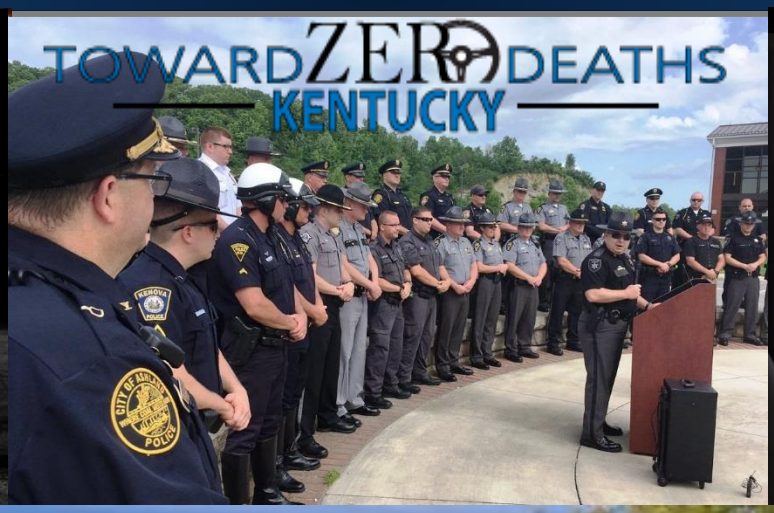
KENTUCKY TRANSPORTATION CABINET

KENTUCKY OFFICE OF HIGHWAY SAFETY



DRIVE SOBER OR GET PULLED OVER

U DRIVE. U TEXT. U PAY

2018 Highway Safety Performance Plan

COMMONWEALTH OF KENTUCKY
FISCAL YEAR 2018
(October 1, 2017 – September 30, 2018)

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

Prepared by:

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Note: This plan is subject to revision at any time during the twelve-month period from October 1, 2017 to September 30, 2018.

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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 2017 population of Kentucky at 4,436,974 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 88.1% of the population is white, 8.3% black, 2.2% of Hispanic or Latino origin, 1.4% 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 2016 there were approximately 3,401,165 registered vehicles and 2,989,812 licensed drivers.

Executive Summary

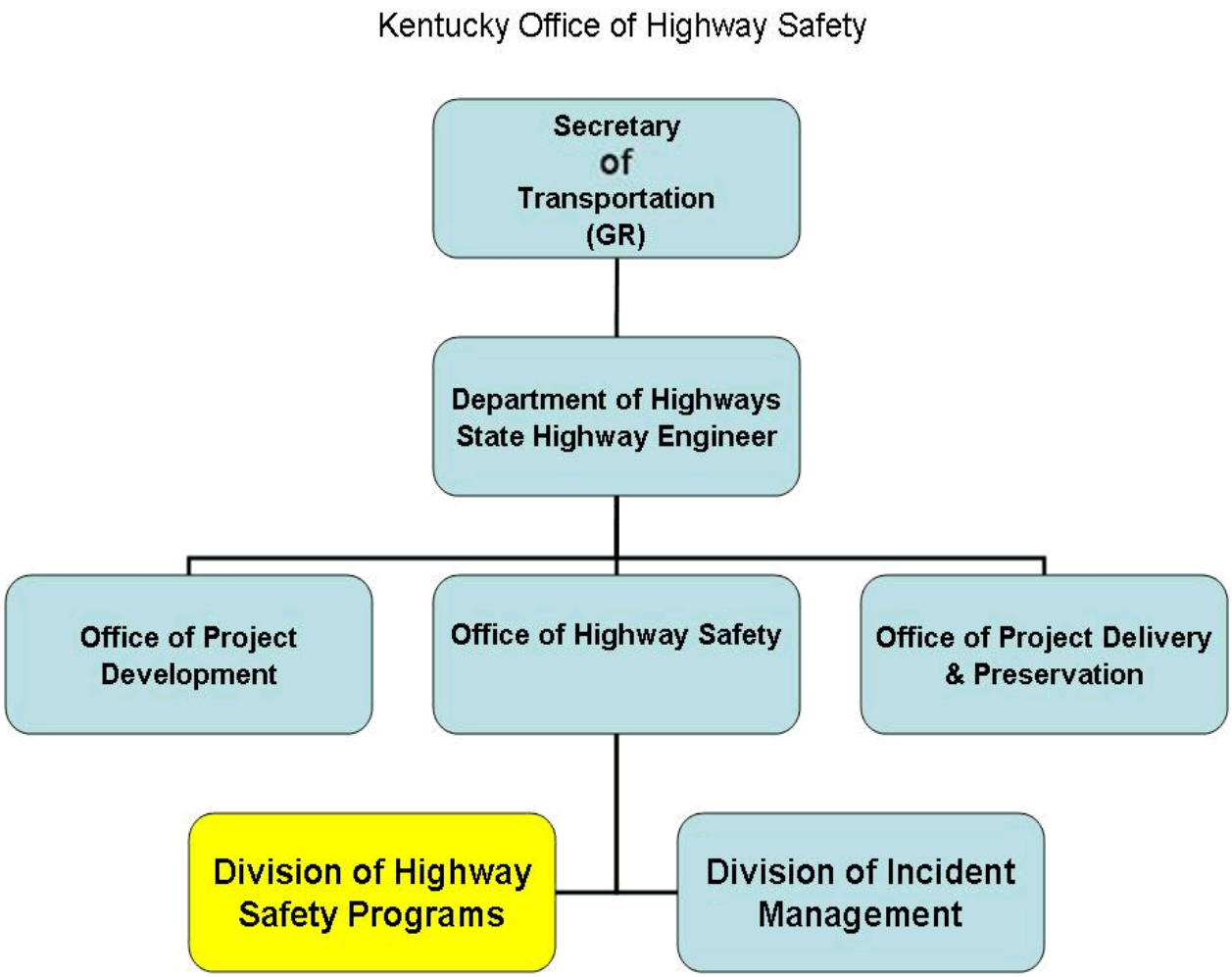
This document serves as Kentucky's application for Section 402 and FAST Act State and Community Highway Safety funds for the 2018 federal fiscal year. This plan provides an outline for the coming year for improving the safety of Kentucky's roadways by providing an overview of safety data, detailing priority 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 to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2013-2015) 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 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 March 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 2018, a total of 147 external grant applications were received. 124 of those were enforcement proposals, 23 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 111 enforcement proposals, 20 educational/data improvement proposals. Projects not funded were due to either ineligibility of project, non-participation in mobilizations, poor activity, and limited funding.

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

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

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

cooperation among federal, state, and local agencies, non-profit organizations, and other highway safety advocates.

The Governors Executive Committee on Highway Safety (GECHS) 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, Kentucky Farm Bureau, AAA and the Insurance Institute of Kentucky.

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

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

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

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

Impaired Driving, Occupant Protection and Motorcycle Safety are also primary program areas within our plan. Strategies within our HSPP related to enforcement, education and public awareness support the SHSP.

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

Kentucky Performance Measures & Crash Data

Source: 2008-2015 STSI/UK Transportation Center, *2016 Preliminary State Crash Data

2008-2016 Yearly Totals

	2008	2009	2010	2011	2012	2013	2014	2015	2016*
Fatalities	825	791	760	720	746	638	672	761	834
Fatality Rate per 100M VMT	1.74	1.67	1.58	1.50	1.58	1.36	1.4	1.56	1.71
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	381	352	310	306	309	245	285	308	359
Serious Injuries	4,620	4,491	4,057	3,873	3,825	3,175	3,154	3,175	3,143
Fatalities involving a driver or motorcycle operator with .08+ BAC	186	192	168	172	169	167	171	192	165
Speeding – Related Fatalites	154	154	154	141	151	125	125	140	122
Motorcyclist Fatalities	101	86	96	71	106	87	86	91	107
Unhelmeted Motorcyclist Fatalities	60	50	58	42	68	59	48	61	71
Drivers Age 20 or Younger in Fatal Crashes	122	133	114	86	88	80	79	89	90
Pedestrian Fatalities	66	41	61	50	49	55	57	67	85
Bicyclist Fatalities	6	5	7	2	6	3	4	7	9

	2008	2009	2010	2011	2012	2013	2014	2015	2016
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	73.3	79.7	80.3	82.2	83.7	85	86.1	86.7	86.5

2012-2016 Five Year Moving Averages

	2012	2013	2014	2015	2016	2018 Goal
Fatalities (5 year moving average)	768	731	707	707	730	730
Fatality Rate per 100M VMT (5 year moving average)	1.61	1.54	1.48	1.48	1.52	1.50
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	332	304	291	291	301	274
Serious Injuries (5 year moving average)	4,173	3,884	3,617	3,440	3,294	2,800
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving average)	177	174	169	174	173	170
Speeding – Related Fatalites (5 year moving average)	151	145	139	136	133	123

Motorcyclist Fatalities (5 year moving average)	92	89	89	88	95	93
Unhelmeted Motorcyclist Fatalities (5 year moving average)	56	55	55	56	61	60
Drivers Age 20 or Younger in Fatal Crashes (5 year moving average)	109	100	89	84	85	68
Pedestrian Fatalities	53	51	54	56	63	62
Bicyclist Fatalities (5 year moving average)	5	5	4	4	6	5
	2012	**2013**	**2014**	**2015**	**2016**	**2018 Goal**
Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)	83.7	85	86.1	86.7	86.5	88.5

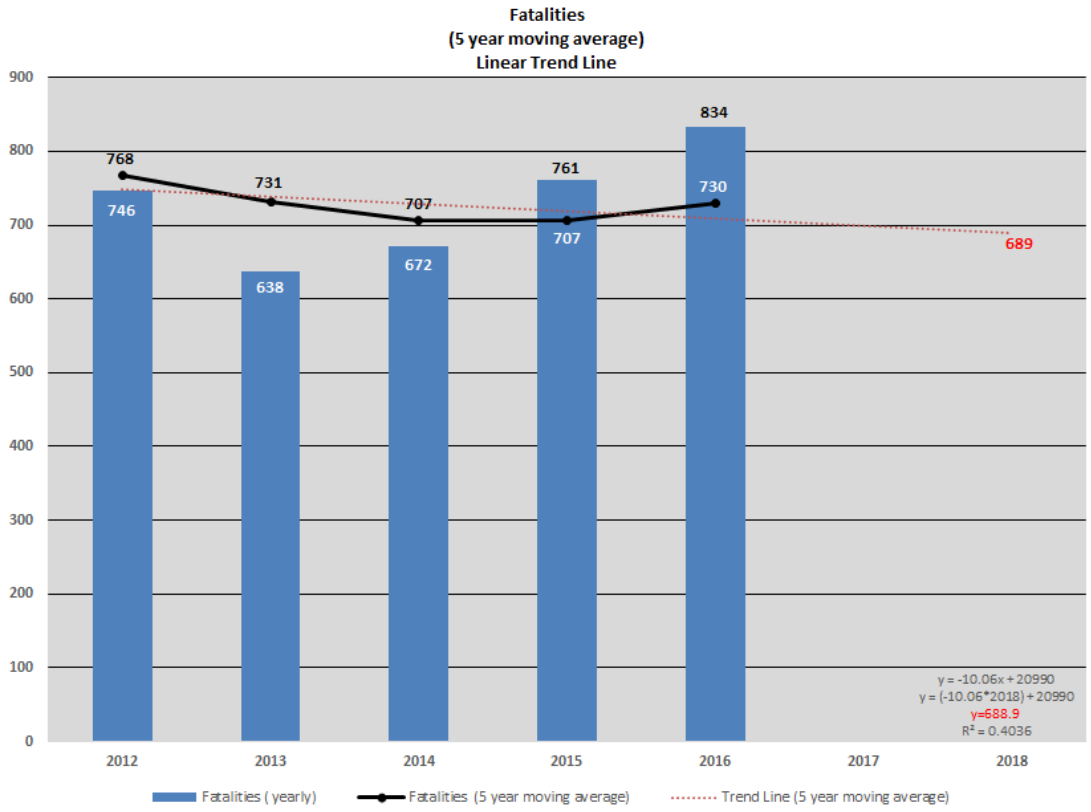
Performance Goal Statements

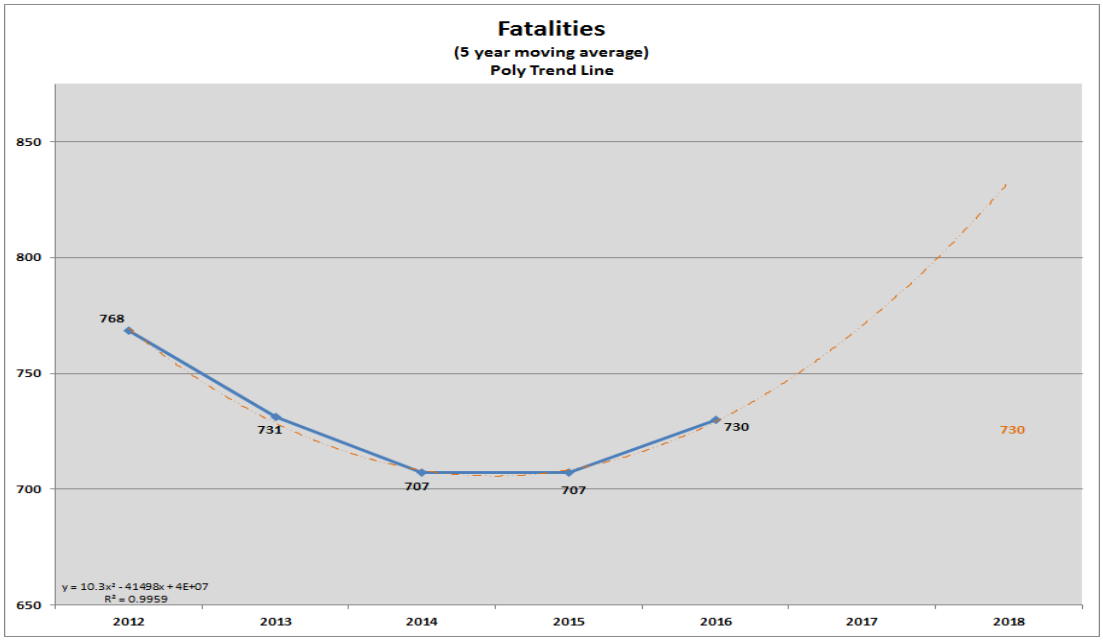
When compiling data for analysis in determining our goals for each of the core outcome measures, the data were analyzed using yearly totals, five year moving averages and three-year moving averages. The trends and projected goals for each of the measures seemed to be more representative and attainable when using the five-year moving average using data from 2012-2016.

