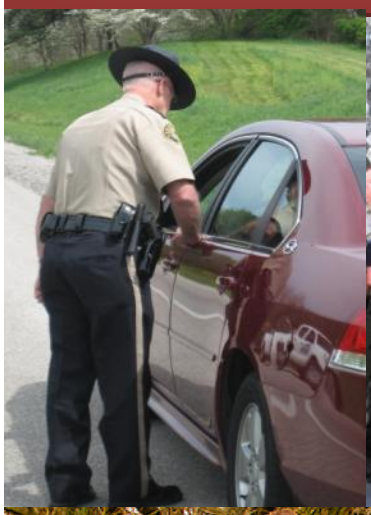
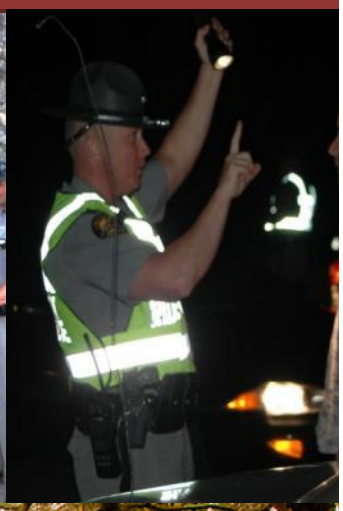
KENTUCKY TRANSPORTATION CABINET

KENTUCKY OFFICE OF HIGHWAY SAFETY





DRIVE SOBER OR GET PULLED OVER

U DRIVE. U TEXT. U PAY

2015 Highway Safety Performance Plan

COMMONWEALTH OF KENTUCKY
HIGHWAY SAFETY PERFORMANCE PLAN
FISCAL YEAR 2015
(October 1, 2014 – September 30, 2015)

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, 2014 to September 30, 2015.

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I. INTRODUCTION

State Demographic Profile

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2013 population of Kentucky at 4,380,415 people, residing in an area over 39,486 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 58% of the population lives in urbanized areas. Approximately 86.1% of the population is white, 8% black, 3.2% of Hispanic or Latino origin, 1.2% of the population is Asian. According to the Census, 23.4% of the population is under 18 years of age, 63.1% is between the ages of 18-64, and 13.5% is age 65 or older. There are approximately 80,000 miles of public roads in Kentucky. Of those, 35% are state-maintained. In 2013 there were approximately 3,401,165 registered vehicles and 2,989,812 licensed drivers.

Executive Summary

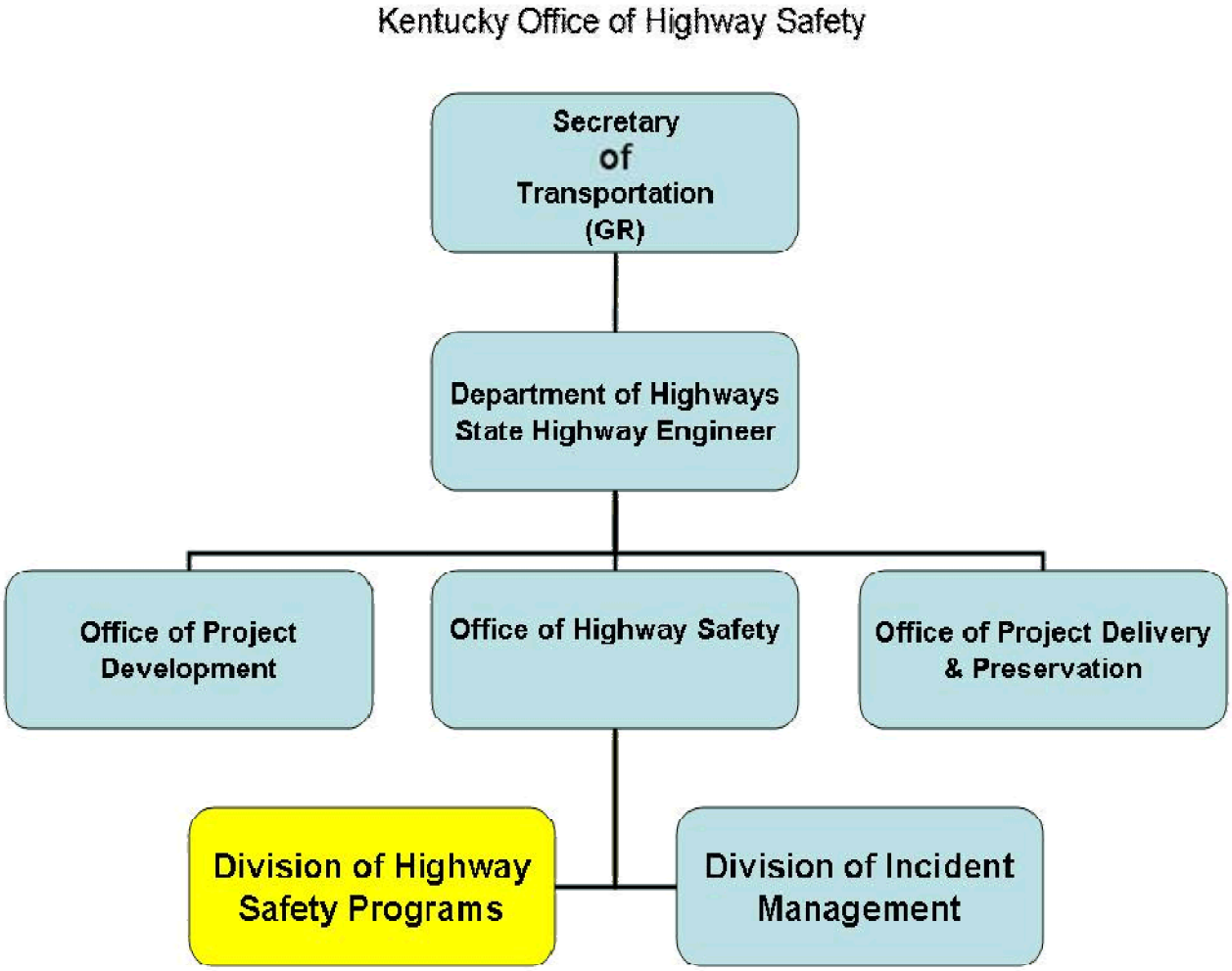
This document serves as Kentucky's application for Section 402 and MAP 21 State and Community Highway Safety funds for the 2015 federal fiscal year. This plan provides an outline for the coming year for improving the safety of Kentucky's roadways by providing an overview of safety data, detailing priority areas, setting goals and performance measures and describing specific projects to help decrease the loss of life and injuries resulting from motor vehicle crashes. The nature of the projects is varied, but they all concentrate on addressing the behavioral issues that lead to crashes and in turn, injuries and fatalities. Kentucky's primary program areas within the context of NHTSA funding are impaired driving, occupant protection and police traffic services.

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

Mission Statement

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

II. Office of Highway Safety Organizational Chart



III. Highway Safety Planning Process

Crash Data Collection and Analysis

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

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

The Traffic Records Coordinator annually updates a matrix that has been used for the past several years to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2011-2013) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the Appendix) tabulates data from each of the following data factors for each county:

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

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. All of these rankings are combined into an overall ranking as well. Fatalities and incapacitating injuries were given more weight in determining the overall ranking. Counties with the lowest overall numerical rank have the greatest number of problems, while counties with the highest numerical rank have the lowest number of problems. For the upcoming year, the KOHS announced that it will target highway safety countermeasures in those counties that were ranked in the top 40 overall. The grant review committee is comprised of KOHS staff, Law Enforcement Liaisons and our NHTSA Regional program Manager. The review

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

In addition to the data analysis conducted by the highway safety office, the Kentucky Transportation Center of the University of Kentucky is contracted to conduct an annual review of crash data from the most recently available year, as well as the prior four-year period. The Kentucky Transportation Center uses this data to develop the following documents on an annual basis: Analysis of Traffic Crash Data in Kentucky and Kentucky Traffic Collision Facts. These documents contain the most comprehensive published collection and analysis of statewide crash data available including who is involved in crashes, what types of crashes, vehicles and roadways involved, where the crashes are taking place, when the crashes are taking place and why the crashes are occurring. The most recent document completed can be found at http://transportation.ky.gov/Highway-Safety/Pages/Traffic-Collision-Facts-Book.aspx

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

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

Once all applications are received, they are divided among the grant review committee's members to review and note recommendations. This year, the grant review committee met for several days in April to discuss and evaluate all proposals as a group. Grant proposals are evaluated for eligibility, completeness, and the ability of the project to address identified

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

For Fiscal Year 2015, a total of 158 external grant applications were received. 132 of those were enforcement proposals, 26 were educational, data or other projects proposals. Kentucky Office of Highway Safety review, Traffic Records Data Committee review, and final review by the Governor's Representative for Highway Safety resulted in approval of 110 enforcement proposals, 26 educational/data improvement proposals. Projects not funded were due to either ineligibility of project, non-participation in mobilizations, poor activity, and limited funding.

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

Problem identification and strategic planning for highway safety is a team approach that includes staff within the Kentucky Office of Highway Safety as well as all stakeholders who are actively involved within the Governor's Executive Committee on Highway Safety. This committee was established in 2004 to address the epidemic of highway fatalities and injuries occurring on Kentucky's roadways. The committee is an executive-level, multi-agency group of highway safety advocates from varying backgrounds who serve with "one voice" on Kentucky highway safety issues. The committee also coordinates the development and implementations of Kentucky's SHSP and is currently working on an update to extend the strategies, goals and objectives through December 2017. This plan will build on the success by establishing measurable goals and evaluating them consistently and comprehensively. This plan will serve as an umbrella guide to increase coordination, communication, and cooperation among federal, state, and local agencies, non-profit organizations, and other highway safety advocates.

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

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

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

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

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

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

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

Kentucky Performance Measures & Crash Data

Source: Kentucky CRASH System/UK Transportation Center

2005-2013 Yearly Totals

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatalities	985	913	864	826	791	760	721	746	638
Fatality Rate per 100M VMT	2.1	1.92	1.8	1.75	1.67	1.58	1.50	1.55	1.35
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	508	474	382	381	356	319	310	322	278
Serious Injuries	5,841	5,542	5,082	4,620	4,491	4,057	3,873	3,825	3,175
Fatalities involving a driver or motorcycle operator with .08+ BAC	249	216	212	200	165	139	149	146	138
Speeding – Related Fatalites	187	160	132	154	135	131	127	130	107
Motorcyclist Fatalities	89	98	112	101	88	97	72	98	79
Unhelmeted Motorcyclist Fatalities	58	68	72	60	47	60	42	61	53
Drivers Age 20 or Younger in Fatal Crashes	168	168	138	122	133	115	90	87	79
Pedestrian Fatalities	54	52	44	67	39	61	52	54	55
Bicyclist Fatalities	12	5	2	6	5	7	7	6	3

	2005	2006	2007	2008	2009	2010	2011	2012	2013
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	66.7	67.2	72	73.3	79.7	80.3	82.2	83.7	85

2009-2013 Five Year Moving Averages

	2009	2010	2011	2012	2013	2015 Goal
Fatalities (5 year moving average)	876	831	792	769	731	659
Fatality Rate per 100M VMT (5 year moving average)	1.85	1.74	1.66	1.61	1.53	1.38
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	420	382	350	338	317	261
Serious Injuries (5 year moving average)	5,115	4,758	4,425	4,173	3,884	3,253
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving average)	208	186	173	160	147	116
Speeding – Related Fatalites (5 year moving average)	153	142	136	135	126	115

Motorcyclist Fatalities (5 year moving average)	98	99	94	91	87	82
Unhelmeted Motorcyclist Fatalities (5 year moving average)	61	61	56	54	53	48
Drivers Age 20 or Younger in Fatal Crashes (5 year moving average)	146	135	120	109	101	76
Pedestrian Fatalities	51	53	53	54	52	50
Bicyclist Fatalities (5 year moving average)	6	5	4	5	4	3
	2009	**2010**	**2011**	**2012**	**2013**	**2014 Goal**
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	79.7	80.3	82.2	83.7	85	86.4

Grant-Funded Enforcement Data

	FY 2010	FY 2011	FY 2012	FY 2013	FY10-12 Average	FY11-13 Average
Seat belt citations	**29,001**	**37,986**	**40,891**	**31,758**	**35,959**	**36,878**
DUI arrests	**3,623**	**3,452**	**3,852**	**4,234**	**3,642**	**3,846**
Speeding citations	**40,619**	**36,462**	**43,279**	**39,295**	**40,120**	**39,679**

