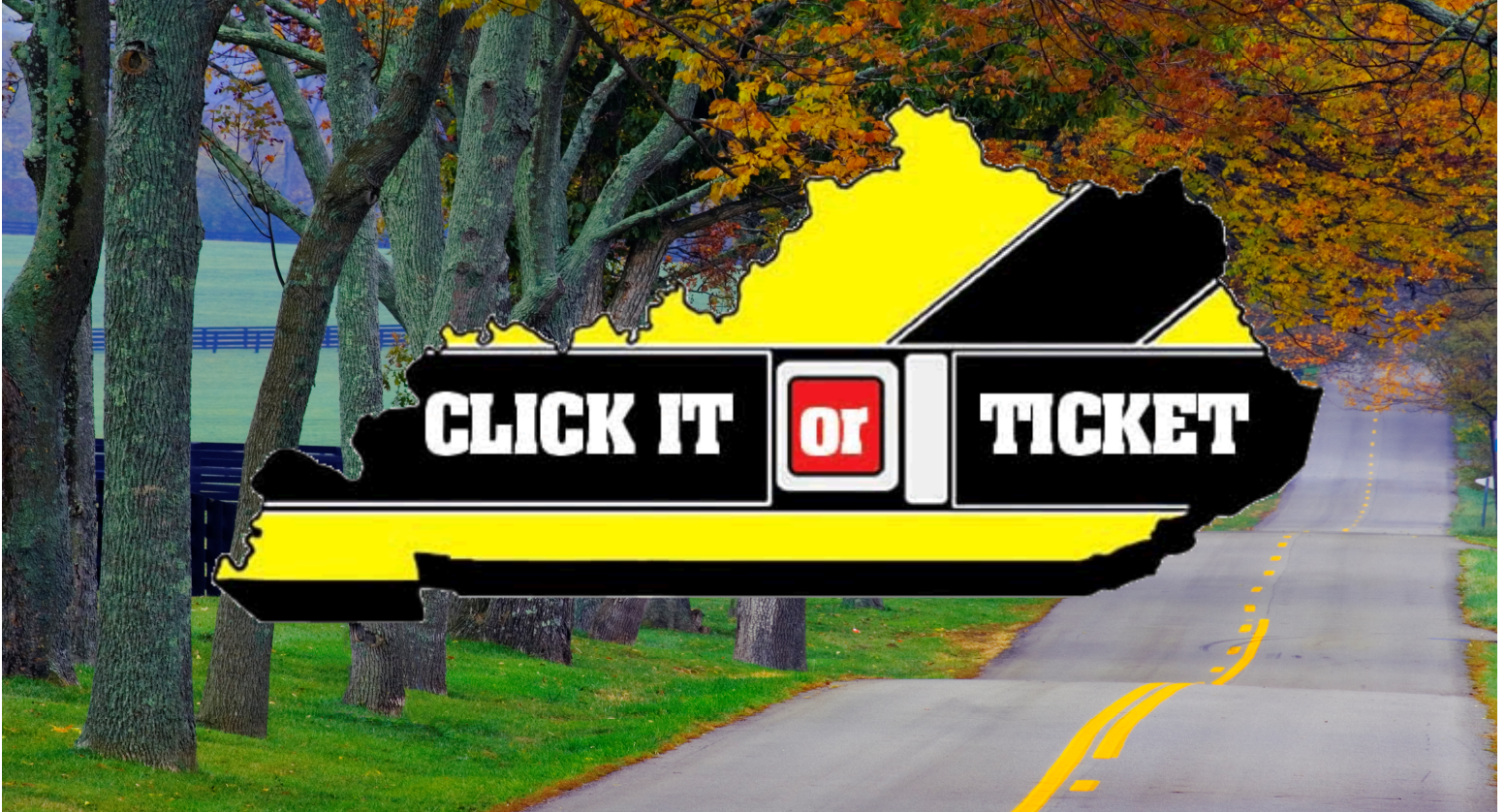


# KENTUCKY OFFICE OF HIGHWAY SAFETY





**FY 2010 Kentucky Highway Safety  
Performance Plan**

**COMMONWEALTH OF KENTUCKY  
HIGHWAY SAFETY PERFORMANCE PLAN  
FISCAL YEAR 2010**

(October 1, 2009 – September 30, 2010)

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

Prepared by:

Transportation Cabinet  
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, 2009 to September 30, 2010.

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# **INTRODUCTION**

## **State Demographic Profile**

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2008 population of Kentucky at 4,269,245, distributed over 39,728 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 56% of the population lives in urbanized areas. Approximately 90% of the population is white, 7.7% black, and 2.2% of Hispanic or Latino origin. One percent of the population is Asian. According to the Census, 23.7% of the population is under 18 years of age, 63.3% is between the ages of 18-64, and 13% is age 65 or older. There are approximately 80,000 miles of public roads in Kentucky. Of those, 35% are state-maintained. In 2008 there were 3,781,965 registered vehicles and 3,032,956 million licensed drivers.

## **Executive Summary**

This document serves as Kentucky's application for Section 402 State and Community Highway Safety funds for the 2010 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.

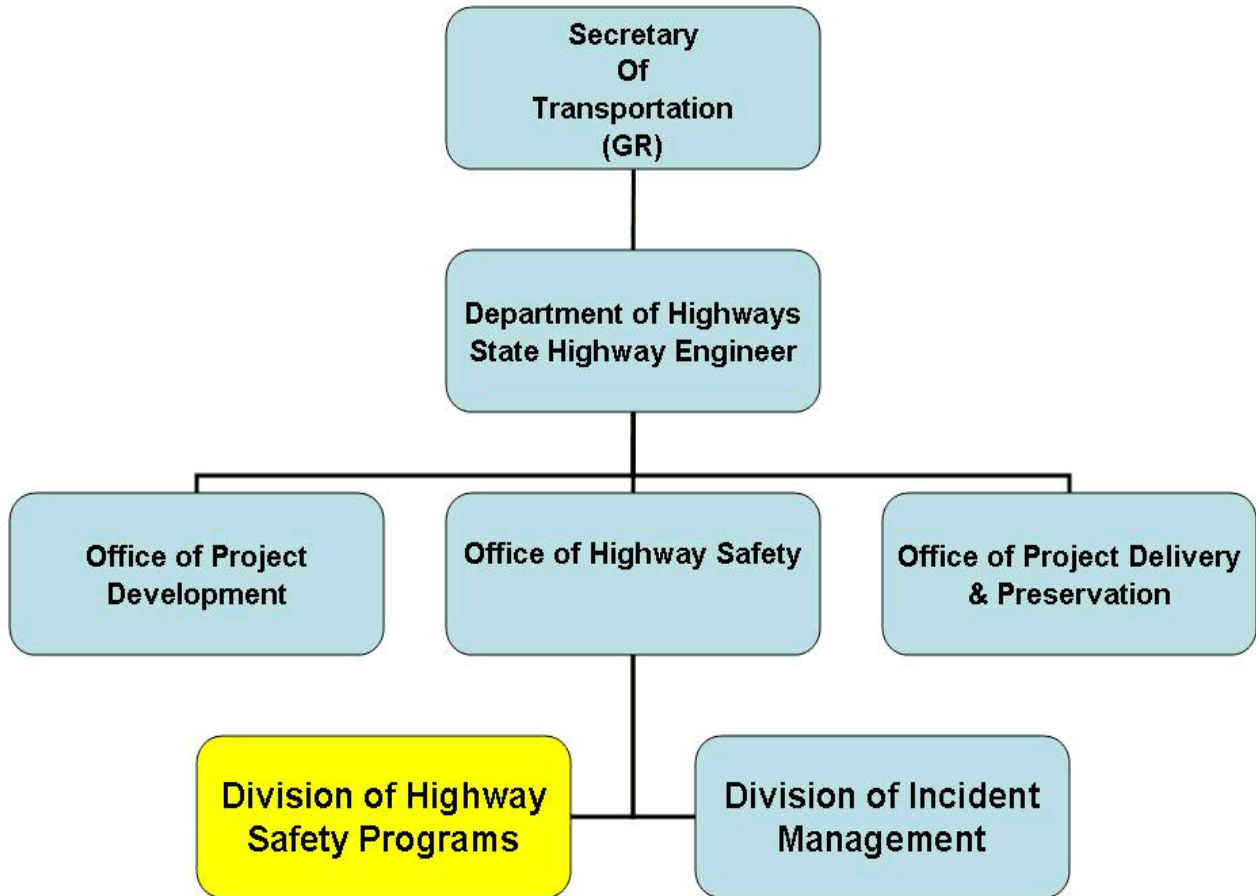
In November 2007 the Secretary of the Transportation Cabinet was appointed as the Governor's Representative for Highway Safety in Kentucky. In June 2008, Kentucky's State Highway Safety Office was reorganized by executive order from the Kentucky Office of Highway Safety in the Transportation Cabinet 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 be the vital link in the Commonwealth's chain of highway traffic safety by elevating the emphasis on highway and traffic safety. 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."

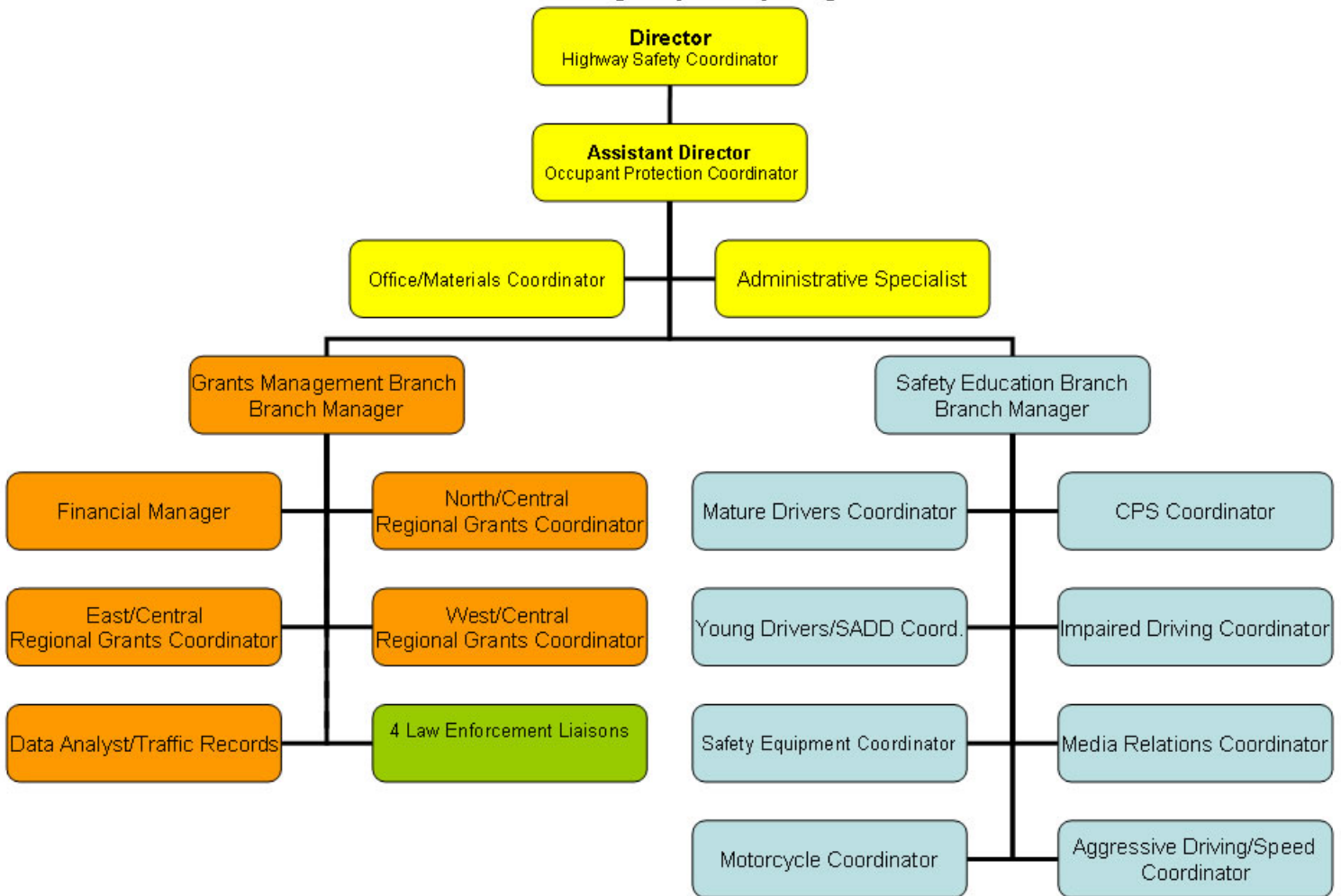
# Office of Highway Safety Organizational Charts

## Kentucky Office of Highway Safety



# Kentucky Office of Highway Safety

## Division of Highway Safety Programs



# **PART I: PERFORMANCE PLAN**

## **A. Description of Problem Identification 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 Plan/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 Office of Highway Safety has access to certain data from the CRASH database to use as the basis for its own Traffic Safety Data Service (TSDS). The TSDS 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 TSDS is able to conduct highway safety problem identification for the purpose of establishing program and funding priorities within the Office of Highway Safety.

The TSDS 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 (2006-2008) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the **Appendix**) tabulates data from each of the following data factors for each county:

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

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. All of these rankings are combined into an overall ranking as well. Fatalities and incapacitating injuries were given more weight in determining the overall ranking. Counties with the lowest overall numerical rank have the greatest number of problems, while counties with the highest numerical rank have the lowest number of problems. The Office of Highway Safety announced that it will target highway safety countermeasures in those counties that were



ranked in the top 25 overall in the upcoming year. The grant review committee used 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 TSDS, 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.

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. 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 Highways 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.

### **Governor's Executive Committee on Highway Safety**

Problem identification and strategic planning for highway safety is also an ongoing endeavor of 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 Executive Committee has the responsibility to create an integrated and strategic highway safety management program that is data-driven and performance based. The Executive Committee also coordinates the development and implementation of goals and supporting actions and facilitates the acquisition of needed resources.

The Executive Committee is chaired by the Executive Director of the Office of Highway Safety. Other members include professionals from a number of different disciplines that are relevant to highway safety in Kentucky. Representation includes individuals from the following organizations: Kentucky Transportation Cabinet, Kentucky State Police, Federal Highway Administration, Federal Motor Carrier Safety Administration, Kentucky Injury Prevention and Research Center, Department of Public Health, Eastern Kentucky University, Administrative Office of the Courts, 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 Safety Council, Kentucky

Office of Alcoholic Beverage Control, Kentucky Operation Lifesaver and the Insurance Institute of Kentucky.

