16PT	Danville Police Department	\$0.00	\$3,425.00	\$0.00	\$13,700.00	\$13,700.00	\$13,700.00
	PT-2016-13-00-00	THSP16PT	Daviess County Sheriff's Office	\$0.00	\$3,425.00	\$0.00	\$13,700.00	\$13,700.00	\$13,700.00
	PT-2016-14-00-00	THSP16PT	Eddyville Police Department	\$0.00	\$2,325.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	PT-2016-15-00-00	THSP16PT	Erlanger Police Department	\$0.00	\$5,487.50	\$0.00	\$21,950.00	\$21,950.00	\$21,950.00
	PT-2016-16-00-00	THSP16PT	Ferguson Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2016-17-00-00	THSP16PT	Fort Thomas Police Department	\$0.00	\$2,875.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2016-18-00-00	THSP16PT	Fort Wright Police Department	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2016-19-00-00	THSP16PT	Frankfort Police Department	\$0.00	\$13,875.00	\$0.00	\$55,500.00	\$55,500.00	\$55,500.00
	PT-2016-20-00-00	THSP16PT	Georgetown Police Department	\$0.00	\$2,875.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2016-21-00-00	THSP16PT	Graves County Sheriff's Office	\$0.00	\$2,250.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2016-22-00-00	THSP16PT	Grayson County Sheriff's Office	\$0.00	\$2,187.50	\$0.00	\$8,750.00	\$8,750.00	\$8,750.00
	PT-2016-23-00-00	THSP16PT	Grayson Police Department	\$0.00	\$1,775.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2016-24-00-00	THSP16PT	Harlan Police Department	\$0.00	\$2,625.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2016-25-00-00	THSP16PT	Hopkins County Sheriff's office	\$0.00	\$2,875.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2016-26-00-00	THSP16PT	Independence Police Department	\$0.00	\$1,362.50	\$0.00	\$5,450.00	\$5,450.00	\$5,450.00
	PT-2016-27-00-00	THSP16PT	Johnson County Sheriff's Office	\$0.00	\$2,375.00	\$0.00	\$9,500.00	\$9,500.00	\$9,500.00
	PT-2016-28-00-00	THSP16PT	Lakeside Park-Crestview Hills Police Department	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2016-29-00-00	THSP16PT	Lancaster Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2016-30-00-00	THSP16PT	Lexington Fayette Urban County Govt.	\$0.00	\$6,375.00	\$0.00	\$25,500.00	\$25,500.00	\$25,500.00
	PT-2016-31-00-00	THSP16PT	London Police Department	\$0.00	\$6,375.00	\$0.00	\$25,500.00	\$25,500.00	\$25,500.00
	PT-2016-32-00-00	THSP16PT	Louisville Metro Police Department	\$0.00	\$17,500.00	\$0.00	\$70,000.00	\$70,000.00	\$70,000.00
	PT-2016-33-00-00	THSP16PT	Loyall Police Department	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2016-34-00-00	THSP16PT	Madison County Sheriff's Office	\$0.00	\$7,000.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00

	PT-2016-35-00-00	THSP16PT	Madisonville Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2016-36-00-00	THSP16PT	Mayfield Police Department	\$0.00	\$2,125.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2016-37-00-00	THSP16PT	Maysville Police Department	\$0.00	\$1,775.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2016-38-00-00	THSP16PT	McCracken County Sheriff's Office	\$0.00	\$2,325.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	PT-2016-39-00-00	THSP16PT	Middlesboro Police Department	\$0.00	\$1,775.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2016-40-00-00	THSP16PT	Mt. Sterling Police Department	\$0.00	\$1,775.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2016-41-00-00	THSP16PT	Muldraugh Police Department	\$0.00	\$1,362.50	\$0.00	\$5,450.00	\$5,450.00	\$5,450.00
	PT-2016-42-00-00	THSP16PT	Oldham County Police Department	\$0.00	\$10,125.00	\$0.00	\$40,500.00	\$40,500.00	\$40,500.00
	PT-2016-43-00-00	THSP16PT	Paducah Police Department	\$0.00	\$5,625.00	\$0.00	\$22,500.00	\$22,500.00	\$22,500.00
	PT-2016-44-00-00	THSP16PT	Park Hills Police Department	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2016-45-00-00	THSP16PT	Pikeville Police Department	\$0.00	\$6,375.00	\$0.00	\$25,500.00	\$25,500.00	\$25,500.00
	PT-2016-46-00-00	THSP16PT	Pineville Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2016-47-00-00	THSP16PT	Raceland Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2016-48-00-00	THSP16PT	Richmond Police Department	\$0.00	\$6,375.00	\$0.00	\$25,500.00	\$25,500.00	\$25,500.00
	PT-2016-49-00-00	THSP16PT	Shelbyville Police Department	\$0.00	\$2,500.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2016-50-00-00	THSP16PT	Southgate Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2016-51-00-00	THSP16PT	Trigg County Sheriff's Office	\$0.00	\$2,600.00	\$0.00	\$10,400.00	\$10,400.00	\$10,400.00
	PT-2016-52-00-00	THSP16PT	Villa Hills Police Department	\$0.00	\$1,362.50	\$0.00	\$5,450.00	\$5,450.00	\$5,450.00
	PT-2016-53-00-00	THSP16PT	Warren County Sheriff's Office	\$0.00	\$2,125.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2016-54-00-00	THSP16PT	Wilder Police Department	\$0.00	\$2,125.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2016-55-00-00	THSP16PT	Williamsburg Police Department	\$0.00	\$2,625.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2016-56-00-00	THSP16PT	Williamstown Police Department	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	PT-2016-57-00-00	THSP16PT	Woodford County Sheriff's Office	\$0.00	\$2,625.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2016-58-00-00	THSP16PT	KSP - PT Grant	\$0.00	\$125,000.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	PT-2016-59-00-00	THSP16NW	PTS Networking	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
<b>Police Traffic Services Total</b>				<b>\$0.00</b>	<b>\$321,862.50</b>	<b>\$0.00</b>	<b>\$1,287,450.00</b>	<b>\$1,287,450.00</b>	<b>\$782,450.00</b>