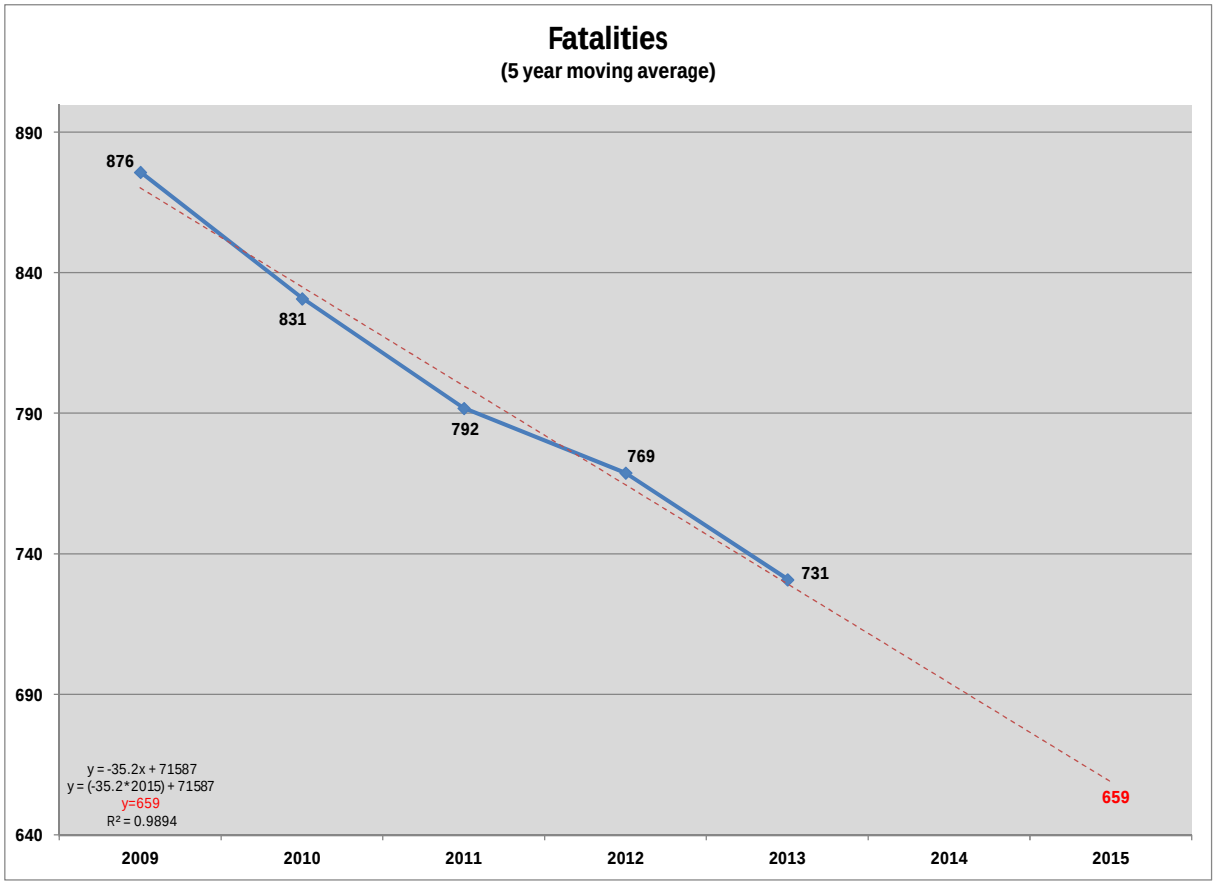
Performance Goal Statements

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

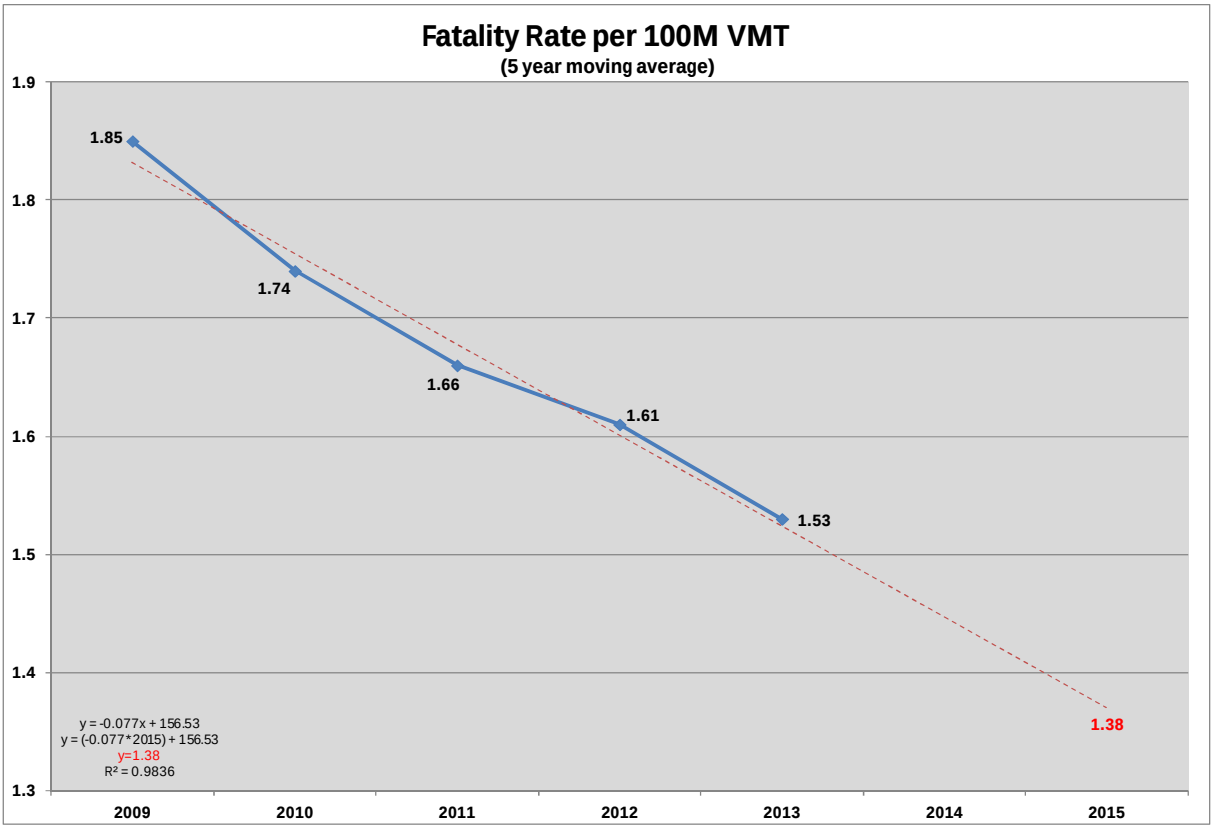
Each of the measures below uses a five point, five-year moving average, and each goal was determined by projecting the trend line two periods ahead. Taking into account data from the past and how the current trend is moving, this allows Kentucky to work towards sustaining, or moving towards, a downward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

Goal Statements for Core Outcome Measures

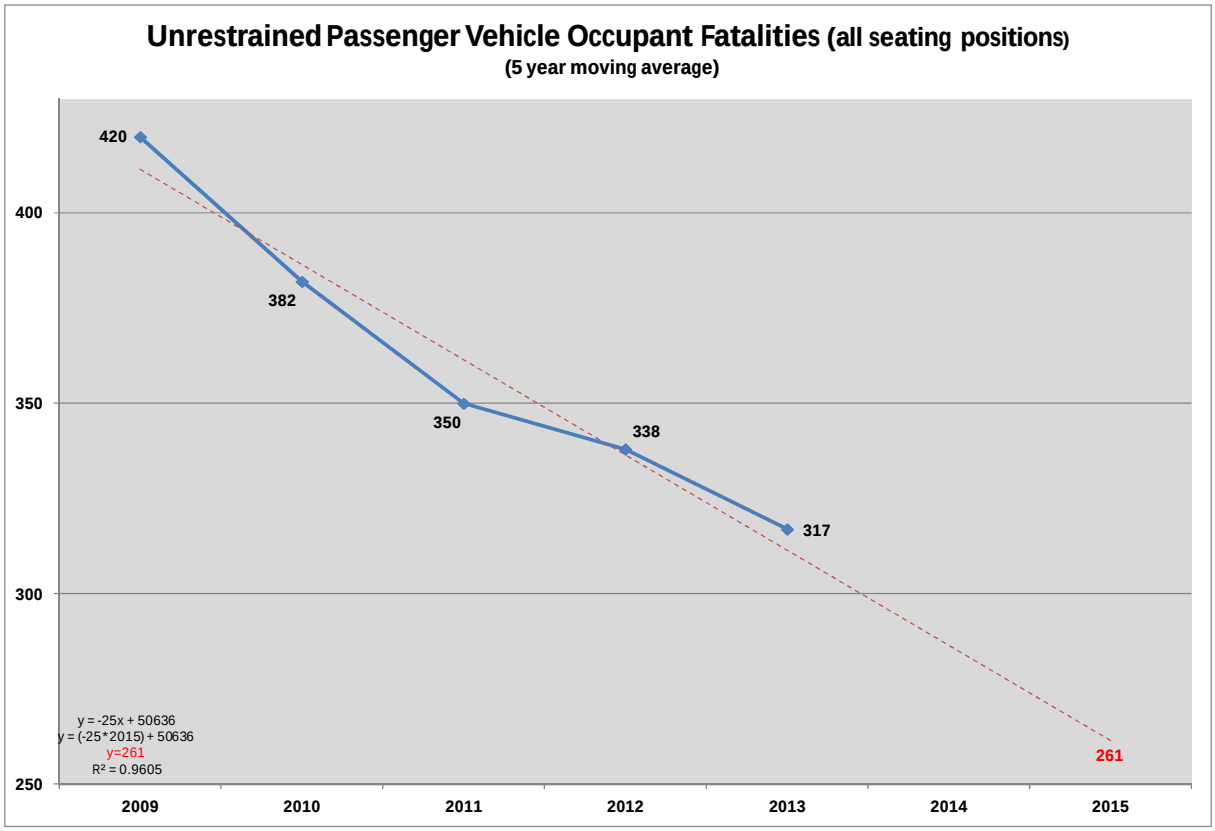
1. To decrease fatalities 10% from the 2009-2013 calendar base year average of 731 to 659 for the 2011-2015 calendar years average.



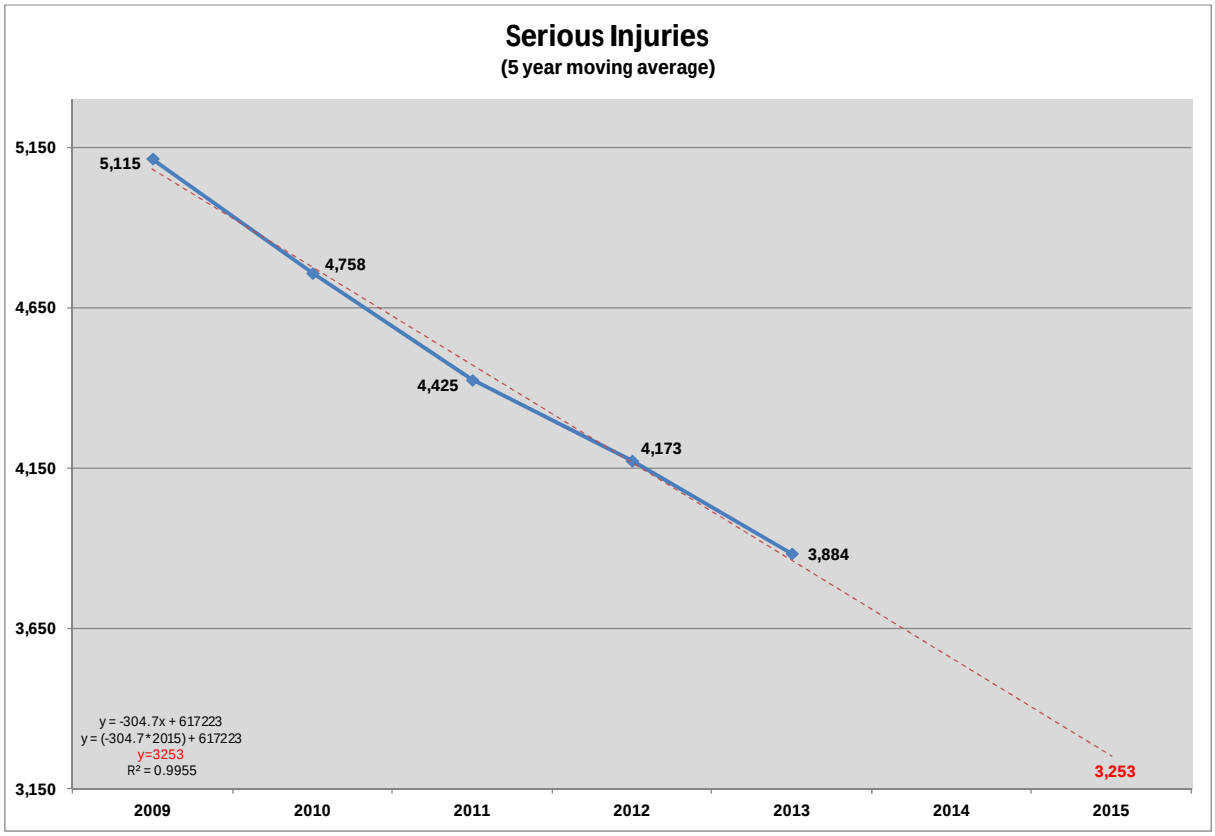
2. To decrease fatalities/100M VMT 10% from the 2009-2013 calendar base year rate of 1.53 to 1.38 for the 2011-2015 calendar years average.



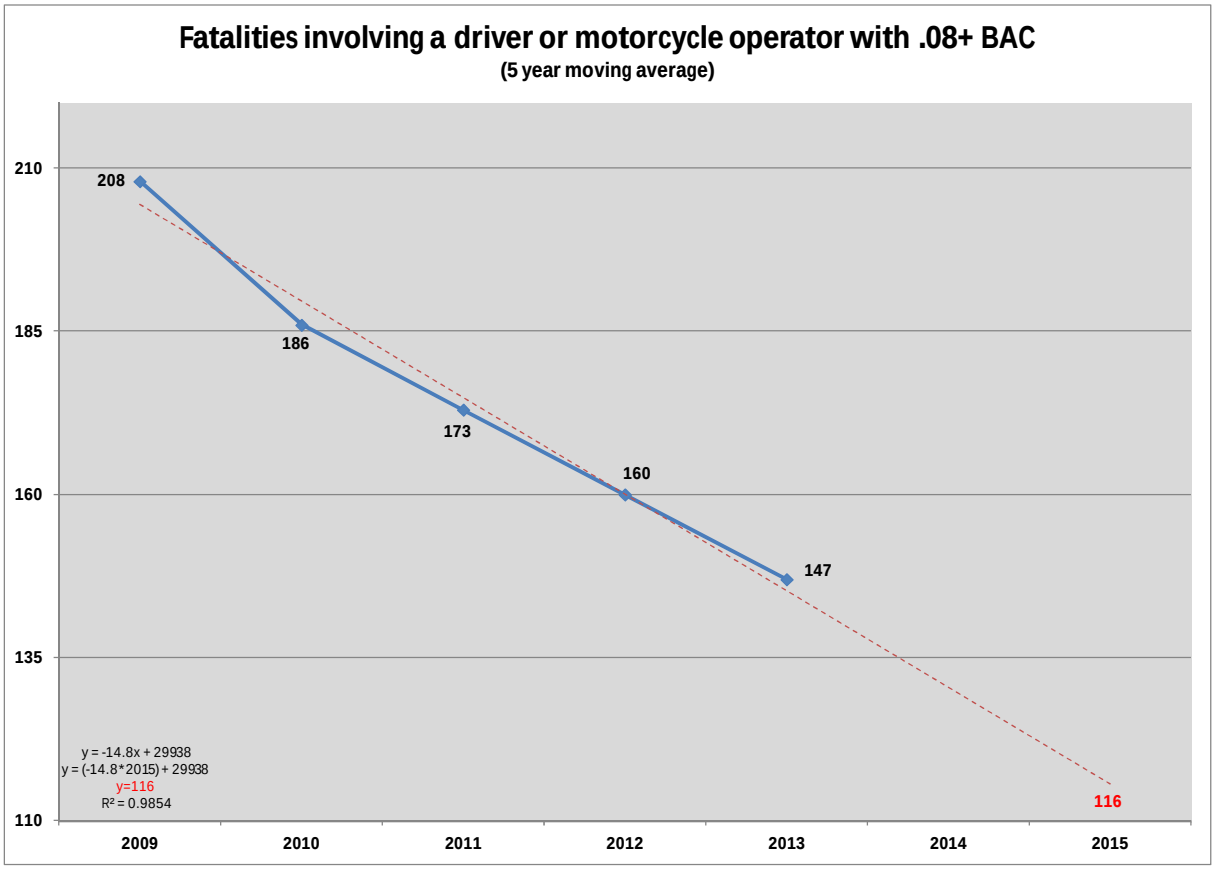
3. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 18% from the 2009-2013 calendar base year average of 317 to 261 for the 2011-2015 calendar years average.



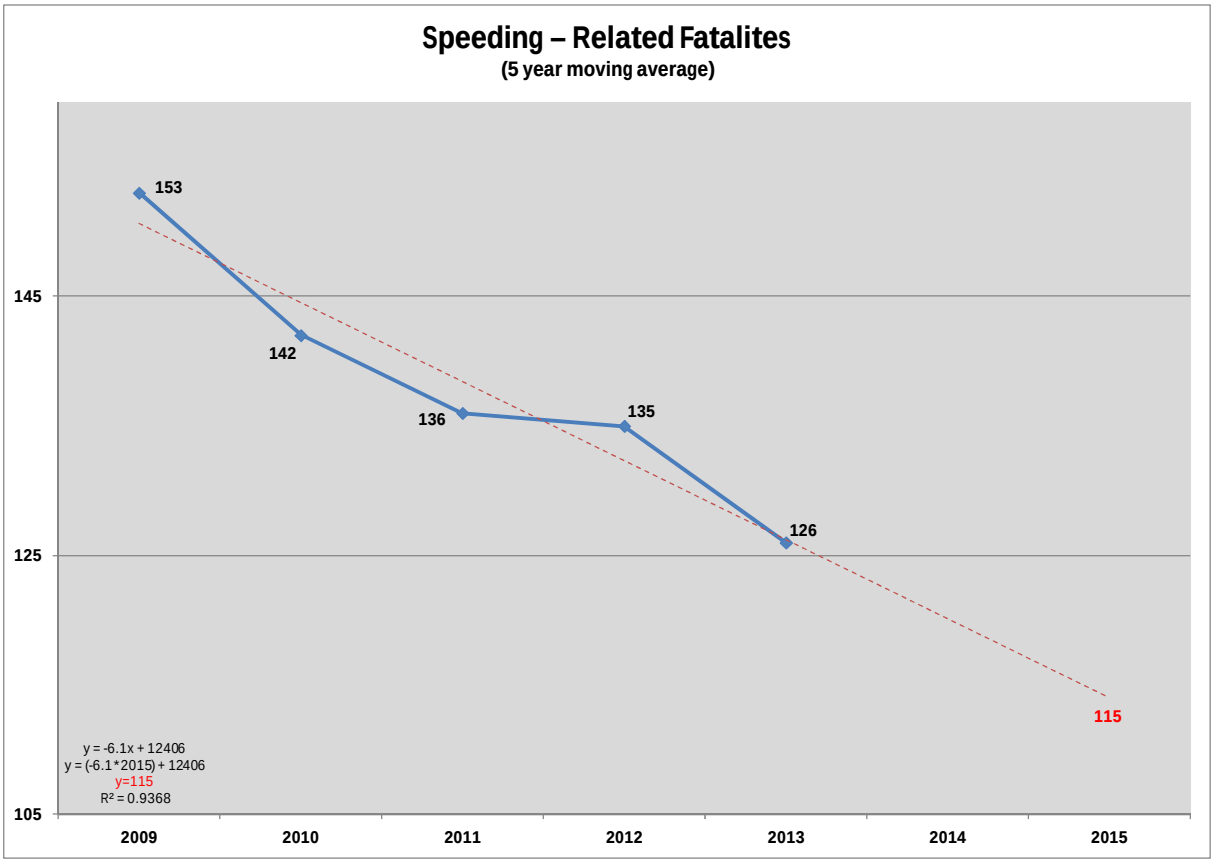
4. To decrease serious traffic injuries 16% from the 2009-2013 calendar base year average of 3,884 to 3,253 for the 2011-2015 calendar years average.