Each of the measures below uses a five point, five-year moving average, and each goal was determined by projecting the trend line ahead to determine a 2018 goal. Taking into account data from the past and how the current trend is moving, this allows Kentucky to work towards sustaining, or moving towards, a downward trend.

Goal Statements for Core Outcome Measures

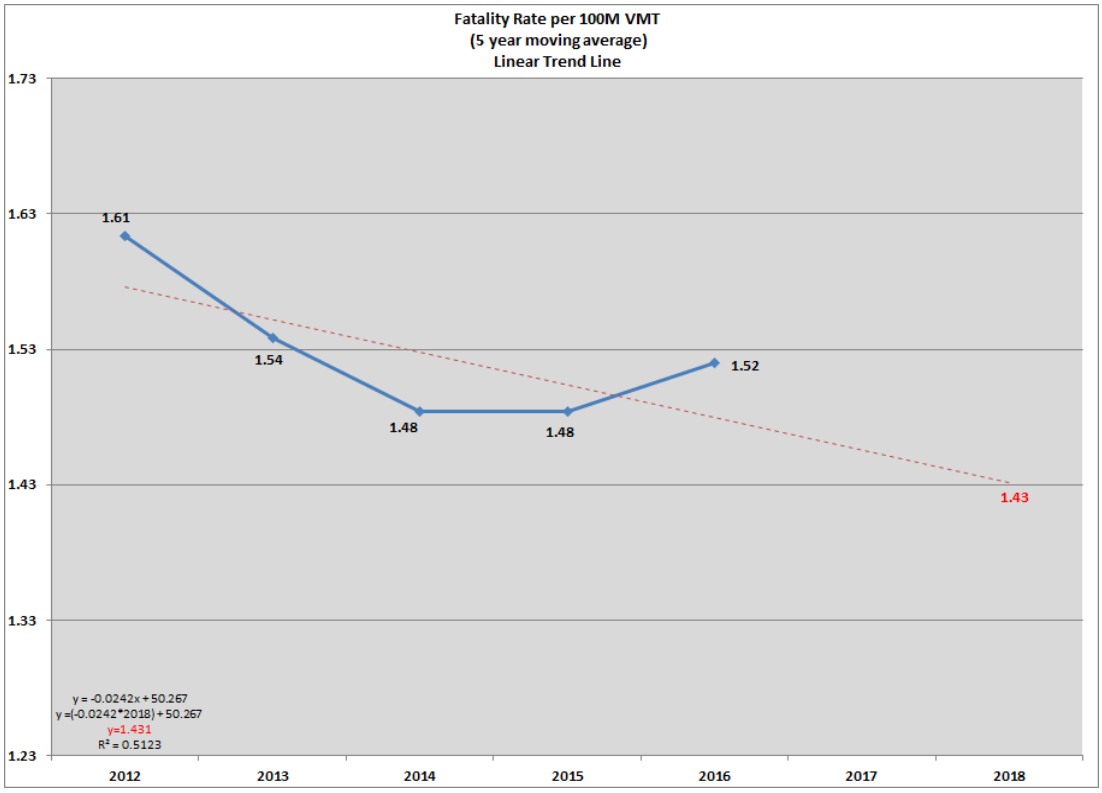
1. To maintain fatalities from the 2012-2016 calendar base year average of 730 forward to the 2014-2018 calendar years average.

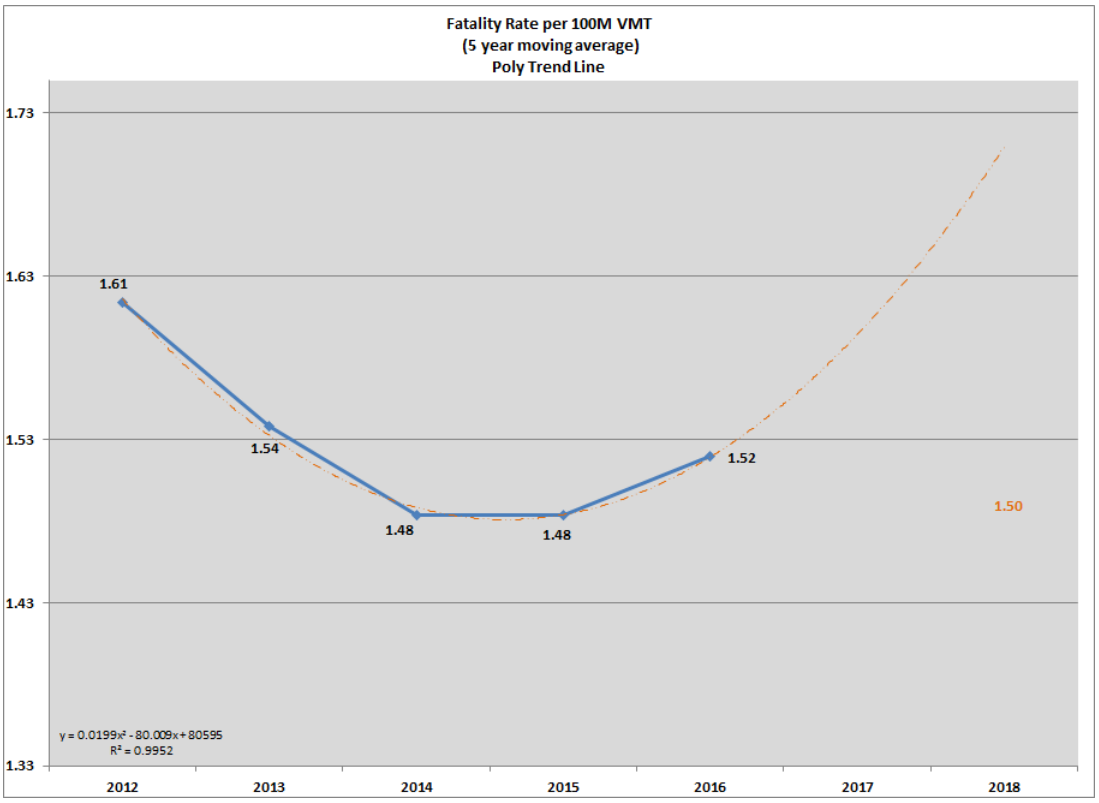




The KOHS has set the target goal of 730 fatalities for fiscal year 2018. This is above the expected trend line indication of 689. Upon further review of the available data, it is unlikely to meet the expected trend line forecast due to increased VMT, economic growth within in the Commonwealth of Kentucky and the reliability factor in the linear model being a .4016. Further analysis shows that the actual number of fatal crashes has been increasing the past four years. Using the poly trend line model with the current data-provided greater confidence, with a reliability factor of .9959. In collaboration with the Highway Safety Improvement Program and Kentucky Transportation Cabinet leadership, the KOHS has set the target goal at 730 to align this target in both the HSP and HSIP.

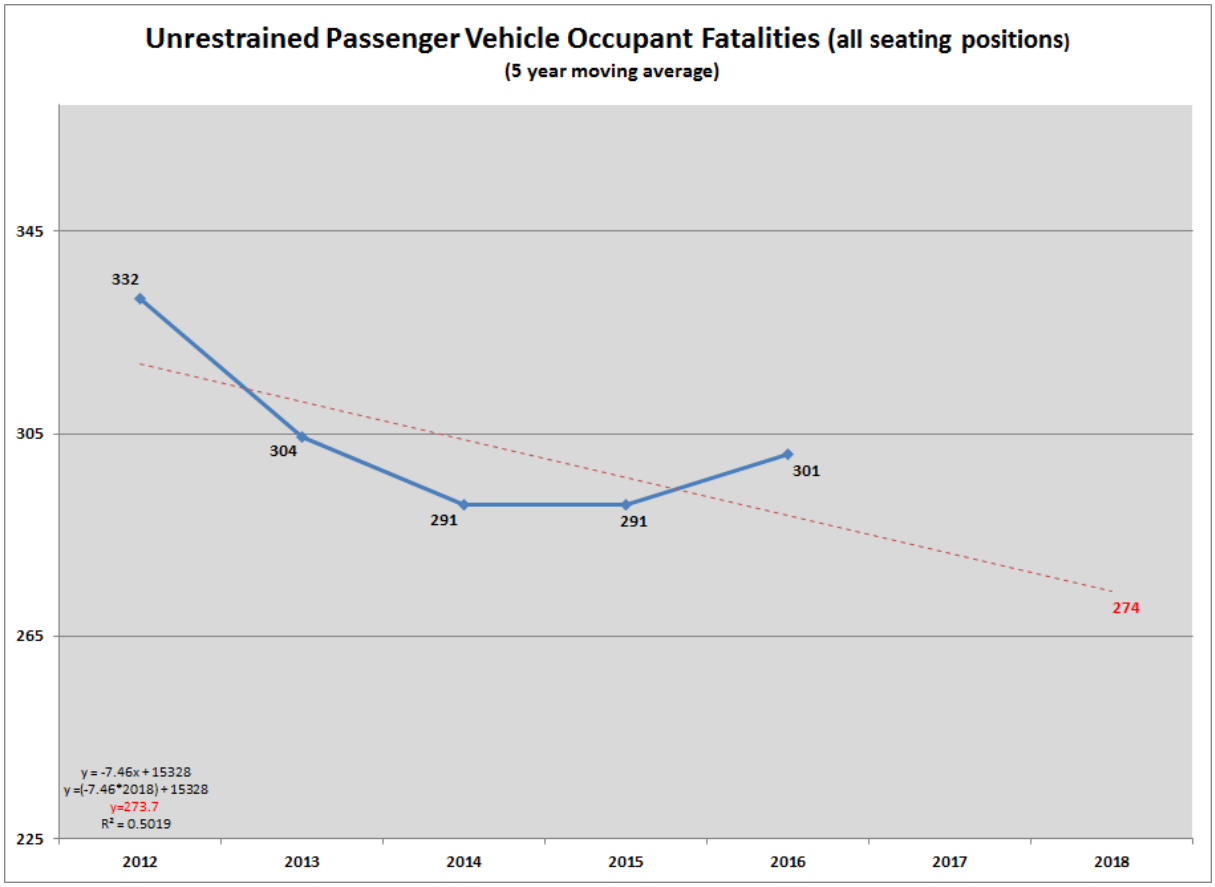
2. To decrease fatalities/100M VMT 1.3% from the 2012-2016 calendar base year rate of 1.52 to 1.50 for the 2014-2018 calendar years average.