<b>Impaired Driving</b>									
	AL-2016-01-00-00	THSP16ID	Cincinnati/NKY Airport Police Department	\$0.00	\$3,037.50	\$0.00	\$12,150.00	\$12,150.00	\$12,150.00
	AL-2016-02-00-00	THSP16ID	Florence Police Department	\$0.00	\$9,750.00	\$0.00	\$39,000.00	\$39,000.00	\$39,000.00
	AL-2016-03-00-00	THSP16ID	Hillview Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	AL-2016-04-00-00	THSP16ID	Mt. Washington Police Department	\$0.00	\$2,600.00	\$0.00	\$10,400.00	\$10,400.00	\$10,400.00
	AL-2016-05-00-00	THSP16ID	Murray Police Department	\$0.00	\$3,625.00	\$0.00	\$14,500.00	\$14,500.00	\$14,500.00
	AL-2016-06-00-00	THSP16ID	Department of Criminal Justice Training	\$0.00	\$31,250.00	\$0.00	\$125,000.00	\$125,000.00	\$125,000.00
	AL-2016-07-00-00	THSP16ID	Office of Attorney General	\$0.00	\$60,000.00	\$0.00	\$240,000.00	\$240,000.00	\$240,000.00
<b>Impaired Driving Total</b>				<b>\$0.00</b>	<b>\$111,762.50</b>	<b>\$0.00</b>	<b>\$447,050.00</b>	<b>\$447,050.00</b>	<b>\$447,050.00</b>
<b>Community Traffic Safety Project</b>									
	CP-2016-01-00-00	THSP16CP	KOHS Program Management Positions	\$0.00	\$87,500.00	\$0.00	\$350,000.00	\$350,000.00	\$0.00
<b>Community Traffic Safety Total</b>				<b>\$0.00</b>	<b>\$87,500.00</b>	<b>\$0.00</b>	<b>\$350,000.00</b>	<b>\$350,000.00</b>	<b>\$0.00</b>
<b>Driver Education</b>									
	DE-2016-HP-00-00	NA	402 Undesignated	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Driver Education Total</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Driver Licensing</b>									
	DL-2016-00-00-00	NA	402 State Match	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
<b>Driver Licensing Total</b>				<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
<b>Paid Advertising</b>									
	PM-2016-01-00-00	THSP16SM	Speed Paid Media Campaign	\$0.00	\$43,750.00	\$0.00	\$175,000.00	\$175,000.00	\$175,000.00
<b>Paid Advertising Total</b>				<b>\$0.00</b>	<b>\$43,750.00</b>	<b>\$0.00</b>	<b>\$175,000.00</b>	<b>\$175,000.00</b>	<b>\$175,000.00</b>
<b>NHTSA 402 TOTAL</b>					<b>\$1,040,859.55</b>		<b>\$3,638,438.20</b>	<b>\$3,638,438.20</b>	<b>\$2,473,438.20</b>