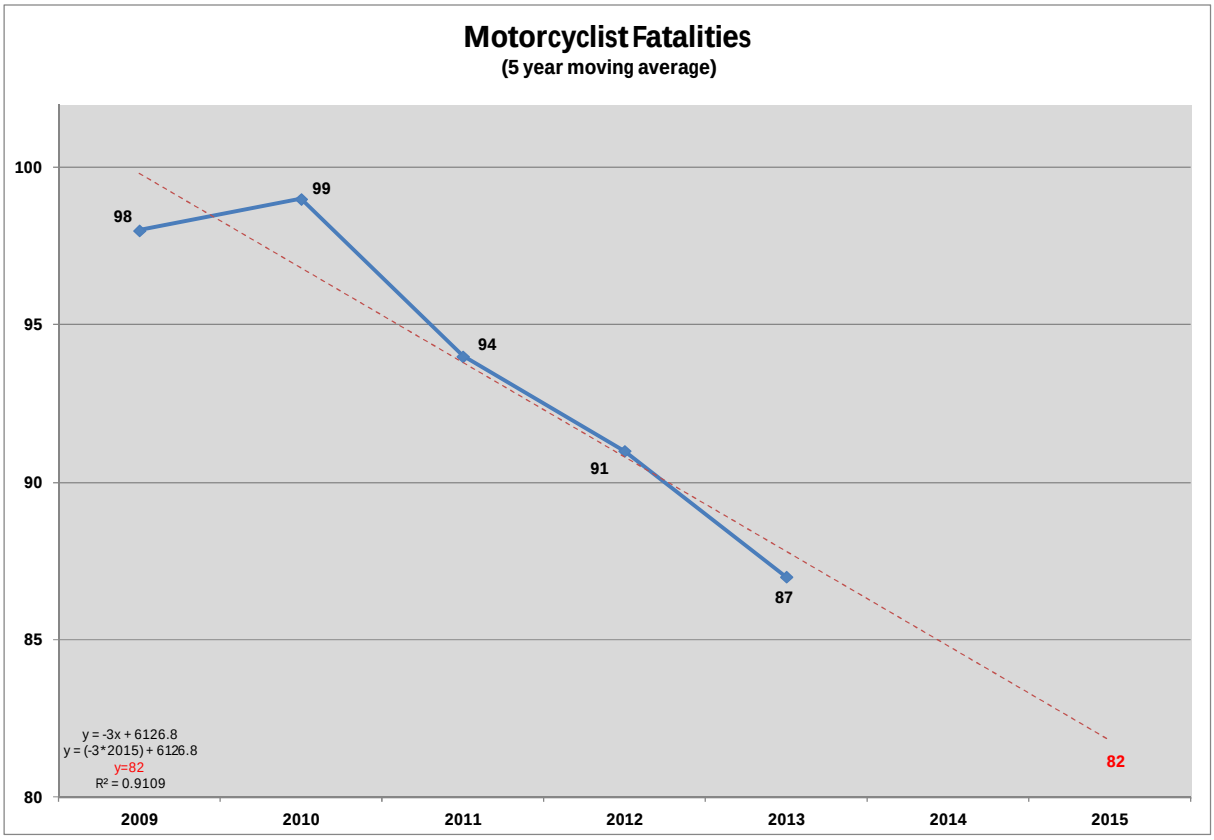
5. To decrease alcohol-impaired driving fatalities 21% from the 2009-2013 calendar base year average of 147 to 116 for the 2011-2015 calendar years average.



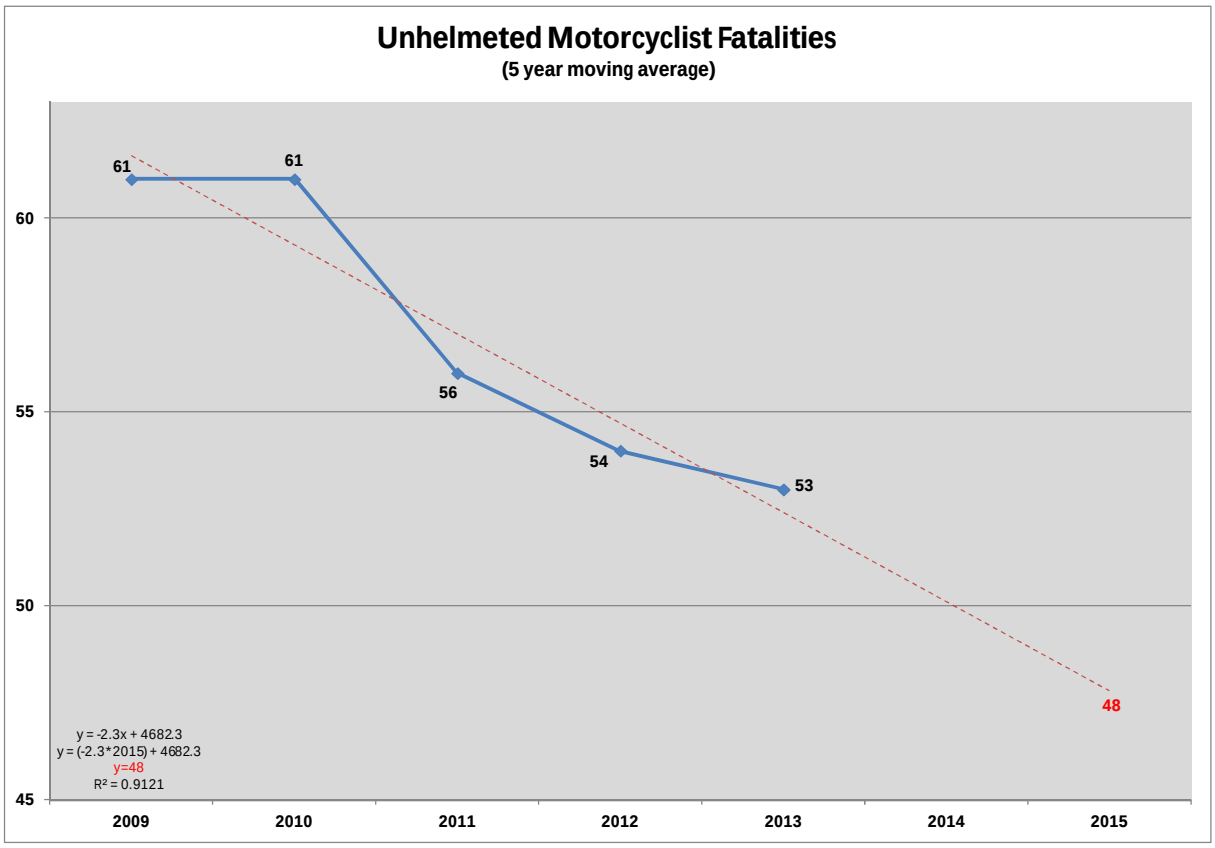
6. To decrease speeding-related fatalities 9% from the 2009-2013 calendar base year average of 126 to 115 for the 2011-2015 calendar years average.



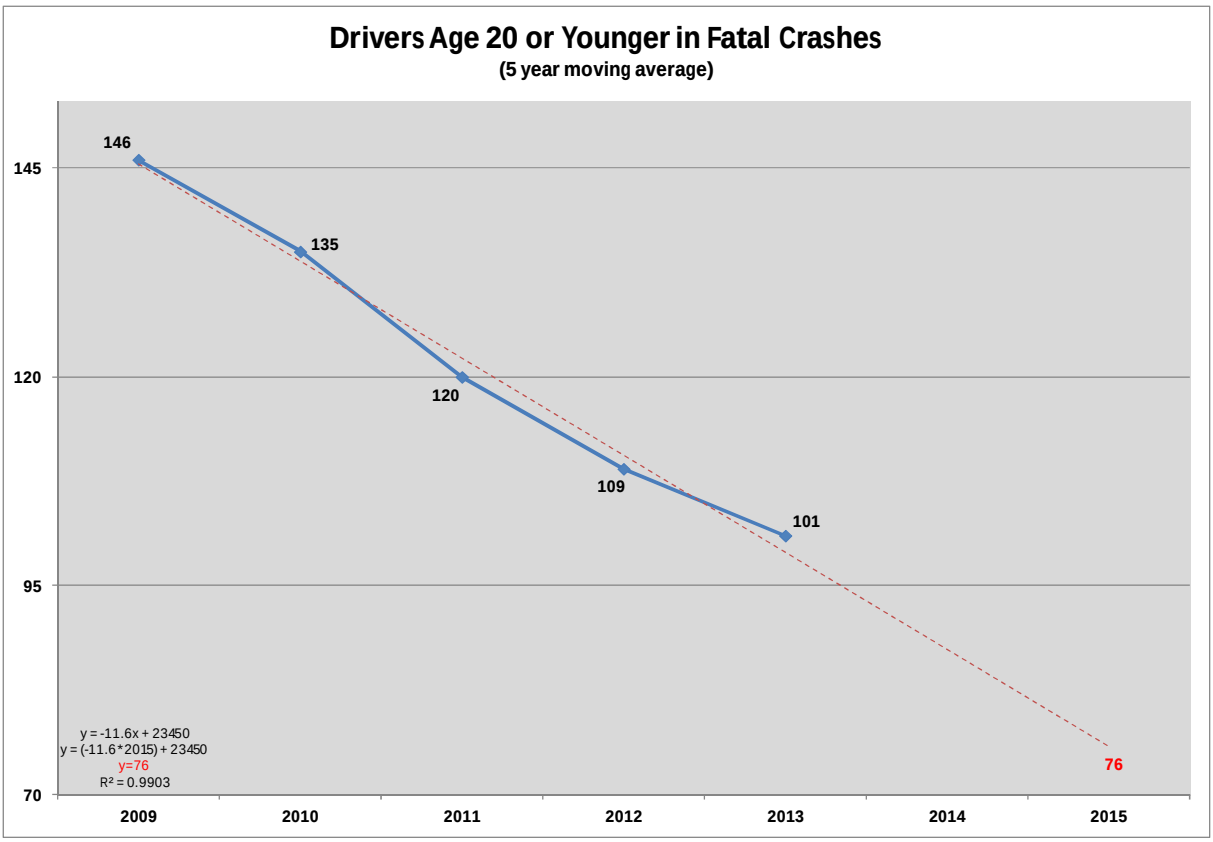
7. To decrease motorcyclist fatalities 6% from the 2009-2013 calendar base year average of 87 to 82 for the 2011-2015 calendar years average.



8. To decrease un-helmeted motorcyclist fatalities 9% from the 2009-2013 calendar base year average of 53 to 48 for the 2011-2015 calendar years average.

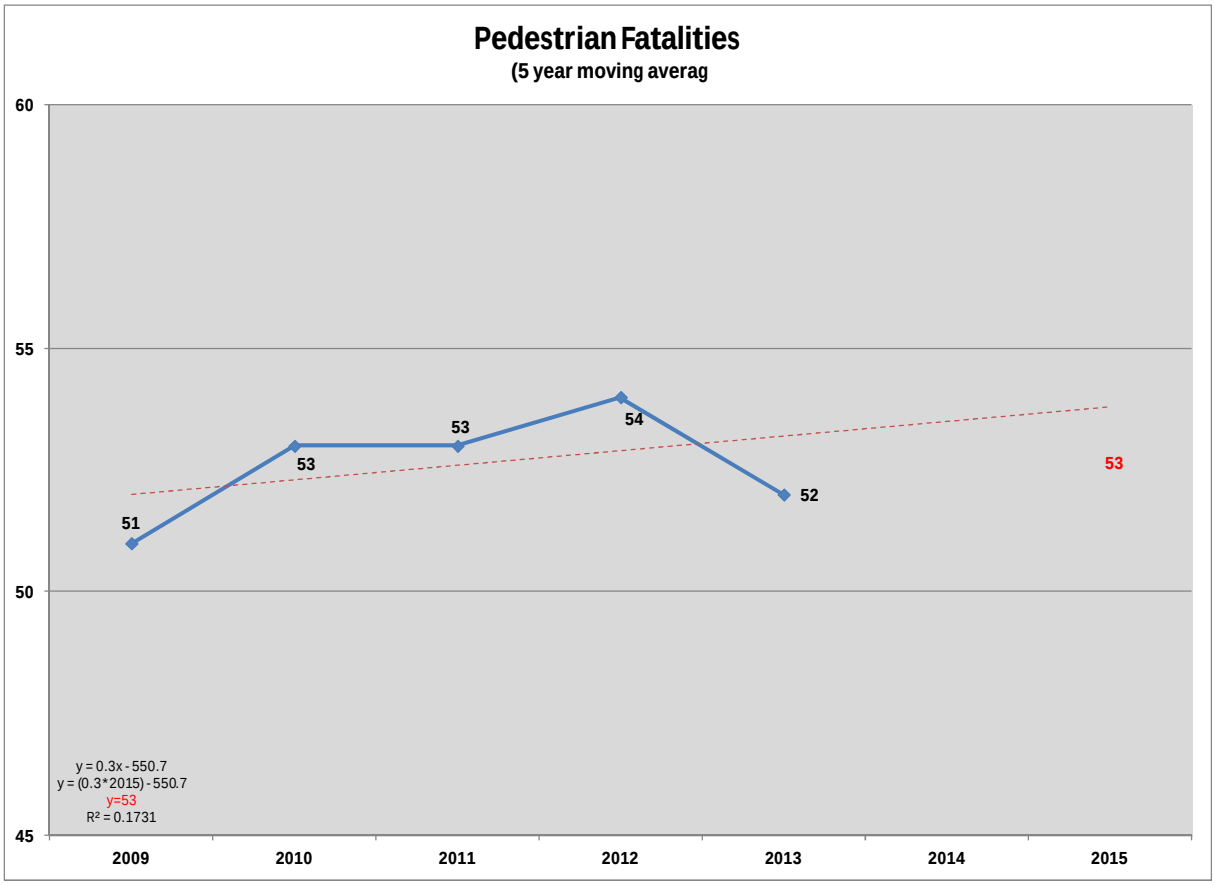


9. To decrease drivers age 20 or younger involved in fatal crashes by 25% from the 2009-2013 calendar base year average of 101 to 76 for the 2011-2015 calendar years average.

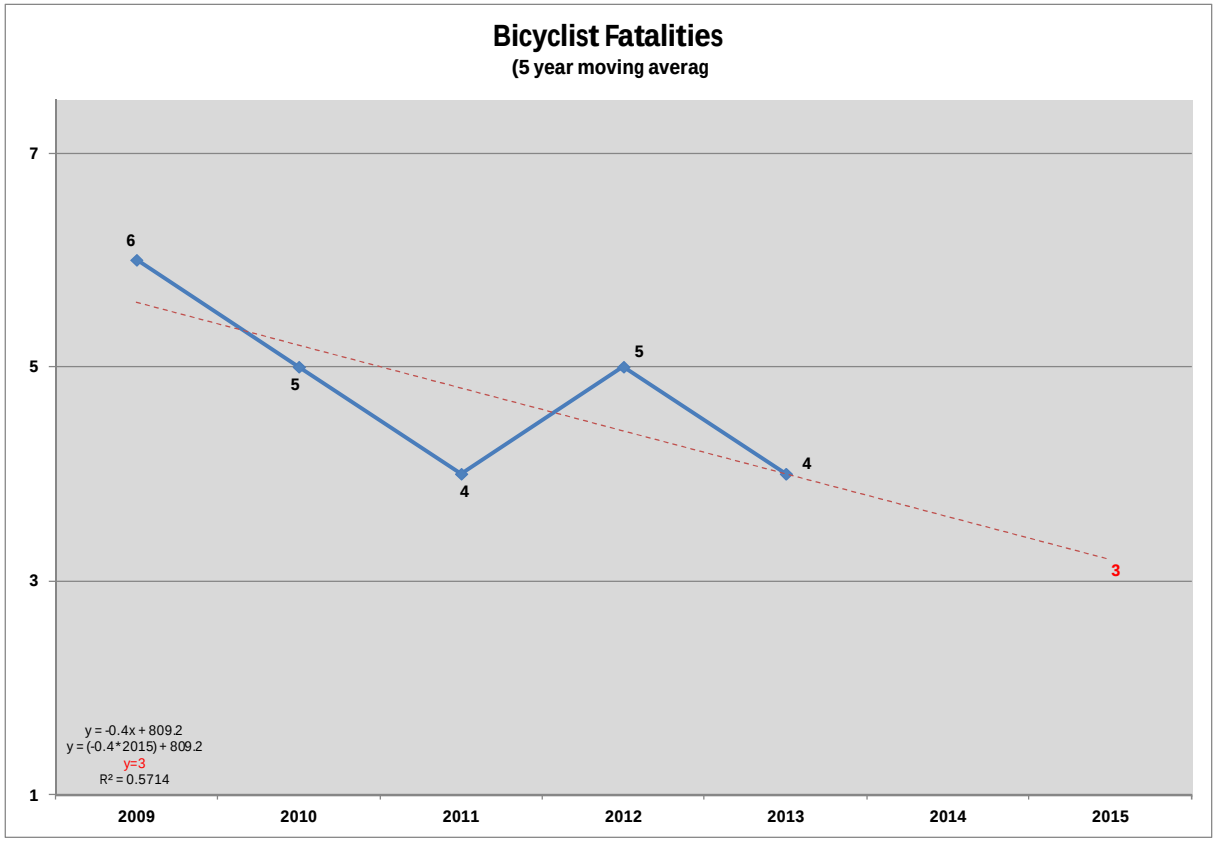


10. To decrease pedestrian fatalities 4% from the 2009-2013 calendar base year average of 52 to 50* for the 2011-2015 calendar years average.