Based on their review of highway safety data, the Governor's Executive Committee recognized a number of opportunity areas for which further study was needed. These became the following eleven highway safety emphasis areas:

- Impaired Driving
- Lane Departure
- Drive Smart Safety Corridors
- Aggressive Driving
- Incident Management
- Traffic Records
- Legislative Issues
- Young Drivers
- Motorcycle Safety
- Occupant Protection
- Commercial Vehicle Safety

Task teams were established for each emphasis area. Subsequently, these teams developed goals and strategies that went into Kentucky's Strategic Highway Safety Plan, which was completed and approved in 2006. This plan, entitled "Kentucky's Roadmap to Safer Highways" serves as the umbrella guide to increase coordination, communication and cooperation among state, federal and local agencies, non-profit organizations and other highway safety advocates. It also serves as a useful point of reference for all other highway safety planning efforts, including problem identification and the formulation of goals for this Highway Safety Performance Plan.

## **B. Summary Report on Highway Safety in Kentucky**

### **General:**

- In 2008, there were 123,530 crashes involving motor vehicles on Kentucky's public roadways. This is approximately a 1% decrease from 2007. By comparison, the number of licensed drivers and registered vehicles each increased by 1%.
- Fatalities began to decline in 2006, when they dropped from 985 to 913. The reduction continued in 2007, dropping to 864, and in 2008 dropping to 826.
- The fatality rate per 100 million-vehicle miles traveled decreased from 1.80 in 2007 to 1.75 in 2008. Despite this decline, this rate is still much higher than the national rate (currently 1.38).
- Serious injuries have been declining for the past several years in Kentucky and were reduced in 2008 by 9.1% compared to 2007.

### **Impaired Driving:**

- During the last three years, alcohol-related fatalities comprised an average of about 24% of all motor vehicle fatalities.
- The number of DUI cases filed with the court system decreased 2.8% in 2008, after having decreased 2.9% in 2007. The DUI conviction rate in Kentucky, however, rose by 0.4% in 2008 to a current rate of 85.3%. In some counties, however, this percentage is much lower.
- The following ten counties ranked highest in the number of alcohol-related collisions in 2008: Jefferson, Fayette, Kenton, Daviess, Warren, Boone, Madison Pike, Campbell, and Hardin.

### **Occupant Protection:**

- The statewide average seat belt usage rate (all front seat occupants) increased significantly from 73.3% in 2008 to 79.7% in 2009. The usage rate for drivers increased from 73.9% in 2008 to 80.3% in 2009.
- The gap in seat belt usage has narrowed between Kentucky and the U.S. Kentucky's rate is now 3.3 percentage points below the national average of 83%.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2009 Kentucky seat belt survey indicated a usage rate of 72% on collector roads, compared to 86% on interstates/parkways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 86% in Fayette County to a low of 66% in Knott County.
- Overall usage of child restraints (both front and rear seats) for children under four years of age increased slightly from 98% in 2008 to 98.6% in 2009.
- While restraint usage in pickup trucks increased from 60.4% in 2008 to 69% in 2009, belt usage continues to be lowest in pickups than in any other type of vehicle.
- Sixty-four percent of the vehicle occupants killed in 2008 in Kentucky were not restrained.

**Speeding:**

- The number of speed-related crashes increased by 10% from 2007 to 2008. Speeding-related **fatal** crashes decreased by 7.9%, from 151 in 2007 to 139 in 2008.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 18.5% all fatal crashes in 2008 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- The majority of crashes involving unsafe speed occur in rural areas.
- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.
- Speeding convictions decreased by 5.4% between 2007 and 2008. Speeding convictions per speed related crash also decreased from a rate of 12.7 in 2007 to 10.9 in 2008.

**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 2008, drivers age 16-19 were involved in about 17.4% of all crashes and 11.3% of fatal crashes, even though this age group makes up only 5.8% of licensed drivers in the state.

**Motorcycles:**

- The number of registered motorcycles in Kentucky continues to increase each year. There were 104,917 in 2008 compared with 96,522 in 2007.
- This past year the number of fatal motorcycle crashes decreased by 9.8%, from 112 in 2007 to 101 in 2008.
- Helmet usage among motorcyclists is approximately 64% in 2009, and Kentucky has no mandatory helmet law for adults.

### C. Data Trends & Performance Goals/Objectives

#### Kentucky Performance Measures & Crash Data

	2005	2006	2007	2008	2005-2007 Average	2006-2008 Average
<b>Crash Rate per 100M VMT</b>	272	267	260	262	266	263
<b>Fatalities (actual)</b>	985	913	864	826	921	868
<b>Rural Fatalities</b>	738	688	677	634	701	666
<b>Urban Fatalities</b>	247	225	187	192	220	201
<b>Fatality Rate per 100M VMT</b>	2.08	1.91	1.80	1.75	1.93	1.82
<b>Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)</b>	508	474	382	381	455	412
<b>Serious Injuries</b>	5,841	5,542	5,082	4,620	5,488	5,081
<b>Alcohol - related crashes</b>	5,440	5,360	5,167	5,015	5,322	5,181
<b>Fatalities involving a driver or motorcycle operator with .08+ BAC</b>	249	216	212	200	226	209
<b>Statewide DUI conviction rate</b>	83.7	83.8	84.9	85.3	84.1	84.7
<b>Speeding –related crashes</b>	8,083	7,931	6,847	7,533	7,620	7,437
<b>Speeding-Related Fatalities</b>	187	160	132	154	160	149
<b>Motorcyclist Fatalities</b>	89	98	112	101	100	104
<b>Unhelmeted Motorcyclist Fatalities</b>	58	68	72	60	66	67
<b>Drivers age 20 or younger in fatal crashes</b>	168	168	138	122	158	143
<b>Pedestrian Fatalities</b>	54	52	44	67	50	54

<b>Observed Seat Belt Usage (front seat outboard for passenger vehicles)</b>	2005	2006	2007	2008	2009
	66.7	67.2	71.8	73.3	79.7

### Grant-Funded Enforcement Data

	FY 2005	FY 2006	FY 2007	FY2008	FY05-07 Average	FY06-08 Average
Seat belt citations	13,784	12,740	33,002	31,626	19,842	25,789
DUI Arrests	3,583	4,103	5,439	4,805	4,375	4,782
Speeding Citations	58,037	46,653	47,979	44,472	50,890	46,368

**\*items shown in purple are Performance (Core Outcome) Measures identified by NHTSA and GHSA**

## Performance Goal Statements

### Core Outcome Measures

1. To decrease fatalities five percent from the 2006-2008 calendar base year average of 868 to 824 by December 31, 2010, from 824 to 783 by December 31, 2011, and from 783 to 744 by December 31, 2012.
2. To decrease serious traffic injuries five percent from the 2006-2008 calendar base year average of 5081 to 4827 by December 31, 2010, from 4827 to 4586 by December 31, 2011, and from 4586 to 4357 by December 31, 2012.
3. To decrease fatalities/100M VMT from the 2006-2008 calendar base year average rate of 1.82 to 1.72 by December 31, 2010, to 1.62 by December 31, 2011, and to 1.52 by December 31, 2012.
4. To decrease rural fatalities from the 2006-2008 calendar base year average of 666 to 633 by December 31, 2010, from 633 to 601 by December 31, 2011, and from 601 to 531 by December 31, 2012.
5. To decrease urban fatalities from the 2006-2008 calendar base year average of 201 to 191 by December 31, 2010, from 191 to 182 by December 31, 2011, and from 182 to 173 by December 31, 2012.
6. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions five percent from the 2006-2008 calendar base year average of 412 to 391 by December 31, 2010, and from 391 to 372 by December 31, 2011, and from 372 to 353 by December 31, 2012.
7. To decrease alcohol-impaired driving fatalities five percent from the 2006-2008 calendar base year average of 209 to 199 by December 31, 2010, and from 199 to 189 by December 31, 2011, and from 189 to 180 by December 31, 2012.
8. To decrease speeding-related fatalities five percent from the 2006-2008 calendar base year average of 149 to 142 by December 31, 2010, and from 142 to 135 by December 31, 2011, and to 128 by December 31, 2012.

9. To decrease motorcyclist fatalities five percent from the 2006-2008 calendar base year average of 104 to 99 by December 31, 2010, and from 99 to 94 by December 31, 2011, and from 94 to 89 by December 31, 2012.
10. To decrease unhelmeted motorcyclist fatalities five percent from the 2006-2008 calendar base year average of 67 to 64 by December 31, 2010, and from 64 to 61 by December 31, 2011, and from 61 to 58 by December 31, 2012.
11. To decrease drivers age 20 or younger involved in fatal crashes by five percent from the 2006-2008 calendar base year average of 143 to 136 by December 31, 2010, from 136 to 129 by December 31, 2011, and from 129 to 123 by December 31, 2012.
12. To decrease pedestrian fatalities five percent from the 2006-2008 calendar base year average of 54 to 51 by December 31, 2010, from 51 to 49 by December 31, 2011, and from 49 to 47 by December 31, 2012.

### **Activity Measures**

13. To increase the number of seat belt citations during grant-funded enforcement activities five percent from the 2006-2008 calendar base year average of 25,789 to 27,078 by December 31, 2010, from 27,078 to 28,432 by December 31, 2011, and from 28,432 to 29,854 by December 31, 2012.
14. To increase the number of DUI arrests during grant-funded enforcement activities five percent from the 2006-2008 calendar base year average of 4,782 to 5,021 by December 31, 2010, from 5,021 to 5,272 by December 31, 2011, and from 5,272 to 5,536 by December 31, 2012.
15. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2006-2008 calendar base year average of 46,368 to 47,295 by December 31, 2010, from 47,295 to 48,241 by December 31, 2011, and from 48,241 to 49,206 by December 31, 2012.

### **Core Behavior Measure**

16. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2009 average usage rate of 79.7 percent to 82 percent by December 31, 2010, and to 84 percent by December 31, 2011, and 86 percent by December 31, 2012.

### **Attitudinal Measure**

17. To conduct telephone surveys during the month of July on occupant protection, alcohol and speeding behavior and perceptions about enforcement and media. The questions will be nine questions recommended by NHTSA. The sample will include 500 participants.

## **Performance Objectives**

### **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.

To provide law enforcement with the resources needed to aid them in detecting impaired drivers.

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.

To participate in the National Highway Traffic Safety Administration's "Drunk Driving, Over the Limit – Under Arrest" national campaign through increased saturation patrols and checkpoints 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 Drug Recognition Experts (DRE's). This certification will be an effective tool for recognizing and convicting persons driving impaired by drugs.

To encourage the passage of stronger DUI laws in Kentucky.

### **Occupant Protection**

To educate the public about the provisions of Kentucky's primary seat belt law and the consequences of non-compliance.

To encourage law enforcement agencies to aggressively enforce the primary seat belt law.

To provide law enforcement agencies with the necessary resources to implement occupant protection enforcement and educational programs in counties with low usage rates.

To participate in the National Highway Traffic Safety Administration's "Click It or Ticket" campaign focusing on occupant protection through increased saturation patrols and checkpoints.



To encourage nighttime occupant protection enforcement during the grant year.

To increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. Target messages to those segments of the population and to geographic areas with the lowest usage rates.

To encourage the passage of stronger occupant protection laws for children (specifically, those over 40" tall, who are not adequately protected under the current child restraint law) by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations.

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

Researchers will conduct observational surveys at 160 sites in 18 counties following a NHTSA-approved methodology.

To educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats.

### **Police Traffic Services**

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

To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities.

### **Motorcycle Program**

To use public service announcements and educational materials to educate motorcyclists about the life saving benefits of wearing helmets.

To use public service announcements to increase motorists' awareness of the need to look out for motorcyclists and to "share the road" with motorcyclists.

To increase enforcement of impaired driving laws relating to motorcyclists.

## **D. Process for Establishing Performance Goals**

The Kentucky Office of Highway Safety staff analyzed the data for calendar year 2005 through 2008 for each performance measure required by NHTSA and GHSA as well as other measures selected by KOHS. KOHS compared the 2005-2007 average with the 2006- 2008 averages to measure the increase or decrease in each performance measure to determine the degree of change that can be expected by December 31, 2010 as well as long range goals through December 31, 2012.

## **E. Process for Developing Programs and Projects**

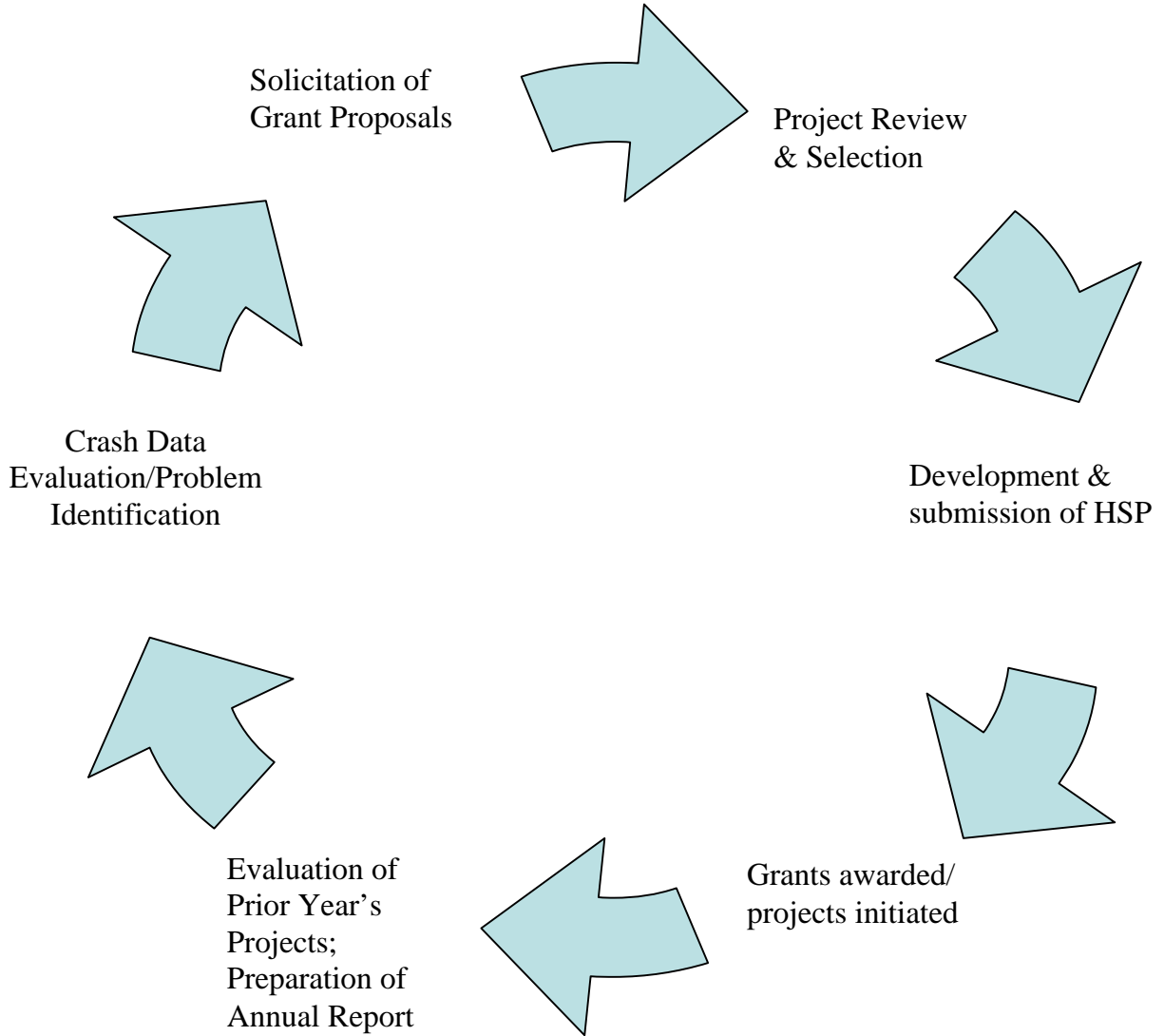
Programs and projects are designed to impact problems that are identified through the problem identification process outlined at the beginning of the Performance Plan. The Kentucky Office of Highway Safety (KOHS) staff holds meetings throughout the fiscal year to plan and coordinate major programs and initiatives. Work with partner agencies also guides this process. 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. Grant applications are provided to current grantees, to any requesting agency, and to agencies in identified high priority areas. Law Enforcement Liaisons are instrumental in contacting and encouraging agencies in these high priority areas to apply for grants. In addition, the grant application is made available on the Kentucky Office of Highway Safety's web site, along with basic instructions for submission. The KOHS staff conducts a minimum of one training workshop detailing how to complete the application.