<b>405C Data</b>									
Traffic Records									
	M3DA-2016-01-00-00	THSP16TR	Traffic Records Program Management	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	M3DA-2016-02-00-00	THSP16M3	UK/KY Traffic Records Assessment Program KY	\$0.00	\$17,619.50	\$0.00	\$70,478.00	\$70,478.00	\$0.00
	M3DA-2016-03-00-00	THSP16M3	UK/KY Improving Scope and Quality of KY Trauma Data	\$0.00	\$24,726.74	\$0.00	\$98,906.95	\$98,906.95	\$0.00
	M3DA-2016-04-00-00	THSP16M3	UK/KY CRASH-EMS Traffic Records Integration	\$0.00	\$11,351.70	\$0.00	\$45,406.79	\$45,406.79	\$0.00
	M3DA-2016-05-00-00	THSP16M3	UK/KY CRASH-Hospital Integration (CODES)	\$0.00	\$20,985.72	\$0.00	\$83,942.87	\$83,942.87	\$0.00
	M3DA-2016-06-00-00	THSP16M3	KEMISIS	\$0.00	\$20,000.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	M3DA-2016-07-00-00	THSP16M3	UK/KY Seat Belt Surveys	\$0.00	\$20,112.50	\$0.00	\$80,450.00	\$80,450.00	\$0.00
	M3DA-2016-08-00-00	THSP16M3	UK/KY Crash Analysis	\$0.00	\$18,750.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
<b>Traffic Records Total</b>				<b>\$0.00</b>	<b>\$152,296.15</b>	<b>\$0.00</b>	<b>\$609,184.61</b>	<b>\$609,184.61</b>	<b>\$0.00</b>
<b>NHTSA 405C Total:</b>				<b>\$0.00</b>	<b>\$152,296.15</b>	<b>\$0.00</b>	<b>\$609,184.61</b>	<b>\$609,184.61</b>	<b>\$0.00</b>
<b>405B OP Low</b>									
Occupant Protection (405B)									
	M2HVE-2016-01-00-00	THSP16M2	Ashland Police Department	\$0.00	\$1,875.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	M2HVE-2016-02-00-00	THSP16M2	Cumberland Police Department	\$0.00	\$1,775.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	M2HVE-2016-03-00-00	THSP16M2	Dayton Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M2HVE-2016-04-00-00	THSP16M2	Glasgow Police Department	\$0.00	\$4,525.00	\$0.00	\$18,100.00	\$18,100.00	\$18,100.00
	M2HVE-2016-05-00-00	THSP16M2	Grant County Sheriff's Office	\$0.00	\$1,250.00	\$0.00	\$5,000.00	\$5,000.00	\$5,000.00
	M2HVE-2016-06-00-00	THSP16M2	Harrison County Sheriff's Office	\$0.00	\$2,325.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	M2HVE-2016-07-00-00	THSP16M2	Harrodsburg Police Department	\$0.00	\$2,325.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	M2HVE-2016-08-00-00	THSP16M2	Hazard Police Department	\$0.00	\$2,875.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	M2HVE-2016-09-00-00	THSP16M2	Hopkinsville Police Department	\$0.00	\$5,125.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	M2HVE-2016-10-00-00	THSP16M2	Jackson Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	M2HVE-2016-11-00-00	THSP16M2	Kenton County Police Department	\$0.00	\$2,737.50	\$0.00	\$10,950.00	\$10,950.00	\$10,950.00
	M2HVE-2016-12-00-00	THSP16M2	Lexington Fayette Urban Co Govt	\$0.00	\$6,375.00	\$0.00	\$25,500.00	\$25,500.00	\$25,500.00
	M2HVE-2016-13-00-00	THSP16M2	Paris Police Department	\$0.00	\$3,750.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	M2HVE-2016-14-00-00	THSP16M2	Somerset Police Department	\$0.00	\$7,343.75	\$0.00	\$29,375.00	\$29,375.00	\$29,375.00
	M2HVE-2016-15-00-00	THSP16M2	Taylor Mill Police Department	\$0.00	\$2,737.50	\$0.00	\$10,950.00	\$10,950.00	\$10,950.00
	M2HVE-2016-16-00-00	THSP16M2	West Point Police Dept	\$0.00	\$1,375.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	M2HVE-2016-17-00-00	THSP16M2	KSP-OP Grant	\$0.00	\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$0.00
<b>Occupant Protection 405B Total:</b>				<b>\$0.00</b>	<b>\$87,393.75</b>	<b>\$0.00</b>	<b>\$349,575.00</b>	<b>\$349,575.00</b>	<b>\$199,575.00</b>
CIOT Campaign									
	M2HVE-2016-18-00-00	THSP15CA	CIOT Awards	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	M2HVE-2016-MG-00-00	THSP15CT	CIOT Mini Grants	\$0.00	\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$150,000.00
<b>CIOT Total:</b>				<b>\$0.00</b>	<b>\$43,750.00</b>	<b>\$0.00</b>	<b>\$175,000.00</b>	<b>\$175,000.00</b>	<b>\$175,000.00</b>
405B Paid Media									
	M2HVE-2016-19-00-00	THSP15CM	CIOT Paid Media	\$0.00	\$37,500.00	\$0.00	\$150,000.00	\$150,000.00	\$150,000.00
<b>405B Paid Media Total</b>				<b>\$0.00</b>	<b>\$37,500.00</b>	<b>\$0.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>	<b>\$150,000.00</b>
<b>Occupant Protection 405B Total:</b>				<b>\$0.00</b>	<b>\$168,643.75</b>	<b>\$0.00</b>	<b>\$674,575.00</b>	<b>\$674,575.00</b>	<b>\$524,575.00</b>
<b>405D Impaired Driving Mid</b>									
Impaired Driving (405D)									
	M5HVE-2016-01-00-00	THSP16M5	Alexandria Police Department	\$0.00	\$875.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	M5HVE-2016-02-00-00	THSP16M5	Anderson County Sheriff's Office	\$0.00	\$2,325.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	M5HVE-2016-03-00-00	THSP16M5	Barbourville Police Department	\$0.00	\$2,125.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	M5HVE-2016-04-00-00	THSP16M5	Bellevue Police Department	\$0.00	\$2,875.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	M5HVE-2016-05-00-00	THSP16M5	Bourbon County Sheriff's Office	\$0.00	\$2,206.25	\$0.00	\$8,825.00	\$8,825.00	\$8,825.00
	M5HVE-2016-06-00-00	THSP16M5	Boyd County Fiscal Court	\$0.00	\$4,250.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	M5HVE-2016-07-00-00	THSP16M5	Covington Police Department	\$0.00	\$6,862.50	\$0.00	\$27,450.00	\$27,450.00	\$27,450.00
	M5HVE-2016-08-00-00	THSP16M5	Cynthiana Police Department	\$0.00	\$1,362.50	\$0.00	\$5,450.00	\$5,450.00	\$5,450.00
	M5HVE-2016-09-00-00	THSP16M5	Fort Mitchell Police Department	\$0.00	\$2,737.50	\$0.00	\$10,950.00	\$10,950.00	\$10,950.00
	M5HVE-2016-10-00-00	THSP16M5	Franklin County Sheriff's Office	\$0.00	\$8,375.00	\$0.00	\$33,500.00	\$33,500.00	\$33,500.00
	M5HVE-2016-11-00-00	THSP16M5	Greenville Police Department	\$0.00	\$2,000.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	M5HVE-2016-12-00-00	THSP16M5	Hardin County Sheriff's Office	\$0.00	\$2,125.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	M5HVE-2016-13-00-00	THSP16M5	Henderson Police Department	\$0.00	\$5,125.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	M5HVE-2016-14-00-00	THSP16M5	Jeffersontown Police Department	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00