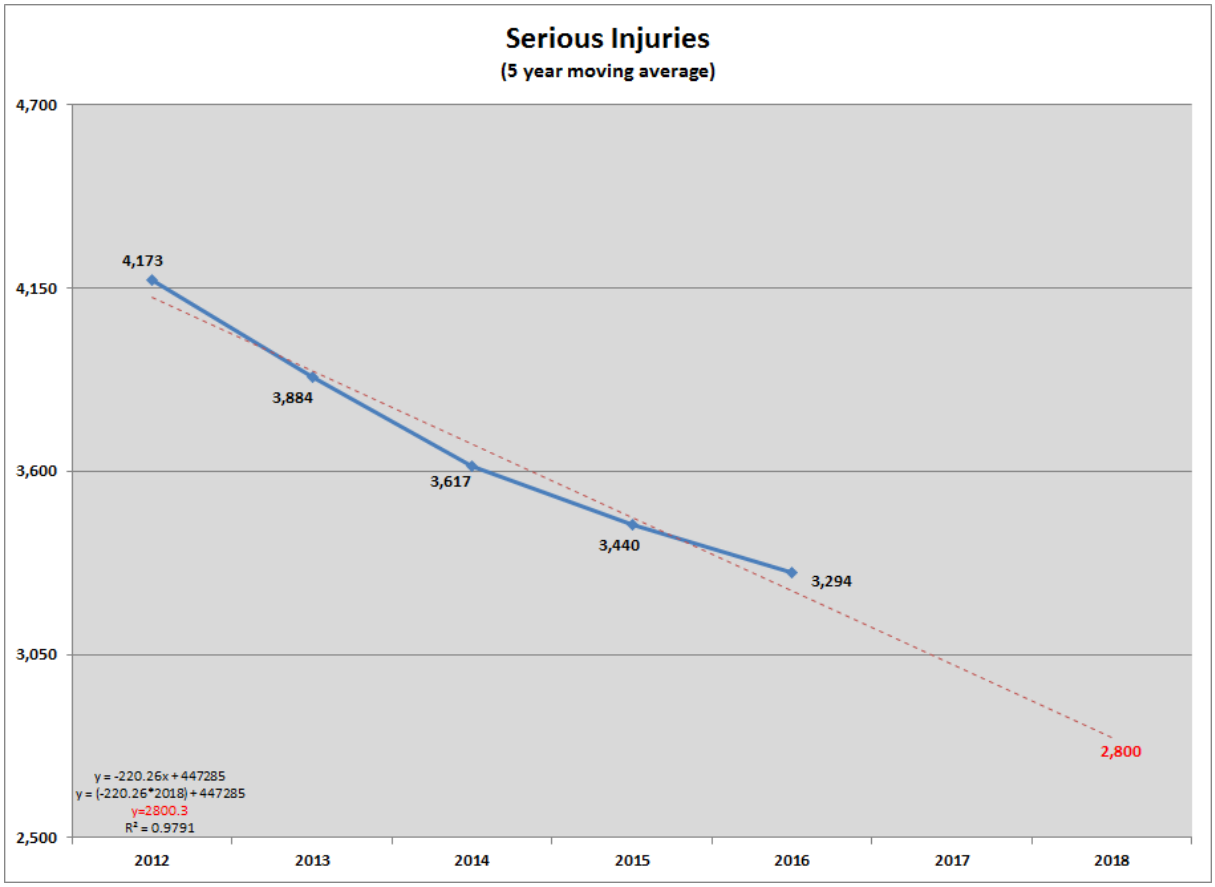
The KOHS has set the target goal of 1.50 fatality rate for fiscal year 2018. This is above the expected trend line indication of 1.52. The target goal reflects a fatality rate that aligns with the fatality number based on the VMT. Due to increased VMT, economic growth within in the Commonwealth of Kentucky and the reliability factor in the linear model being a .5012. Further analysis shows that the actual number of fatal crashes has been increasing the past four years. Using the poly trend line model with the current data provided us greater confidence in our analysis, with a reliability factor of .9952. In collaboration with the Highway Safety Improvement Program and Kentucky Transportation Cabinet leadership, the KOHS has set the target goal at 1.50 to align this target in both the HSP and HSIP.

3. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 9% from the 2012-2016 calendar base year average of 301 to 274 for the 2014-2018 calendar years average.



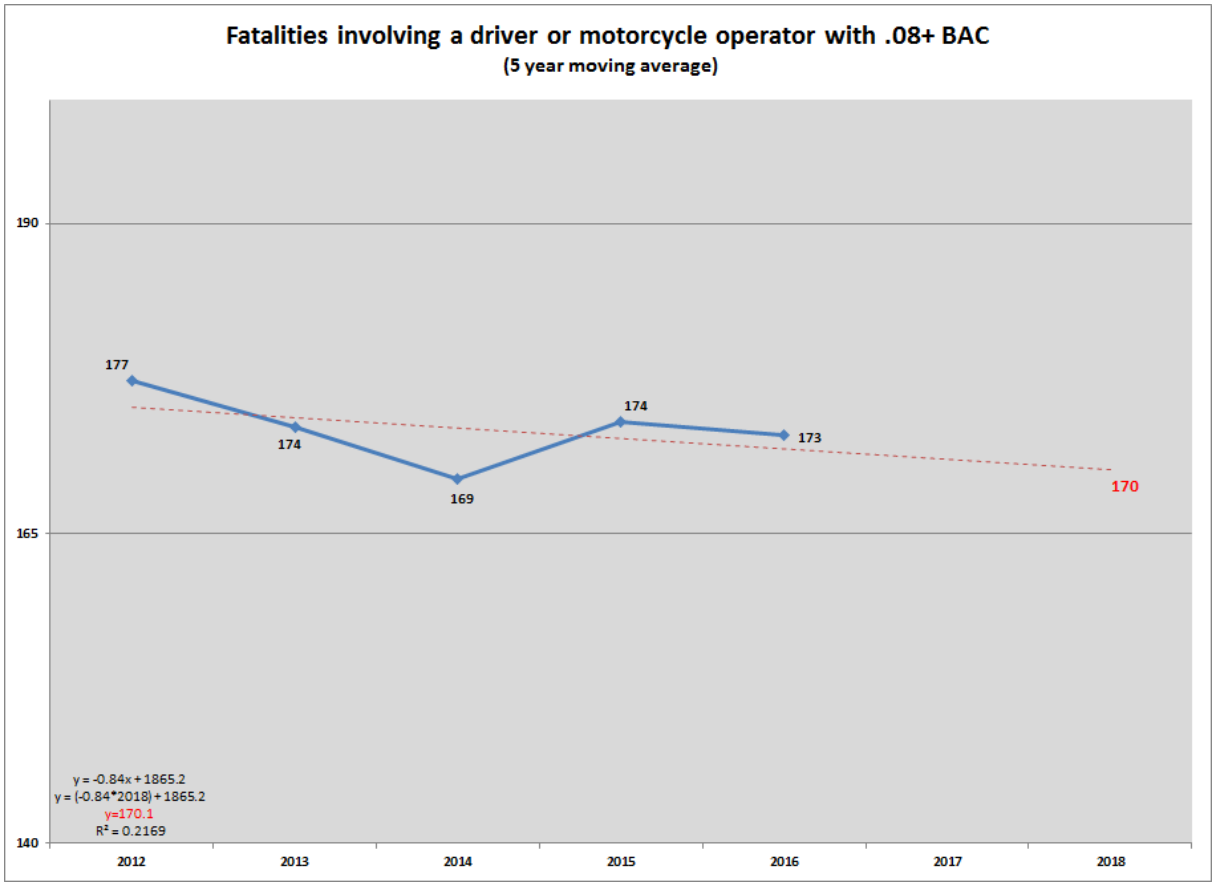
*2014- 2018 goal based upon past data and projected trend line shown above

4. To decrease serious traffic injuries 15% from the 2012-2016 calendar base year average of 3,294 to 2,800 for the 2014-2018 calendar years average.



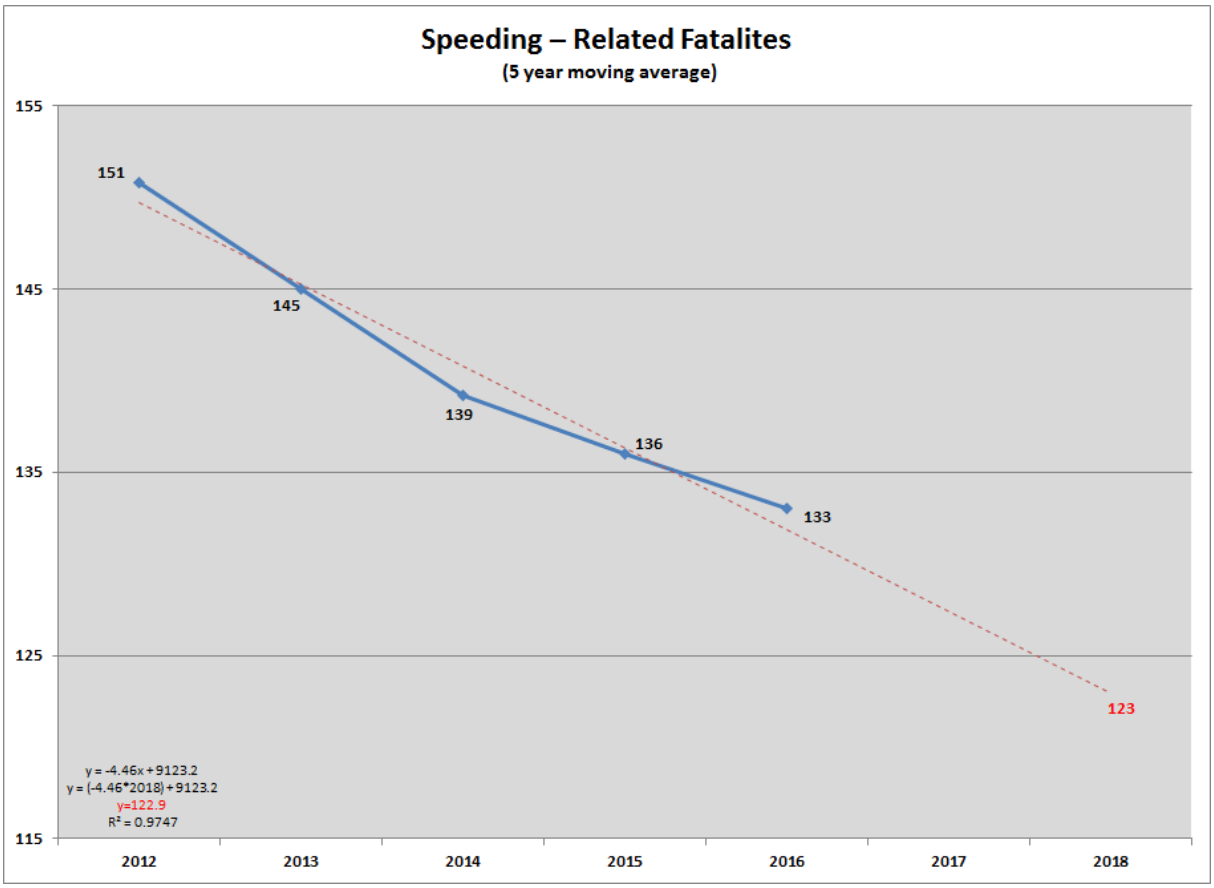
*2014- 2018 goal based upon past data and projected trend line shown above

5. To decrease alcohol-impaired driving fatalities 2% from the 2012-2016 calendar base year average of 173 to 170 for the 2014-2018 calendar years average.



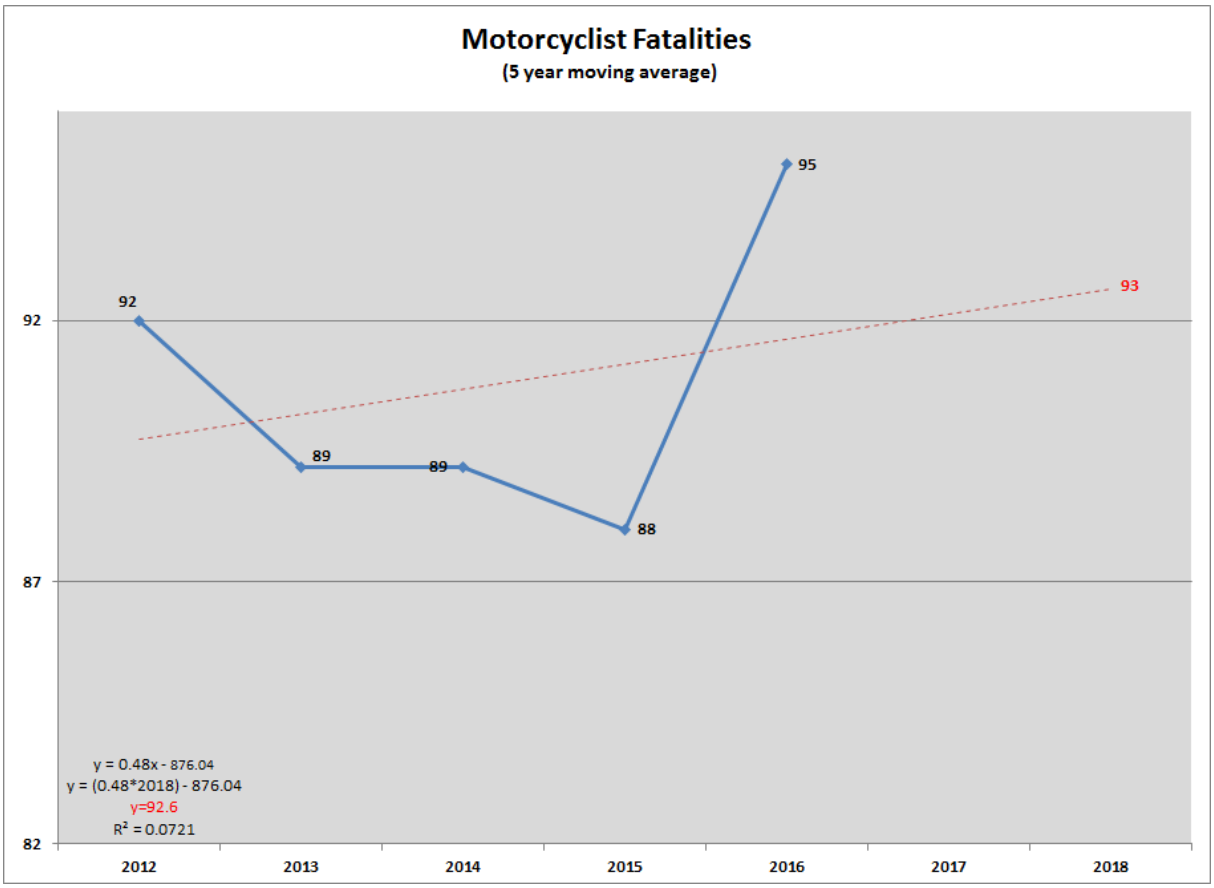
*2014- 2018 goal based upon past data and projected trend line shown above

6. To decrease speeding-related fatalities 8% from the 2012-2016 calendar base year average of 133 to 123 for the 2014-2018 calendar years average.