Once all applications are received, they are divided among the grant review committee's members to review and note recommendations. In June, the grant review committee meets for several days to discuss and evaluate all proposals as a group. The committee is comprised of Kentucky Office of Highway Safety staff and Law Enforcement Liaisons. 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, and 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 2010, a total of 123 external grant applications were received. 89 of these were enforcement proposals, 24 were educational or other projects, and 10 were data project proposals. Kentucky Office of Highway Safety review, 408 Data Committee review, and final review by the Governor's Representative resulted in approval of 73 enforcement proposals, 16 educational/other proposals and 7 data proposals. Many of those that were not funded were determined to be ineligible under the Grants Management Branch's funding policies. Below is a summary of the number and types of projects that are proposed for funding in FFY 2010.

<b>FFY 2010 Grants</b>			
<b>Program Area</b>	<b>New</b>	<b>Continuation</b>	<b>Total</b>
<b>Section 402</b>			
Planning & Administration		1	1
Alcohol Countermeasures/Impaired Driving	4	21	25
Occupant Protection	6	14	20
Police Traffic Services	14	31	45
Pedestrian/Bicycle Safety		1	1
Safe Communities	1	1	2
Roadway Safety		1	1
Accident Investigation		1	1
Driver Education			
Traffic Records	1	2	3
Community Traffic Safety Program		1	1
Motorcycle Safety	1		1
<b>Section 402 Total</b>	<b>26</b>	<b>74</b>	<b>100</b>
<b>Section 406</b>		<b>1</b>	<b>1</b>
<b>Section 408</b>	<b>6</b>	<b>1</b>	<b>7</b>
<b>Section 410</b>		<b>2</b>	<b>2</b>
<b>TOTALS</b>	<b>33</b>	<b>78</b>	<b>111</b>

## Overview of the Highway Safety Grants Planning Process



## **PART II: HIGHWAY SAFETY PLAN**

### **Impaired Driving Program**

**Project Number:** AL-10-01

**Project Title:** Alcohol Public Information and Education (Kentucky Office of Highway Safety)

**Description:** The Kentucky Office of Highway Safety will purchase educational materials to distribute in highway safety programs and events at schools and in communities across the state. Materials will also be distributed to Alcohol Countermeasures grantees. All purchased items will be printed with an impaired driving message.

**Budget:** \$25,000

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**Project Number:** AL-10-02

**Project Title:** Alcohol Networking (Kentucky Office of Highway Safety)

**Description:** These funds will be used to cover travel and training expenses for partners (non-Kentucky Office of Highway Safety personnel) to attend professional conferences or meetings related to the impaired driving program. They may also be used for expenses for meetings or training events sponsored by the Office.

**Budget:** \$5,000

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**Project Number:** AL-10-03

**Project Title:** DUI 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.

**Budget:** \$22,000 (event planning & coordination, facility rental, meals and plaques/awards)

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**Project Number:** AL-10-04

**Project Title:** Department of Criminal Justice Training

**Description:** This continuation project will offer three classes and certification for another 45 law enforcement officers to become certified Drug Recognition Experts (DRE's). The project also includes two planned recertification classes for previously-trained DRE's and one DRE instructor's class. This program has produced over 100 DRE's since it was implemented in Kentucky four years ago. Participants are selected from areas deemed as high need, based upon the number of drug-related crashes and drug arrest data. With Kentucky's increasing number of drug-related DUI's and crashes, this program is an essential component of Kentucky's strategy to reduce impaired driving. The training curriculum, which is provided by the International Association of Chiefs of Police, includes classroom instruction, written tests and supervised evaluation of subjects. Those certified by this program are able to conduct standardized and systematic evaluations of drug-impaired individuals and provide reliable testimony in court. The grant will pay for the DRE Program Coordinator's salary, instructors' expenses, materials for the classes and certification/recertification training, and lodging/meals for the participants at Eastern Kentucky University.

**Budget:** \$80,000

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**Project Number:** AL-10-05

**Project Title:** Kentucky Crime Prevention Coalition Youth Alcohol Coordinator

**Description:** Funding will continue to provide a full time staff person to conduct Fatal Experience Driving Simulation Programs to students at high schools and universities throughout the state. This program utilizes a customized golf-cart type vehicle, a driving course, and Fatal Vision goggles to educate young people about the effects of underage alcohol use and driving while impaired. A modified scooter simulation is offered to middle school students for underage drinking prevention. These programs will be publicized periodically at public awareness events or conferences related to youth alcohol prevention and highway safety.

**Budget:** \$87,600

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**Project Number:** AL-10-06 through AL-10-25

**Project Title:** Local Law Enforcement Alcohol Countermeasures Projects

**Description:** These grants will fund 20 local law enforcement agencies' overtime enforcement programs focused on DUI in each of the following counties: Boone, Bullitt, Campbell, Clark, Daviess, Fayette, Franklin, Hardin, Harlan, Kenton, Laurel, Madison, Marshall, McCracken, Nelson, and Scott. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2010 Kentucky Lifesavers Conference.

**Budget:** \$ 357,662

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**Project Number:** K8PM-10-01

**Project Title:** Impaired Driving Paid Media

**Description:** These funds will be used to develop and run statewide media campaigns to coincide with the national *Drunk Driving: Over the Limit, Under Arrest* campaign in August-September 2010 and beyond. In addition, anti-DUI advertising will be purchased during other high-risk times of the year to sustain the message. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads, and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted.

**Budget:** \$77,201.51 (410 Funds)

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**Project Number:** K8-10-01

**Project Title:** Office of the Attorney General – Traffic Safety Resource Prosecutor

**Description:** This project provides fourth-year funding for the position of a full-time Traffic Safety Resource Prosecutor, TSRP. This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI related laws. The TSRP will coordinate a minimum of three trainings during the grant year that may include: trial advocacy in traffic safety cases, use of effective trial techniques, current legislative overview, use of expert witnesses, physiological effects of drugs and alcohol, common defenses, training on repeat offender prosecution and sobriety tests, vehicle forfeiture and immobilization issues, and communication skills and pre-trial issues in DUI cases. The third training will focus on DUI vehicular homicide. All of these training events will be available to all state prosecutors, and will place emphasis on a team approach with law enforcement. The TSRP will attend the Kentucky Prosecutors Institute Advocacy training and participates as a faculty member during this training event. In addition, the TSRP is a mentor to new prosecutors and provides training for new law enforcement recruits regarding DUI at the Department of Criminal Justice Training facility.

**Budget:** \$172,795 (410 Funds)

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**Project Number:** K8-10-02

**Project Title:** Kentucky State Police Nighthawk Traffic Alcohol Program

**Description:** Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement will be emphasized in identified safety corridors 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 pay for overtime pay, travel and training, and equipment.

**Budget:** \$389,350 (410 Funds)

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## Occupant Protection Program

**Project Number:** OP-10-01

**Project Title:** Occupant Protection Public Information and Education (Kentucky Office of Highway Safety)

**Description:** The Kentucky Office of Highway Safety will purchase educational materials to distribute in highway safety programs and events at schools and in communities across the state. Materials will also be distributed to Occupant Protection grantees. All purchased items will be printed with an occupant protection message.

**Budget:** \$25,000

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**Project Number:** OP-10-02

**Project Title:** Occupant Protection 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 occupant protection program. It may also be used for expenses for meetings or training events sponsored by the Office.

**Budget:** \$5,000

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**Project Number:** OP-10-03

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

**Description:** In 2010, Kentucky will hold the sixth consecutive state Lifesavers Conference. The conference, which drew over 400 attendees in 2009, 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:** \$45,000

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**Project Number:** OP-10-04

**Project Title:** University of Kentucky – Kentucky Transportation Center  
Safety Belt Usage Surveys

**Description:** Researchers will conduct observational surveys at 160 sites in 18 counties following a NHTSA-approved methodology. Observations will be conducted in the early summer of 2010, 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:** \$100,000

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**Project Number:** OP-10-05 through OP-10-07

**Project Title:** Kentucky Association of Chiefs of Police—Central, Eastern, and Western 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, and Western 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, expenses, equipment, and educational materials.

**Budget:** \$276,924

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**Project Number:** OP-10-08

**Project Title:** Kentucky Crime Prevention Coalition—Northern LEL

**Description:** This grant will fund a part time Law Enforcement Liaison to serve as a field agent to the Kentucky Office of Highway Safety, providing services to a 19-county area in Northern and Central Kentucky. The 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. Grant includes personnel costs, expenses, equipment, educational materials and administrative support.

**Budget:** \$87,474

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**Project Number:** OP-10-09

**Project Title:** Kosair Children's Hospital CPS Program

**Description:** This grant will help support a Registered Nurse as a CPS specialist/instructor who works from Kosair Children's Hospital in Louisville, providing CPS instruction assistance throughout the state under the direction of the State CPS Coordinator. In the upcoming year, this individual will host and/or serve as senior checker at car seat check up events, will teach CPS technician certification and recertification classes, will provide continuing education trainings for current technicians/instructors, and will offer classes to healthcare staff regarding seats for special needs children. She will also provide targeted educational opportunities to both adults and children regarding booster seats and will provide check up supplies as needed to agencies. The grant will cover partial salary and travel/training, public information and education materials and child restraint check up supplies and orthopedic seats for special needs children.

**Budget:** \$73,965

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

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

**Description:** This health department will utilize funding to conduct child safety seat checkups and to instruct and certify new CPS technicians in this far western part of the state. The project director plans to provide occupant protection education to school children and to the general public.

**Budget:** \$10,250

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**Project Number:** OP-10-11 through OP-10-20

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

**Description:** These grants will allow 10 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Ballard, Caldwell, Estill, Lincoln, Logan, Marion, Mercer, Monroe, Perry, and Simpson. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2010 Kentucky Lifesavers Conference.

**Budget:** \$107,575

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**Project Number:** K2PM-10-01, K4PM-10-01

**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 2010. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads, and messaging at sporting venues. Media markets serving low safety belt usage areas will be emphasized.

**Budget:** \$289,256.67 (405 & 406 funds)

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## Police Traffic Services Program

**Project Number:** PT-10-01

**Project Title:** PTS Public Information and Education (Kentucky Office of Highway Safety)

**Description:** The Kentucky Office of Highway Safety will purchase educational materials to distribute in highway safety programs and events at schools and in communities across the state. Materials will also be distributed to Police Traffic Services grantees. All purchased items will be printed with highway safety messages related to all program areas.

**Budget:** \$25,000

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Project Number: PT-10-02

**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: \$10,000

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Project Number: PT-10-03

**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. Locations will be identified within each KSP post area where there is a high rate of injury or fatal collisions or speed violations, and enforcement details will be set up to monitor these spots. Enforcement will also be emphasized in counties that have a high number of speeding-related crashes.

**Budget:** \$300,000

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**Project Number:** PT-10-04 through PT-10-44

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

**Description:** These grants will allow 41 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Bell, Boone, Bourbon, Boyd, Campbell, Christian, Clark, Graves, Grayson, Greenup, Hardin, Harrison, Henderson, Hopkins, Jefferson, Johnson, Kenton, Laurel, Logan, Lyon, Madison, Marshall, McCracken, Oldham, Pulaski, Shelby, Trigg, Warren, and Woodford. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2010 Kentucky Lifesavers Conference.

**Budget:** \$677,421

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**Project Number:** PT-10-45

**Project Title:** University of Kentucky – Kentucky Transportation Center  
Attitudes & Awareness Survey

**Description:** This grant will fund a telephone attitudes and awareness survey focused on Impaired Driving, Occupant Protection, Speeding and other driver safety issues.

**Budget:** \$20,000

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## **Planning & Administration Program**

**Project Number:** PA-10-01

**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, Financial Manager, and Planner (if position is filled) of the Office's Division of Highway Safety Programs, Grants Management Branch. In addition, it will fund 50% of the expenses for office supplies, equipment, postage, and GHSA and professional dues for the Grants Management Branch. The remaining 50% is funded by the state with required matching funds.

**Budget:** \$100,000

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**Project Number:** K4PA-10-01

**Project Title:** 406 Planning & Administration (Kentucky Office of Highway Safety)

**Description:** This grant will fund travel & training expenses for the Executive Director of the Kentucky Office of Highway Safety and for the Director and Assistant Director of the Kentucky Office of Highway Safety's Division of Highway Safety Programs to attend GHSA conferences and other approved highway safety conferences and events.

**Budget:** \$106,000 (406 Funds)

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## **Community Traffic Safety Program**

**Project Number:** CP-10-01

**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 3 Grant Program Managers.

**Budget:** \$190,000

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## Motorcycle Safety Program

**Project Number:** MC-10-01

**Project Title:** Motorcycle Safety Awareness Project

**Description:** These funds will be used to purchase public awareness materials and or media to promote helmet usage among motorcyclists. The safety messages will be disseminated through radio, brochures, posters and outdoor banners. Public Awareness will be concentrated in high-risk motorcycle crash areas across the state.

**Budget:** \$135,000

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**Project Number:** K6-10-HP

**Project Title:** Motorcycle Safety Awareness Project

**Description:** These funds will help pay for public relations campaigns to make motorists and motorcyclists aware of the situations that increase the likelihood of crashes and to promote actions that all drivers can take to help avoid crashes involving motorcycles. The safety messages will be disseminated mostly through radio, but also through brochures, posters and outdoor banners. Media will be concentrated in high-risk motorcycle crash areas across the state.