	M5HVE-2016-15-00-00	THSP16M5	Knott County Sheriff's Office	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M5HVE-2016-16-00-00	THSP16M5	Laurel County Police Department	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	M5HVE-2016-17-00-00	THSP16M5	Lawrenceburg Police Department	\$0.00	\$3,037.50	\$0.00	\$12,150.00	\$12,150.00	\$12,150.00
	M5HVE-2016-18-00-00	THSP16M5	Leitchfield Police Department	\$0.00	\$4,000.00	\$0.00	\$16,000.00	\$16,000.00	\$16,000.00
	M5HVE-2016-19-00-00	THSP16M5	Louisville Metro Police Department	\$0.00	\$12,500.00	\$0.00	\$50,000.00	\$50,000.00	\$50,000.00
	M5HVE-2016-20-00-00	THSP16M5	Ludlow Police Department	\$0.00	\$1,362.50	\$0.00	\$5,450.00	\$5,450.00	\$5,450.00
	M5HVE-2016-21-00-00	THSP16M5	Lyon County Sheriff's Office	\$0.00	\$2,125.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	M5HVE-2016-22-00-00	THSP16M5	Marshall County Sheriff's Office	\$0.00	\$5,625.00	\$0.00	\$22,500.00	\$22,500.00	\$22,500.00
	M5HVE-2016-23-00-00	THSP16M5	McCreary County Sheriff's Office	\$0.00	\$1,937.50	\$0.00	\$7,750.00	\$7,750.00	\$7,750.00
	M5HVE-2016-24-00-00	THSP16M5	Morehead Police Department	\$0.00	\$1,500.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	M5HVE-2016-25-00-00	THSP16M5	Nelson County Sheriff's Department	\$0.00	\$7,625.00	\$0.00	\$30,500.00	\$30,500.00	\$30,500.00
	M5HVE-2016-26-00-00	THSP16M5	Newport Police Department	\$0.00	\$5,625.00	\$0.00	\$22,500.00	\$22,500.00	\$22,500.00
	M5HVE-2016-27-00-00	THSP16M5	Nicholasville Police Department	\$0.00	\$5,237.50	\$0.00	\$20,950.00	\$20,950.00	\$20,950.00
	M5HVE-2016-28-00-00	THSP16M5	Owensboro Police Department	\$0.00	\$8,375.00	\$0.00	\$33,500.00	\$33,500.00	\$33,500.00
	M5HVE-2016-29-00-00	THSP16M5	Pike County Sheriff's Office	\$0.00	\$2,537.50	\$0.00	\$10,150.00	\$10,150.00	\$10,150.00
	M5HVE-2016-30-00-00	THSP16M5	Radcliff Police Department	\$0.00	\$4,250.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	M5HVE-2016-31-00-00	THSP16M5	Scott County Sheriff's Office	\$0.00	\$3,875.00	\$0.00	\$15,500.00	\$15,500.00	\$15,500.00
	M5HVE-2016-32-00-00	THSP16M5	Scottsville Police Department	\$0.00	\$2,325.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	M5HVE-2016-33-00-00	THSP16M5	Shelby County Sheriff's Office	\$0.00	\$1,750.00	\$0.00	\$7,000.00	\$7,000.00	\$7,000.00
	M5HVE-2016-34-00-00	THSP16M5	Shively Police Department	\$0.00	\$3,750.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	M5HVE-2016-35-00-00	THSP16M5	KSP-Nighthawk	\$0.00	\$137,500.00	\$0.00	\$550,000.00	\$550,000.00	\$0.00
	M5HVE-2016-36-00-00	THSP16IA	Impaired Driving Awards	\$0.00	\$6,250.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	M5HVE-2016-37-00-00	THSP16IM	Impaired Driving Media	\$0.00	\$232,500.00	\$0.00	\$930,000.00	\$930,000.00	\$930,000.00
	<b>Impaired Driving Total</b>			<b>\$0.00</b>	<b>\$517,181.25</b>	<b>\$0.00</b>	<b>\$2,068,725.00</b>	<b>\$2,068,725.00</b>	<b>\$1,518,725.00</b>
	<b>Impaired Driving 405D Total:</b>			<b>\$0.00</b>	<b>\$517,181.25</b>	<b>\$0.00</b>	<b>\$2,068,725.00</b>	<b>\$2,068,725.00</b>	<b>\$1,518,725.00</b>
	<b>405F Motorcycle Safety</b>								
	Motorcycle Safety 405F								
	M9MA-2016-01-00-00	THSP16M9	Motorcycle Safety Paid Media	\$0.00	\$16,500.00	\$0.00	\$66,000.00	\$66,000.00	\$0.00
	<b>Motorcycle Safety 405F Total</b>			<b>\$0.00</b>	<b>\$16,500.00</b>	<b>\$0.00</b>	<b>\$66,000.00</b>	<b>\$66,000.00</b>	<b>\$0.00</b>
	<b>TOTAL</b>						<b>\$7,056,922.81</b>	<b>\$7,056,922.81</b>	<b>\$4,516,738.20</b>