*2014- 2018 goal based upon past data and projected trend line shown above

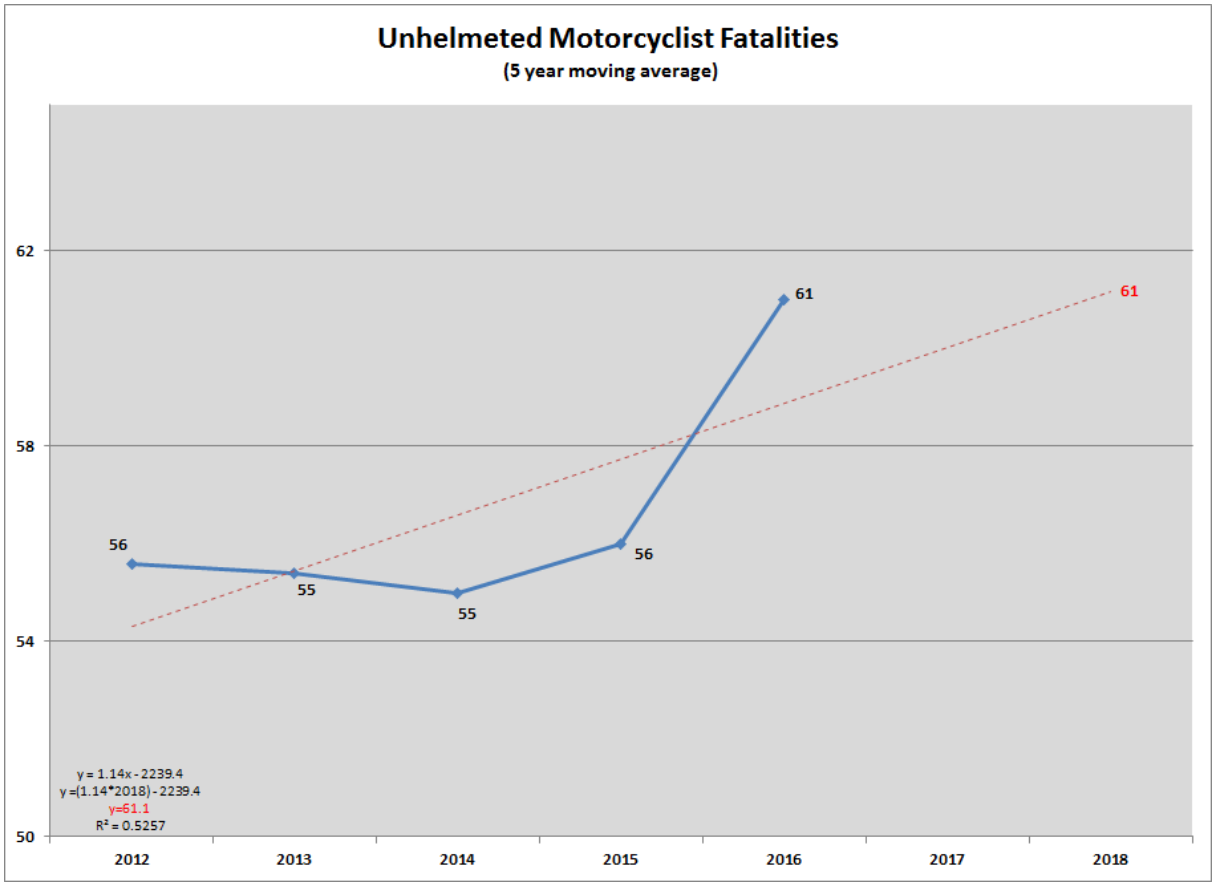
7. To decrease motorcyclist fatalities 2% from the 2012-2016 calendar base year average of 95 to 93 for the 2014-2018 calendar years average.



*2014- 2018 goal based upon past data and projected trend line shown above

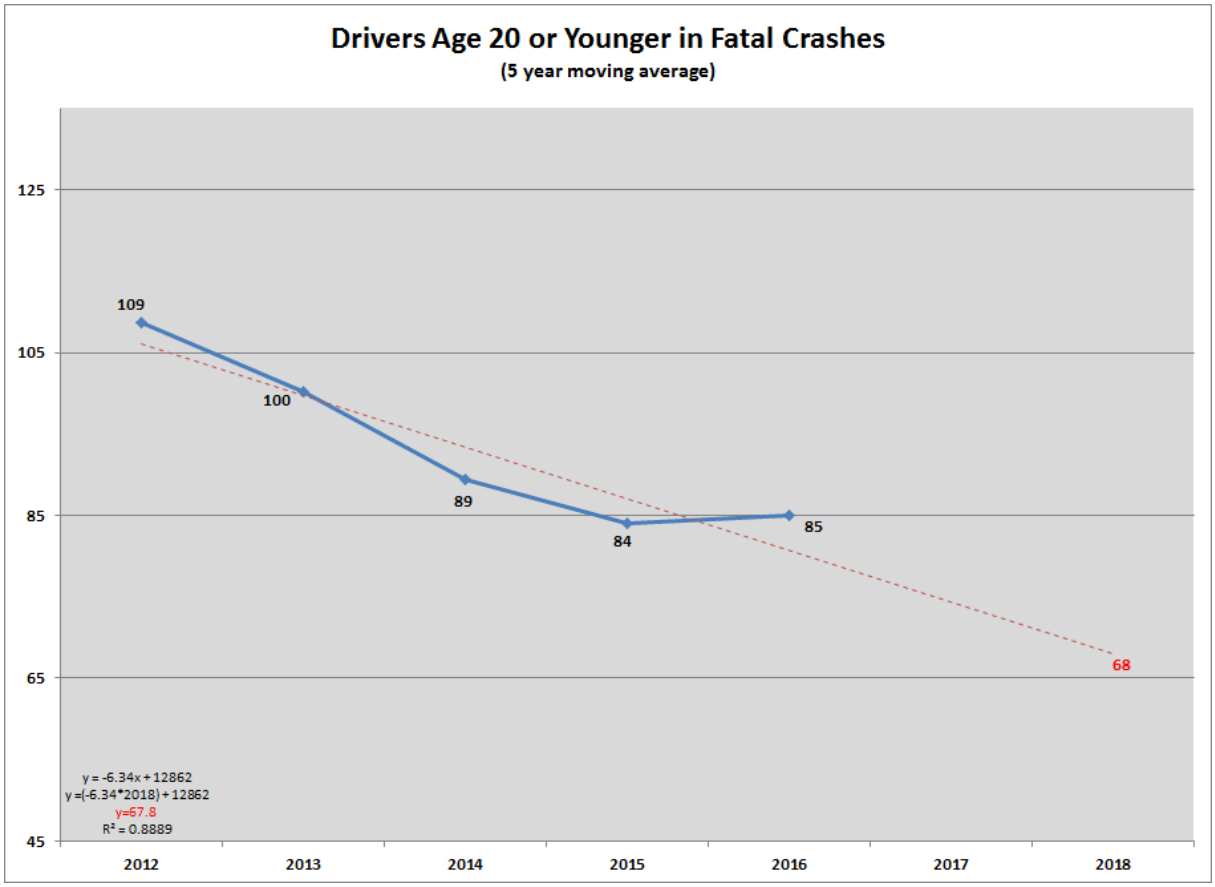
8. To decrease un-helmeted motorcyclist fatalities 2% from the 2012-2016 calendar base year average of 61 to 60* for the 2014-2018 calendar years average.

   * Despite a projected trend of no change for the 2014-2018 calendar years average, the KY Office of Highway Safety feels that a 2% reduction in the base year average is a realistic goal through increased programs and messaging to target motorcycle riders and motorcycle safety.



*2014- 2018 goal based upon past data and projected trend line shown above

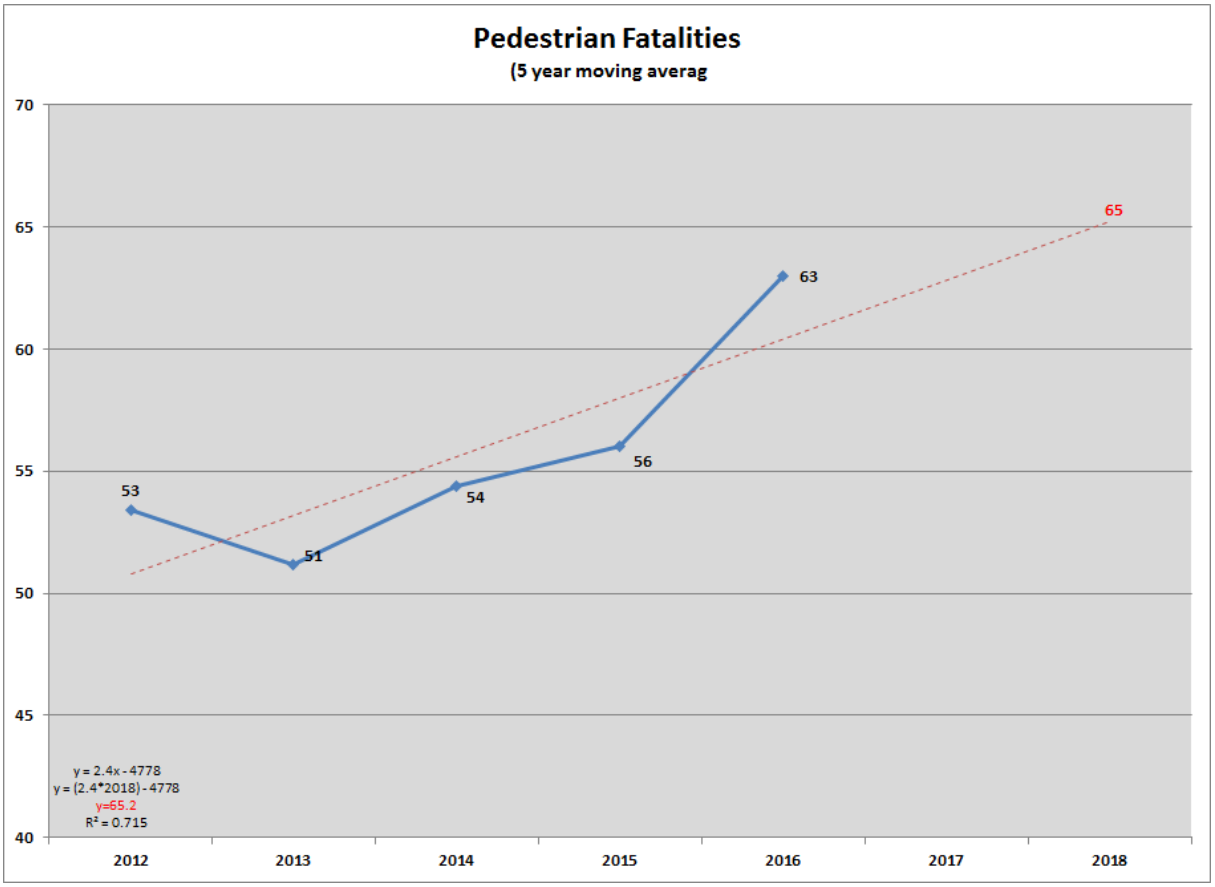
9. To decrease drivers age 20 or younger involved in fatal crashes by 20% from the 2012-2016 calendar base year average of 85 to 68 for the 2014-2018 calendar years average.