**Budget:** \$153,801.03 (2010 Funds)

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## Safe Communities Program

**Project Number:** SA-10-01

**Project Title:** Cumberland Valley Area Development District

**Description:** This project is planned to address low seat belt usage, impaired driving and young driver safety issues in an eight county area in southeastern Kentucky (Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley counties). The grant will fund salary and travel expenses for a regional highway safety coordinator to conduct educational programs in schools and senior centers, as well as through informational booths at public events such as community festivals. Interactive programs and presentations will be targeted to particular highway safety problems in each county of the district using crash data to identify the problems of greatest priority. Programs will include Ghost Out, Fatal Experience and the rollover simulator, among others. The highway safety coordinator will also be trained and certified as a CPS technician and instructor to assist in child safety checkup events and classes for new CPS technicians in this region.

**Budget:** \$29,700

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**Project Number:** SA-10-02

**Project Title:** Madison County Health Department Traffic Safety Education Program

**Description:** This project, which is in its eighth year, will continue to implement a program of traffic safety in the community, in local schools and colleges, and through Health Department programs. In doing so, the Health Department will head the Madison County Safety Coalition and will collaborate with a number of civic and educational organizations, law enforcement agencies, the faith-based community and others, including Children's Champions, the Madison County Extension Service, SAFE KIDS, and Eastern Kentucky University Baccalaureate Nursing Program. Educational and outreach efforts will seek to reach all segments of the population and will emphasize three areas: seat belt and child passenger restraint use (including a campaign focused on buckling up children in the back seat), the risks associated with alcohol, and bicycle/pedestrian safety. The project includes gathering local seat belt usage data through

quarterly observational surveys and maintaining CPS fitting stations at Health Department facilities in Berea and Richmond.

**Budget:** \$50,000 (salaries and benefits for safety education team)

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## **Pedestrian & Bicycle Safety Program**

**Project Number:** PS-10-01

**Project Title:** Kosair Children's Hospital - B.I.K.E.S. (Behaviors Illustrating Knowledge that Ensures Safety) Project

**Project Description:** This program is designed to teach bicycle safety skills to children ages 6-14 by having them participate in bicycle rodeos that simulate real-life traffic situations where children must make decisions and demonstrate their skills and knowledge of bicycle safety. The program emphasizes the importance of always wearing a helmet when riding a bicycle, maintaining awareness of surroundings and obeying the rules of the road. A pedestrian program is conducted for children in grades K-3. The grant funding will enable a bicycle safety consultant to present 150 bicycle rodeos/pedestrian programs in elementary and middle schools throughout the state. Summer programs will also be conducted through venues including 4-H, church and scout camps.

**Budget:** \$58,672

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## **Accident Investigation Program**

**Project Number:** AI-10-01

**Project Title:** KSP Accident Reconstruction Program

**Project Description:** This grant will provide funding to the Kentucky State Police's Traffic Accident Reconstruction Program, which provides full-service collision investigation and analysis for the agency, as well as for any law enforcement agency in Kentucky who requests assistance. The work of the reconstructionists drastically reduce road closure time, provide complete investigations, and provide expert testimony and knowledge to any law enforcement agency within the Commonwealth, directly contributing to the analysis and reduction of motor vehicle collisions and deaths. Specifically, the grant will provide funding for Crash Data Retrieval Conference and Technician Trainer Update, a Collision Reconstruction Seminar, 2 Total Stations, computer software and a printer.

**Budget:** \$62,700

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## **Roadway Safety Program**

**Project Number:** RS-10-01

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

**Description:** The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database to develop two publications that are widely used by highway safety professionals and researchers. *Analysis of Traffic Crash Data in Kentucky* is a compilation of five years of statewide and county crash data, organized into dozens of reference tables. *Kentucky 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:** \$60,000

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## Traffic Records Program

**Project Number:** TR-10-01

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

**Description:** Includes salaries & benefits and travel & training 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:** \$57,000

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**Project Number:** TR-10-02

**Project Title:** Traffic Records 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 Traffic Records program. It may also be used to pay for expenses for meetings or training events sponsored by the Kentucky Office of Highway Safety.

**Budget:** \$2,500

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**Project Number:** TR-10-03

**Project Title:** UK Injury Prevention & Research Center

**Description:** This grant will fund 67% of the salaries and benefits and administrative expenses for a CODES analyst dedicated to linking 2008 CRASH database with hospital inpatient and emergency department databases and to producing publications supporting highway safety priorities outlined in the state's Strategic Highway Safety Plan.

**Budget:** \$55,763

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## 408 Data Incentive Program

**Project Number:** K9-10-01

**Project Title:** Kentucky Hospital Association

**Description:** To conduct a 12-month collection of patient-level emergency services records, beginning October 1, 2009. The data are collected on a calendar-quarter basis from each licensed facility in the Commonwealth which provides emergency services. The data are then edited for accuracy in coding and completion. Once complete, a final quarterly database for inpatient cases and outpatient cases are produced. Data showing emergency cases are contained in both data sets. These data described become a part of the Kentucky Inpatient Discharge and Outpatient Services Database. The project data collected are limited to those cases with emergency services where the patient was not admitted as an inpatient or received outpatient surgery as part of that encounter. Kentucky Injury Prevention Research Center (KIPRC) will receive, in addition to the project data, data for inpatient admissions and outpatient surgery encounters, providing a complete data set for emergency room encounters.

**Budget:** \$208,000

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**Project Number:** K9-10-02

**Project Title:** Kentucky Board of Emergency Medical Services

**Description:** Collection of pre-hospital patient data. Funds will specifically be used to fund the personnel cost, data server and software package annual maintenance costs of the program.

**Budget:** \$300,000

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**Project Number:** K9-10-03

**Project Title:** Kentucky Transportation Cabinet – Division of Maintenance

**Description:** This project involves the purchase of equipment needed to provide the Kentucky Transportation Cabinet with two additional GPS Photo Log Equipment units. The data collected from this equipment allows any highway feature to be recorded and spatially located.

**Budget:** \$302,800

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**Project Number:** K9-10-04

**Project Title:** Kentucky Transportation Cabinet – Department of Vehicle Regulation

**Description:** This project will study the feasibility of electronic transmission of alcohol treatment program completions. The new process would eliminate the need for Division of Driver License employees to key in-state completions by allowing schools to electronically submit completions once the program is successfully completed. This would also create real-time updates to driver records assisting individuals with compliance. It will also increase accuracy in reporting and prevent the possibility of falsified documents being received by driver license, thus improving compliance and increasing driver safety.

**Budget:** \$150,000

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**Project Number:** K9-10-05

**Project Title:** Kentucky State Police – CRASH Compliance with NIEM 2.0

**Description:** Kentucky State Police will modify all file layouts and extracts associated with Collisions and Citations to adhere to the latest version of National Information Exchange Model (NIEM) XML file formats. It is the intent to utilize the national standard to more easily facilitate the sharing of data with other federal, state and local agencies.

**Budget:** \$273,500.00

**Project Number:** K9-10-06

**Project Title:** Kentucky State Police – Integration of VIN Assist into E-CRASH

**Description:** This project will integrate a VIN (Vehicle Identification Number) edit check into the E-CRASH program. This program will insure the accuracy of each VIN number placed in a collision report.

**Budget:** \$44,600

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**Project Number:** K9-10-07

**Project Title:** University of Kentucky – Kentucky Transportation Center  
Locating Traffic Crashes

**Description:** To evaluate the accuracy of current methods to identify crash locations and provide guidelines to establish a consistent procedure to establish the crash location.

**Budget:** \$30,000

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## **STATE CERTIFICATIONS AND ASSURANCES**

Failure to comply with applicable Federal statutes, regulations and directives 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.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 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
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

### **Certifications and Assurances**

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which 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 USC 402(b) (1) (A));

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 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 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 USC 402(b) (1) (C)), unless this requirement is waived in writing;

**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:**

- **National law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,**
- **Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.**

**The State shall 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.**

This 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 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

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);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

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 (P.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), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):**

The State will provide a drug-free workplace by:

- a) 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;
- b) Establishing a drug-free awareness program to inform employees about:
  - 1) The dangers of drug abuse in the workplace.
  - 2) The grantee's policy of maintaining a drug-free workplace.
  - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
  - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) 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).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
  - 1) Abide by the terms of the statement.
  - 2) Notify the employer of any criminal drug statute conviction for a violation

occurring in the workplace no later than five days after such conviction.

- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) 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 -
  - 1) Taking appropriate personnel action against such an employee, up to and including termination.
  - 2) 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.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

### **BUY AMERICA ACT**

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) 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).**

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning “Political Activity of State or Local Offices, or Employees”.

## **CERTIFICATION REGARDING FEDERAL LOBBYING**

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**

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**

### **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.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year **2009** 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 will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

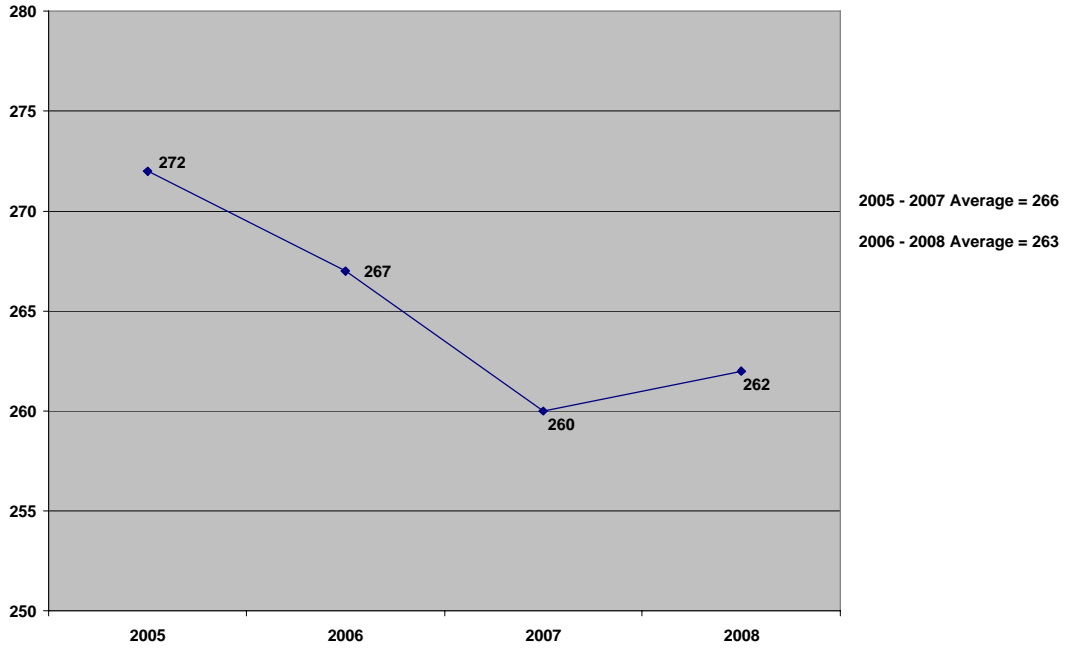
  
\_\_\_\_\_  
**Joseph W. Prather, Secretary  
Kentucky Transportation Cabinet  
and Governor's Representative for Highway Safety**