## **IX. 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: 2016**

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.fsr.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsr.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to [FSRS.gov](https://www.fsr.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](http://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](http://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



Date

Michael W. Hancock, P.E.

Printed name of Governor's Representative for Highway Safety

## X. APPENDIX



**Steven L. Beshear**  
Governor

**TRANSPORTATION CABINET**  
Frankfort, Kentucky 40622  
[www.transportation.ky.gov/](http://www.transportation.ky.gov/)

**Michael W. Hancock, P.E.**  
Secretary

### **Evidence-Based Traffic Safety Enforcement Program**

A significant portion of Kentucky's highway safety grant funds is awarded to law enforcement agencies. The Kentucky Office of Highway Safety (KOHS) has developed policies and procedures to ensure that enforcement resources are used efficiently and effectively to support the goals of the state's highway safety program. Kentucky incorporates an evidence-based approach in its statewide enforcement program through the following components:

#### **Data-driven Problem Identification**

The statewide problem identification process used in the development of the Highway Safety Plan (HSP) has been described earlier; the data analyses are designed to identify who is over involved in crashes and when, where and why crashes are occurring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of crashes relating to their problem area. The agencies are instructed to devote the majority of their overtime hours on these targeted roadways.

All enforcement agencies receiving grant funding must also use a data-driven approach to identify the enforcement issues in their jurisdictions. Data documenting the highway safety issue identified as well as identified goals must be included in the funding application submitted to KOHS, along with the strategies that will be implemented to address the problem.

## **Implementation of Evidence-based Strategies**

To ensure that enforcement resources are deployed effectively, police agencies are directed to implement evidence-based strategies. The HSP narrative outlines Kentucky's broad approach to address key problem enforcement areas and guides the local jurisdictions to examine local data and develop appropriate countermeasures for their problem areas. Examples of proven strategies include targeted enforcement focusing on specific violations, such as distracted driving and speeding, or on specific times of day when more violations occur, such as nighttime impaired driving safety checks and seat belt enforcement. High visibility enforcement, including participation in national seat belt and impaired driving mobilizations, is also required. By implementing strategies that research has shown to be effective, more efficient use is made of the available resources and the success of enforcement efforts is enhanced.