*2014- 2018 goal based upon past data and projected trend line shown above

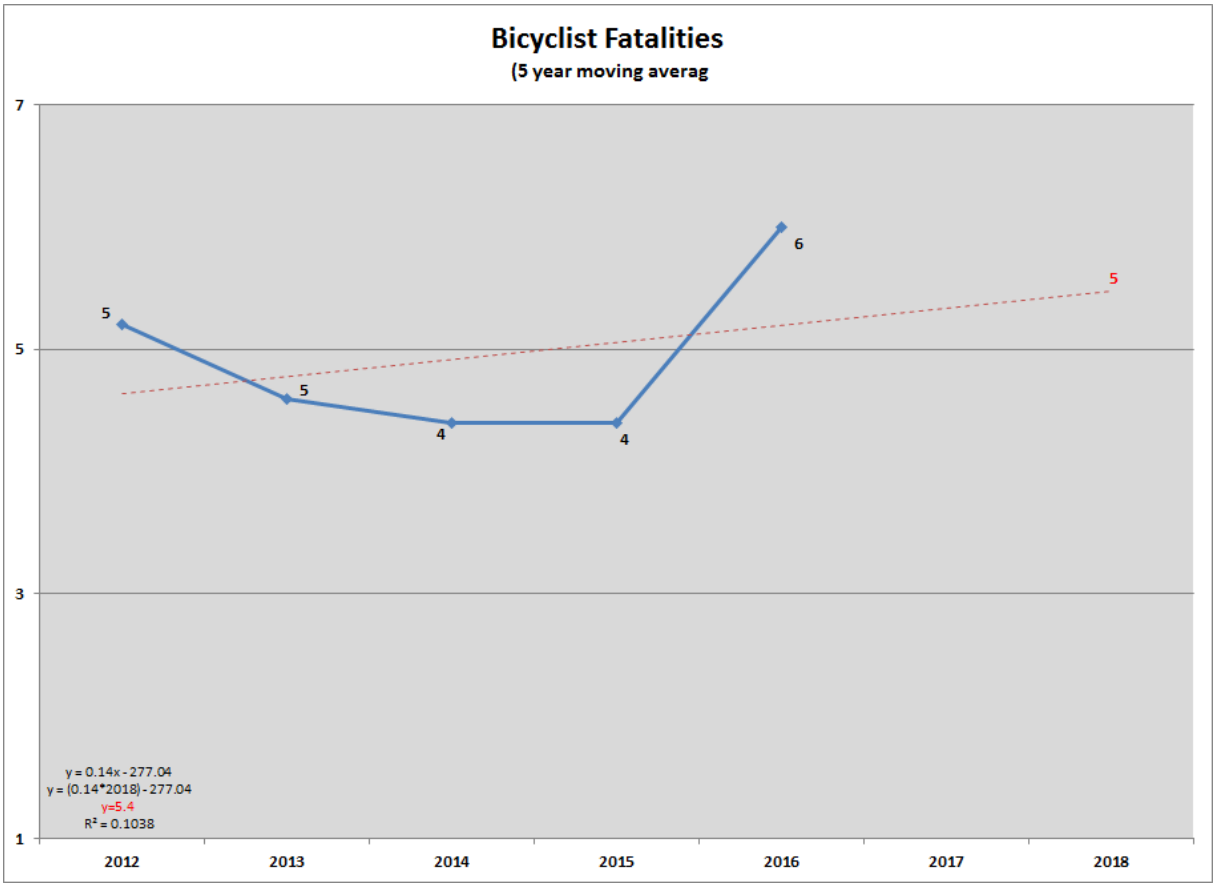
10. To decrease pedestrian fatalities 3% from the 2012-2016 calendar base year average of 63 to 65* for the 2014-2018 calendar years average.

* 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 3% reduction in the base year average is a realistic goal. There have been several new initiatives put into place to address pedestrian fatalities, including a grant awarded to Louisville, that are focused on reducing pedestrian fatalities in Kentucky.



*2014- 2018 goal based upon past data and projected trend line shown above, in addition to future efforts in pedestrian safety.

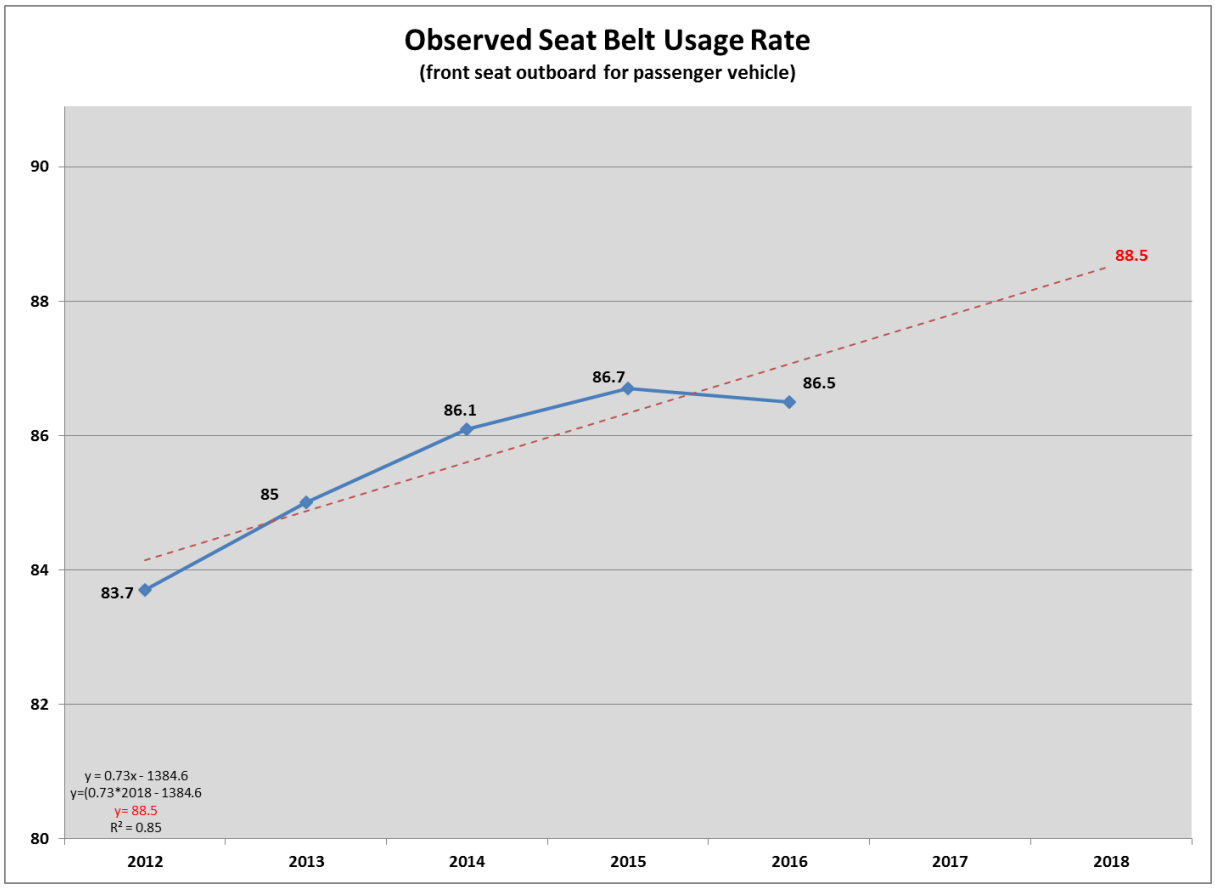
11. To decrease bicyclist fatalities 17% from the 2012-2016 calendar base year average of 6 to 5 for the 2014-2018 calendar years average.



*2014- 2018 goal based upon past data and projected trend line shown above, in addition to future efforts in bicycle safety.

Goal Statement for Core Behavior Measure

To increase the seat belt usage rate 2.3% from the 2016 average of 86.5 to 88.5 percent for 2018.



*2018 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 2014-2016 calendar base year average of 25,513 to 25,922 by December 31, 2018.

2. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2014-2016 calendar base year average of 3,386 to 3,454 by December 31, 2018.

3. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2014-2016 calendar base year average of 33,802 to 34,478 by December 31, 2018.

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

V. Summary of KOHS Strategies

A. NHTSA-funded Strategies (Grants Management Branch)

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

Impaired Driving

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

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

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

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

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

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

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

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

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

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

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

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

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

Occupant Protection

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

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

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

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

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

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

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

- Passed stronger occupant protection law that requires children 40" to 57" tall and under 8 years old be restrained in a booster seat.

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

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

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

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

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

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

- Develop OP task force to incorporate new strategies and activities identified from the OP assessment.

Police Traffic Services

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

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

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

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

Motorcycle Safety

- To use media 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.

B. FHWA-funded Strategies

Education Branch (Overall)

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 2018:

1. Collaborate with educators, family resource centers, law enforcement, legislators, state agencies, federal agencies (NHTSA) and corporate outreach to provide highway safety educational experiences across the state.
2. Use KOHS Education Branch AAR (After Action Reporting) Database Tool and Educational Program Event Assessment Tool, to collect data on all educational events conducted across the state. These tools will be used to evaluate all Educational Program events to determine their value, effectiveness of educational programs and pinpoint highway safety problems across the state.
3. Focus 95% of all Education Branch programming in the Top 40 Highway Safety Counties
4. Collaborate with the 12 District Coordinators to create and improve highway safety customer relationships
5. Improve the Office of Highway Safety curriculum with focus placed upon learning outcomes supporting the Kentucky Strategic Highway Safety Plan
6. Maintain involvement with the Governor's Executive Committee on Highway Safety
7. Provide personnel and the Highway Safety Checkpoint Trailer in support of state and local law enforcement efforts with highway safety

Education (General Public)

1. Maintain the Office of Highway Safety's Social Media outlets
2. Provide the general public with an up-to-date awareness of educational programming conducted by the Education Branch
3. Provide notifications for upcoming Child Passenger Safety (CPS) Fitting Station Checkup Events
4. Provide online links and resources relating to highway safety at both state and national levels
5. 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/special occasions

2. Provide PSAs specifically for the awareness of sharing the road with motorcyclists
3. Provide PSAs specifically for the awareness of the necessity for motorcycle safety equipment usage, to include helmets
4. Provide PSAs to address the importance of wearing a seat belt
5. Provide PSAs on the dangers of distracted driving. This strategy is one of our distracted driving emphasis area strategies in our SHSP.
6. 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 (June-July)
    e. Drive Sober or Get Pulled Over (August-September & December)

Education (District Coordinators)

1. Maintain District Coordinator participation in Highway Safety educational programming
2. Provide technical assistance and equipment for District Coordinators to become proficient in educational program delivery
3. Maintain District Coordinator participation (Highway Safety program) statistics
4. Provide updates on all Highway Safety Educational Programs that are scheduled in their particular Districts
5. Provide access to the Highway Safety Educational Events Calendar in order to be aware of any educational programs that are scheduled

Education (Transportation Cabinet Employees)

1. Conduct a distracted driving program at the Transportation Cabinet Central Office building specifically for Transportation Cabinet employees during the KYTC Health and Safety Fair. This strategy is also one of our distracted driving emphasis area strategies in our SHSP.

Education (Emphasis Areas)

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

    - Maintain all highway safety educational and support equipment for use by the Highway Safety Education Branch

- Use of Rollover Simulator for Occupant Protection program

- Use of 3D (Drunk & Distracted Driving) Simulator for Impaired and Distracted Driving program

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

- Use of Child Passenger Safety Checkup Trailer for Occupant Protection Program

- Use of D2 (Distracted Driving) Simulator for Distracted Driving Program

2. <u>Impaired Driving Program</u>
   Provide a "hands-on" experience, allowing participants the ability to drive modified golf carts in a visually impaired state, in a safe, controlled environment. Provide impaired driving educational programs and information to public schools, public entities and corporations.
   - Continue to increase the number of 3D simulator events by 2% in the top 40 counties
   - Continue to increase the number of impaired driving presentations by 2% in the top 40 counties
   - Maintain and keep current the 3D Simulator and trailer
   - Provide Ghost Out program for educational presentations
   - Provide Mock Crash program for educational presentations
   - Administer a Pre and Post Survey for each impaired driving event to evaluate participant knowledge and program performance
   - Provide educational information regarding the revised Ignition Interlock statues

3. <u>Occupant Protection</u>
   Increase public awareness of seatbelt usage benefits. Educate all elements of Kentucky's population on proper seatbelt usage and use of Rollover Simulator for educational presentations. Demonstrate the impact of non-seatbelt use.
   - Continue to increase the number of rollover simulator events by 2% in the top 40 counties
   - Continue to increase the number of occupant protection presentations by 2% in the top 40 counties
   - Provide a high volume of occupant protection programming in elementary, middle schools and high schools to educate the next generation of drivers
   - Provide occupant protection programming to the commercial industry, targeting agencies with fleet vehicles through the corporate outreach program
   - Administer a Pre and Post Survey for each occupant protection event to evaluate participant knowledge and program performance

- Maintain and keep current Rollover Simulators
- Provide Rollover Simulator for educational presentations

4. Young Drivers

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

- Conduct highway safety presentations throughout Kentucky's 12 Highway Districts focusing on the top 40 counties with occupant protection, distracted driving and impaired driving problems
- Continually researching and updating presentations and materials for young drivers safety programs
- Provide tip sheets and maintain current data for distribution of educational promotion items
- Provide Rollover Simulator, 3D Simulator, D2 Simulator, Ghost Out Program, Mock Crash Program and Sweet 16 Programs for educational presentations pertaining to young drivers.
- Administer a Pre and Post Survey for each young driver event to evaluate participant knowledge and program performance

5. Child Passenger Safety

Coordinate statewide efforts for the Child Passenger Safety Program.