August 25, 2009  
Date

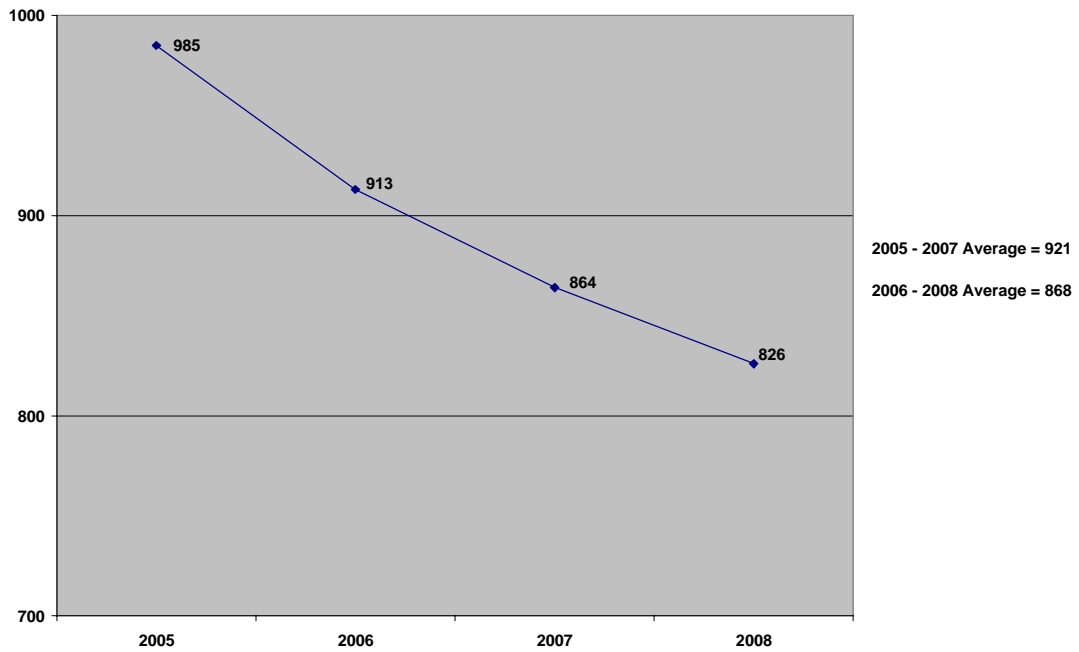
# APPENDIX

## CRASH DATA TRENDS

Crash Rate per 100 Million Vehicle Miles Traveled

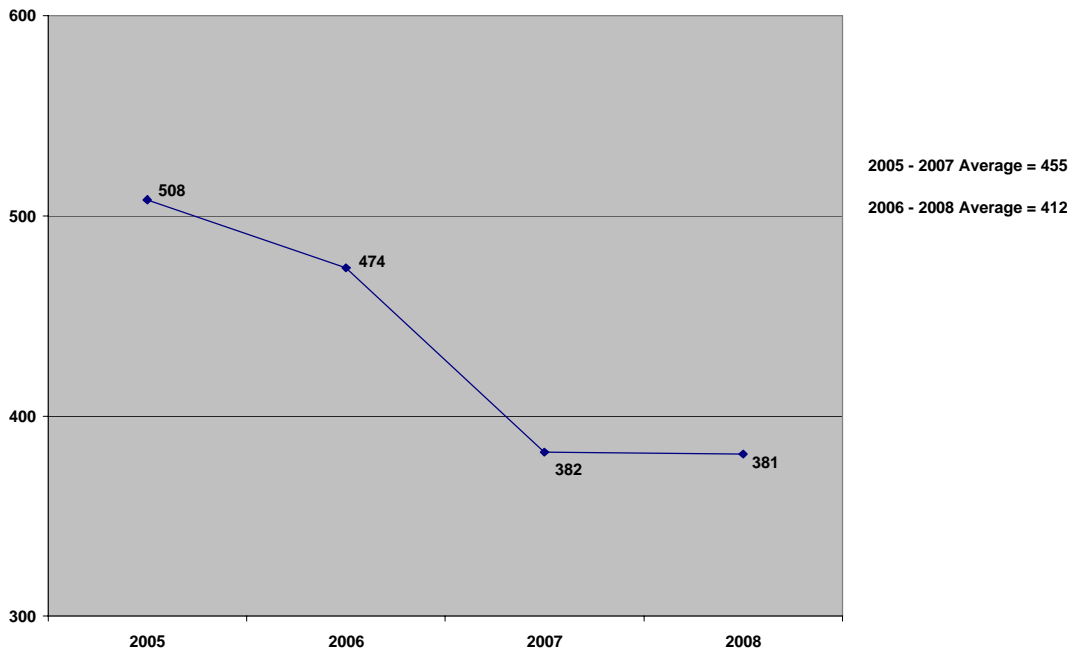


Fatalities

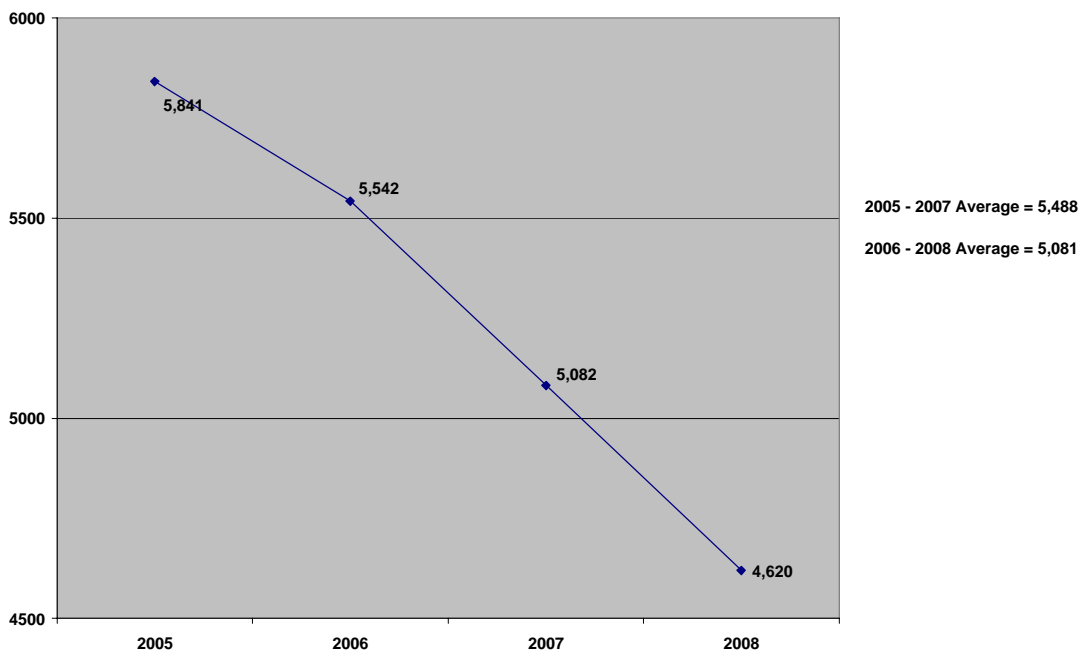




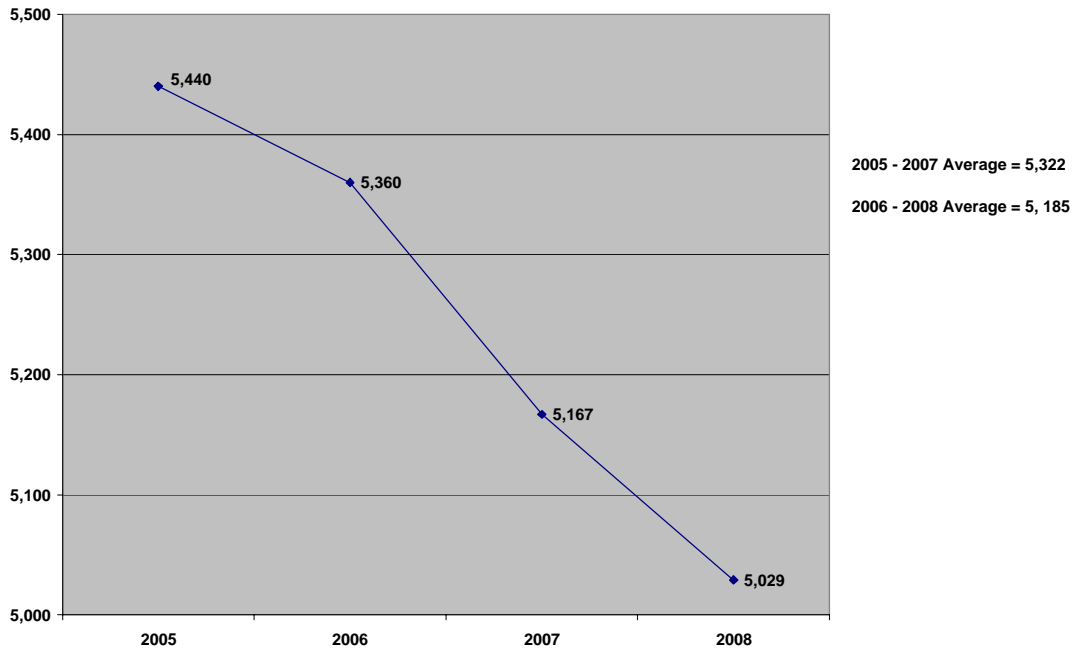
### Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)