## **Continuous Monitoring**

Continuous monitoring of the implementation of enforcement programs is another important element of the enforcement program. Enforcement agencies' deployment strategies are continuously evaluated and adjusted to accommodate shifts and changes in their local highway safety problems. Several methods are used to follow-up on programs funded by KOHS. The police agencies receiving grant funding are required to report on the progress of their programs in their activity reports. These reports must include data on the activities conducted, such as the area and times worked and the number of tickets issued. Funding decisions for subsequent years are based on the effectiveness of the implementation and performance of the enforcement project.

Enforcement grants are also monitored throughout the year by the KOHS and their four Law Enforcement Liaisons (LELs); contact with enforcement agencies is maintained through meetings, conferences, grant monitoring sessions, phone calls and press events. Enforcement deployment strategies are continuously evaluated for their impact, effectiveness and modifications are made where warranted.

2011-2013 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)
ADAIR	61	70	56	68	58	76	69	87	80	95	9791.5	70
ALLEN	58	57	52	60	21	66	80	64	54	63	7967.2	57
ANDERSON	53	58	100	72	100	64	89	59	61	56	10527.0	82
BALLARD	109	92	96	105	69	90	104	100	56	84	12850.0	101
BARREN	24	24	11	36	89	28	28	30	21	33	4464.3	27
BATH	93	110	73	105	117	81	101	96	90	103	13209.0	103
BELL	37	40	56	34	39	39	51	55	50	27	5959.3	37
BOONE	4	4	9	11	116	4	14	4	3	5	2389.9	12

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
BOURBON	57	48	100	77	90	40	60	41	71	66	10016.5	74
BOYD	17	17	41	19	50	20	38	25	18	18	3796.1	21
BOYLE	39	30	56	48	52	34	90	38	46	49	7037.4	50
BRACKEN	107	84	100	76	19	90	115	80	74	55	11034.3	88
BREATHITT	81	74	52	72	35	65	96	108	81	82	9966.2	73
BRECKINRIDGE	56	77	56	26	2	96	70	92	90	84	7863.9	56
BULLITT	19	12	33	9	65	13	21	21	7	11	2851.4	14
BUTLER	88	78	41	93	62	76	94	63	71	100	10488.2	81

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CALDWELL	86	65	87	86	75	84	108	51	49	57	10841.9	85
CALLOWAY	27	27	17	24	22	31	73	27	52	26	4197.1	25
CAMPBELL	8	8	21	7	51	7	24	7	10	13	2155.8	9
CARLISLE	117	112	96	100	9	109	118	100	103	103	13184.4	102
CARROLL	98	62	67	72	92	68	105	78	50	73	10417.5	80
CARTER	40	49	33	56	102	40	59	42	48	45	7103.5	53
CASEY	71	91	56	72	30	75	43	80	88	106	9496.9	67
CHRISTIAN	11	11	13	7	49	14	17	12	13	9	2003.4	8

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CLARK	31	26	41	36	95	38	54	34	32	38	5957.2	36
CLAY	52	59	16	18	1	34	42	35	64	36	3907.5	22
CLINTON	99	96	87	112	107	103	56	113	96	78	13448.5	108
CRITTENDEN	103	99	100	78	8	113	119	97	90	95	12157.8	95
CUMBERLAND	114	111	110	89	17	107	1	98	107	89	11697.2	92
DAVISS	7	6	24	4	31	8	18	10	12	8	1818.2	6
EDMONSON	91	101	80	64	15	106	99	76	100	91	10670.9	84
ELLIOTT	111	118	119	119	119	116	120	118	118	115	16376.9	120

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ESTILL	76	98	67	114	111	90	79	103	117	99	13431.0	107
FAYETTE	2	2	2	2	57	2	11	2	2	2	1039.7	2
FLEMING	77	84	73	100	76	95	88	85	103	89	12314.1	96
FLOYD	26	29	10	54	93	12	27	28	28	33	5009.7	29
FRANKLIN	18	16	41	17	55	15	29	14	25	22	3616.2	18
FULTON	115	109	107	105	42	110	93	100	88	111	13663.6	111
GALLATIN	105	73	80	78	105	70	111	80	25	73	10983.0	86
GARRARD	69	63	73	84	47	81	82	57	83	66	10242.3	77

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
GRANT	46	37	52	43	109	53	61	18	38	49	7040.2	51
GRAVES	28	31	24	23	36	25	31	23	42	19	3700.1	20
GRAYSON	43	42	31	28	24	43	63	61	45	63	5649.7	35
GREEN	95	105	80	116	97	111	76	113	107	115	14184.6	113
GREENUP	28	39	38	58	88	49	41	46	59	31	6979.1	48
HANCOCK	106	106	110	98	48	105	117	89	83	91	13280.8	105
HARDIN	6	7	4	6	82	10	22	8	5	5	1925.4	7
HARLAN	35	45	38	51	53	40	62	61	46	52	6752.9	45