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



11. To decrease bicyclist fatalities 25% from the 2009-2013 calendar base year average of 4 to 3 for the 2011-2015 calendar years average.



Goal Statement for Core Behavior Measure

To increase the seat belt usage rate 1.7% from the 2013 average of 85.0 to 86.4 percent for 2014.

*2014 goal based upon past data and projected trend line shown above

Goal Statements for Activity Measures

1. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2011-2013 calendar base year average of 36,878 to 37,616 by December 31, 2015.

2. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2011-2013 calendar base year average of 3,846 to 3,923 by December 31, 2015.

3. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2011-2013 calendar base year average of 39,679 to 40,473 by December 31, 2015.

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

V. Summary of KOHS Strategies (See Appendix E)

A. NHTSA-funded Strategies (Grants Management Branch)

Impaired Driving

- To increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs and to aid them in detecting impaired drivers. This strategy is also within our impaired driving emphasis area strategies in Kentucky's Strategic Highway Safety Plan (SHSP).

- To provide much needed equipment to aid state and local agencies in impaired driving efforts to include the following: video cameras, preliminary breath testers, breathalyzers and lighting/generators to be used at traffic safety checkpoints

- To increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.

- To educate prosecutors and law enforcement on ways to more effectively manage DUI cases and encourage the passage of stronger laws by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis area strategies in our SHSP.

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

- To promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement through a series of area briefings throughout the state.

- To provide incentives/awards to law enforcement agencies/officers that excel in apprehending impaired drivers.

- To provide training to state and local law enforcement officers to become certified/maintain certification as Drug Recognition Experts (DREs). This certification is an effective tool for recognizing and convicting persons driving impaired by drugs. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.

- To provide regional training opportunities for law enforcement officers to complete the Advanced Roadside Impaired Driving Enforcement (ARIDE) class, offered through the state's Drug Evaluation and Classification (DEC) program. This training allows officers to build on their SFST knowledge and skills to better identify drug impaired drivers. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.

- To encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.

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

- Maintain, provide assistance and information to the Kentucky Impaired Driving Task Force as a member.

- Maintain and promote the Kentucky Drive Sober smart phone application.

- Develop a DWID pilot program to analyze effectiveness of oral swab drug testing kits for law enforcement agencies.

- To maintain and increase participation of the "Be a HERO Campaign" as an ongoing effort to prevent impaired driving by promoting the use of safe and sober designated drivers.

Occupant Protection

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

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

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

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

- To promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.

- To encourage nighttime occupant protection enforcement during the grant year. This strategy is one of our occupant protection emphasis area strategies in our SHSP.

- To increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. We will target messages to those segments of the population and to geographic areas with the lowest usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

- To encourage the passage of stronger occupant protection laws for children (specifically, those over 40" tall, who are not adequately protected under the current child restraint law) by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

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

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

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

- To conduct a statewide observational seat belt survey during June and July 2015 in accordance with to meet NHTSA guidelines.

- To continue the Governor's Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

- To educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats and ensure that all child passengers are properly restrained. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.

Police Traffic Services

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

- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.

- To coordinate a statewide summer enforcement campaign during the month of July focusing on speeding, impaired driving and occupant protection through saturation patrols, traffic safety checkpoints and media. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.

- To encourage all law enforcement agencies to follow established guidelines for vehicular pursuits issued by the IACP [(23 USC 402 (b) (1) (E)] during our regional workshops and through our LEL network.

Motorcycle Safety

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

- To use media to increase motorists' awareness of the need to look out for motorcyclists and to "share the road" with motorcyclists. This strategy is one of our emphasis area strategies for motorcycles in our SHSP.

- To have a visible presence at motorcycle events statewide to promote training and safety.

B. FHWA-funded Strategies (Education Branch)

Education Branch

The Office of Highway Safety's Education Branch will provide research and education designed to reduce Kentucky's highway fatalities and injuries. It will also support the Kentucky Strategic Highway Safety Plan's *Toward Zero Deaths* message through stakeholder partnerships. The Education Branch within the Division of Highway Safety Programs plans the following activities during federal fiscal year 2015:

1. Improve the Office of Highway Safety curriculum with focus placed upon learning outcomes supporting the Kentucky Strategic Highway Safety Plan
2. Maintain involvement with the Governor's Executive Committee on Highway Safety
3. Collaborate with educators, family resource centers, law enforcement, legislators, state agencies, federal agencies (NHTSA/FHWA), and corporate outreach to provide highway safety educational experiences
4. Focus 50% of all Education Branch programming in the Top 40 Highway Safety Counties
5. Collaborate with the 12 District Coordinators to create and improve highway safety customer relationships
6. Provide radar trailers and variable message boards along highway safety corridors to reduce vehicle speeds
7. Provide personnel and the Highway Safety Checkpoint trailer in support of state and local law enforcement efforts
8. Create and maintain "Be a HERO Campaign" program coordinator position to work seasonally from March through December.
9. Begin administrative restructure process

a. Maintain and improve Regional Coordinator to conduct highway safety programs and events
b. Improve Education Branch curriculum

Education (General Public)

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

Education (Public Service Announcements)

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

Education (District Coordinators)

Maintain District Coordinator participation in Highway Safety educational programming

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

Education (Transportation Cabinet Employees)

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

Education (Emphasis Areas)

1. Highway Safety Equipment and Corridors

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

- Assign two radar trailers to each state Transportation District
- Maintain radar trailer presence on the highway safety corridors
- Schedule radar trailer deployments in conjunction with NHTSA/KOHS campaigns: CIOT, Blue Lights Across the Bluegrass, Drive Sober or Get Pulled Over, etc.

2. Impaired Driving

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

   - Increase the number of 3D simulator events by 5% in the top 40 counties
   - Maintain and keep current the 3D simulators and trailer
   - Collaborate with BRICC (Building Resilience in Campus Communities) to bring education, awareness and resources the colleges statewide
   - Develop a pre and post survey to administer to the students in classroom settings to evaluate program performance

3. Occupant Protection

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

   - Provide a high volume of occupant protection programming in elementary and high schools to educate the next generation of drivers
   - Provide occupant protection programming to the commercial industry, targeting agencies with fleet vehicles through the corporate outreach program
   - Increase rollover simulation and buckle up programming by 10%

4. Young Drivers

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

   - Conduct highway safety presentations throughout Kentucky's 12 Highway Districts focusing on the top 40 counties with occupant Protection and impaired driving problems
   - Update DVD package; seek new publications
   - Provide tip sheets and maintain current data for distribution of educational promotion items

5. Child Passenger Safety
   Demonstrate proper installation techniques. Provide instruction on all facets of available child restraints. Provide information pertaining to child passenger safety laws and NHTSA's best practices.
   - Increase the number of CPS certified instructors in Kentucky by 5%
   - Provide CEU opportunity for Child Passenger Safety Technicians (CPSTs)
   - Increase the CPST retention rate to 55%
   - Collaborate with agencies to provide CPS fitting stations across the state
6. Motorcycle Safety
   Enhance motorcycle safety and public awareness of motorcycles through education, in order to reduce the overall motorcycle crash and fatality rate in Kentucky.
   - Collaborate with the Motorcycle Safety Foundation to distribute educational materials at motorcycle events throughout the Commonwealth.
   - Provide *Intersections* (Share the Road) or any other applicable MSF training tools at motorcycle events and corporate outreach events throughout the Commonwealth.
   - Provide motorcycle safety equipment presentations in any appropriate venue throughout the Commonwealth.
7. Mature Drivers
   Provide awareness training to Mature/Senior drivers with focus placed upon biological changes that will challenge their abilities to operate a motor vehicle safely.
   - Conduct Mature Drivers programs throughout the state, focusing 50% of effort on the top 40 counties
   - Update DVD package
   - Display mature drivers posters wherever Mature Driving programs have been conducted
   - Maintain and keep current tip sheets and materials
8. Distracted Driving
   Educate and inform the general public on the dangers of distracted driving through the use of modern technology and current information. Reduce the number of injuries and fatalities each year due to distracted driving.

   - Continue to further educate the general public on the dangers and consequences of distracted driving.
   - Update or replace our two distracted driving simulators with a more current and interactive driving simulators.
   - Employ up-to-date videos and presentations to educate about distracted driving and the issues that surround it.
   - Collaborate with the Paducah Police Department who has been approved for a grant to educate through at program they call "Intexticated."
   - Monitor selected police departments that have been awarded pilot grants from FHWA to enforce distracted driving laws.

9. Corporate Outreach
   Provide assistance to corporations in the development of policies, education and solutions to help combat the various issues we all face concerning highway safety.
   - Expand the number of corporate outreach programs by 15% statewide
   - Distribute posters and other educational materials to corporate outreach partners
   - Create a drowsy driving presentation for corporate outreach partners with vehicle fleets and shift work
10. Legislative Issues
    Support the Transportation Cabinet leadership's continuous improvement of highway safety legislative proposals with the latest research and statistics available.
    - Provide the Transportation Cabinet with emphasis area statistics and research
    - Write proposals for amendments to existing highway safety laws
    - Collaborate with internal and external sources to accommodate revisions to existing highway safety laws

VI. Proposed Highway Safety Projects

Impaired Driving Projects

Project Number: M5HVE-15-01 through M5HVE-15-41
Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects
Description: These grants will fund 41 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following counties: Allen, Anderson, Boone, Bourbon, Boyle, Bullitt, Campbell, Daviess, Grayson, Harlan, Hardin, Harrison, Henderson, Hopkins, Fayette, Franklin, Jefferson, Kenton, Laurel, Lyon, Marshall, Mason, McCracken, Montgomery, Nelson, Pike, Pulaski, Rowan, Scott, Shelby, Taylor, Trigg. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). Additionally, grant budgets will include funding for the agencies to send an officer to the 2015 Kentucky Lifesavers Conference. According to NHTSA's *Countermeasures that Work, 7th edition*, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways having the highest number of impaired driving crashes. They are instructed to devote the majority of their overtime on these targeted roadways.
Budget: $794,199.00 (NHTSA 405D MAP-21)

Project Number: M5HVE-15-42
Project Title: Kentucky State Police - LC/MS/MS System (Liquid Chromatography Tandem Mass-Spectrometry)
Description: The Kentucky State Police will utilize these funds to purchase a third LC/MS/MS system. The first LC/MS/MS system was purchased in 2011 to complete two functions: identify cannabinoids in blood rather than urine and provide drug screening. Analyst quickly learned that one system could not perform both functions simultaneously so a second LC/MS/MS system was purchased in 2012. Having two systems in place simplified things but there were still problematic limitations. The purchase of a third system will solve several issues as well as increase the efficiency. With all three systems in use, the capacity of analyzing samples is significantly increased and the case turnaround time is significantly decreased
Budget: $334,552.00 (NHTSA 405D MAP-21)

Project Number: M5HVE-15-43
Project Title: Kentucky State Police Nighthawk Impaired Driving Enforcement/Equipment
Description: Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement efforts will be concentrated in established statewide priority areas and in counties with high numbers of alcohol-related crashes. KSP will partner with local agencies in saturation and checkpoint activities and will increase public awareness of these DUI enforcement efforts. This grant will fund overtime enforcement focused on apprehending impaired drivers; fuel costs, equipment (PBTs and in-car video cameras) and costs to send personnel from each KSP post/CVE region

to the 2015 Kentucky Lifesavers Conference. According to NHTSA's *Countermeasures that Work, 7th edition*, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. Kentucky State Police conducts the majority of the total traffic checkpoints in Kentucky. The purchase of PBTs will help the agency to achieve their objective to increase DUI arrests (PBTs are rated as a 4-star countermeasure) and the video cameras have proven to be effective in prosecution of DUI cases.
Budget: $629,355.00 (NHTSA 405D MAP-21)

Project Number: M5HVE-15-44
Project Title: Governor's Impaired Driving Enforcement Awards
Description: The Kentucky Office of Highway Safety will continue the practice of holding an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in arresting impaired drivers during the previous federal fiscal year. This recognition ceremony has proven to be effective in increasing police agency participation and motivation.
Budget: $24,000 (NHTSA 405D MAP-21)

Project Number: M5HVE-15-45
Project Title: Drive Sober Mini-Grant Project for local agencies
Description: This grant will fund a 16-week overtime enforcement program focused on impaired driving in areas identified as having the greatest need for increased enforcement. NHTSA's *Countermeasures that Work, 7th edition*, indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving.
Budget: $300,000.00 (NHTSA 405D MAP-21)

Project Number: K8-15-01
P**roject Title:** Drug Evaluation and Classification Program
Description: Eastern Kentucky University's Department of Criminal Justice Training will continue a program to certify/recertify Kentucky law enforcement officers as Drug Recognition Experts (DREs), as well as to provide advanced DUI training to other law enforcement officers. Project strategies include conducting two DRE courses, two DRE recertification courses, and at least six Advanced Roadside Impaired Driving Enforcement (ARIDE) courses. The grant will also allow a small group of DRE instructors/regional coordinators to attend the national DRE Conference.

With Kentucky's increasing number of drug-related DUIs and crashes, this program is an essential component of Kentucky's strategy to reduce impaired driving. The training curriculum, provided by the International Association of Chiefs of Police, includes classroom instruction, written tests and supervised evaluation of drug impaired subjects. Those certified by this program are able to conduct standardized and systematic evaluations of drug-impaired individuals and provide reliable testimony in court. This program includes a strong outreach component with the state's prosecutors. The grant will pay for the DRE Program Coordinator's salary, course materials, and costs associated with providing training events. This program provides specific training to improve officer skills for enforcing laws related to impaired (drugged) driving. Enforcement of drugged driving is a 3-star rated countermeasure in NHTSA's *Countermeasures that Work*, 7th edition.
Budget: $124,523.00 (410 SAFETEA-LU funds)

Project Number: K8-15-02
Project Title: Traffic Safety Resource Prosecutor
Description: Grant will provide ninth-year funding for the full-time position of Traffic Safety Resource Prosecutor (TSRP) through Kentucky's Office of the Attorney General. This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI laws. In the upcoming year, the TSRP will conduct a minimum of three regional traffic safety-related trainings for law enforcement/prosecutors, including one focused on vehicular homicide and one on drugged driving. He will also conduct a presentation of a trial advocacy topic relating to prosecuting highway safety infractions at the state's annual prosecutors conference. In addition, the TSRP will continue to advise prosecutors on technical matters related to DUI and other traffic safety issues, serving as a liaison between law enforcement, prosecutors, and the Office of Highway Safety. He will continue a mentoring program between new and experienced prosecutors, provide DUI training for new law enforcement recruits, and maintain a web page containing a wealth of reference materials for law enforcement and prosecutors. NHTSA is supportive of TSRPs and has developed a manual to assist them in their work, which is particularly valuable to less experienced prosecutors and judges handling DUI cases. This is addressed on page 1-26 of *Countermeasures that Work, 7th edition*, within the section on DWI Courts. While Kentucky does not have dedicated DWI courts, TSRPs are often part of such programs.
Budget: $235,927.03 (410 SAFETEA-LU Funds)

Project Number: K8PM-15-01
Project Title: Impaired Driving Paid Media
Description: These funds will be used to develop and run statewide media campaigns to coincide with the national *Drive Sober or Get Pulled Over* campaign in December 2014 and August 2015. The following media formats will be considered for reaching target audiences: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted. In addition, anti-DUI advertising will be purchased through sponsorships to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/IMG Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- Western Kentucky University/IMG Sports Marketing
- University of Louisville/Learfield Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Louisville Bats
- Lexington Legends
- Kentucky Sports Radio
- iHigh
- Kentucky High School Scoreboard
- Kentucky Sports Radio
- Afternoon Underdogs Radio
- Kentucky Speedway

- ESPN Radio Louisville
- Celebrity Softball Classic (Cincinnati,OH/Florence, KY)

These sponsorships include coach endorsements, radio & TV PSAs, digital elements, impaired driving signage and live announcements during home games. According to the NHTSA publication, *Countermeasures that Work, 7th edition*, mass media campaigns such as this regarding impaired driving are rated as a 3-star countermeasure. Effectiveness will be enhanced by running ads largely in conjunction with statewide impaired driving enforcement activities.
Budget: $930,000.00 (410 SAFETEA-LU funds)

Occupant Protection Projects

Project Number: OP-15-01 through OP-15-10
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: Barren, Boone, Christian, Hardin, Knox, Madison, Pike, Pulaski, Perry. Kentucky State Police will cover the remaining counties. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for personnel to attend the 2015 Kentucky Lifesavers Conference.