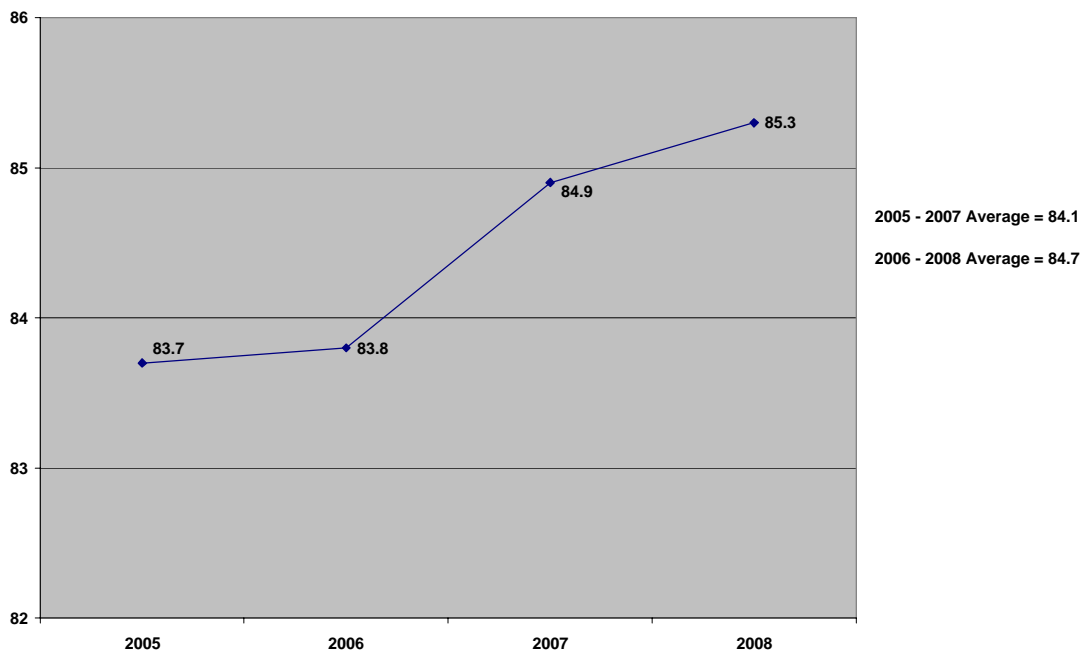
### Serious Injuries



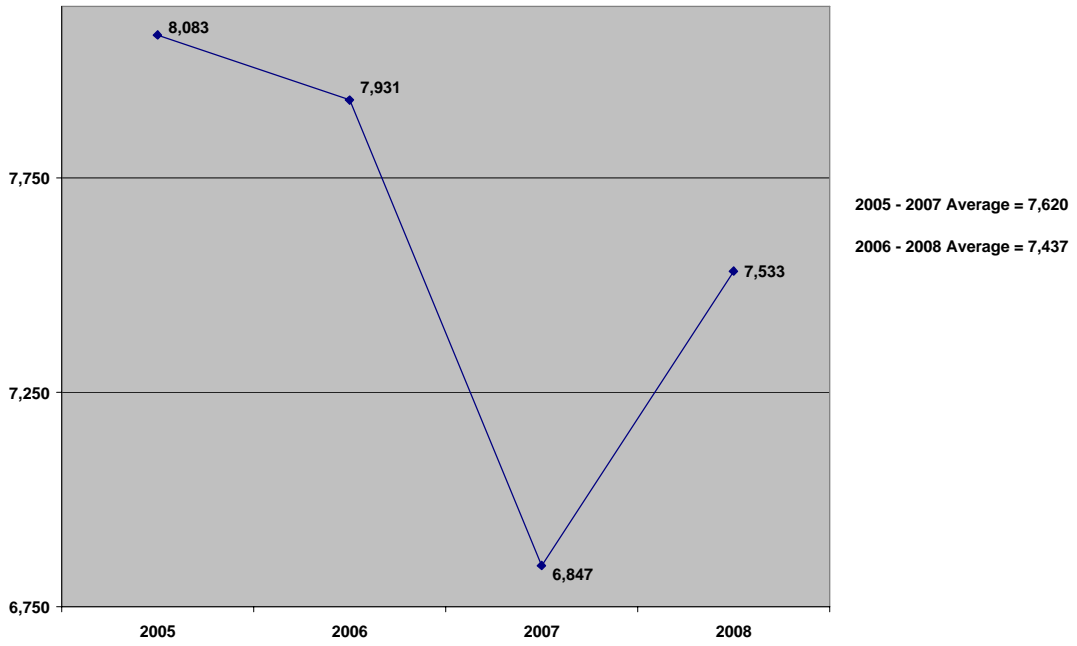
### Alcohol Related Crashes



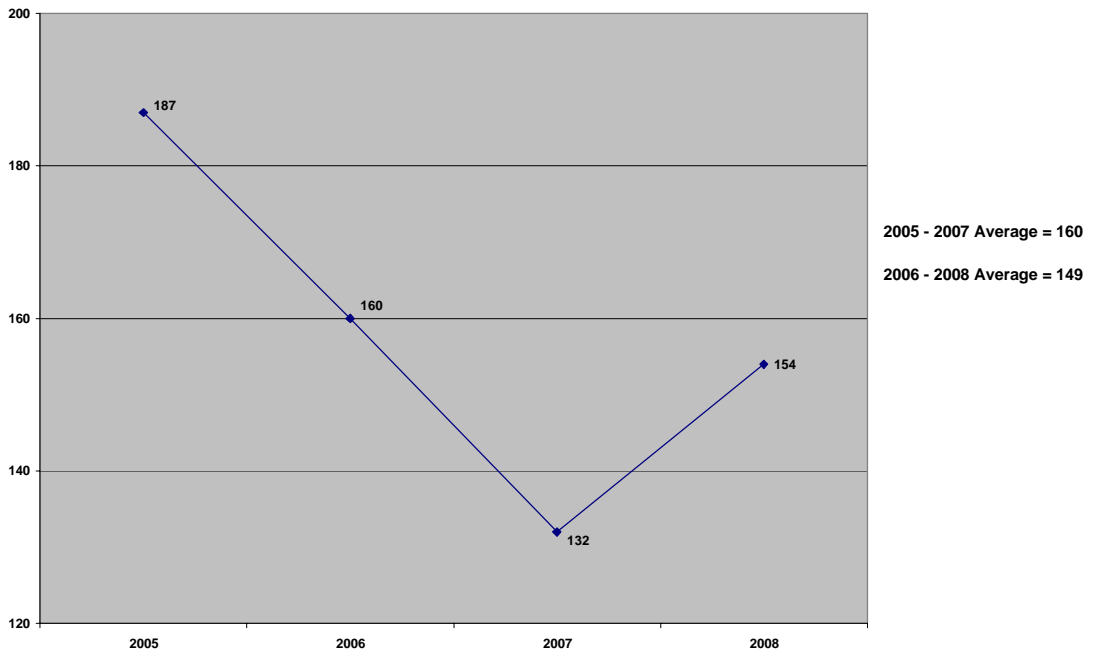
### Statewide DUI Conviction Rate



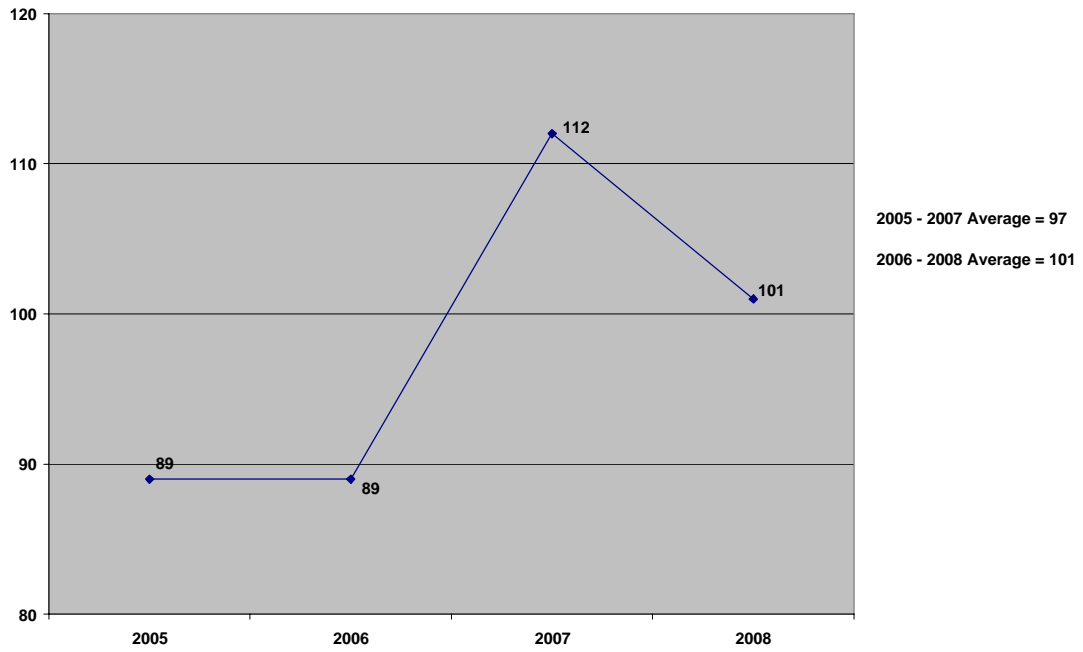
### Speeding – Related Crashes



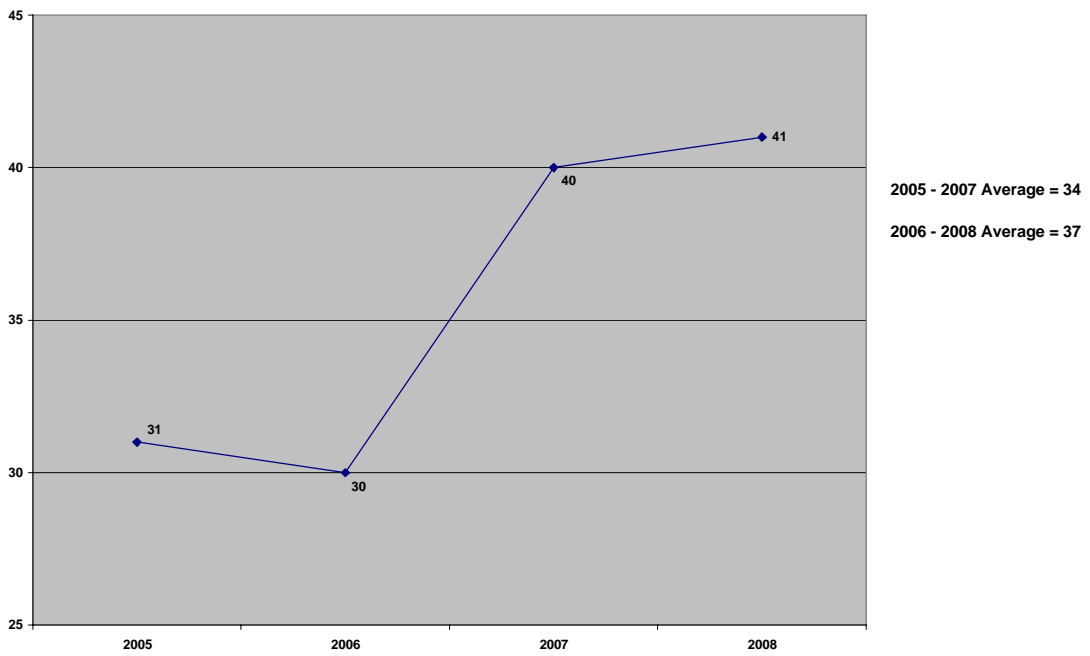
### Speeding – Related Fatalities



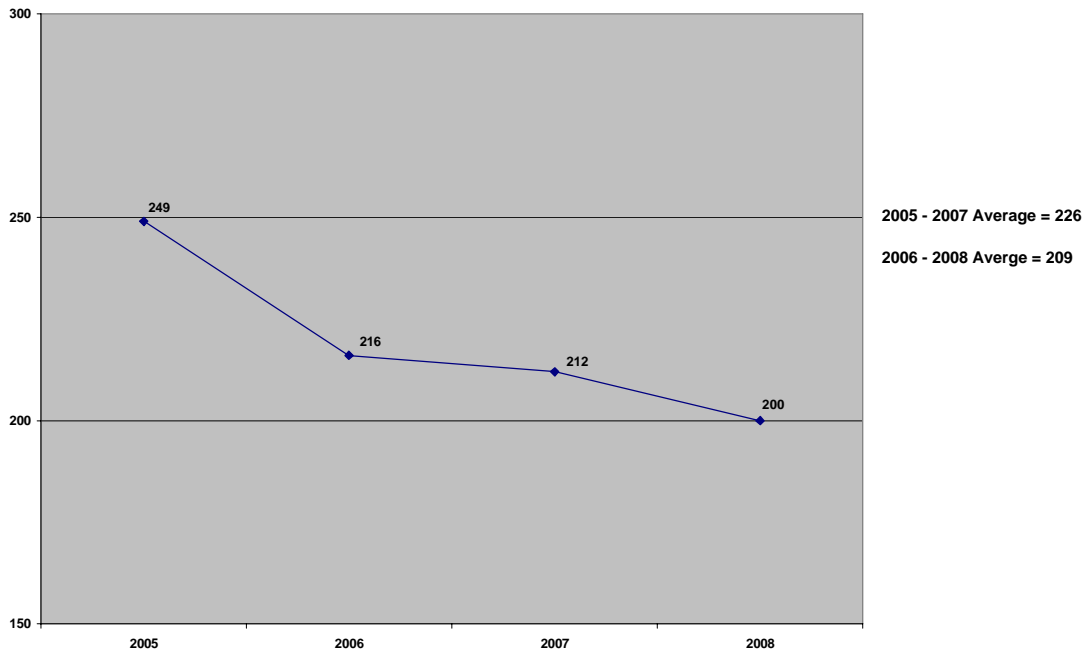
### Motorcyclist Fatalities



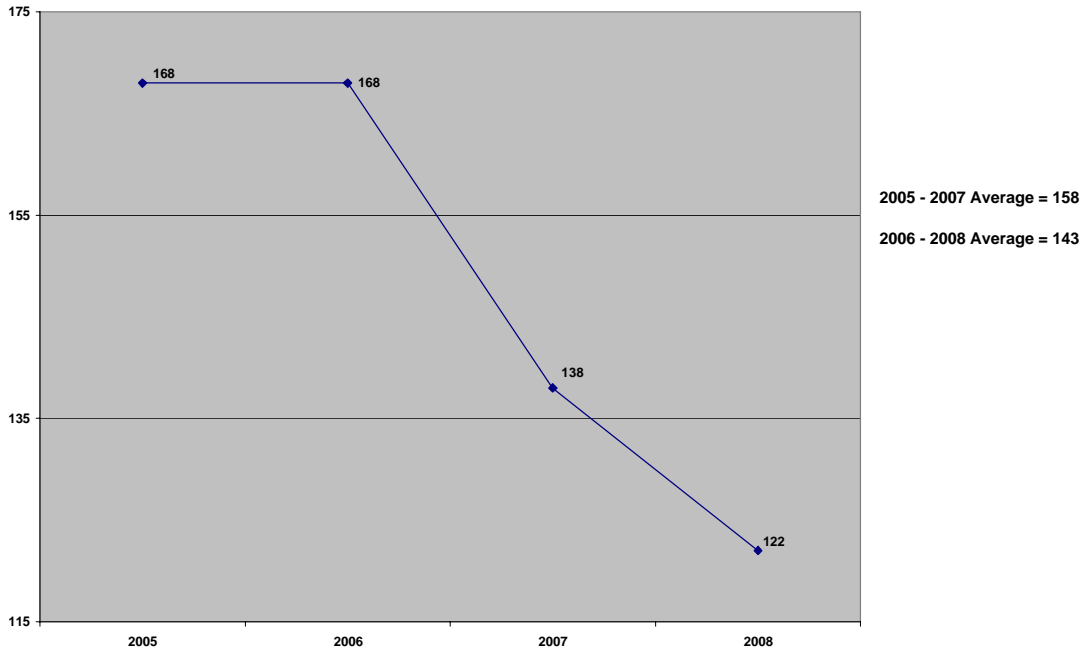
### Unhelmeted Motorcyclist Fatalities



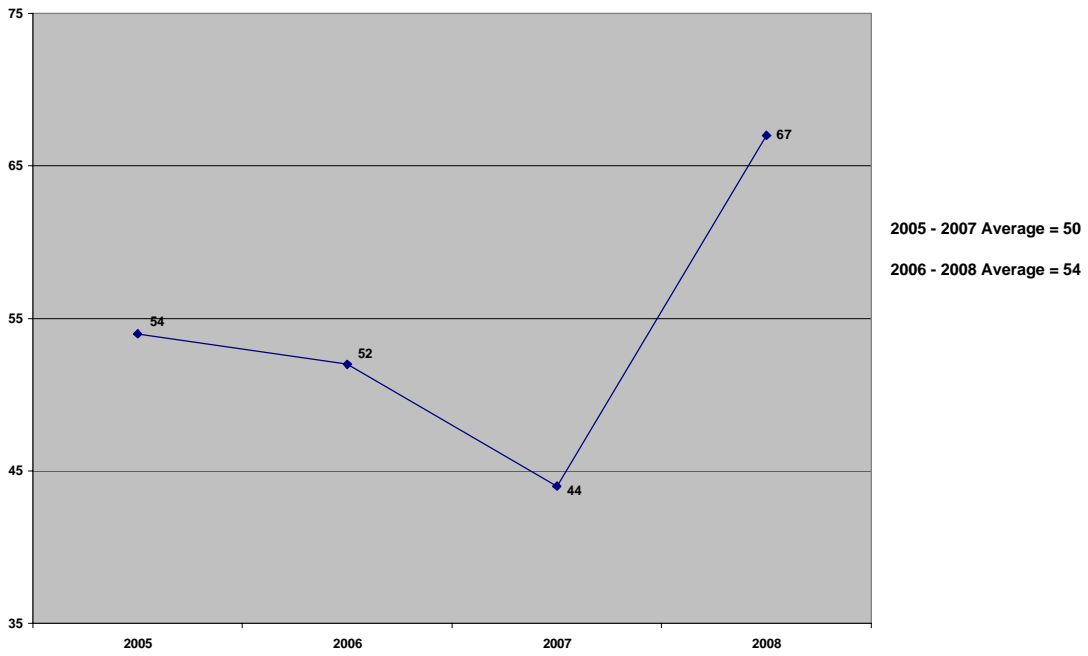
### Fatalities Involving a Driver or Motorcycle Operator with .08+ BAC



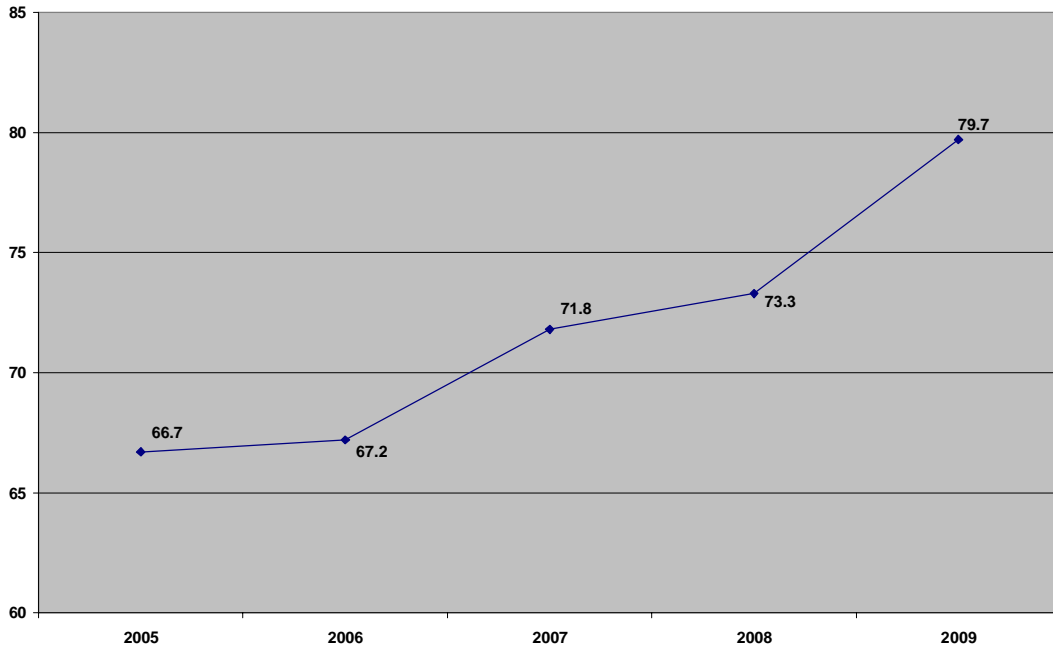
### Drivers Age 20 or Younger in Fatal Crashes



### Pedestrian Fatalities



### Observed Seat Belt Usage Rate



2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
ADAIR	62	72	89	76	85	78	80	72	58	107	11097.6	88	73.1%
ALLEN	58	64	63	72	33	69	35	92	63	70	8863.8	63	52.1%
ANDERSON	54	57	117	99	119	73	116	69	56	57	12687.4	107	89.0%
BALLARD	107	98	89	87	25	80	70	113	66	90	11331.8	90	74.7%
BARREN	25	22	32	19	57	25	97	36	20	19	4688.1	24	19.3%
BATH	91	97	97	93	108	76	8	91	95	94	11977.6	99	82.3%
BELL	37	42	35	45	51	47	85	61	49	32	6627.4	43	35.2%
BOONE	4	4	10	9	100	4	64	4	3	4	2749.5	9	6.7%
BOURBON	56	48	82	56	49	43	46	42	60	41	7765.9	54	44.5%
BOYD	18	11	36	13	44	20	68	18	16	14	3635.8	16	12.6%
BOYLE	38	36	44	39	30	40	49	45	51	31	5686.4	36	29.4%
BRACKEN	106	99	97	103	71	105	54	64	107	68	12396.6	106	88.2%



2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
BREATHITT	73	73	63	48	12	69	64	109	75	54	8342.8	59	48.7%
BRECKINRIDGE	57	78	57	35	4	63	29	94	96	76	7376.7	49	40.3%
BULLITT	11	17	17	12	72	12	79	22	9	12	3400.9	14	10.9%
BUTLER	86	105	52	111	107	98	22	104	110	78	12052.8	100	83.1%
CALDWELL	88	71	97	106	114	87	8	61	61	91	11826.3	97	80.6%
CALLOWAY	30	27	27	39	42	33	98	31	53	25	5655.1	35	28.5%
CAMPBELL	8	8	44	13	91	8	112	7	11	13	4520.0	21	16.8%
CARLISLE	117	114	117	106	29	117	75	97	105	104	13769.2	113	94.1%
CARROLL	98	60	84	65	90	53	62	80	36	59	9583.1	75	62.1%
CARTER	39	49	19	63	106	45	53	39	46	68	7276.4	48	39.4%
CASEY	72	77	78	72	38	71	43	106	96	81	10197.8	78	64.7%
CHRISTIAN	10	13	15	6	43	11	71	8	10	11	2504.2	5	3.3%