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
HARRISON	60	51	37	57	5	47	49	58	62	84	7001.8	49
HART	63	52	49	50	99	63	58	44	17	73	7639.8	55
HENDERSON	22	18	56	18	46	18	40	28	16	20	4100.1	24
HENRY	73	67	110	43	63	61	74	50	34	57	8767.5	60
HICKMAN	118	117	87	116	60	115	81	118	107	119	14266.9	114
HOPKINS	21	19	28	27	94	23	13	17	20	18	4017.2	23
JACKSON	84	95	87	60	6	90	65	94	99	70	9916.0	72
JEFFERSON	1	1	1	1	28	1	10	1	1	1	565.5	1

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
JESSAMINE	19	21	65	31	61	16	47	19	30	22	5170.8	33
JOHNSON	50	54	73	93	115	44	1	77	75	66	10039.6	75
KENTON	3	3	17	3	80	3	12	3	4	3	1800.9	5
KNOTT	70	81	33	36	12	59	34	89	67	66	6470.5	42
KNOX	32	43	14	46	41	36	52	32	57	36	5241.1	34
LARUE	79	75	87	90	104	79	103	49	58	78	11514.7	90
LAUREL	16	15	7	14	70	17	36	13	9	14	2669.3	13
LAWRENCE	72	79	67	71	59	80	32	103	78	57	9581.5	68

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
LEE	110	114	110	114	98	117	1	116	116	115	14313.6	115
LESLIE	94	116	107	105	113	114	75	111	105	111	14567.3	116
LETCHER	47	66	56	36	32	48	15	87	53	49	6392.3	40
LEWIS	82	104	67	86	54	97	1	103	96	95	10654.5	83
LINCOLN	45	60	80	45	40	53	30	60	67	41	7376.5	54
LIVINGSTON	102	93	115	84	72	86	98	66	67	73	12024.2	94
LOGAN	41	50	24	60	66	55	25	47	37	52	6404.1	41
LYON	108	86	87	78	112	84	120	74	44	78	11735.5	93

2011-2013 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 10 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	7	5	27	11	23	9	14	7	1508.9	3
MCCREARY	62	82	87	49	18	73	86	69	100	82	9421.2	66
MCLEAN	101	94	115	93	71	108	113	94	75	84	13337.5	106
MADISON	9	9	6	12	79	9	19	5	11	10	2225.5	10
MAGOFFIN	85	97	67	110	103	71	77	84	90	106	12522.7	99
MARION	59	61	28	93	38	59	87	110	67	52	9354.3	64
MARSHALL	34	36	17	36	83	24	53	34	33	22	4898.7	28
MARTIN	87	108	100	105	96	102	1	83	95	111	12697.3	100

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MASON	65	46	41	51	29	46	95	43	55	45	6977.0	47
MEADE	38	56	49	25	11	56	64	65	86	45	6256.4	38
MENIFEE	116	115	115	112	68	111	114	112	114	109	15120.1	117
MERCER	54	53	73	83	84	57	29	45	63	32	8863.6	61
METCALFE	100	88	80	103	77	98	110	103	85	106	13241.0	104
MONROE	96	113	96	111	108	120	1	116	114	115	13905.7	112
MONTGOMERY	42	33	80	34	44	25	71	39	39	57	6792.0	46
MORGAN	80	90	67	58	20	76	85	66	105	114	9822.1	71

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MUHLENBERG	33	35	41	51	85	37	45	48	31	29	6350.7	39
NELSON	23	23	17	22	33	19	37	31	35	17	3408.6	15
NICHOLAS	113	107	110	98	14	98	107	103	112	109	13453.3	109
OHIO	49	47	28	31	34	45	57	36	42	30	5021.0	31
OLDHAM	15	28	35	30	87	32	35	33	23	36	5012.9	30
OWEN	97	102	52	78	3	90	100	89	96	91	10305.2	78
OWSLEY	119	119	115	119	91	117	120	115	120	103	15844.6	119
PENDLETON	75	64	107	64	16	61	84	54	81	35	9367.5	65

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
PERRY	38	32	12	23	26	25	44	52	40	43	4278.3	28
PIKE	13	13	3	13	43	5	16	10	8	12	1746.0	4
POWELL	89	69	56	41	10	69	83	92	87	63	8235.0	59
PULASKI	14	14	14	20	73	21	39	20	27	15	3480.7	16
ROBERTSON	120	120	120	118	7	117	120	120	119	120	15186.6	118
ROCKCASTLE	68	55	21	54	101	51	50	40	29	78	7066.4	52
ROWAN	51	38	41	47	67	49	46	53	41	48	6665.1	44
RUSSELL	64	68	73	97	110	73	91	98	90	91	12328.0	97