According to NHTSA's *Countermeasures that Work, 7th edition*, sustained enforcement programs focused on seat belt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as *Click it or Ticket* merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specifiy that at least 50% of overtime enforcement hours must be during nighttime hours (1800 – 0600). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.
Budget: $179,971.00 (NHTSA 402 MAP-21 funds)

Project Number: OP-15-11 through OP-15-14
Project Title: Kentucky Association of Chiefs of Police—Central, Eastern, Western, and Northern Law Enforcement Liaisons (LEL)
Description: Each grant will fund a full-time Law Enforcement Liaison to serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for designated counties within the Central, Eastern, Western and Northern regions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Each grant includes personnel costs, travel/training expenses, equipment and program enhancement items.
Budget: $443,818.20 (NHTSA 402 MAP-21 funds)

Project Number: OP-15-15
Project Title: Cumberland Valley Area Development District Occupant Protection
Description: This project will address child passenger safety and low seat belt usage among teens in an eight-county area in southeastern Kentucky (Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley counties). The grant will fund partial salary and travel expenses for the project director to provide CPS technical assistance at public check-up events and to instruct/co-instruct the 32-hour CPS certification course to prospective CPS technicians. The project also includes conducting programs to improve low seat belt usage in high schools, with pre and post –intervention surveys used to measure progress.

According to the NHTSA publication, *Countermeasures that Work*, 7th edition, school programs to improve seat belt usage have a 3-star effectiveness rating, but enforcement is a key ingredient of programs even among school age children. Child restraint inspection stations and distribution programs have a 2 star rating, but are a required element for states to qualify for 405 funding. The grantee's program fills a need in this region of the state, where there are very few CPS instructors and a population under-served by CPS fitting resources.
Budget: $44,220.00 (NHTSA 402 MAP-21 funds)

Project Number: OP-15-16
Project Title: Kosair Children's Hospital CPS Program
Description: This continuing grant will provide partial funding for a Registered Nurse as a CPS specialist/instructor and a part-time Health Educator, who will both work from Kosair Children's Hospital in Louisville to provide CPS instruction assistance throughout the state.

In the upcoming year, the CPS Specialist will partner with the hospital's regional trauma center to review medical records of children treated for injuries resulting from motor vehicle crashes. This data will be used to develop teaching priorities to address the latest child injury trends. Project staff will offer continuing education classes to Kosair nursing staff and to CPS technicians statewide, as well as host car seat classes for parents of infants. The CPS Specialist will lead instruction for kindergarten students and their parents regarding booster seats to address a growing concern with injuries of 5-7 year olds. They will continue to provide three permanent fitting stations at Kosair hospital facilities in Jefferson County and to provide assistance for the special needs car seat services for health agencies statewide. The grant will cover 50% of the time for the CPS coordinator, and a part-time salary for a CPS Educator, travel/training, child restraint check up supplies and backless booster seats. According to the NHTSA publication, *Countermeasures that Work*, 7th edition, child restraint inspection stations and distribution programs have a 2 star rating. A network of such stations is a required component for Section 405 occupant protection eligibility.
Budget: $57,800.00 (NHTSA 402 MAP-21 funds)

Project Number: OP-15-17
Project Title: Marshall County Health Department CPS Program
Description: This continuation grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the far western part of the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such

as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.
Budget: $37,660.00 (NHTSA 402 MAP-21 funds)

Project Number: OP-15-18
Project Title: Pike County Health Department CPS Program
Description: This grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the far eastern part of the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7th edition of *Countermeasures That Work* gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of *Countermeasures That Work* handbook has an effectiveness rating of 3 stars.
Budget: $21,549.00 (NHTSA 402 MAP-21 funds)

Project Number: OP-15-19
Project Title: Kentucky Lifesavers Conference (Kentucky Office of Highway Safety)
Description: In 2015, Kentucky will hold the 11th consecutive Kentucky Lifesavers Conference. The conference will offer a wide range of sessions in the areas of engineering, education, enforcement, and emergency response. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.
Budget: $42,000.00 (NHTSA 402 MAP-21 funds)

Project Number: M2HVE-15-01 through M2HVE-15-11
Project Title: Local Law Enforcement Occupant Protection Programs
Description: These grants will allow 22 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Anderson, Breathitt, Bourbon, Clay, Green, Greenup, Harrison, Johnson, Knott, Larue, and Lawrence. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for personnel to attend the 2015 Kentucky Lifesavers Conference.

According to NHTSA's *Countermeasures that Work, 7th edition*, sustained enforcement programs focused on seat belt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as *Click it or Ticket* merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specifiy that at least 50% of overtime enforcement hours must be during nighttime hours (1800 – 0600). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.
Budget: $179,971.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-15-12
Project Title: Kentucky State Police – Occupant Protection
Description: This project will fund overtime focused on seat belt enforcement during the months of October 2014, November 2014, March 2015 and July 2015. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow 50 troopers/CVE officers to become trained & certified as Child Passenger Safety technicians through SAFE KIDS. As

noted above, short-term, high visibility belt enforcement periods such as this are a 5-star-rated activity.
Budget: $169,736.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-15-13
Project Title: T J Samson Hospital – CPS Program
Description: This continuation project will fund the purchase of approved educational materials related to car safety seat guidelines to be distributed to caregivers as well as the purchase of child safety seats and booster seats for use at check-up events in Barren, Hart, and Metcalfe counties. A "Buckle Bear" presentation for the pre-school and kindergarten populations at each location will be performed to educate and model best practices for car riding safety. The NHTSA's 7th edition of *Countermeasures That Work* gives school programs a 3-star effectiveness rating. Some seats will be provided to low-income caregivers who are unable to purchase. The NHTSA's 7th edition of *Countermeasures That Work* gives CR distribution programs a 2-star effectiveness rating.
Budget: $5,500.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-15-14
Project Title: Occupant Protection Enforcement Awards
Description: The Kentucky Office of Highway Safety will continue an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in enforcing Kentucky seat belt laws. This includes event planning & coordination, facility rental, meals and plaques/awards). This recognition ceremony has proven to be effective in increasing police agency participation and motivation.
Budget: $22,000.00 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-15-HP
Project Title: CIOT mini-grants to state and local law enforcement
Description: These grants will allow approximately 40 state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2015. Kentucky State Police will cover remaining areas outside the selected agencies. Areas identified and approved by NHTSA as the seat belt survey sites as well as those areas having low seat belt use rates will be contacted regarding a mini-grant funding opportunity to increase enforcement efforts during the campaign. Short-term, high visibility belt enforcement programs such as these for *Click it or Ticket* are designated a 5-star rating in the NHTSA publication, *Countermeasures That Work*, 7th edition. KOHS ensures effective and proper implementation of all enforcement activities for this mobilization analyzing the data for seat belt usage as well as monitoring the locations of unbelted fatalities and targeting these areas for mini-grant projects.
Budget: $200,000 (NHTSA 405B MAP-21 funds)

Project Number: M2HVE-15-15
Project Title: Occupant Protection Paid Media
Description: These funds will be used to develop & run a statewide occupant protection media campaign supporting the national *Click it or Ticket* campaign in May 2014. The following media formats will be considered for reaching target audiences: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of unrestrained crashes will be targeted. In addition, occupant protection advertising will be purchased through

sponsorships to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/IMG Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- Western Kentucky University/IMG Sports Marketing
- University of Louisville/Learfield Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Louisville Bats
- Lexington Legends
- Kentucky Sports Radio
- iHigh
- Kentucky High School Athletic Association
- Kentucky High School Scoreboard
- Kentucky Sports Radio
- Sports Image
- Louisville Catholic Sports
- Afternoon Underdogs Radio
- Kentucky Speedway
- ESPN Radio Louisville

As indicated in NHTSA's 7th edition of *Countermeasures That Work*, communications and outreach supporting enforcement are consistently demonstrated effective (5-star rating).
Budget: $175,000 (NHTSA 405B MAP-21 funds)

Police Traffic Services Projects

Project Number: PT-15-01 through PT-15-45
Project Title: Local Law Enforcement Police Traffic Services Programs
Description: These grants will allow 45 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Bell, Boone, Boyd, Boyle, Bullitt, Calloway, Campbell, Carter, Christian, Clark, Daviess, Fayette, Franklin, Grant, Graves, Hardin, Harlan, Hopkins, Jefferson, Jessamine, Kenton, Laurel, Madison, McCracken, McCreary, Mercer, Monroe, Muhlenberg, Oldham, Ohio, Pulaski, Scott, Shelby, Taylor, Warren, and Woodford . The Kentucky State Police will cover all remaining counties. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2015 Kentucky Lifesavers Conference. According to the NHTSA publication, *Countermeasures That Work*, 7th edition, high visibility enforcement campaigns targeted toward aggressive driving behaviors (including speeding) are rated with two stars, meaning their effectiveness is undetermined, though several cited studies have reported reductions in crashes or reductions in speeding or other violations through such programs. The publication notes that this type of campaign

shows promising trends. In addition, "in car video equipment in patrol cars allows law enforcement to record aggressive driving actions and can enhance the ability to prosecute and convict offenders," and "laser speed measuring equipment can provide more accurate and reliable evidence of speeding." As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of speed crashes. They are instructed to devote the majority of their overtime hours on these targeted roadways.
Budget: $847,116.00 (NHTSA 402 MAP-21 funds)

Project Number: PT-15-46
Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program
Description: KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Enforcement will be throughout the state, but with special emphasis on the top 40 counties. Enforcement will also be focused on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for overtime enforcement, fuel costs, and new radars. See above entry for relevant information from *Countermeasures That Work.* KSP monitors the roadways having the highest number of speed crashes and targets those roadways during federal overtime. KOHS provides KSP a map indicating the counties where we have highway safety partners. We instruct KSP to increase their overtime hours in counties in the top 40 problem areas and in those counties where there are no local agencies participating in highway safety.
Budget: $590,000.00 (NHTSA 402 MAP-21 funds)

Project Number: PT-15-47
Project Title: PTS Networking (Kentucky Office of Highway Safety)
Description: This grant is utilized to fund travel and training expenses for partners (non-Kentucky Office of Highway Safety personnel) to attend professional conferences or meetings related to the Police Traffic Services program. It may also be used for expenses for meetings or training events sponsored by the KOHS.
Budget: $5,000 (NHTSA 402 MAP-21 funds)

Project Number: PM-15-01
Project Title: Speeding Paid Media
Description: These funds will be used to develop and run a statewide summer enforcement campaign focused on improving driving habits, with an emphasis on speeding. The following media formats will be considered for reaching target audiences: network & cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. According to the NHTSA publication, *Countermeasures That Work*, 7th edition, communication and outreach supporting enforcement for speeding/aggressive driving is a 3-star rated activity. As stated in the publication, "effective, high visibility communications and outreach are an essential part of successful speed and aggressive driving enforcement campaigns."
Budget: $175,000.00 (NHTSA 402 MAP-21 funds)

Distracted Driving

Project Number: DD-15-01
Project Title: Head's Up: Don't Be "In**text**icated"
Description: The Paducah Police Department will continue Heads Up: Don't Be "In**text**icated" as a distracted driver prevention program. This program was started in 2012 in honor of Hillary Coltharp who was involved in a collision caused by her texting and driving. The Paducah Police Department developed the program to tell the story of Ms. Coltharp's life before the collision, the day after her collision, and her ongoing recovery. This program has reached over 4,000 attendees at twelve schools, civic groups, and church events. The Paducah PD is planning to expand the program to nearby states in the southeastern portion of the United States.
Budget: $40,000.00 (NHTSA 405C MAP-21 funds)

Planning & Administration Projects

Project Number: PA-15-01
Project Title: Planning & Administration (Kentucky Office of Highway Safety)
Description: This grant will fund 50% of the salaries & benefits and travel & training expenses for the Branch Manager, two Financial Managers, and one Internal Policy Analyst of the Office's Division of Highway Safety Programs, Grants Management Branch. In addition, it will fund 50% of the expenses for office supplies, equipment, postage, and GHSA and professional dues for the Grants Management Branch. The remaining 50% is funded by the state with required matching funds.
Budget: $125,000.00 (NHTSA 402 MAP-21 funds)

Program Management

Project Number: CP-15-01
Project Title: Program Management (Kentucky Office of Highway Safety)
Description: This grant will fund the salaries & benefits and travel & training expenses for each of the three Grant Program Managers.
Budget: $350,000.00 (NHTSA 402 MAP-21 funds)

Motorcycle Safety Projects

Project Number: M9MA-2015-01
Project Title: Motorcycle Safety Paid Media (Share The Road)
Description: These funds will be used to purchase public awareness materials and/or media to make motorists and motorcyclists aware of the situations that increase the likelihood of crashes and to promote actions that all drivers can take to help avoid crashes involving motorcycles. Public awareness will be concentrated in high-risk motorcycle crash areas across

the state. The following media formats will be considered for reaching target audiences: radio, digital and out-of-home elements such as gas pump toppers, window and floor clings at dealerships, posters/brochures at DMVs and County Clerk offices and interviews/events with radio personalities/motorcycle enthusiasts. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).
Budget: $66,000 (NHTSA 405F MAP-21 Funds)

Project Number: MC-14-01
Project Title: Motorcycle Safety Awareness of Protective Equipment
Description: These funds will be used to purchase public awareness materials and/or media to promote helmet usage and protective equipment, in addition to promoting the Kentucky Motorcycle Program safety classes sponsored by the Motorcycle Safety Foundation. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).
Budget: $135,000 (NHTSA 402 MAP-21 Funds)

Safe Communities Projects

Project Number: SA-15-01
Project Title: Madison County Traffic Safety Education Program
Description: Coordinated by the Madison County Health Department, this project will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County Safety City, and community events. The Health Department's safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic, professional and educational organizations, law enforcement agencies, etc. to reach all segments of the population, emphasizing the following areas: seat belt and proper child passenger restraint usage, impaired driving, distracted driving, bicycle/pedestrian safety and motorcycle safety. The project includes gathering local seat belt usage and child seating position data through observational surveys and maintaining CPS fitting stations at health department clinics in Berea and Richmond. Grant will primarily fund salaries/benefits and training for members of the safety education team.