2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
CLARK	31	25	36	81	117	28	35	30	26	26	7148.0	46	37.8%
CLAY	49	61	15	30	9	57	33	34	87	51	5015.1	26	21.0%
CLINTON	102	110	63	113	78	104	17	112	90	105	12339.0	105	87.3%
CRITTENDEN	103	93	84	78	6	102	23	97	75	99	10352.9	80	66.3%
CUMBERLAND	114	117	112	115	96	112	8	114	113	111	14268.7	115	95.7%
DAVISS	7	6	19	11	50	6	29	12	14	9	2352.1	4	2.5%
EDMONSON	90	92	107	91	67	87	8	106	99	111	12222.2	102	84.8%
ELLIOTT	111	113	89	90	2	95	17	119	114	91	11389.5	91	75.6%
ESTILL	77	83	97	101	86	84	49	87	110	65	12293.2	104	86.5%
FAYETTE	2	2	3	2	79	2	110	1	2	2	2521.6	6	4.2%
FLEMING	78	79	89	97	92	64	17	100	99	73	11521.4	92	76.4%
FLOYD	24	26	11	28	62	15	45	24	21	30	3799.0	17	13.4%

2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
FRANKLIN	17	16	82	24	88	14	114	13	27	16	6270.1	39	31.9%
FULTON	113	106	105	95	21	98	6	95	99	114	11916.4	98	81.5%
GALLATIN	109	84	63	101	115	84	43	86	43	105	11586.4	94	78.1%
GARRARD	68	65	105	89	74	59	98	68	85	40	11319.8	89	73.9%
GRANT	43	33	52	31	77	46	13	28	23	33	5306.7	30	24.3%
GRAVES	28	31	28	33	61	31	40	26	38	18	4626.4	23	18.4%
GRAYSON	44	43	52	34	37	51	90	55	57	51	6887.4	44	36.1%
GREEN	93	115	119	120	120	118	1	117	116	114	14879.6	117	97.4%
GREENUP	29	39	49	65	102	50	101	38	61	27	8294.6	58	47.8%
HANCOCK	105	111	107	110	82	113	116	111	74	99	14412.8	116	96.6%
HARDIN	6	7	4	5	75	10	108	11	7	10	2980.2	11	8.4%
HARLAN	35	50	19	54	55	38	84	46	47	45	6425.7	40	32.7%

2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
HARRISON	60	46	63	54	10	35	54	55	91	65	7602.8	53	43.6%
HART	61	58	19	52	87	60	106	50	28	60	7425.3	51	42.0%
HENDERSON	21	15	13	17	41	23	34	20	15	23	2940.0	10	7.5%
HENRY	74	69	78	36	36	65	64	43	44	94	7842.5	55	45.3%
HICKMAN	118	119	84	119	94	118	15	117	115	119	14036.4	114	94.9%
HOPKINS	20	19	24	43	112	21	92	15	18	22	5636.2	33	26.8%
JACKSON	84	90	73	45	1	84	14	73	91	94	8234.7	57	47.0%
JEFFERSON	1	1	1	1	68	1	107	2	1	1	2237.9	3	1.6%
JESSAMINE	19	20	26	18	16	22	113	14	30	21	4014.7	19	15.1%
JOHNSON	48	54	40	72	70	65	89	84	66	60	9104.4	69	57.1%
KENTON	3	3	24	4	97	3	92	3	4	5	3211.9	12	9.2%
KNOTT	64	66	57	42	17	65	52	75	45	85	7396.0	50	41.1%

2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
KNOX	32	44	28	16	7	55	74	35	54	37	4622.7	22	17.6%
LARUE	82	80	73	71	59	80	28	76	68	88	9663.2	76	63.0%
LAUREL	15	18	6	10	48	17	61	16	8	15	2588.1	7	5.0%
LAWRENCE	71	81	57	62	53	98	35	99	64	107	9566.5	74	61.3%
LEE	110	112	107	108	39	116	54	104	112	99	13513.9	111	92.4%
LESLIE	92	108	52	68	18	108	5	92	65	94	8893.6	64	52.9%
LETCHER	50	59	32	27	11	40	48	59	32	60	5080.6	27	21.8%
LEWIS	81	94	57	81	47	80	92	106	71	116	10991.2	86	71.4%
LINCOLN	45	62	32	37	22	38	35	53	73	45	5601.4	32	26.0%
LIVINGSTON	101	88	62	68	27	65	25	66	82	51	8396.9	60	49.5%
LOGAN	40	45	44	84	110	47	95	46	36	45	8922.8	65	53.7%
LYON	108	82	97	68	93	102	49	63	51	76	10723.1	82	68.0%

**2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
MCCRACKEN	13	10	7	8	34	13	29	9	13	7	1804.1	2	0.8%
MCCREARY	66	91	63	51	15	87	54	80	107	65	8710.6	62	51.2%
MCLEAN	100	100	89	85	32	105	80	100	103	94	12061.7	101	84.0%
MADISON	9	9	9	23	111	9	87	5	12	6	3875.1	18	14.2%
MAGOFFIN	87	102	97	103	101	91	17	70	80	107	12244.6	103	85.7%
MARION	59	53	73	99	95	40	3	82	78	78	10253.2	79	65.5%
MARSHALL	33	35	36	32	76	30	60	29	29	24	5228.0	29	23.5%
MARTIN	94	95	89	115	113	101	80	74	83	99	13537.0	112	93.2%
MASON	63	40	63	50	31	34	104	48	40	33	7235.6	47	38.6%
MEADE	41	54	28	41	20	36	111	59	91	54	6893.8	45	36.9%
MENIFEE	116	116	114	114	65	107	116	116	116	107	15182.6	119	99.1%
MERCER	53	51	97	76	83	53	4	52	68	41	9075.1	67	55.4%

2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
METCALFE	99	87	89	85	46	92	17	90	75	85	10736.9	83	68.9%
MONROE	96	104	52	93	40	111	75	100	87	111	11534.4	93	77.3%
MONTGOMERY	42	34	40	45	52	28	95	44	48	35	6504.6	41	33.6%
MORGAN	79	74	78	61	23	77	59	49	107	73	9279.1	72	59.6%
MUHLENBERG	34	37	19	53	80	58	26	39	40	35	5931.7	38	31.0%
NELSON	23	23	17	25	54	18	41	27	34	44	4087.0	20	15.9%
NICHOLAS	115	107	107	117	105	114	104	115	119	78	15203.0	120	100.0%
OHIO	51	47	40	29	28	55	35	55	42	73	5812.8	37	30.2%
OLDHAM	16	28	78	38	104	32	102	25	39	41	7525.5	52	42.8%
OWEN	97	89	107	103	58	92	7	87	104	48	11705.8	95	78.9%
OWSLEY	119	118	112	112	19	114	8	109	116	116	13328.8	109	90.7%
PENDLETON	76	63	63	83	24	74	41	53	72	64	8960.1	66	54.6%

2006-2008 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 1-25	
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE	
PERRY	36	29	14	20	14	27	27	41	25	38	3357.5	13	10.0%	
PIKE	12	12	2	3	3	7	69	10	6	8	1475.2	1	0.0%	
POWELL	80	103	89	96	109	110	62	100	105	81	12969.8	108	89.9%	
PULASKI	14	14	8	15	66	16	78	19	33	20	3619.1	15	11.7%	
ROBERTSON	120	120	120	117	45	118	1	120	55	120	13433.6	110	91.5%	
ROCKCASTLE	70	56	49	75	116	87	58	33	31	70	9093.1	68	56.3%	
ROWAN	52	32	40	44	64	37	80	36	49	39	6563.2	42	34.4%	
RUSSELL	67	67	44	97	98	62	16	82	83	81	10068.6	77	63.8%	
SCOTT	22	21	44	21	81	19	109	23	17	17	5182.2	28	22.6%	
SHELBY	26	24	49	26	99	24	85	17	23	29	5640.4	34	27.7%	
SIMPSON	69	52	63	59	103	47	115	65	19	70	9148.5	70	57.9%	
SPENCER	65	86	114	78	35	83	98	78	119	60	11721.3	96	79.8%	



**2006-2008 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 1-25
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	PERCENTILE
TAYLOR	47	41	36	63	63	52	91	76	58	48	8120.8	56	46.2%
TODD	89	85	84	92	60	92	46	58	81	57	10673.2	81	67.2%
TRIGG	85	76	73	67	73	71	116	84	85	91	10999.6	87	72.2%
TRIMBLE	104	101	84	88	8	78	72	78	98	88	10963.1	85	70.5%
UNION	75	68	97	60	26	61	103	51	68	54	9388.3	73	60.5%
WARREN	5	5	5	7	89	5	77	6	5	3	2633.8	8	5.8%
WASHINGTON	95	75	57	57	13	74	73	66	78	81	8678.5	61	50.4%
WAYNE	55	70	73	80	69	97	64	71	91	99	10937.1	84	69.7%
WEBSTER	83	109	114	109	118	108	116	95	87	118	14982.9	118	98.3%
WHITLEY	27	30	12	22	56	44	87	31	22	48	4726.1	25	20.1%
WOLFE	112	96	63	58	5	95	29	89	102	85	9202.8	71	58.8%
WOODFORD	46	38	28	48	84	26	24	21	35	28	5321.6	31	25.2%

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2010-01-00-00	KOHS Planning & Admin	\$ .00	\$100,000.00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2010-01-00-00	KOHS Alcohol P I & E	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$ .00
	AL-2010-02-00-00	KOHS Alcohol Networking	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$ .00
	AL-2010-03-00-00	KOHS DUI Awards Ceremony	\$ .00	\$ .00	\$ .00	\$22,000.00	\$22,000.00	\$ .00
	AL-2010-04-00-00	Dept of Criminal Justice Tng - DRE	\$ .00	\$ .00	\$ .00	\$80,000.00	\$80,000.00	\$ .00
	AL-2010-05-00-00	KCPC - Youth Alcohol Coord	\$ .00	\$ .00	\$ .00	\$87,600.00	\$87,600.00	\$87,600.00
	AL-2010-06-00-00	Cumberland PD	\$ .00	\$ .00	\$ .00	\$3,850.00	\$3,850.00	\$3,850.00
	AL-2010-07-00-00	Daviess Co Sheriff	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	AL-2010-08-00-00	Evarts PD	\$ .00	\$ .00	\$ .00	\$7,000.00	\$7,000.00	\$7,000.00
	AL-2010-09-00-00	Florence PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	AL-2010-10-00-00	Franklin Co Sheriff	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	AL-2010-11-00-00	Fort Mitchell PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	AL-2010-12-00-00	Georgetown PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	AL-2010-13-00-00	Hardin Co Sheriff	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	AL-2010-14-00-00	Harlan Co Sheriff	\$ .00	\$ .00	\$ .00	\$7,500.00	\$7,500.00	\$7,500.00
	AL-2010-15-00-00	Highland Heights/Southgate Police Auth	\$ .00	\$ .00	\$ .00	\$18,000.00	\$18,000.00	\$18,000.00
	AL-2010-16-00-00	Hillview PD	\$ .00	\$ .00	\$ .00	\$19,900.00	\$19,900.00	\$19,900.00
	AL-2010-17-00-00	Laurel Co Sheriff	\$ .00	\$ .00	\$ .00	\$32,000.00	\$32,000.00	\$32,000.00
	AL-2010-18-00-00	Lexington PD	\$ .00	\$ .00	\$ .00	\$65,000.00	\$65,000.00	\$65,000.00