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
SCOTT	20	20	24	21	78	22	33	14	19	20	3695.9	18
SHELBY	25	22	31	31	114	27	48	22	15	25	5035.0	32
SIMPSON	66	44	73	68	118	58	92	26	22	62	9173.8	62
SPENCER	67	89	65	68	13	87	72	71	113	72	9604.0	69
TAYLOR	48	41	38	67	56	52	66	74	77	43	8059.5	58
TODD	90	87	80	100	64	83	97	68	78	70	11643.5	91
TRIGG	78	71	41	86	81	67	67	72	60	36	9181.5	63
TRIMBLE	104	103	87	78	4	87	116	108	107	57	11321.8	89

2011-2013 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 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
UNION	74	72	100	60	25	87	112	56	66	73	10089.9	76
WARREN	5	5	5	10	106	6	20	6	6	3	2269.5	11
WASHINGTON	92	83	87	64	23	72	109	78	64	100	10350.7	79
WAYNE	55	76	49	90	74	98	68	73	107	95	10983.8	87
WEBSTER	83	79	100	103	120	103	106	86	73	88	13596.1	110
WHITLEY	30	25	21	15	37	32	55	16	23	28	3514.6	17
WOLFE	112	100	96	90	45	98	102	69	100	100	12460.4	98
WOODFORD	44	34	56	41	86	29	78	24	36	41	6636.0	43



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

Region III  
Delaware, District of Columbia,  
Kentucky, Maryland,  
North Carolina,  
Virginia, West Virginia

**FILE COPY**

10 S. Howard Street,  
Suite 6700  
Baltimore, MD 21201  
Phone (410) 962-0090  
Fax (410) 962-2770

August 26, 2015

The Honorable Steven L. Beshear  
Governor of Kentucky  
700 Capitol Avenue, Suite 100  
Frankfort, KY 40601

Dear Governor Beshear:

We have reviewed Kentucky's fiscal year 2016 Highway Safety Plan as received on June 30, 2015. Based on this submission, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

Specific details relating to the plan will be provided to your State Representative for Highway Safety, Secretary of the Kentucky Transportation Cabinet, Mr. Michael Hancock.

We look forward to working with Kentucky and its partners to meet our mutual goals of reduced fatalities, injuries, and crashes on Kentucky's roads. As we are all stewards of public dollars, we will work closely with Kentucky's Office of Highway Safety to ensure that the NHTSA funding continues to be used effectively and appropriately to advance highway safety.

If you would like any additional information on State's Highway Safety Plan review please feel free to contact me at 410-962-0090.

Sincerely,

Elizabeth A. Baker, Ph.D.  
Regional Administrator

cc: Michael Hancock, Secretary, Kentucky Transportation Cabinet  
Thomas Nelson, Division Administrator, FHWA  
Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA, ROPD



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

Region III  
Delaware, District of Columbia,  
Kentucky, Maryland,  
North Carolina,  
Virginia, West Virginia

**FILE COPY**

10 S. Howard Street,  
Suite 6700  
Baltimore, MD 21201  
Phone (410) 962-0090  
Fax (410) 962-2770

August 26, 2015

Michael Hancock, Secretary  
Kentucky Transportation Cabinet  
200 Mero Street  
Frankfort, KY 40622-0001

Dear Secretary Hancock:

We have reviewed Kentucky's fiscal year 2016 Highway Safety Plan (HSP) received on June 30, 2015. Based on this submission and subsequent revisions, we find your State's Highway Safety Plan to be in compliance with the requirements of 23 CFR Part 1200 and the Highway Safety Plan is approved.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the NHTSA Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year HSP (carry-forward funds) will be available for immediate use by the State on October 1, 2015. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or the electronic equivalent) and an updated project list, consistent with the requirement of 23 CFR §1200.15(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

In our review of the documents submitted, there were equipment purchases proposed with an acquisition cost of \$5,000 or more. This letter does not constitute an approval of these items. Please provide a separate letter requesting approval for purchases of such equipment that includes specific details for each item.

Kentucky's HSP is well organized and does an excellent job of outlining efforts to be undertaken in FY 2016. I'm excited to see how the Occupant Protection Task Force that will be developed this year will impact your program. For next year's submission, please consider including some specific data analysis prefacing each program area section so the reader understands the need for the projects listed. As we are all stewards of public dollars, we will work closely with KOHS to ensure that the NHTSA funding continues to be used effectively and appropriately to advance highway safety

Sincerely,

Elizabeth A. Baker, Ph.D.  
Regional Administrator

cc: Bill Bell, Director, Kentucky Office of Highway Safety  
Thomas Nelson, Division Administrator, FHWA  
Mary D. Gunnels, Ph.D., Associate Administrator, NHTSA, ROPD