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

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

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

Budget: $64,700.00 (NHTSA 402 MAP-21 funds)

Accident Investigation Projects

Project Number: AI-15-01
Project Title: KSP Accident Reconstruction Program
Project Description: Provide funding to the Kentucky State Police's Traffic Accident Reconstruction Unit to maintain hardware and purchase software updates for two Crash Data Retrieval toolkits maintained by KSP and used in crash investigations statewide. These updates allow crash reconstruction specialists to supplement their expertise with information obtained from the CDR "black box" technology – this information is increasingly sought after by prosecutors in criminal investigations. Funding will also allow updates to KSP's advanced Diagramming Software for personnel to use in the analysis of the crash data. Grant will also update and maintain the specialized training of selected personnel who operate this equipment.
Budget: $23,500.00 (NHTSA 402 MAP-21 funds)

Roadway Safety Projects

Project Number: RS-15-01
Project Title: University of Kentucky – Kentucky Transportation Center - Crash Analysis
Description: The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database to develop two publications that are widely used by highway safety professionals and researchers. *Analysis of Traffic Crash Data in Kentucky* is a compilation of five years of statewide and county crash data, organized into dozens of reference tables. *Kentucky Traffic Collision Facts* presents characteristics of crashes for the most recent year and includes information such as driver age and sex, contributing factors, restraint usage in crashes, and types of vehicles involved.
Budget: $75,000 (NHTSA 405C MAP-21 funds)

Traffic Records Projects

Project Number: M3DA-15-01
Project Title: Traffic Records Program Management (Kentucky Office of Highway Safety)
Description: Includes salaries & benefits, travel, training and office supply expenses for one staff member of the Office's Division of Highway Safety Programs. This specifically pays for personnel who supply traffic records analysis to all safety partners, internal and external.
Budget: $70,000.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-15-02
Project Title: Kentucky Transportation Center Seat Belt Usage Surveys
Description: Researchers will conduct observational surveys at selected sites in a sample of counties using a NHTSA-approved methodology. Observations will be conducted in the early

summer of 2015 beginning immediately after the *Click it or Ticket* campaign. Data will be used to calculate an average statewide seat belt usage rate for all front seat occupants. Complete results of the survey will be published in a summary report.
Budget: $80,450.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-15-04
Project Title: University of Kentucky, Kentucky Transportation Center – KY Traffic Records Assessment Program
Description: The Kentucky Transportation Center will work with the Kentucky Transportation Cabinet, Kentucky State Police, Department of Criminal Justice Training, Kentucky Board of Emergency Medical Services, KIPRC, and other agencies as appropriate and available, to collaboratively develop metrics and obtain data to evaluate the quality among the following traffic records systems: crash, roadway, vehicle, driver, citation/adjudication and injury surveillance.
Budget: $75,000.00 (NHTSA 405C MAP-21 funds)

Project Number: M3DA-15-05
Project Title: University of Kentucky, Kentucky Transportation Center – CRASH-EMS Traffic Records Integration
Description: This project will link the CRASH database for 2014 from Kentucky State Police with the Emergency Medical Services (EMS) database for 2014 from the Kentucky Board of EMS and the hospital inpatient and emergency department databases for 2014 from the Kentucky Office of Health Policy. The project will also link CRASH, hospital inpatient and ED databases for 2014. This is essentially a project to expand traffic records linkages formerly done under the NHTSA CODES project to include the EMS database.
Budget: $86,651.00 (NHTSA 405C MAP-21 funds)

Data Incentive Projects

Project Number: K9-15-01
Project Title: Kentucky Emergency Medical Services Information System (KEMSIS)
Description: This project is a statewide initiative for collection, analysis, and integration of EMS System and Patient Care Data. The KEMSIS project is aimed to improve the accessibility and portability of patient care information between Kentucky EMS agencies and the KEMSIS system. The ultimate goal is to have 100% of EMS agencies electronically reporting their calls to the Kentucky Board of EMS database system. Approximately 40% of EMS agencies in Kentucky still utilize paper copies to track patient information. The continuance of this project will allow those agencies to adopt an electronic system of submission for their patient care reports, and also allow KBEMS to set a goal to accept data from at least 90% of Kentucky EMS agencies by September 30, 2015. The project will also allow stakeholder agencies to query EMS data for items such as severity of injury, and also identify trends.
Budget: $80,000.00 (408 SAFETEA-LU funds)

Project Number: K9-15-02
Project Title: University of Kentucky**,** KY Injury Prevention & Research Center – Improving Scope and Quality of KY Trauma Data

Description: This project will support the inclusion of the expanded trauma data set, which is part of a uniform national data set in the statewide trauma registry report. A growing number of hospitals have expressed interest in trauma system participation.
This project intends to add 10 new reporting entities, including one major south central Kentucky hospital, making a total of at least 30 providing data to the Kentucky Trauma Registry (KTR). This grant will: 1) provide modest first-year financial support for facilities that seek Level III or IV status within the state's trauma system, allowing them to connect with the online reporting network; 2) update and expand the software for the state's reporting system; 3) support essential staff travel to attend in-state meetings; and 4) provide the analytical expertise necessary to produce the annual statewide KTR report as well as ad hoc reports requested to address specific areas trauma data concern.
Budget: $110,237.00 (408 SAFETEA-LU funds)

Project Number: K9-15-03
Project Title: University of Kentucky, KY Transportation Center – Quality Control of HIS Data
Description: The purpose of this study will be to perform a quality check of critical Highway Information System data elements. This study will limit its focus to planning data (HIS, Traffic, and Class Counts). The study will determine a statistically significant data comparison of these data elements, report findings by state, Highway District Office (HDO), Metropolitan Planning Organizations (MPO), and Area Development Districts (ADDs), and summarize any systemic issues uncovered with the data audit. The project will develop a baseline of quality of HIS data by September 2015, with the goal to decrease the number erroneous HIS elements from this baseline to under 5% in 2016.
Budget: $50,000.00 (408 SAFETEA-LU funds)

Project Number: K9-15-04

Project Title: University of Kentucky, KY Transportation Center – HIS Asset for Safety Roadway Features
Description: Several low-cost, systemic countermeasures have been applied to Kentucky's roadways in the last few years. While the safety benefit of these treatments is assumed to exist, there is a need to quantify them, and furthermore, track their application. Currently none of these safety treatments are included in the Highway Information System (HIS) database. Such features include rumble strips, centerline rumble stripes, edge line rumble stripes, safety edge, and high friction treatments. This project will indentify the location and increase the inventory in the HIS database of cable barrier, rumble stripes, rumble strips, safety edge, and high friction surface treatments from 0% to 100% by September 2015.
Budget: $50,000.00 (408 SAFETEA-LU funds)

Project Number: K9-15-05
Project Title: University of Kentucky, KY Transportation Center – usRAP Methodology
Description: Few safety data elements are available for non-state-maintained county secondary roads. However, crashes on these roads can often be severe due to high speeds, narrow lanes, sharp curves, and severe roadsides. The Kentucky Transportation Center (KTC) will select 10 counties in which to collect roadway safety data on 500 miles of rural secondary roads using the US Roadway Assessment Program methodology. KTC will collect and upload all data to usRAP tools online program for processing. The tool develops countermeasure improvement programs for highway authorities. KTC will use the processed

data to create a Safer Roads Investment Program which will be provided to officials in each of the 10 counties. KTC will provide all processed data in GIS format to the Kentucky Transportation Cabinet for inclusion in the Highway Information System database.
Budget: $50,000.00 (408 SAFETEA-LU funds)

Project Number: K9-15-06
Project Title: University of Kentucky, Kentucky Injury Prevention & Research Center – Trauma Registry CRASH data
Description: The new project will probabilistically link the 2014 CRASH and Trauma Registry data. Goals of the project include: 1) increase the percentage of appropriate records in the 2014 Trauma Registry that are linked to 2014 CRASH records by 10% compared with the 2012 baseline linkage. The improvement in the linkage is expected as a result of the new state specific data fields added in 2013 trauma registry data collection, including EMS run number, transport origin, transport agency; 2) Establish a baseline percentage on the completeness of the data elements in both systems pertaining to commercial vehicle occupants; 3) Establish a baseline percentage on accuracy of the information in the both systems pertaining to commercial vehicle occupants.
Budget: $80,245.00 (408 SAFETEA-LU funds)

Project Number: K9-15-07
Project Title: Kentucky State Police E-crash and KyOPS Web Portal
Description: The current version of Kentucky's Open Portal Solutions (KyOPS) client and the traffic safety-related client wizards are written in the Microsoft's Visual Basic 6, which has not been supported since April 8, 2008. During this project, the KyOPS client application will be rewritten in the latest supported programming language Microsoft Visual Studio 2013. The following updates are scheduled to be completed during this grant year: 1) There will be new ways to collect and capture data, eliminating duplicate data entry which will dramatically decrease the time it takes to create KyOPS reports and increase the accuracy of the data; 2) Redesign how created and archived reports are stored, accessed, and managed on the KyOPS Client, improving reporting timeliness and accessibility; 3) A new client mapping component will be created with street level view mapping functionality for increased accuracy of incident location data; 4) The latest version of the Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition Guidelines will be incorporated into the E-Crash wizard module during the grant cycle; 5) The The KyOPS Web Portal will be rewritten with improved analytics, better identification of problem areas, enhanced search features, the ability to save searches and customizable output variables within search results.
Budget: $1,031,490.00 (408 SAFETEA-LU funds)

VII. Performance Report

General:

- In 2013, there were 123,748 crashes involving motor vehicles on Kentucky's public roadways. This is approximately a 1.2% decrease from 2012. Also decreasing were the number of licensed drivers by 5.5% and the number of registered vehicles by 10.1 percent.
- Prior to 2012, Kentucky had seen a decline in the number of fatalities each year since 2006, when they dropped from 985 to 913. Despite an increase in 2012, Kentucky saw a 14% decrease in the total number of fatalities in 2013 with 638 compared to 746 during 2012. This was the lowest number of recorded fatalities since 1949.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) decreased from 1.55 in 2012 to 1.35 in 2013. This rate is still much higher than the projected 2013 national rate of 1.08 per 100m VMT.
- Serious injuries have been declining for the past several years in Kentucky; they fell 17% to 3,175 in 2013, compared to 3,825 2012.

Impaired Driving:

- During the last three years, alcohol-related fatalities comprised an average of about 20.6% of all motor vehicle fatalities.
- The number of DUI cases filed with the court system decreased 8% in 2013, from 31,708 cases in 2012 to 29,210 in 2013. The DUI conviction rate however, increased slightly from 85.6% in 2012 to 86.0% in 2013. In some counties, however, this percentage is much lower.
- The following ten counties ranked highest (in order) in the number of alcohol-related collisions in 2013: Jefferson, Fayette, Kenton, Pike, Boone, Warren, Campbell, Daviess, Hardin and Madison.

Occupant Protection:

The statewide average seat belt usage rate (all front seat occupants) increased over the past year from 83.7% in 2012 to 85.0%. The usage rate for drivers increased from 84% in 2012 to 85.4% in 2013.

- The gap in seat belt usage has consistently narrowed between Kentucky and the U.S. as a whole. Kentucky's rate is now only two percentage points below the national average of 87%.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2013 Kentucky seat belt survey indicated a usage rate of 79.2% on local roads, compared to 89.7% on limited access highways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 88.7% in Kenton County to a low of 68.5% in Clay County.
- Usage of child restraints for children under four years of age was not collected in the 2013 survey. The 2012 survey found it to be 98%, and it has been above 95% since 2007.

- While restraint usage in pickup trucks increased from 74.1% in 2012 to 77.2% in 2013, belt usage continues to be lower in pickups than in any other type of vehicle.
- Fifty-eight percent of the vehicle occupants killed in 2013 in Kentucky were not restrained at the time of the collision.

Speeding:

- The number of speed-related crashes increased by 1.6% from 2012 to 2013. However, speeding-related fatalities decreased by 17.7%, from 130 in 2012 to 107 in 2013.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 16.8% all fatal crashes in 2013 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- The majority of crashes involving unsafe speed occur in rural areas.
- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.

Young Drivers:

- The percentage of teenage drivers involved in traffic crashes is over-represented compared to the percentage of the driving population they comprise. In 2013, 16--19-year old drivers were involved in about 14.7% of all crashes and 10.8% of fatal crashes, even though this age group makes up only 3.3% of licensed drivers in the state.

Motorcycles:

- The number of registered motorcycles in Kentucky increased this past year by 25.7%. There were 130,339 in 2013 compared with 103,707 in 2012.
- The number of fatal motorcycle crashes decreased by from 93 in 2012 to 83 in 2013. More significantly, the number of motorcyclists killed in crashes decreased by 19.4%, from 98 fatalities in 2012 to 79 in 2013.
- Helmet usage among motorcyclists is approximately 57% in 2013 which is up from the rate of 53% in 2012. Kentucky had a statewide law requiring helmet the use of a helmet by a motorcyclist until it was repealed in 1998. Surveys before the repeal of the law found a helmet usage rate of over 95%.

VIII. Program Cost Summary and List of Projects

Program Area	Project Number	Description	Prior Approved Program Funds	State Funds	Previous Balance	Incre/(Decre)	Current Balance	Share to Local
NHTSA 402								
Planning and Administration								
	PA-2015-01-00-00	KOHS Planning & Admin	$0.00	$125,000.00	$0.00	$125,000.00	$125,000.00	$0.00
Planning and Administration Total			**$0.00**	**$125,000.00**	**$0.00**	**$125,000.00**	**$125,000.00**	**$0.00**
Motorcycle Safety								
	MC-2015-01-00-00	KOHS Motorcycle Safety	$0.00	$0.00	$0.00	$135,000.00	$135,000.00	$0.00
Motorcycle Safety Total			**$0.00**	**$0.00**	**$0.00**	**$135,000.00**	**$135,000.00**	**$0.00**
Occupant Protection (402)								
	OP-2015-01-00-00	Barbourville Police Department	$0.00	$0.00	$0.00	$8,500.00	$8,500.00	$8,500.00
	OP-2015-02-00-00	Cave City Police Department	$0.00	$0.00	$0.00	$11,060.00	$11,060.00	$11,060.00
	OP-2015-03-00-00	Glasgow Police Department	$0.00	$0.00	$0.00	$18,100.00	$18,100.00	$18,100.00
	OP-2015-04-00-00	Hazard Police Department	$0.00	$0.00	$0.00	$16,086.00	$16,086.00	$16,086.00
	OP-2015-05-00-00	Hopkinsville Police Department	$0.00	$0.00	$0.00	$20,500.00	$20,500.00	$20,500.00
	OP-2015-06-00-00	Independence Police Department	$0.00	$0.00	$0.00	$17,000.00	$17,000.00	$17,000.00
	OP-2015-07-00-00	Pikeville Police Department	$0.00	$0.00	$0.00	$28,350.00	$28,350.00	$28,350.00
	OP-2015-08-00-00	Richmond Police Department	$0.00	$0.00	$0.00	$25,500.00	$25,500.00	$25,500.00
	OP-2015-09-00-00	Somerset Police Department	$0.00	$0.00	$0.00	$29,375.00	$29,375.00	$29,375.00
	OP-2015-10-00-00	West Point Police Department	$0.00	$0.00	$0.00	$5,500.00	$5,500.00	$5,500.00
	OP-2015-11-00-00	KACP - Central LEL	$0.00	$0.00	$0.00	$116,054.40	$116,054.40	$116,054.40
	OP-2015-12-00-00	KACP - Eastern LEL	$0.00	$0.00	$0.00	$114,700.00	$114,700.00	$114,700.00
	OP-2015-13-00-00	KACP - Northern LEL	$0.00	$0.00	$0.00	$101,200.00	$101,200.00	$101,200.00
	OP-2015-14-00-00	KACP - Western LEL	$0.00	$0.00	$0.00	$111,863.80	$111,863.80	$111,863.80
	OP-2015-15-00-00	Cumberland Valley ADD - OP	$0.00	$0.00	$0.00	$44,220.00	$44,220.00	$44,220.00
	OP-2015-16-00-00	Kosairs Children's Hospital - CPS	$0.00	$0.00	$0.00	$57,800.00	$57,800.00	$57,800.00
	OP-2015-17-00-00	Marshall County Health Dept - CPS	$0.00	$0.00	$0.00	$37,660.00	$37,660.00	$37,660.00
	OP-2015-18-00-00	Pike County Health Dept - CPS	$0.00	$0.00	$0.00	$21,549.00	$21,549.00	$21,549.00
	OP-2015-19-00-00	Lifesavers Conference	$0.00	$0.00	$0.00	$42,000.00	$42,000.00	$0.00
Occupant Protection 402 Total:			**$0.00**	**$0.00**	**$0.00**	**$827,018.20**	**$827,018.20**	**$785,018.20**
Police Traffic Services (402)								
	PT-2015-01-00-00	Ashland Police Department	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	PT-2015-02-00-00	Beaver Dam Police Department	$0.00	$0.00	$0.00	$7,800.00	$7,800.00	$7,800.00
	PT-2015-03-00-00	Benton Police Department	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	PT-2015-04-00-00	Berea Police Department	$0.00	$0.00	$0.00	$13,700.00	$13,700.00	$13,700.00
	PT-2015-05-00-00	Boone County Sheriff's Office	$0.00	$0.00	$0.00	$28,500.00	$28,500.00	$28,500.00
	PT-2015-06-00-00	Bullitt County Sheriff's Office	$0.00	$0.00	$0.00	$12,500.00	$12,500.00	$12,500.00
	PT-2015-07-00-00	Burnside Police Department	$0.00	$0.00	$0.00	$9,500.00	$9,500.00	$9,500.00
	PT-2015-08-00-00	Campbell County Police Department	$0.00	$0.00	$0.00	$41,800.00	$41,800.00	$41,800.00
	PT-2015-09-00-00	Christian County Sheriff's Office	$0.00	$0.00	$0.00	$7,500.00	$7,500.00	$7,500.00
	PT-2015-10-00-00	Clark County Sheriff's Office	$0.00	$0.00	$0.00	$11,500.00	$11,500.00	$11,500.00
	PT-2015-11-00-00	Danville Police Department	$0.00	$0.00	$0.00	$17,300.00	$17,300.00	$17,300.00
	PT-2015-12-00-00	Daviess County Sheriff's Office	$0.00	$0.00	$0.00	$13,700.00	$13,700.00	$13,700.00
	PT-2015-13-00-00	Elizabethtown Police Department	$0.00	$0.00	$0.00	$22,500.00	$22,500.00	$22,500.00
	PT-2015-14-00-00	Erlanger Police Department	$0.00	$0.00	$0.00	$10,400.00	$10,400.00	$10,400.00
	PT-2015-15-00-00	Ferguson Police Department	$0.00	$0.00	$0.00	$6,500.00	$6,500.00	$6,500.00
	PT-2015-16-00-00	Fort Mitchell Police Department	$0.00	$0.00	$0.00	$11,500.00	$11,500.00	$11,500.00
	PT-2015-17-00-00	Fort Thomas Police Department	$0.00	$0.00	$0.00	$8,500.00	$8,500.00	$8,500.00
	PT-2015-18-00-00	Frankfort Police Department	$0.00	$0.00	$0.00	$77,500.00	$77,500.00	$77,500.00
	PT-2015-19-00-00	Georgetown Police Department	$0.00	$0.00	$0.00	$11,500.00	$11,500.00	$11,500.00
	PT-2015-20-00-00	Grant County SO	$0.00	$0.00	$0.00	$5,000.00	$5,000.00	$5,000.00
	PT-2015-21-00-00	Graves County Sheriff's Office	$0.00	$0.00	$0.00	$8,225.00	$8,225.00	$8,225.00
	PT-2015-22-00-00	Grayson Police Department	$0.00	$0.00	$0.00	$8,200.00	$8,200.00	$8,200.00