- Demonstrate proper installation techniques and provide instruction on all facets of available child restraint seats.
- Provide information pertaining to child passenger safety laws and NHTSA's best practices.
- Provide CEU opportunity for Child Passenger Safety Technicians (CPSTs)
- Increase the CPST retention rate to 55% statewide
- Collaborate with partners/agencies to establish and provide CPS fitting stations across the state
- Continue to maintain CPS fitting stations at a rate of 70% statewide
- Provide CPS trailer for CPS checkup events
- Provide technical assistance for CPS Certified Technicians and the general public

6. Motorcycle Safety

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

- Collaborate with the Motorcycle Safety Foundation to distribute educational materials throughout the Commonwealth pertaining to motorcycle awareness and proper riding equipment
- 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.
- Provide motorcycle safety and training information upon request from various motorcycle organizations and businesses to be distributed at their events throughout the Commonwealth

7. Mature Drivers

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

- Recommend Mature Driver programs throughout the state to organizations that deal with the older population, focusing 90% of effort on the top 40 counties
- Provide mature driver awareness material to organizations dealing with the older population
- Maintain and keep current tip sheets, presentations and materials on Mature Drivers

8. Distracted Driving

Educate and inform the general public on the dangers of distracted driving through the use of the distracted driving simulator and informational presentations. Reduce the number of injuries and fatalities each year due to distracted driving.

- Continue to further educate the general public on the dangers and consequences of distracted driving.
- Provide D2 Simulator for educational programs
- Maintain and keep current interactive driving simulator and trailer
- Employ up-to-date videos and presentations to educate about distracted driving, texting laws and the issues that surround it.
- Administer a Pre and Post Survey for each distracted driving event to evaluate participant knowledge and program performance

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.

- Distribute posters and other educational materials to corporate outreach partners
- Provide presentations on distracted driving, impaired driving and occupant protection for corporate outreach partners with vehicle fleets and shift work
- Provide interactive educational equipment to use during corporate events

10. Bicycle/Pedestrian Safety Program

Enhance pedestrian and bicycle safety and public awareness of each through education, in order to reduce the overall pedestrian and bicycle crash and fatality rates in Kentucky.

- Maintain the pedestrian and bicycle safety content on the KOHS website that will include safety educational material, videos, safety tips, and various resources.
- Maintain working relationships/partnerships with pedestrian and bicycle programs or organizations in high impact areas in the state.
- Provide access to pedestrian and bicycle safety educational materials upon request from schools and organizations throughout Kentucky.

11. Legislative Issues

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

- Support the Transportation Cabinet's highway safety legislative initiatives with the latest research and statistics available
- Provide the Transportation Cabinet with emphasis area statistics and research
- Advocate for improvements to existing highway safety laws on texting and distracted driving
- Strengthen the coalition of interdisciplinary highway safety advocates
- Provide informational guidance and statistics on the revised Ignition Interlock statue and permanent regulations
- Provide a highway safety update yearly to the Kentucky General Assembly Interim Joint Transportation Committee

VI. Proposed Highway Safety Projects

Impaired Driving Projects

Project Number: M5HVE-2018-00-00-01 through M5HVE-2018-00-00-28
Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects
Description: These grants will fund 28 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following counties: Boone, Boyd, Breathitt, Bullitt, Calloway, Campbell, Christian, Clark, Fayette, Floyd, Franklin, Graves, Grayson, Hardin, Harlan, Harrison, Henderson, Jefferson, Kenton, Laurel, Larue, Marshall, Monroe, Muhlenberg, Nelson, Scott, Shelby, Trigg, Woodford. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). According to NHTSA's *Countermeasures that Work, 7th edition*, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. 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: $510,350.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2018-00-00-29
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). 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: $525,000.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2018-00-00-30
P**roject Title:** Department of Criminal Justice
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: $100,000.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2018-00-00-31
Project Title: Office of Attorney General
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: $200,000.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-18-32
Project Title: Governor's Impaired Driving Enforcement Awards
Description: The Kentucky Office of Highway Safety will continue the practice of holding an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in arresting impaired drivers during the previous federal fiscal year. This recognition ceremony has proven to be effective in increasing police agency participation and motivation.
Budget: $25,000 (NHTSA 405D MAP-21)

Project Number: M5HVE-2018-00-00-33
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 2017 and

August 2018. The following media formats will be considered for reaching target audiences: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted. In addition, anti-DUI advertising will be purchased through sponsorships to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

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

These sponsorships include coach endorsements, radio & TV PSAs, digital elements, impaired driving signage and live announcements during home games. According to the NHTSA publication, *Countermeasures that Work, 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: $805,000.00 (NHTSA 405D MAP-21/FAST Act)

Project Number: M5HVE-2018-00-00-34
Project Title: Impaired Driving Coordinator
Description: This position serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the impaired driving (ID, alcohol and drug) driving, motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and law makers.

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: $80,000.00 (NHTSA 405D MAP-21 funds/FAST Act)

Occupant Protection Projects

Project Number: M2HVE-2018-00-00-01 through M2HVE-2018-00-00-13
Project Title: Local Law Enforcement Occupant Protection Programs
Description: These grants will allow 13 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Ballard, Barren, Bourbon, Knox, LaRue, Lawrence, Madison, Mercer, Oldham, Pike, and Pulaski. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for equipment that is needed in order to reach grant goals.

According to NHTSA's *Countermeasures that Work, 7th edition*, sustained enforcement programs focused on seat belt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as *Click it or Ticket* merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specify that at least 50% of overtime enforcement hours must be during nighttime hours (1500 – 0300). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.
Budget: $194,200.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-14
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 2018 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 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-15
Project Title: Kentucky State Police – Occupant Protection
Description: This project will fund overtime focused on seat belt enforcement during the months of October 2017, November 2017, March 2018 and July 2018. 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: $142,660.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-16
Project Title: Marshall County Health Department
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: $28,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-17
Project Title: Madison County Health Department
Description: Coordinated by the Madison County Health Department, this project will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County Safety City, and community events. The Health Department's safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic, professional and educational organizations, law enforcement agencies, etc. to reach all segments of the population, emphasizing the following areas: seat belt and proper child passenger restraint usage, impaired driving, distracted driving, bicycle/pedestrian safety and motorcycle safety. The project includes gathering local seat belt usage and child seating position data through observational surveys and maintaining CPS fitting stations at health department clinics in Berea and Richmond. Grant will primarily fund salaries/benefits and training for members of the safety education team.

The main strategies encompassed by this project are rated as follows, according to the NHTSA publication, *Countermeasures that Work*, 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: $42,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-18
Project Title: Norton Children's Hospital
Description: This continuation 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 Norton 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 Norton 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 Norton 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 checkup 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: $47,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-19
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: $22,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-20
Project Title: Bracken County Health Department
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 northern 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: $6,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-21
Project Title: City of Glasgow Health Department
Description: This grant to the health department will utilize funding to conduct child safety seat checkups, instruct and certify new CPS technicians in the 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: $9,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-22
Project Title: Child Passenger Safety (CPS) Coordinator
Description: The main purpose of this position is to plan, implement and evaluate the activities of the Kentucky Safe Kids and serve as an expert on child passenger safety. Thes functions are directly related to the agency's mission to protect and promote health and prevent disease and injury. The coordinator will assist the Kentucky Office of Highway Safety (KOHS) and other health departments in conducting child safety seat checkups, instruct and certify new CPS technicians throughout the state, and to distribute child safety seats to 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: $53,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-23
Project Title: Frankfort Police Department Full-Time Officer
Description: This grant will allow the KOHS to fund full time officers focusing on occupant protection. Frankfort Police Department will concentrate efforts throughout the City of Frankfort targeting problem areas. In addition to funds for salaries/benefits and fuel costs, grant budgets will include funding for a vehicle and equipment needed to work.
Budget: $135,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-24
Project Title: Governor's Highway Safety Association (GHSA)/Lifesavers Conference
Description: In 2018, Kentucky is planning to hold the 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: $50,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-25
Project Title: Occupant Protection Enforcement Awards
Description: The Kentucky Office of Highway Safety will continue an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in enforcing Kentucky seat belt laws. This includes event planning & coordination, facility rental, meals and plaques/awards). This recognition ceremony has proven to be effective in increasing police agency participation and motivation.
Budget: $25,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-26
Project Title: Occupant Protection Paid Media– COMPLETED (ERIN)
These funds will be used to develop and run a statewide occupant protection media campaign supporting the national *Click it or Ticket* campaign in May 2018. Creative elements will feature law enforcement officers in low seat belt usage rate counties and/or counties with a high rate of unrestrained fatalities and/or injuries. The following media formats will be considered for reaching target audiences in each county: 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.

As indicated in NHTSA's 8th edition of *Countermeasures That Work*, communications and outreach supporting enforcement are consistently demonstrated effective (5-star rating).
Budget: $125,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2018-00-00-27
Project Title: Occupant Protection Coordinator
Description: This position serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seat belts) and child passenger safety (CPS), motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center Committee Chair, grantees, staff and law makers.

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: $80,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Police Traffic Services Projects

Project Number: PT-2018-00-00-01 through PT-2018-00-00-04
Project Title: Kentucky Association of Chiefs of Police—Central, Eastern, Western, and Northern Law Enforcement Liaisons (LEL)
Description: Each grant will fund a full-time Law Enforcement Liaison to serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for designated counties within the Central, Eastern, Western and Northern regions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Each grant includes personnel costs, travel/training expenses and equipment.
Budget: $448,318.20 (NHTSA 402)

Project Number: PT-2018-00-00-05 through PT-2018-00-00-73
Project Title: Local Law Enforcement Police Traffic Services Programs
Description: These grants will allow 68 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Anderson, Boone, Bracken, Boyd, Boyle, Bell, Bullitt, Bourbon, Campbell, Catlettsburg, Christian, Clark, Carter, Calloway, Daviess, Edmonson, Fayette, Franklin, Floyd, Grant, Graves, Grayson, Garrard, Greenup, Harrison, Hopkins, Harlan, Harrison, Kenton, Knott, Larue, Laurel, Lyon, Jefferson, Johnson, Fayette, Madison, McCracken, Mason, Montgomery, Ohio,

Oldham, Owen, Perry, Pike, Pulaski, Rowan, Scott, Shelby, Trigg, Warren, Whitely, 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). 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: $ 951,700.00 (NHTSA 402)

Project Number: PT-2018-00-00-74
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: $75,000.00 (NHTSA 402)

Project Number: PT-2018-00-00-75
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: $507,600.00 (NHTSA 402)

Project Number: PT-2018-00-00-76
Project Title: ARIDE Law Enforcement Liaisons (LEL)
Project Title: Kentucky Association of Chiefs of Police—KSP / ARIDE

Description: This position will be responsible for statewide ARIDE training. The position also will serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for the entire state. Serves as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring KSP grantees' performance, and help coordinate traffic safety-related activities. Each grant includes personnel costs, travel/training expenses, equipment.
Budget: $100,000.00 (NHTSA 402)

Project Number: PT-2018-00-00-77
Project Title: Judicial Outreach Liaison (JOL)
Description: The duties of the Judicial Outreach Liaison (JOL) will include being a teacher, writer, community outreach advocate, consultant, liaison, reporter and spokesperson regarding impaired driving and other traffic issues for NHTSA. The JOL will work closely with NHTSA Judicial Fellows, NHTSA staff, ABA Judicial Division staff, and KOHS staff throughout the year to accomplish established goals that support NHTSA's impaired driving and other traffic safety activities.
Budget: $50,000.00 (NHTSA 402)

Project Number: PT-2018-00-HY-01
Project Title: Half Year grants to state and local law enforcement
Description: These grants will allow state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2018 and impaired driving during *Drive Sober or Get Pulled Over* in August and December. Kentucky State Police will cover remaining areas outside the selected agencies. Short-term, high visibility belt enforcement programs such as these for *Click it or Ticket* are designated a 5-star rating in the NHTSA publication, *Countermeasures That Work*, 7th edition. It also indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving.
Budget: $250,000.00 (NHTSA 402)

Project Number: PM-2018-00-00-01
Project Title: High Visibility Enforcement/Speed 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: radio, digital, social media, and special events to kick off the campaign and during Speed Week to coincide with increased enforcement efforts. According to the NHTSA publication, *Countermeasures That Work*, 8th edition, communication and outreach supporting enforcement for speeding/aggressive driving is a 3-star rated activity. As stated in the publication, "effective, high visibility communications and outreach are an essential part of successful speed and aggressive driving enforcement campaigns." These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/JMI Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- University of Louisville/Learfield Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Kentucky Sports Radio
- Tony & Dwight Show on WHAS

- Kentucky Public Radio (NPR)
- iHeart media

Budget: $185,000.00 (NHTSA 402)

Planning & Administration Projects

Project Number: PA-18-00-00-01
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: $250,000.00 (NHTSA 402)

Program Management

Project Number: CP-18-00-00-01
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)

Motorcycle Safety Media

Project Number: M9MA-2018-00-00-01
Project Title: Motorcycle Safety Paid Media (Share The Road)
Description: These funds will be used to purchase public awareness materials, events 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. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).
Budget: $60,000 (NHTSA 405F MAP-21 Funds/FAST Act)

Project Number: MC-2018-00-00-01
Project Title: Motorcycle Safety Awareness of Protective Equipment
Description: These funds will be used to purchase public awareness materials, events and/or media to promote helmet usage and protective equipment, in addition to promoting the Kentucky Motorcycle Program safety classes sponsored by the Motorcycle Safety Foundation. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Budget: $85,000 (NHTSA 402)