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<b>Program Area</b>	<b>Project</b>	<b>Description</b>	<b>Prior Approved Program Funds</b>	<b>State Funds</b>	<b>Previous Bal.</b>	<b>Incre/ (Decre)</b>	<b>Current Balance</b>	<b>Share to Local</b>
	AL-2010-19-00-00	Madison Co Sheriff	\$ .00	\$ .00	\$ .00	\$35,000.00	\$35,000.00	\$35,000.00
	AL-2010-20-00-00	Marshall Co Sheriff	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	AL-2010-21-00-00	Mt. Washington PD	\$ .00	\$ .00	\$ .00	\$7,000.00	\$7,000.00	\$7,000.00
	AL-2010-22-00-00	Nelson Co Sheriff	\$ .00	\$ .00	\$ .00	\$29,412.00	\$29,412.00	\$29,412.00
	AL-2010-23-00-00	Paducah PD	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	AL-2010-24-00-00	Shepherdsville PD	\$ .00	\$ .00	\$ .00	\$12,500.00	\$12,500.00	\$12,500.00
	AL-2010-25-00-00	Winchester PD	\$ .00	\$ .00	\$ .00	\$10,500.00	\$10,500.00	\$10,500.00
	<b>Alcohol Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$577,262.00</b>	<b>\$577,262.00</b>	<b>\$445,262.00</b>
	<b>Motorcycle Safety</b>							
	MC-2010-01-00-00	KOHS Motorcycle Safety	\$ .00	\$ .00	\$ .00	\$135,000.00	\$135,000.00	\$ .00
	<b>Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$135,000.00</b>	<b>\$135,000.00</b>	<b>\$ .00</b>
	<b>Occupant Protection</b>							
	OP-2010-01-00-00	KOHS Occ Prot P I & E	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$ .00
	OP-2010-02-00-00	KOHS Occ Prot Networking	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$ .00
	OP-2010-03-00-00	KOHS KY Lifesavers Conference	\$ .00	\$ .00	\$ .00	\$45,000.00	\$45,000.00	\$ .00
	OP-2010-04-00-00	Univ of KY Safety Belt Surveys	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	OP-2010-05-00-00	KACP - Central LEL	\$ .00	\$ .00	\$ .00	\$93,304.00	\$93,304.00	\$93,304.00
	OP-2010-06-00-00	KACP - Eastern LEL	\$ .00	\$ .00	\$ .00	\$91,162.00	\$91,162.00	\$91,162.00
	OP-2010-07-00-00	KACP - Western LEL	\$ .00	\$ .00	\$ .00	\$92,458.00	\$92,458.00	\$92,458.00
	OP-2010-08-00-00	KCPC - Northern LEL	\$ .00	\$ .00	\$ .00	\$87,474.00	\$87,474.00	\$87,474.00
	OP-2010-09-00-00	Kosiar Children's Hosp - CPS	\$ .00	\$ .00	\$ .00	\$73,965.00	\$73,965.00	\$73,965.00
	OP-2010-10-00-00	Marshall Co Health Dept	\$ .00	\$ .00	\$ .00	\$10,250.00	\$10,250.00	\$10,250.00
	OP-2010-11-00-00	Ballard Co Sheriff	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$9,000.00
	OP-2010-12-00-00	Franklin PD	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	OP-2010-13-00-00	Harrodsburg PD	\$ .00	\$ .00	\$ .00	\$13,650.00	\$13,650.00	\$13,650.00
	OP-2010-14-00-00	Lebanon PD	\$ .00	\$ .00	\$ .00	\$19,300.00	\$19,300.00	\$19,300.00
	OP-2010-15-00-00	Perry Co Sheriff	\$ .00	\$ .00	\$ .00	\$12,815.00	\$12,815.00	\$12,815.00
	OP-2010-16-00-00	Princeton PD	\$ .00	\$ .00	\$ .00	\$9,650.00	\$9,650.00	\$9,650.00
	OP-2010-17-00-00	Ravenna PD	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	OP-2010-18-00-00	Russellville PD	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00
	OP-2010-19-00-00	Stanford PD	\$ .00	\$ .00	\$ .00	\$15,160.00	\$15,160.00	\$15,160.00
	OP-2010-20-00-00	Tompkinsville PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$12,000.00
	<b>Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$731,188.00</b>	<b>\$731,188.00</b>	<b>\$556,188.00</b>
	<b><i>Pedestrian/Bicycle Safety</i></b>							
	PS-2010-01-00-00	Kosair Children's Hosp - BIKES	\$ .00	\$ .00	\$ .00	\$58,672.00	\$58,672.00	\$58,672.00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$58,672.00</b>	<b>\$58,672.00</b>	<b>\$58,672.00</b>
	<b><i>Police Traffic Services</i></b>							
	PT-2010-01-00-00	KOHS P T S P I & E	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$ .00
	PT-2010-02-00-00	KOHS P T S Networking	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$ .00
	PT-2010-03-00-00	KSP - SPEED	\$ .00	\$ .00	\$ .00	\$300,000.00	\$300,000.00	\$ .00
	PT-2010-04-00-00	Alexandria PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2010-05-00-00	Anchorage PD	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2010-06-00-00	Ashland PD	\$ .00	\$ .00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2010-07-00-00	Benton PD	\$ .00	\$ .00	\$ .00	\$15,800.00	\$15,800.00	\$15,800.00
	PT-2010-08-00-00	Boone Co Sheriff	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2010-09-00-00	Cadiz PD	\$ .00	\$ .00	\$ .00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2010-10-00-00	Campbell Co PD	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2010-11-00-00	Catlettsburg PD	\$ .00	\$ .00	\$ .00	\$7,620.00	\$7,620.00	\$7,620.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	PT-2010-12-00-00	Clark Co Sheriff	\$ .00	\$ .00	\$ .00	\$17,020.00	\$17,020.00	\$17,020.00
	PT-2010-13-00-00	Cynthiana PD	\$ .00	\$ .00	\$ .00	\$17,240.00	\$17,240.00	\$17,240.00
	PT-2010-14-00-00	Eddyville PD	\$ .00	\$ .00	\$ .00	\$12,192.00	\$12,192.00	\$12,192.00
	PT-2010-15-00-00	Elizabethtown PD	\$ .00	\$ .00	\$ .00	\$12,000.00	\$12,000.00	\$12,000.00
	PT-2010-16-00-00	Erlanger PD	\$ .00	\$ .00	\$ .00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2010-17-00-00	Flatwoods PD	\$ .00	\$ .00	\$ .00	\$11,000.00	\$11,000.00	\$11,000.00
	PT-2010-18-00-00	Graves Co Sheriff	\$ .00	\$ .00	\$ .00	\$12,390.00	\$12,390.00	\$12,390.00
	PT-2010-19-00-00	Grayson Co Sheriff	\$ .00	\$ .00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2010-20-00-00	Henderson PD	\$ .00	\$ .00	\$ .00	\$22,650.00	\$22,650.00	\$22,650.00
	PT-2010-21-00-00	Hopkins Co Sheriff	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2010-22-00-00	Independence PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2010-23-00-00	Johnson Co Sheriff	\$ .00	\$ .00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2010-24-00-00	Kenton Co PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2010-25-00-00	Lakeside Park-Crestview Hills PD	\$ .00	\$ .00	\$ .00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2010-26-00-00	Logan Co Sheriff	\$ .00	\$ .00	\$ .00	\$7,000.00	\$7,000.00	\$7,000.00
	PT-2010-27-00-00	London PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2010-28-00-00	Louisville Metro PD	\$ .00	\$ .00	\$ .00	\$100,000.00	\$100,000.00	\$100,000.00
	PT-2010-29-00-00	Madisonville PD	\$ .00	\$ .00	\$ .00	\$24,600.00	\$24,600.00	\$24,600.00
	PT-2010-30-00-00	McCracken Co Sheriff	\$ .00	\$ .00	\$ .00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2010-31-00-00	Middlesboro PD	\$ .00	\$ .00	\$ .00	\$17,200.00	\$17,200.00	\$17,200.00
	PT-2010-32-00-00	Oak Grove PD	\$ .00	\$ .00	\$ .00	\$18,250.00	\$18,250.00	\$18,250.00
	PT-2010-33-00-00	Oldham Co PD	\$ .00	\$ .00	\$ .00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2010-34-00-00	Paris PD	\$ .00	\$ .00	\$ .00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2010-35-00-00	Pineville PD	\$ .00	\$ .00	\$ .00	\$5,000.00	\$5,000.00	\$5,000.00

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	PT-2010-36-00-00	Raceland PD	\$ .00	\$ .00	\$ .00	\$9,694.00	\$9,694.00	\$9,694.00
	PT-2010-37-00-00	Richmond PD	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2010-38-00-00	Shelby Co Sheriff	\$ .00	\$ .00	\$ .00	\$10,300.00	\$10,300.00	\$10,300.00
	PT-2010-39-00-00	Shively PD	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2010-40-00-00	Simpsonville PD	\$ .00	\$ .00	\$ .00	\$10,900.00	\$10,900.00	\$10,900.00
	PT-2010-41-00-00	Somerset PD	\$ .00	\$ .00	\$ .00	\$12,500.00	\$12,500.00	\$12,500.00
	PT-2010-42-00-00	Trigg Co Sheriff	\$ .00	\$ .00	\$ .00	\$7,200.00	\$7,200.00	\$7,200.00
	PT-2010-43-00-00	Warren Co Sheriff	\$ .00	\$ .00	\$ .00	\$36,055.00	\$36,055.00	\$36,055.00
	PT-2010-44-00-00	Woodford Co Sheriff	\$ .00	\$ .00	\$ .00	\$14,310.00	\$14,310.00	\$14,310.00
	PT-2010-45-00-00	Univ of KY Attitudes Survey	\$ .00	\$ .00	\$ .00	\$20,000.00	\$20,000.00	\$ .00
	<b>Police Traffic Services Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$1,032,421.00</b>	<b>\$1,032,421.00</b>	<b>\$677,421.00</b>
	<b>Traffic Records</b>							
	TR-2010-01-00-00	KOHS Traffic Records Prog Mgmt	\$ .00	\$ .00	\$ .00	\$60,000.00	\$60,000.00	\$ .00
	TR-2010-02-00-00	KOHS Traffic Records Networking	\$ .00	\$ .00	\$ .00	\$2,500.00	\$2,500.00	\$ .00
	TR-2010-03-00-00	Univ of KY- KY Injury Prev Research Ctr	\$ .00	\$ .00	\$ .00	\$55,763.00	\$55,763.00	\$ .00
	<b>Traffic Records Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$118,263.00</b>	<b>\$118,263.00</b>	<b>\$ .00</b>
	<b>Accident Investigation</b>							
	AI-2010-01-00-00	KSP - Accident Reconstruction	\$ .00	\$ .00	\$ .00	\$62,700.00	\$62,700.00	\$ .00
	<b>Accident Investigation Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$62,700.00</b>	<b>\$62,700.00</b>	<b>\$ .00</b>
	<b>Community Traffic Safety Project</b>							
	CP-2010-01-00-00	KOHS Program Management	\$ .00	\$ .00	\$ .00	\$190,000.00	\$190,000.00	\$ .00
	CP-2010-HP-00-00	KOHS Mini-Mobilization Grants	\$ .00	\$ .00	\$ .00	\$500,000.00	\$500,000.00	\$ .00
	<b>Community Traffic Safety Project Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$690,000.00</b>	<b>\$690,000.00</b>	<b>\$ .00</b>
	<b>Driver Education</b>							
	DE-2010-HP-00-00	Undesignated	\$ .00	\$ .00	\$ .00	\$800,000.00	\$800,000.00	\$500,000.00

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<b>Driver Education Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 800,000.00</b>	<b>\$ 800,000.00</b>	<b>\$ 500,000.00</b>
<b>Driver Licensing</b>								
	DL-2010-00-00-00	Overall State Match	\$ .00	\$ 1,500,000.00	\$ .00	\$ .00	\$ .00	\$ .00
<b>Driver Licensing Total</b>			<b>\$ .00</b>	<b>\$ 1,500,000.00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>
<b>Roadway Safety</b>								
	RS-2010-01-00-00	Univ of KY Crash Analysis	\$ .00	\$ .00	\$ .00	\$ 60,000.00	\$ 60,000.00	\$ .00
<b>Roadway Safety Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 60,000.00</b>	<b>\$ 60,000.00</b>	<b>\$ .00</b>
<b>Safe Communities</b>								
	SA-2010-01-00-00	Cumberland Valley Area Dev Dist	\$ .00	\$ .00	\$ .00	\$ 29,700.00	\$ 29,700.00	\$ 29,700.00
	SA-2010-02-00-00	Madison Co Health Dept	\$ .00	\$ .00	\$ .00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00
<b>Safe Communities Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 79,700.00</b>	<b>\$ 79,700.00</b>	<b>\$ 79,700.00</b>
<b>Paid Advertising</b>								
	PM-2010-01-00-00	Media Campaigns	\$ .00	\$ .00	\$ .00	\$ 250,000.00	\$ 250,000.00	\$ 250,000.00
<b>Paid Advertising Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 250,000.00</b>	<b>\$ 250,000.00</b>	<b>\$ 250,000.00</b>
<b>NHTSA 402 Total</b>			<b>\$ .00</b>	<b>\$ 1,600,000.00</b>	<b>\$ .00</b>	<b>\$ 4,695,206.00</b>	<b>\$ 4,695,206.00</b>	<b>\$ 2,567,243.00</b>
<b>405 OP SAFETEA-LU</b>								
	K2PM-2010-01-00-00	Media Campaigns	\$ .00	\$ .00	\$ .00	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00
<b>405 Paid Media Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 48,000.00</b>	<b>\$ 48,000.00</b>	<b>\$ 48,000.00</b>
<b>405 OP SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 48,000.00</b>	<b>\$ 48,000.00</b>	<b>\$ 48,000.00</b>
<b>NHTSA 406</b>								
	K4PA-2010-01-00-00	KOHS 406 Planning & Admin	\$ .00	\$ .00	\$ .00	\$ 106,000.00	\$ 106,000.00	\$ .00
<b>406 Planning and Administration Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 106,000.00</b>	<b>\$ 106,000.00</b>	<b>\$ .00</b>
<b>406 Safety Belts Incentive</b>								
	K4-2010-HP-00-00	Safety Belts Incentive	\$ .00	\$ .00	\$ .00	\$ 949,340.00	\$ 949,340.00	\$ .00

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<b>406 Safety Belts Incentive Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 949,340.00</b>	<b>\$ 949,340.00</b>	<b>\$ .00</b>
<b>406 Safety Belts Paid Media</b>								
	K4PM-2010-01-00-00	Media Campaigns	\$ .00	\$ .00	\$ .00	\$ 241,256.67	\$ 241,256.67	\$ 241,256.67
<b>406 Safety Belts Paid Media Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 241,256.67</b>	<b>\$ 241,256.67</b>	<b>\$ 241,256.67</b>
<b>NHTSA 406 Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 1,296,596.67</b>	<b>\$ 1,296,596.67</b>	<b>\$ 241,256.67</b>
<b>408 Data Program SAFETEA-LU</b>								
	K9-2010-01-00-00	Kentucky Hospital Assoc	\$ .00	\$ .00	\$ .00	\$ 208,000.00	\$ 208,000.00	\$ .00
	K9-2010-02-00-00	KY Board of Emergency Medical Svcs	\$ .00	\$ .00	\$ .00	\$ 300,000.00	\$ 300,000.00	\$ .00
	K9-2010-03-00-00	KYTC - Div of Maintenance	\$ .00	\$ .00	\$ .00	\$ 302,800.00	\$ 302,800.00	\$ .00
	K9-2010-04-00-00	KYTC - Dept of Vehicle Reg	\$ .00	\$ .00	\$ .00	\$ 150,000.00	\$ 150,000.00	\$ .00
	K9-2010-05-00-00	KSP - CRASH Compliance	\$ .00	\$ .00	\$ .00	\$ 273,500.00	\$ 273,500.00	\$ .00
	K9-2010-06-00-00	KSP - VIN Assist to E-CRASH	\$ .00	\$ .00	\$ .00	\$ 44,600.00	\$ 44,600.00	\$ .00
	K9-2010-07-00-00	KY Trans Ctr - Locating Traf Crashes	\$ .00	\$ .00	\$ .00	\$ 30,000.00	\$ 30,000.00	\$ .00
	K9-2010-HP-00-00	408 Data Program Incentive	\$ .00	\$ .00	\$ .00	\$ 709,747.00	\$ 709,747.00	\$ .00
<b>408 Data Program Incentive Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 2,018,647.00</b>	<b>\$ 2,018,647.00</b>	<b>\$ .00</b>
<b>408 Data Program SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 2,018,647.00</b>	<b>\$ 2,018,647.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU</b>								
	K8-2010-01-00-00	KY Attorney General - TSRP	\$ .00	\$ .00	\$ .00	\$ 172,795.00	\$ 172,795.00	\$ .00
	K8-2010-02-00-00	KSP Nighthawk	\$ .00	\$ .00	\$ .00	\$ 389,350.00	\$ 389,350.00	\$ .00
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 562,145.00</b>	<b>\$ 562,145.00</b>	<b>\$ .00</b>
<b>410 Alcohol SAFETEA-LU Paid Media</b>								
	K8PM-2010-01-00-00	Media Campaigns	\$ .00	\$ .00	\$ .00	\$ 77,201.51	\$ 77,201.51	\$ 77,201.51
<b>410 Alcohol SAFETEA-LU Paid Media Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 77,201.51</b>	<b>\$ 77,201.51</b>	<b>\$ 77,201.51</b>
<b>410 Alcohol SAFETEA-LU Total</b>			<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 639,346.51</b>	<b>\$ 639,346.51</b>	<b>\$ 77,201.51</b>



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<b>2010 Motorcycle Safety</b>								
	K6-2010-HP-00-00	Motorcycle Safety Media	\$ .00	\$ .00	\$ .00	\$153,801.03	\$153,801.03	\$100,000.00
	<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$153,801.03</b>	<b>\$153,801.03</b>	<b>\$100,000.00</b>
	<b>2010 Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$153,801.03</b>	<b>\$153,801.03</b>	<b>\$100,000.00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$1,600,000.00</b>	<b>\$ .00</b>	<b>\$8,851,597.21</b>	<b>\$8,851,597.21</b>	<b>\$3,033,701.18</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$1,600,000.00</b>	<b>\$ .00</b>	<b>\$8,851,597.21</b>	<b>\$8,851,597.21</b>	<b>\$3,033,701.18</b>