	PT-2015-23-00-00	THSP15PT	Greenville Police Department	$0.00	$0.00	$0.00	$11,300.00	$11,300.00	$11,300.00
	PT-2015-24-00-00	THSP15PT	Harrodsburg Police Department	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	PT-2015-25-00-00	THSP15PT	Hopkins County Sheriff's Office	$0.00	$0.00	$0.00	$15,900.00	$15,900.00	$15,900.00
	PT-2015-26-00-00	THSP15PT	Kenton County Police Department	$0.00	$0.00	$0.00	$13,300.00	$13,300.00	$13,300.00
	PT-2015-27-00-00	THSP15PT	Lexington-Fayette Urban County Govt. Police	$0.00	$0.00	$0.00	$40,500.00	$40,500.00	$40,500.00
	PT-2015-28-00-00	THSP15PT	London Police Department	$0.00	$0.00	$0.00	$25,500.00	$25,500.00	$25,500.00
	PT-2015-29-00-00	THSP15PT	Louisville Metro Police Dept	$0.00	$0.00	$0.00	$110,500.00	$110,500.00	$110,500.00
	PT-2015-30-00-00	THSP15PT	Loyall Police Department	$0.00	$0.00	$0.00	$5,500.00	$5,500.00	$5,500.00
	PT-2015-31-00-00	THSP15PT	Madison County SO	$0.00	$0.00	$0.00	$38,600.00	$38,600.00	$38,600.00
	PT-2015-32-00-00	THSP15PT	McCreary County Sheriff's Office	$0.00	$0.00	$0.00	$10,000.00	$10,000.00	$10,000.00
	PT-2015-33-00-00	THSP15PT	Murray Police Department	$0.00	$0.00	$0.00	$16,300.00	$16,300.00	$16,300.00
	PT-2015-34-00-00	THSP15PT	Nicholasville Police Department	$0.00	$0.00	$0.00	$21,200.00	$21,200.00	$21,200.00
	PT-2015-35-00-00	THSP15PT	Oldham County Police Department	$0.00	$0.00	$0.00	$40,500.00	$40,500.00	$40,500.00
	PT-2015-36-00-00	THSP15PT	Paducah Police Department	$0.00	$0.00	$0.00	$39,770.00	$39,770.00	$39,770.00
	PT-2015-37-00-00	THSP15PT	Pineville Police Department	$0.00	$0.00	$0.00	$9,000.00	$9,000.00	$9,000.00
	PT-2015-38-00-00	THSP15PT	Radcliff Police Department	$0.00	$0.00	$0.00	$17,000.00	$17,000.00	$17,000.00
	PT-2015-39-00-00	THSP15PT	Shelbyville Police Department	$0.00	$0.00	$0.00	$15,100.00	$15,100.00	$15,100.00
	PT-2015-40-00-00	THSP15PT	Taylor County SO	$0.00	$0.00	$0.00	$10,300.00	$10,300.00	$10,300.00
	PT-2015-41-00-00	THSP15PT	Taylor Mill Police Department	$0.00	$0.00	$0.00	$8,500.00	$8,500.00	$8,500.00
	PT-2015-42-00-00	THSP15PT	Thompkinsville Police Department	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	PT-2015-43-00-00	THSP15PT	Warren County Sheriff's Office	$0.00	$0.00	$0.00	$8,521.00	$8,521.00	$8,521.00
	PT-2015-44-00-00	THSP15PT	Wilder Police Department	$0.00	$0.00	$0.00	$8,500.00	$8,500.00	$8,500.00
	PT-2015-45-00-00	THSP15PT	Woodford County Sheriff's Office	$0.00	$0.00	$0.00	$10,500.00	$10,500.00	$10,500.00
	PT-2015-46-00-00	THSP15PT	KSP - PT grant	$0.00	$0.00	$0.00	$590,000.00	$590,000.00	$0.00
	PT-2015-47-00-00	THSP15PT	PTS Networking	$0.00	$0.00	$0.00	$5,000.00	$5,000.00	$0.00
Police Traffic Services Total				**$0.00**	**$0.00**	**$0.00**	**$1,442,116.00**	**$1,442,116.00**	**$847,116.00**
Accident Investigation									
	AI-2015-01-00-00	THSP15AI	KSP Accident Reconstruction	$0.00	$0.00	$0.00	$23,500.00	$23,500.00	$0.00
Accident Investigation Total				**$0.00**	**$0.00**	**$0.00**	**$23,500.00**	**$23,500.00**	**$0.00**
Community Traffic Safety Project									
	CP-2015-01-00-00	THSP15CP	KOHS Program Management Positions	$0.00	$0.00	$0.00	$350,000.00	$350,000.00	$0.00
Community Traffice Safety Total				**$0.00**	**$0.00**	**$0.00**	**$350,000.00**	**$350,000.00**	**$0.00**
Driver Education									
	DE-2015-HP-00-00	NA	402 Undesignated	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Driver Education Total				**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Driver Licensing									
	DL-2015-00-00-00	NA	402 State Match	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
Driver Licensing Total				**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**
Safe Communities									
	SA-2015-01-00-00	THSP15SA	Madison County Health Department	$0.00	$0.00	$0.00	$64,700.00	$64,700.00	$64,700.00
Safe Communities Total				**$0.00**	**$0.00**	**$0.00**	**$64,700.00**	**$64,700.00**	**$64,700.00**
Paid Advertising									
	PM-2015-01-00-00	THSP15SM	Speed Paid Media Campaign	$0.00	$0.00	$0.00	$175,000.00	$175,000.00	$175,000.00
Paid Advertising Total				**$0.00**	**$0.00**	**$0.00**	**$175,000.00**	**$175,000.00**	**$175,000.00**
Distracted Driving									
	DD-2015-01-00-00	THSP15DD	Intexticated	$0.00	$0.00	$0.00	$40,000.00	$40,000.00	$40,000.00
Distracted Driving Total							**$40,000.00**	**$40,000.00**	**$40,000.00**
	NHTSA 402 TOTAL						**$3,182,334.20**	**$3,007,334.20**	**$1,871,834.20**

405C Data									
Traffic Records									
	M3DA-2015-01-00-00	THSP15TR	Traffic Records Program Management	$0.00	$0.00	$0.00	$70,000.00	$70,000.00	$0.00
	M3DA-2015-02-00-00	THSP15M3	UK Safety Belt Usage Surveys	$0.00	$0.00	$0.00	$80,450.00	$80,450.00	$80,450.00
	M3DA-2015-04-00-00	THSP15M3	UK-KY Traffic Records Assessment Program	$0.00	$0.00	$0.00	$75,000.00	$75,000.00	$0.00
	M3DA-2015-05-00-00	THSP15M3	UK-CRASH-EMS Traffic Records Integration	$0.00	$0.00	$0.00	$86,651.00	$86,651.00	$0.00
Traffic Records Total				**$0.00**	**$0.00**	**$0.00**	**$312,101.00**	**$312,101.00**	**$80,450.00**
Roadway Safety									
	RS-2015-01-00-00	THSP15RS	UK-KTC-Crash Analysis	$0.00	$0.00	$0.00	$75,000.00	$75,000.00	$0.00
Roadway Safety Total				**$0.00**	**$0.00**	**$0.00**	**$75,000.00**	**$75,000.00**	**$0.00**
NHTSA 405C Total:				**$0.00**	**$0.00**	**$0.00**	**$387,101.00**	**$387,101.00**	**$80,450.00**
405B OP Low									
Occupant Protection (405B)									
	M2HVE-2015-01-00-00	THSP15M2	Anderson County Sheriff's Office - 405B	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	M2HVE-2015-02-00-00	THSP15M2	Bourbon County Sheriff's Office - 405B	$0.00	$0.00	$0.00	$9,500.00	$9,500.00	$9,500.00
	M2HVE-2015-03-00-00	THSP15M2	Cynthiana Police Department - 405B	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	M2HVE-2015-04-00-00	THSP15M2	Greensburg Police Department - 405B	$0.00	$0.00	$0.00	$7,100.00	$7,100.00	$7,100.00
	M2HVE-2015-05-00-00	THSP15M2	Hodgenville Police Department - 405B	$0.00	$0.00	$0.00	$6,000.00	$6,000.00	$6,000.00
	M2HVE-2015-06-00-00	THSP15M2	Jackson Police Department - 405B	$0.00	$0.00	$0.00	$10,500.00	$10,500.00	$10,500.00
	M2HVE-2015-07-00-00	THSP15M2	Johnson County Sheriff's Department - 405B	$0.00	$0.00	$0.00	$9,500.00	$9,500.00	$9,500.00
	M2HVE-2015-08-00-00	THSP15M2	Knott County SO -405B	$0.00	$0.00	$0.00	$10,500.00	$10,500.00	$10,500.00
	M2HVE-2015-09-00-00	THSP15M2	Louisa Police Department - 405B	$0.00	$0.00	$0.00	$5,500.00	$5,500.00	$5,500.00
	M2HVE-2015-10-00-00	THSP15M2	Manchester Police Department - 405B	$0.00	$0.00	$0.00	$12,100.00	$12,100.00	$12,100.00
	M2HVE-2015-11-00-00	THSP15M2	Raceland Police Department - 405B	$0.00	$0.00	$0.00	$6,500.00	$6,500.00	$6,500.00
	M2HVE-2015-12-00-00	THSP15M2	KSP - OP grant - 405B	$0.00	$0.00	$0.00	$169,736.00	$169,736.00	$0.00
	M2HVE-2015-13-00-00	THSP15M2	TJ Samson Community Hospital -405B	$0.00	$0.00	$0.00	$5,500.00	$5,500.00	$5,500.00
Occupant Protection 405B Total:				**$0.00**	**$0.00**	**$0.00**	**$271,036.00**	**$271,036.00**	**$101,300.00**
CIOT Campaign									
	M2HVE-2015-14-00-00	THSP15CA	CIOT Awards	$0.00	$0.00	$0.00	$22,000.00	$22,000.00	$22,000.00
	M2HVE-2015-HP-00-00	THSP15CT	CIOT Mini Grants	$0.00	$0.00	$0.00	$200,000.00	$200,000.00	$200,000.00
CIOT Total:				**$0.00**	**$0.00**	**$0.00**	**$222,000.00**	**$222,000.00**	**$222,000.00**
405B Paid Media									
	M2HVE-2015-15-00-00	THSP15CM	CIOT Paid Media	$0.00	$0.00	$0.00	$175,000.00	$175,000.00	$175,000.00
405B Paid Media Total				**$0.00**	**$0.00**	**$0.00**	**$175,000.00**	**$175,000.00**	**$175,000.00**
Occupant Protection 405B Total:				**$0.00**	**$0.00**	**$0.00**	**$668,036.00**	**$668,036.00**	**$498,300.00**
405D Impaired Driving Mid									
Impaired Driving (405D)									
	M5HVE-2015-01-00-00	THSP15M5	Alexandria Police Department	$0.00	$0.00	$0.00	$5,500.00	$5,500.00	$5,500.00
	M5HVE-2015-02-00-00	THSP15M5	Audobun Park PD	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	M5HVE-2015-03-00-00	THSP15M5	Bellevue Police Department	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	M5HVE-2015-04-00-00	THSP15M5	Boyle County SO	$0.00	$0.00	$0.00	$8,000.00	$8,000.00	$8,000.00
	M5HVE-2015-05-00-00	THSP15M5	Cadiz Police Department	$0.00	$0.00	$0.00	$8,200.00	$8,200.00	$8,200.00
	M5HVE-2015-06-00-00	THSP15M5	Cambellsville Police Department	$0.00	$0.00	$0.00	$20,300.00	$20,300.00	$20,300.00
	M5HVE-2015-07-00-00	THSP15M5	Cin/NKY International Airport Police Dept.	$0.00	$0.00	$0.00	$13,000.00	$13,000.00	$13,000.00
	M5HVE-2015-08-00-00	THSP15M5	Covington Police Department	$0.00	$0.00	$0.00	$39,000.00	$39,000.00	$39,000.00

	M5HVE-2015-09-00-00	Dayton Police Department	$0.00	$0.00	$0.00	$6,000.00	$6,000.00	$6,000.00
	M5HVE-2015-10-00-00	Eddyville Police Department	$0.00	$0.00	$0.00	$8,200.00	$8,200.00	$8,200.00
	M5HVE-2015-11-00-00	Florence Police Department	$0.00	$0.00	$0.00	$35,000.00	$35,000.00	$35,000.00
	M5HVE-2015-12-00-00	Franklin County SO	$0.00	$0.00	$0.00	$33,500.00	$33,500.00	$33,500.00
	M5HVE-2015-13-00-00	Hardin County Sheriff	$0.00	$0.00	$0.00	$8,500.00	$8,500.00	$8,500.00
	M5HVE-2015-14-00-00	Harlan Police Department	$0.00	$0.00	$0.00	$15,900.00	$15,900.00	$15,900.00
	M5HVE-2015-15-00-00	Harrison County Sheriff's Office	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	M5HVE-2015-16-00-00	Henderson Police Department	$0.00	$0.00	$0.00	$28,449.00	$28,449.00	$28,449.00
	M5HVE-2015-17-00-00	Jeffersontown Police Department	$0.00	$0.00	$0.00	$30,500.00	$30,500.00	$30,500.00
	M5HVE-2015-18-00-00	Laurel County SO	$0.00	$0.00	$0.00	$53,600.00	$53,600.00	$53,600.00
	M5HVE-2015-19-00-00	Lawrenceburg Police Department	$0.00	$0.00	$0.00	$12,400.00	$12,400.00	$12,400.00
	M5HVE-2015-20-00-00	Leitchfield Police Department	$0.00	$0.00	$0.00	$15,500.00	$15,500.00	$15,500.00
	M5HVE-2015-21-00-00	Lexington-Fayette Urban County Govt. Police	$0.00	$0.00	$0.00	$103,000.00	$103,000.00	$103,000.00
	M5HVE-2015-22-00-00	Louisville Metro Police Dept	$0.00	$0.00	$0.00	$55,000.00	$55,000.00	$55,000.00
	M5HVE-2015-23-00-00	Ludlow Police Department	$0.00	$0.00	$0.00	$5,500.00	$5,500.00	$5,500.00
	M5HVE-2015-24-00-00	Madisonville Police Department	$0.00	$0.00	$0.00	$11,500.00	$11,500.00	$11,500.00
	M5HVE-2015-25-00-00	Marshall County Sheriff's Office	$0.00	$0.00	$0.00	$23,700.00	$23,700.00	$23,700.00
	M5HVE-2015-26-00-00	Maysville Police Department	$0.00	$0.00	$0.00	$7,100.00	$7,100.00	$7,100.00
	M5HVE-2015-27-00-00	McCracken County SO	$0.00	$0.00	$0.00	$8,750.00	$8,750.00	$8,750.00
	M5HVE-2015-28-00-00	Morehead Police Department	$0.00	$0.00	$0.00	$6,000.00	$6,000.00	$6,000.00
	M5HVE-2015-29-00-00	Mt. Sterling Police Department	$0.00	$0.00	$0.00	$8,200.00	$8,200.00	$8,200.00
	M5HVE-2015-30-00-00	Mt. Washington Police Department	$0.00	$0.00	$0.00	$9,500.00	$9,500.00	$9,500.00
	M5HVE-2015-31-00-00	Nelson County Sheriff's Department	$0.00	$0.00	$0.00	$32,900.00	$32,900.00	$32,900.00
	M5HVE-2015-32-00-00	Newport Police Department	$0.00	$0.00	$0.00	$22,500.00	$22,500.00	$22,500.00
	M5HVE-2015-33-00-00	Owensboro Police Department	$0.00	$0.00	$0.00	$44,500.00	$44,500.00	$44,500.00
	M5HVE-2015-34-00-00	Paris Police Department	$0.00	$0.00	$0.00	$9,500.00	$9,500.00	$9,500.00
	M5HVE-2015-35-00-00	Pike County Sheriff's Department	$0.00	$0.00	$0.00	$11,300.00	$11,300.00	$11,300.00
	M5HVE-2015-36-00-00	Pulaski County Sheriff's Office	$0.00	$0.00	$0.00	$11,500.00	$11,500.00	$11,500.00
	M5HVE-2015-37-00-00	Scott County Sheriff's Office	$0.00	$0.00	$0.00	$15,500.00	$15,500.00	$15,500.00
	M5HVE-2015-38-00-00	Scottsville Police Department	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	M5HVE-2015-39-00-00	Shelby County Sheriff's Office	$0.00	$0.00	$0.00	$12,000.00	$12,000.00	$12,000.00
	M5HVE-2015-40-00-00	Shively Police Department	$0.00	$0.00	$0.00	$9,300.00	$9,300.00	$9,300.00
	M5HVE-2015-41-00-00	Trigg County Sheriff's Office	$0.00	$0.00	$0.00	$8,200.00	$8,200.00	$8,200.00
	M5HVE-2015-42-00-00	KSP - drug test machine	$0.00	$0.00	$0.00	$334,552.00	$334,552.00	$334,552.00
	M5HVE-2015-43-00-00	KSP - Nighthawk	$0.00	$0.00	$0.00	$629,355.00	$629,355.00	$629,355.00
	M5HVE-2015-44-00-00	KOHS Impaird Driving Awards	$0.00	$0.00	$0.00	$24,000.00	$24,000.00	$0.00
	M5HVE-2015-45-00-00	Drive Sober Mini-Grant Program	$0.00	$0.00	$0.00	$300,000.00	$300,000.00	$300,000.00
Impaired Driving Total			**$0.00**	**$0.00**	**$0.00**	**$2,082,106.00**	**$2,082,106.00**	**$2,058,106.00**
Impaired Driving 405D Total:			**$0.00**	**$0.00**	**$0.00**	**$2,082,106.00**	**$2,082,106.00**	**$2,058,106.00**
Motorcycle Safety 405F								
	M9MA-2015-01-00-00	Motorcycle Safety Paid Media	$0.00	$0.00	$0.00	$66,000.00	$66,000.00	$0.00
Motorcycle Safety 405F Total			**$0.00**	**$0.00**	**$0.00**	**$66,000.00**	**$66,000.00**	**$0.00**
408 Data Program SAFETEA-LU								
408 Data Program Incentive								
	K9-2015-00-00-00	408 State Match						
	K9-2015-01-00-00	KY Board of EMS (KEMSIS)	$0.00	$0.00	$0.00	$80,000.00	$80,000.00	$0.00
	K9-2015-02-00-00	UK-Improving Scope and Quality of KY Trauma Data	$0.00	$0.00	$0.00	$110,237.00	$110,237.00	$0.00
	K9-2015-03-00-00	UK-Quality Control of HIS Data	$0.00	$0.00	$0.00	$50,000.00	$50,000.00	$0.00
	K9-2015-04-00-00	UK-HIS Asset for Safety Roadway Features	$0.00	$0.00	$0.00	$50,000.00	$50,000.00	$0.00
	K9-2015-05-00-00	UK-usRAP Methodology	$0.00	$0.00	$0.00	$50,000.00	$50,000.00	$0.00