Traffic Records Projects

Project Number: M3DA-2018-00-00-01
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: $80,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2018-00-00-02
Project Title: University of Kentucky**,** KY Injury Prevention & Research Center – CRASH, Injury and Roadway Integration
Description: This project will integrate previously linked CRASH, hospital and emergency department records with Kentucky roadway files to support analyses. The project aims to link Kentucky's roadway databases to already-linked CRASH and injury files (emergency department visit and hospital discharges) for 2008-2014. These linked database will be used to assess the impact of cable median barriers on reduction of injury severity and prevention of specific types of injury. In particular we will look for reductions in potentially long-term disabling injuries such as traumatic brain and spinal cord injuries.
Budget: $92,595.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2018-00-00-03
Project Title: University of Kentucky, KY Injury Prevention & Research Center Improving Motor Vehicle Crash-Related Data Quality
Description: Provide analysis of KY trauma data, improve trauma data management system, and increase the number of hospitals reporting to KY Trauma Registry. The Kentucky Trauma Advisory Council will recruit four new hospitals as members of the trauma system. The new member hospitals will then initiate reporting to the state trauma registry.
The Trauma registry staff will perform a comprehensive evaluation of the state's trauma data to assure that reported cases meet national criteria and are coded consistently. The results of this evaluation will be presented to the Trauma Advisory Council for review, and the council will provide guidance regarding potential quality improvements. The trauma registrars at each participating hospital will have two opportunities for in-person training and will be encouraged to consult with staff as needed in the course of the year. Because there is considerable turnover in trauma registrar staffing, newly appointed registrars will be given the opportunity to participate in training as soon as feasible. Feedback from the registrars will be incorporated into training evaluations and planning for future educational programming.
Budget: $92,976.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2018-00-00-04
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. During the next fiscal

year, the project will increase the completeness and quality of EMS incident reports by adopting and implementing national and state validation rules, conduct analysis and publish findings. The Kentucky Board of Emergency Medical Services will publish the findings of report analysis looking at such elements as seatbelt usage, alcohol and drug use indicators, and transport times. KBEMS will also strive to educate external stakeholders on the robustness of EMS data and make it an accessible tool through the use of data sharing agreements to query EMS data for items such as severity of injury, and also identify trends.
Budget: $75,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2018-00-00-05
Project Title: University of Kentucky – Kentucky Transportation Center
- Improvement of Fatal Crash Analysis and Follow-up

Description: Assess, identify, and recommend actions to improve accuracy and completeness of fatal collision reporting. The project will review all fatal crash reports for 2016, analyze and document the consistency of investigation for fatal collisions and then compare results from police reported fatal collision data and FARS data to identify differences. Results from the analysis could be used to identify countermeasures (legislation, engineering, education, and enforcement, emergency medical) to reduce fatal crashes. In addition, a subset of all fatal crashes, those involving alcohol and drugs would be given special attention. Following analysis, recommendations will be given where appropriate to the processes and procedures in order to improve inconsistencies between police reported fatal collision data and FARS data. Also, recommend supplemental types of data for inclusion in fatal crash reports and identify countermeasures to reduce fatal crashes.
Budget: $75,004.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2018-00-00-06
Project Title: University of Kentucky – Kentucky Transportation Center
- Traffic Records Strategic Plan Implementation

Description: A new Kentucky traffic records strategic plan was developed during FY2017 and put into place June 30th, 2017. The University of Kentucky Transportation Center, in co-operation with both the Kentucky Traffic Records Advisory Committee (KTRAC) and the KY Office of Highway Safety, will continue to analyze, identify, refine, improve, and monitor status of performance metrics from the Traffic Records Strategic Plan. This project will continue the development and implementation of procedures for regularly monitoring the quality of traffic records in Kentucky. The procedures and data collection will facilitate the efforts of the KTRAC data quality improvement sub-committee team to effectively review the existing traffic records system, identify potential improvements, and report to the KTRAC membership. The research will update and advance the Traffic Records Implementation Plan (TRIP), which is being developed to assist the Kentucky traffic records community in meeting the goals and objectives identified in the Strategic Plan.
Budget: $75,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: M3DA-2018-00-00-07
Project Title: University of Kentucky – Kentucky Transportation Center
- Traffic Safety Data Service (KTSDS)

Description: Develop and execute a traffic records data and analysis quick response team at the Kentucky Transportation Center (KTC). The Kentucky Transportation Center has considerable resources and expertise for identifying and addressing safety concerns using a variety of traffic records databases and tools. The aim of this project is to increase access to

data from the six traffic record systems but more especially to increase access to expert resources with a more in-depth knowledge of the databases. Accordingly, KTC will develop and host a free traffic data service to enable users to "access an expert" to conduct small studies and get answers to traffic safety problems. These answers would ordinarily be out of reach due to a) difficulty and expense of contracting, or b) lack of awareness that such expert resources exist and are available to them. The project will also develop a website documenting and publicizing the service.
Budget: $28,606.00 (NHTSA 405C MAP-21 funds/FAST Act)

Project Number: FESX-2018-00-00-01
Project Title: Distracted Driving Paid Media
Description: These funds will pay a portion of in-house contracts with University of Kentucky and University of Louisville for distracted driving awareness messages at athletic events during specific months of the year.
Budget: $50,000 (NHTSA 405E FAST Act)

VII. State Traffic Safety/Records Information System Improvements

KY Strategic Highway Safety Plan/Traffic Records Strategic Plan:

The new Kentucky Traffic Records Strategic Plan was finalized and set in place on June 30, 2017. This new document, and project, was conducted as part of the Assessment Program for Kentucky Traffic Records grant through the KY Transportation Center (KTC) with the University of Kentucky Research Foundation.

The Kentucky Traffic Records Assessment was conducted between March and June of 2017, with the final report delivered on June 16th and the report out on June 26th, 2017. Any recommendations/considerations as a result of this Traffic Records Assessment will be incorporated into the new strategic plan as soon as possible. If strategies have not yet been developed to meet a particular recommendation/goal, Kentucky realizes its importance, and will identify partners best suited to assist in addressing each recommendation to develop the appropriate plan of action.

KTRAC (TRCC) Membership:

Christopher VanBrackel
Officer
Lexington-Fayette Police Department
Database – Crash, Citation/Adjudication

Drew Chandler
Database Administrator
Kentucky Board of Emergency Medical Services
Database – EMS/Injury Surveillance

Josh Wentz
Systems Consultant IT
KY Transportation Cabinet
Division of Planning
Database –Roadway

Andy Rush
Transportation Planner
Louisville Metropolitan Planning Organization
Database – Crash, Roadway

Brad Frazier
Traffic Engineer
City of Lexington, KY
Database – Roadway, Crash

Brent Sweger
Engineer, Division of Highway Design
KY Transportation Cabinet
Database – Roadway, Crash

Carla Crane
Executive Director
KY Office of Health Policy
Database – EMS/Injury Surveillance

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Engineer, Division of Maintenance
KY Transportation Cabinet
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David Holland
Sergeant
KY State Police, Criminal ID and Records
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Eric Green
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UK, KY Transportation Center
Database – Crash, Roadway

Paul Phillips
Director of Field Operations
Kentucky Board of Emergency Medical Services
Database – EMS/Injury Surveillance

Jamie Fiepke
President/CEO
KY Motor Transport Association
Database – Vehicle

Elizabeth Lucas
Director, Implementation & Court Services
KY Administrative Office of the Courts
Database – Citation/Adjudication

Larry Newton
Lieutenant/Commander

Matthew Cole
Director, Driver Licensing Division
KY Transportation Cabinet
Database – Driver

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Palmer Engineering
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Database – Roadway

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Michael Singleton
State Injury Surveillance Coordinator
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Linda Goodman
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Federal Motor Carrier Safety Association
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Todd Morrison
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Terry Runner
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Department of Criminal Justice Training
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KY Transportation Cabinet
Database – Crash

Ryan Fisher
Branch Manager, Highway Safety
KY Transportation Cabinet
Database – Crash

Matt McCoy
Program Manager, Highway Safety
KY Transportation Cabinet
Database – Crash

Monica Robertson
Data Coordinator
Kentucky Board of Emergency Medical Services
Database – EMS/Injury Surveillance

Jason Siwula
Assistant State Highway Engineer
KY Transportation Cabinet
Database – Roadway, Crash

KTRAC (TRCC) Executive and Technical Subcommittee and Chairs/Coordinators:

Ed Harding – KTRAC Co-Chair

Crash Subcommittee
Eric Green – Co-Chair
Sgt. Tim Moore – Co-Chair

Roadway Subcommittee
Keith Dotson – Chair
Josh Wentz – Co-Chair

Driver Subcommittee
Matthew Cole – Co-Chair
Michael Neal – Co-Chair

EMS and Injury Surveillance Subcommittee
Michael Singleton – Co-Chair
Drew Chandler – Co-Chair
Monica Robertson – Co-Chair

Nathan Dean – KTRAC Co-Chair

KY Traffic Records Systems Assessment/Need
Jarrod Stanley – Co- Chair
Reginald Souleyrette – Co-Chair
Ben Blandford – Co-Chair

Vehicle Subcommittee
Godwin Onodu – Chair
Stephanie Williams – Co-Chair

Citation/Adjudication Subcommittee
Elizabeth Lucas – Co-Chair
Kathy Schiflett – Co-Chair

KTRAC Meeting Schedule:

Past KTRAC Meetings
(dates no not include sub-committee meetings or strategic planning committee meetings)

September 6, 2016 – KY Transportation Cabinet – Frankfort, KY

February 2, 2017 – KY Transportation Cabinet – Frankfort, KY

March 7, 2017 – KY Transportation Cabinet – Frankfort, KY

June 26, 2017 – KY Transportation Cabinet – Frankfort, KY

Future Meetings Projected Schedule (other meetings will be scheduled as needed)
Sept. 2017, Nov./Dec. 2017, Feb. 2018, May 2018, Aug./Sept. 2018

VIII. Performance Report

General:

- In 2016, there were 141,209 crashes involving motor vehicles on Kentucky's public roadways. This is a 3.6% increase from 2015.
- During 2013 Kentucky recorded the lowest number of recorded fatalities since 1949, with 638. Despite this record low, for the third straight year Kentucky fatalities increased from the previous year. During 2016, there was a 9.6% increase in the total number of fatalities with 834. This increase seems to follow a trend seen in other states during 2016. As of June 15, 2017, Kentucky fatalities are down 8% when compared to the same time period for 2016 – 316 currently compared to 344 in 2016.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) also saw an increase last year of 9.6%, from 1.56 in 2015 to 1.71 in 2016. This rate is still much higher than the 2015 national rate of 1.12 per 100m VMT.
- Despite the increase in fatalities this past year, the number of serious injuries in Kentucky decreased 1% to 3,143 in 2016, compared to 3,175 2015.

Impaired Driving:

- During the last three years (2014-2016), alcohol-related fatalities comprised an average of about 22% of all motor vehicle fatalities.
- Initial data for 2016 suggests a decrease in the total alcohol-related fatalities of 27%, from 192 in 2015 to 140 in 2016.
- The following ten counties ranked highest (in order) in the number of alcohol-related collisions in 2015: Jefferson, Fayette, Kenton, Boone, Warren, Campbell, Daviess, Hardin, Pike and Madison.

Occupant Protection:

The statewide average seat belt usage rate (all front seat occupants) remained statistically the same during 2016, when compared to 2015, at 85%. The usage rate for drivers also remained constant at 86.7%.

- Although the gap in seat belt usage has narrowed between Kentucky and the U.S, Kentucky's rate is still below the national average of 90%. Surpassing 90% is the current goal set by the KY Office of Highway Safety.

- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2016 Kentucky seat belt survey indicated a usage rate of 79.9% on local roads, compared to 92.4% on limited access highways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 90.2% in both Jefferson and Kenton County to a low of 68.6% in Clay County.
- Usage of child restraints for children under four years of age was not collected in the 2016 survey. The 2012 survey found it to be 98%, and it has been above 95% since 2007. There has been discussion of a CPS survey to be conducted in the future.
- The restraint usage in pickup trucks also remained statistically constant this past year, from 78.4% in 2015 to 78.7% in 2016. Seat belt usage continues to be lower in pickups than in any other type of vehicle.
- Sixty-one percent of the vehicle occupants killed in 2016 in Kentucky were not restrained at the time of the collision.

Speeding:

- The number of speed-related crashes decreased by 0.7% from 2015 to 2016. The number of speeding-related fatalities also decreased by 13.5%, from 141 in 2015 to 122 in 2016.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 15% all fatal crashes in 2016 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 2016, 16-19 year old drivers were involved in about 14.5% of all crashes and 8.1% of fatal crashes, even though this age group makes up only 6.3% of licensed drivers* in the state (*2015 licensed drivers totals) .

Motorcycles:

- Initial data shows the number of motorcyclists killed in crashes also increased during the past year by 16%, from 91 fatalities in 2015 to 106 in 2016.
- Helmet usage among motorcyclists is approximately 59% in 2016 which is down from the rate of 62% in 2015. Kentucky had a statewide law requiring helmet the use of a helmet by a motorcyclist until it was repealed in 1998. Surveys before the repeal of the law found a helmet usage rate of over 95%.