	K9-2015-06-00-00	THSP15K9	UK-Trauma Registry CRASH Data	$0.00	$0.00	$0.00	$80,245.00	$80,245.00	$0.00
	K9-2015-07-00-00	THSP15K9	KSP-E-crash and KyOPS Web Portal	$0.00	$0.00	$0.00	$1,031,490.00	$1,031,490.00	$0.00
	K9-2015-HP-00-00	NA	408 Undesignated						
408 Data Program Incentive Total				**$0.00**	**$0.00**	**$0.00**	**$1,451,972.00**	**$1,451,972.00**	**$0.00**
410 Alcohol									
410 Alcohol									
	K8-2015-00-00-00	NA	410 State Match						
	K8-2015-01-00-00	THSP15K8	DOCJT-DRE	$0.00	$0.00	$0.00	$124,523.00	$124,523.00	$0.00
	K8-2015-02-00-00	THSP15K8	Office of Attorney General -TSRP	$0.00	$0.00	$0.00	$235,927.03	$235,927.03	$0.00
	K8-2015-HP-00-00	NA	410 Undesignated						
410 Alcohol SAFETEA LU Total							$360,450.03	$360,450.03	$0.00
410 Alcohol SAFETEA LU Paid Media									
	K8PM-2015-01-00-00	THSP15IM	Impaired Driving Paid Media	$0.00	$0.00	$0.00	$930,000.00	$930,000.00	$930,000.00
410 Alcohol SAFETEA LU Paid Media Total				$0.00	$0.00	$0.00	$930,000.00	$930,000.00	$930,000.00
410 Alcohol SAFETEA LU Total				**$0.00**	**$0.00**	**$0.00**	**$1,290,450.03**	**$1,290,450.03**	**$930,000.00**
TOTAL							**$9,127,999.23**		

IX. State Certifications and Assurances

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

State: Kentucky **Fiscal Year: 2015**

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

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

GENERAL REQUIREMENTS

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

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

NONDISCRIMINATION
(applies to subrecipients as well as States)

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

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

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
  - Establishing a drug-free awareness program to inform employees about: o The dangers of drug abuse in the workplace.
  - o The grantee's policy of maintaining a drug-free workplace.
  - o Any available drug counseling, rehabilitation, and employee assistance programs.
  - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
  - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

  - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will – o Abide by the terms of the statement.
  - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
  - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted – o Taking appropriate personnel action against such an employee, up to and including termination.
  - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT
(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:
Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.

2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded,* as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

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

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

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

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

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

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

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

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

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

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

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded,* as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

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

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered

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

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

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

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

ENVIRONMENTAL IMPACT

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

SECTION 402 REQUIREMENTS

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

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

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

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

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

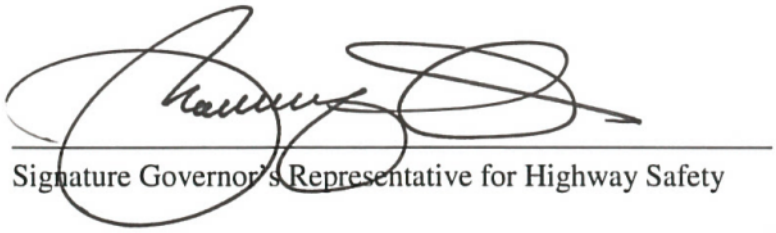
- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement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

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

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

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

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.
I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.



Signature Governor's Representative for Highway Safety

6/30/14

Date

Michael W. Hancock, P.E.

Printed name of Governor's Representative for Highway Safety

X. APPENDIX

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ADAIR	61	70	56	68	58	76	69	87	80	95	9791.5	70
ALLEN	58	57	52	60	21	66	80	64	54	63	7967.2	57
ANDERSON	53	58	100	72	100	64	89	59	61	56	10527.0	82
BALLARD	109	92	96	105	69	90	104	100	56	84	12850.0	101
BARREN	24	24	11	36	89	28	28	30	21	33	4464.3	27
BATH	93	110	73	105	117	81	101	96	90	103	13209.0	103
BELL	37	40	56	34	39	39	51	55	50	27	5959.3	37
BOONE	4	4	9	11	116	4	14	4	3	5	2389.9	12

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
BOURBON	57	48	100	77	90	40	60	41	71	66	10016.5	74
BOYD	17	17	41	19	50	20	38	25	18	16	3796.1	21
BOYLE	39	30	56	48	52	34	90	38	46	49	7037.4	50
BRACKEN	107	84	100	76	19	90	115	80	74	55	11034.3	88
BREATHITT	81	74	52	72	35	65	96	108	81	82	9966.2	73
BRECKINRIDGE	56	77	56	26	2	96	70	92	90	84	7863.9	56
BULLITT	10	12	33	9	65	13	21	21	7	11	2851.4	14
BUTLER	88	78	41	93	62	76	94	63	71	100	10488.2	81

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CALDWELL	86	65	87	86	75	84	108	51	49	57	10841.9	85
CALLOWAY	27	27	17	24	22	31	73	27	52	26	4197.1	25
CAMPBELL	8	8	21	7	51	7	24	7	10	13	2155.8	9
CARLISLE	117	112	96	100	9	109	118	100	103	103	13184.4	102
CARROLL	98	62	67	72	92	68	105	78	50	73	10417.5	80
CARTER	40	49	33	56	102	40	59	42	48	45	7103.5	53
CASEY	71	91	56	72	30	75	43	80	88	106	9496.9	67
CHRISTIAN	11	11	13	7	49	14	17	12	13	9	2003.4	8

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CLARK	31	26	41	36	95	38	54	34	32	36	5957.2	36
CLAY	52	59	16	18	1	34	42	36	64	36	3907.5	22
CLINTON	99	96	87	112	107	103	56	113	96	78	13448.5	108
CRITTENDEN	103	99	100	78	8	113	119	97	90	95	12157.8	95
CUMBERLAND	114	111	110	89	17	107	1	98	107	89	11697.2	92
DAVIESS	7	6	24	4	31	8	18	10	12	8	1818.2	6
EDMONSON	91	101	80	64	15	106	99	76	100	91	10670.9	84
ELLIOTT	111	118	119	119	119	116	120	118	118	115	16376.9	120

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ESTILL	76	98	67	114	111	90	79	103	117	99	13431.0	107
FAYETTE	2	2	2	2	57	2	11	2	2	2	1039.7	2
FLEMING	77	84	73	100	76	95	88	85	103	89	12314.1	96
FLOYD	26	29	10	54	93	12	27	28	28	33	5009.7	29
FRANKLIN	18	16	41	17	55	15	26	14	25	22	3616.2	18
FULTON	115	109	107	105	42	110	93	100	88	111	13663.6	111
GALLATIN	105	73	80	78	105	70	111	80	26	73	10983.0	86
GARRARD	69	63	73	84	47	81	82	57	83	66	10242.3	77

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
GRANT	46	37	52	43	109	53	61	18	38	49	7040.2	51
GRAVES	28	31	24	23	36	25	31	23	42	19	3700.1	20
GRAYSON	43	42	31	29	24	43	63	61	45	63	5649.7	35
GREEN	95	105	80	116	97	111	76	113	107	115	14184.6	113
GREENUP	29	39	38	58	88	49	41	46	59	31	6979.1	48
HANCOCK	106	106	110	98	48	105	117	89	83	91	13280.8	105
HARDIN	6	7	4	6	82	10	22	8	5	5	1925.4	7
HARLAN	35	45	38	51	53	40	62	61	46	52	6752.9	45

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
HARRISON	60	51	37	57	5	47	49	58	62	84	7001.8	49
HART	63	52	49	50	99	63	58	44	17	73	7639.8	55
HENDERSON	22	18	56	16	46	18	40	28	16	20	4100.1	24
HENRY	73	67	110	43	63	61	74	50	34	57	8767.5	60
HICKMAN	118	117	87	116	60	115	81	118	107	119	14266.9	114
HOPKINS	21	19	28	27	94	23	13	17	20	18	4017.2	23
JACKSON	84	95	87	60	6	90	65	94	99	70	9916.0	72
JEFFERSON	1	1	1	1	28	1	10	1	1	1	565.5	1

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
JESSAMINE	19	21	65	31	61	16	47	19	30	22	5170.8	33
JOHNSON	50	54	73	93	115	44	1	77	75	66	10039.6	75
KENTON	3	3	17	3	80	3	12	3	4	3	1800.9	5
KNOTT	70	81	33	36	12	59	34	89	67	66	6470.5	42
KNOX	32	43	14	46	41	36	52	32	57	36	5241.1	34
LARUE	79	75	87	90	104	79	103	49	58	78	11514.7	90
LAUREL	16	15	7	14	70	17	36	13	9	14	2669.3	13
LAWRENCE	72	79	67	71	59	80	32	103	78	57	9581.5	68

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
LEE	110	114	110	114	98	117	1	116	116	115	14313.6	115
LESLIE	94	116	107	105	113	114	75	111	105	111	14567.3	116
LETCHER	47	66	56	36	32	48	15	87	53	49	6392.3	40
LEWIS	82	104	67	86	54	97	1	103	96	95	10654.5	83
LINCOLN	45	60	80	45	40	53	30	60	67	41	7376.5	54
LIVINGSTON	102	93	115	84	72	86	98	66	67	73	12024.2	94
LOGAN	41	50	24	60	66	55	25	47	37	52	6404.1	41
LYON	108	86	87	78	112	84	120	74	44	78	11735.5	93

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MCCRACKEN	12	10	7	5	27	11	23	9	14	7	1508.9	3
MCCREARY	62	82	87	49	18	73	86	69	100	82	9421.2	66
MCLEAN	101	94	115	93	71	108	113	94	75	84	13337.5	106
MADISON	9	9	6	12	79	9	19	5	11	10	2225.5	10
MAGOFFIN	85	97	67	110	103	71	77	84	90	106	12522.7	99
MARION	59	61	28	93	38	59	87	110	67	52	9354.3	64
MARSHALL	34	36	17	36	83	24	53	34	33	22	4898.7	28
MARTIN	87	108	100	105	96	102	1	83	95	111	12697.3	100

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MASON	65	46	41	51	29	46	95	43	55	45	6977.0	47
MEADE	38	56	49	25	11	56	64	65	86	45	6256.4	38
MENIFEE	116	115	115	112	68	111	114	112	114	109	15120.1	117
MERCER	54	53	73	83	84	57	29	45	63	32	8863.6	61
METCALFE	100	88	80	103	77	98	110	103	85	106	13241.0	104
MONROE	96	113	96	111	108	120	1	116	114	115	13905.7	112
MONTGOMERY	42	33	80	34	44	29	71	39	39	57	6792.0	46
MORGAN	80	90	67	58	20	76	85	66	105	114	9822.1	71

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MUHLENBERG	33	35	41	51	85	37	45	48	31	29	6350.7	39
NELSON	23	23	17	22	33	19	37	31	35	17	3408.6	15
NICHOLAS	113	107	110	98	14	98	107	103	112	109	13453.3	109
OHIO	49	47	28	31	34	45	57	36	42	30	5021.0	31
OLDHAM	15	28	36	30	87	32	35	33	23	36	5012.9	30
OWEN	97	102	52	78	3	90	100	89	96	91	10305.2	78
OWSLEY	119	119	115	119	91	117	120	115	120	103	15844.6	119
PENDLETON	75	64	107	64	16	61	84	54	81	35	9367.5	65

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PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
PERRY	36	32	12	28	26	25	44	52	40	43	4278.3	26
PIKE	13	13	3	13	43	5	16	10	8	12	1746.0	4
POWELL	89	69	56	41	10	69	83	92	87	63	8235.0	59
PULASKI	14	14	14	20	73	21	39	20	27	15	3480.7	16
ROBERTSON	120	120	120	118	7	117	120	120	119	120	15186.6	118
ROCKCASTLE	68	55	21	54	101	51	50	40	29	78	7066.4	52
ROWAN	51	38	41	47	67	49	46	53	41	48	6665.1	44
RUSSELL	64	68	73	97	110	73	91	98	90	91	12328.0	97

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PERCENT WEIGHT (calculated based on numeric weight)	*4.3%*	*0.0%*	*17.4%*	*26.1%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*	*8.7%*		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
SCOTT	20	20	24	21	78	22	33	14	19	20	3695.9	19
SHELBY	25	22	31	31	114	27	48	22	15	25	5035.0	32
SIMPSON	66	44	73	68	118	58	92	26	22	62	9173.8	62
SPENCER	67	89	65	68	13	87	72	71	113	72	9604.0	69
TAYLOR	48	41	38	67	56	52	66	74	77	43	8059.5	58
TODD	90	87	80	100	64	83	97	68	78	70	11643.5	91
TRIGG	78	71	41	86	81	67	67	72	60	36	9181.5	63
TRIMBLE	104	103	87	78	4	87	116	108	107	57	11321.8	89

2011-2013 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

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NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 40 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	UNBELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
UNION	74	72	100	60	25	87	112	56	66	73	10089.9	76
WARREN	5	5	5	10	106	6	20	6	6	3	2269.5	11
WASHINGTON	92	83	87	64	23	72	109	78	64	100	10350.7	79
WAYNE	55	76	49	90	74	98	68	73	107	95	10983.8	87
WEBSTER	83	79	100	103	120	103	106	86	73	88	13596.1	110
WHITLEY	30	25	21	15	37	32	55	16	23	28	3514.6	17
WOLFE	112	100	96	90	45	98	102	69	100	100	12460.4	98
WOODFORD	44	34	56	41	86	29	78	24	36	41	6636.0	43