Bicycles/Pedestrians:

- The number of bicyclists killed in Kentucky increased 28% this past year, from 7 fatalities in 2015 to 9 in 2016.
- The total number of pedestrian fatalities increased 26.8% this past year, from 67 during 2015 to 85 during 2016.
- The Kentucky Office of Highway Safety has recently hired a new Bike/Ped Program manager to address these safety concerns.
- The Office of Highway Safety also funds a Pedestrian safety grant through NHTSA funding to Jefferson County, which is the area of the state historically with the highest number of pedestrian fatalities.
- The Lexington, KY and Northern MPO districts also have Bike/Ped safety programs in place.

IX. Program Cost Summary and List of Projects

Program Area	Project Number	eMARS Contract #	eMARS Program	Description	Current Balance
NHTSA 402					
Planning and Administration					
	PA-2018-00-00-01		THSP18PA	KOHS Planning & Admin	$250,000.00
Planning and Administration Total					**$250,000.00**
Motorcycle Safety					
	MC-2018-00-00-01		THSP18MC	KOHS Motorcycle Safety	$85,000.00
Motorcycle Safety Total					**$85,000.00**
Occupant Protection (402)					
Occupant Protection 402 Total:					**$0.00**
Police Traffic Services (402)					
	PT-2018-00-00-01		THSP18PT	LEL - NORTH	$103,700.00
	PT-2018-00-00-02		THSP18PT	LEL - EAST	$115,700.00
	PT-2018-00-00-03		THSP18PT	LEL - WEST	$112,363.80
	PT-2018-00-00-04		THSP18PT	LEL - CENTRAL	$116,554.40
	PT-2018-00-00-76		THSP18PT	LEL- ARIDE	$100,000.00
	PT-2018-00-00-77		THSP18PT	JOL	$50,000.00
	PT-2018-00-00-05		THSP18PT	Anderson County Sheriff's Office	$10,000.00
	PT-2018-00-00-06		THSP18PT	Ashland Police Department	$9,000.00
	PT-2018-00-00-07		THSP18PT	Beaver Dam Police Department	$5,500.00
	PT-2018-00-00-08		THSP18PT	Boone Co Sheriff's Office	$45,000.00
	PT-2018-00-00-09		THSP18PT	Burnside Police Department	$7,150.00
	PT-2018-00-00-10		THSP18PT	Calloway Co Sheriff's Office	$11,000.00
	PT-2018-00-00-11		THSP18PT	Campbell Co Police Department	$22,000.00
	PT-2018-00-00-12		THSP18PT	Campbellsville Police Department	$19,800.00
	PT-2018-00-00-13		THSP18PT	Catlettsburg Police Department	$10,000.00
	PT-2018-00-00-14		THSP18PT	Christian Co Sheriff's Office	$8,000.00
	PT-2018-00-00-15		THSP18PT	Covington Police Department	$49,500.00
	PT-2018-00-00-16		THSP18PT	Cumberland Co. Sheriff's Office	$5,500.00
	PT-2018-00-00-17		THSP18PT	Danville Police Department	$8,800.00
	PT-2018-00-00-18		THSP18PT	Daviess Co Sheriff's Office	$15,400.00
	PT-2018-00-00-19		THSP18PT	Dayton Police Department	$3,300.00
	PT-2018-00-00-20		THSP18PT	Eddyville Police Department	$9,900.00
	PT-2018-00-00-21		THSP18PT	Edgewood Police Department	$5,000.00
	PT-2018-00-00-22		THSP18PT	Edmonson Co Sheriff's Office	$4,500.00
	PT-2018-00-00-23		THSP18PT	Erlanger Police Department	$20,900.00
	PT-2018-00-00-24		THSP18PT	Flatwoods Police Department	$8,000.00
	PT-2018-00-00-25		THSP18PT	Frankfort Police Department	$41,800.00
	PT-2018-00-00-26		THSP18PT	Ft Mitchell Police Department	$11,000.00
	PT-2018-00-00-27		THSP18PT	Ft Thomas Police Department	$11,000.00
	PT-2018-00-00-28		THSP18PT	Ft Wright Police Department	$4,400.00
	PT-2018-00-00-29		THSP18PT	Georgetown Police Department	$13,200.00
	PT-2018-00-00-30		THSP18PT	Graves Co Sheriff's Office	$7,000.00
	PT-2018-00-00-31		THSP18PT	Grayson Co Sheriff's Office	$6,600.00
	PT-2018-00-00-32		THSP18PT	Grayson Police Department	$9,900.00
	PT-2018-00-00-33		THSP18PT	Harrison County Sheriff's Office	$8,800.00
	PT-2018-00-00-34		THSP18PT	Hazard Police Department	$18,150.00
	PT-2018-00-00-35		THSP18PT	Hillview Police Department	$5,500.00
	PT-2018-00-00-36		THSP18PT	Johnson Co Sheriff's Office	$11,000.00
	PT-2018-00-00-37		THSP18PT	Kenton County Police Department	$7,700.00
	PT-2018-00-00-38		THSP18PT	Knott Co Sheriff's Office	$7,000.00
	PT-2018-00-00-39		THSP18PT	LaGrange Police Department	$5,500.00
	PT-2018-00-00-40		THSP18PT	Lakeside Park- Crestview Hills Police Department	$4,400.00
	PT-2018-00-00-41		THSP18PT	Lancaster Police Department	$7,700.00
	PT-2018-00-00-42		THSP18PT	Lawrenceburg Police Department	$16,500.00
	PT-2018-00-00-43		THSP18PT	Lexington Urban Co Government Police Department	$49,500.00
	PT-2018-00-00-44		THSP18PT	Louisville Metro Police Department	$77,000.00
	PT-2018-00-00-45		THSP18PT	London Police Department	$25,000.00
	PT-2018-00-00-46		THSP18PT	Loyall Police Department	$6,000.00
	PT-2018-00-00-47		THSP18PT	Ludlow Police Department	$4,000.00
	PT-2018-00-00-48		THSP18PT	Lyon Co Sheriff's Office	$7,700.00
	PT-2018-00-00-49		THSP18PT	Madison Co. Sheriff's Office	$33,000.00

	PT-2018-00-00-50		THSP18PT	Madisonville Police Department	$9,900.00
	PT-2018-00-00-51		THSP18PT	Maysville Police Department	$7,700.00
	PT-2018-00-00-52		THSP18PT	McCracken Co Sheriff's Office - WITHDRAWN	$8,800.00
	PT-2018-00-00-53		THSP18PT	Morehead Police Department	$6,600.00
	PT-2018-00-00-54		THSP18PT	Mt. Sterling Police Department	$7,000.00
	PT-2018-00-00-55		THSP18PT	Newport Police Department	$9,900.00
	PT-2018-00-00-56		THSP18PT	Nicholasville Police Department	$22,000.00
	PT-2018-00-00-57		THSP18PT	Owen Co Sheriff's Office	$5,500.00
	PT-2018-00-00-58		THSP18PT	Owensboro Police Department	$34,100.00
	PT-2018-00-00-59		THSP18PT	Paducah Police Department	$25,300.00
	PT-2018-00-00-60		THSP18PT	Paris Police Department	$13,000.00
	PT-2018-00-00-61		THSP18PT	Pike Co Sheriff's Office	$7,700.00
	PT-2018-00-00-62		THSP18PT	Pineville Police Department	$7,000.00
	PT-2018-00-00-63		THSP18PT	Raceland Police Department	$9,000.00
	PT-2018-00-00-64		THSP18PT	Radcliff Police Department	$20,900.00
	PT-2018-00-00-65		THSP18PT	Shelbyville Police Department	$5,500.00
	PT-2018-00-00-66		THSP18PT	Shepherdsville Police Department	$6,000.00
	PT-2018-00-00-67		THSP18PT	Southgate Police Department	$4,400.00
	PT-2018-00-00-68		THSP18PT	Stanford Police Department	$5,500.00
	PT-2018-00-00-69		THSP18PT	Versailles Police Department	$18,000.00
	PT-2018-00-00-70		THSP18PT	Warren Co Sheriff's Office	$10,000.00
	PT-2018-00-00-71		THSP18PT	West Point Police Department	$5,500.00
	PT-2018-00-00-72		THSP18PT	Wilder Police Department	$8,800.00
	PT-2018-00-00-73		THSP18PT	Williamsburg Police Department	$16,000.00
	PT-2018-00-00-74		THSP18PT	UK-KY Crash Analysis	$75,000.00
	PT-2018-00-00-75		THSP18PT	KSP-PT	$507,600.00
Police Traffic Services Total					**$2,132,618.20**

Police Traffic Services Half Year Grants					
	PT-2018-00-HY-01		THSP18HY	Half Year Grants	$250,000.00
Police Traffic Services Half Year Grants Total					**$250,000.00**
Impaired Driving					
Impaired Driving Total					**$0.00**
Community Traffic Safety Project					
	CP-2018-00-00-01		THSP18PM	KOHS Program Management Positions	$350,000.00
Community Traffice Safety Total					**$350,000.00**
Driver Education					
	DE-2018-HP-00-00		NA	402 Undesignated	$0.00
Driver Education Total					**$0.00**
Driver Licensing					
	DL-2018-00-00-00		NA	402 State Match	$0.00
Driver Licensing Total					**$0.00**
Paid Advertising					
	PM-2018-00-00-01		THSP18HV	High Visibility Media Campaign	$185,000.00
Paid Advertising Total					**$185,000.00**
	NHTSA 402 TOTAL				**$3,252,618.20**
405C Data					
Traffic Records					
	M3DA-2018-00-00-01		THSP18TR	Traffic Records Coordinator	$80,000.00
	M3DA-2018-00-00-02		THSP18M3	KIPRC CRASH, Injury and Roadway Integration	$92,595.00
	M3DA-2018-00-00-03		THSP18M3	KIPRC Improving Motor Vehicle Crash-Related Data Qu	$92,976.00
	M3DA-2018-00-00-04		THSP18M3	KEMSIS	$75,000.00
	M3DA-2018-00-00-05		THSP18M3	UK-KTC Improvement of Fatal Crash Analysis and Follo	$75,004.00
	M3DA-2018-00-00-06		THSP18M3	UK-KTC Traffic Records Strategic Plan Implementation	$75,000.00
	M3DA-2018-00-00-07		THSP18M3	UK-KTC Kentucky Traffic Safety Data Service-KTSDS	$28,606.00
Traffic Records Total					**$519,181.00**
NHTSA 405C Total:					**$519,181.00**

405B OP Low					
Occupant Protection (405B)					
	M2HVE-2018-00-00-01		THSP18M2	Ballard Co Sheriff's Office	$7,000.00
	M2HVE-2018-00-00-02		THSP18M2	Barbourville Police Department	$8,000.00
	M2HVE-2018-00-00-03		THSP18M2	Bourbon Co Sheriff's Office	$7,000.00
	M2HVE-2018-00-00-04		THSP18M2	Cave City Police Department	$7,000.00
	M2HVE-2018-00-00-05		THSP18M2	Ferguson Police Department	$5,500.00
	M2HVE-2018-00-00-06		THSP18M2	Glasgow Police Department	$20,900.00
	M2HVE-2018-00-00-07		THSP18M2	Harrodsburg Police Department	$8,800.00
	M2HVE-2018-00-00-08		THSP18M2	Hodgenville Police Department	$11,000.00
	M2HVE-2018-00-00-09		THSP18M2	Louisa Police Department	$3,500.00
	M2HVE-2018-00-00-10		THSP18M2	Oldham County Police Department	$48,000.00
	M2HVE-2018-00-00-11		THSP18M2	Pikeville Police Department	$28,000.00
	M2HVE-2018-00-00-12		THSP18M2	Richmond Police Department	$17,500.00
	M2HVE-2018-00-00-13		THSP18M2	Somerset Police Department	$22,000.00
	M2HVE-2018-00-00-14		THSP18M2	UK-KYTC Seat Belt Survey	$80,450.00
	M2HVE-2018-00-00-15		THSP18M2	KSP-OP	$142,660.00
	M2HVE-2018-00-00-16		THSP18NL	Marshall County Health Department	$28,500.00
	M2HVE-2018-00-00-17		THSP18NL	Madison County Health Department	$42,500.00
	M2HVE-2018-00-00-18		THSP18NL	Nortons Children's Hospital	$47,500.00
	M2HVE-2018-00-00-19		THSP18NL	Cumberland Valley ADD	$22,500.00
	M2HVE-2018-00-00-20		THSP18NL	Bracken County Health Department	$6,500.00
	M2HVE-2018-00-00-21		THSP18NL	City of Glasgow Health Department	$9,500.00
	M2HVE-2018-00-00-22		THSP18NL	CPS Coordinator	$53,000.00
	M2HVE-2018-00-00-23		THSP18FT	Frankfort PD Full Time Enforcement	$135,000.00
	M2HVE-2018-00-00-24		THSP18LS	Lifesavers	$50,000.00
Occupant Protection 405B Total:					**$812,310.00**
CIOT Campaign					
	M2HVE-2018-00-00-25		THSP18CA	CIOT Awards	$25,000.00
CIOT Total:					**$25,000.00**
405B Paid Media					
	M2HVE-2018-00-00-26		THSP18CM	CIOT Paid Media	$125,000.00
405B Paid Media Total					**$125,000.00**
	M2HVE-2018-00-00-27		THSP18OC	Occupant Protection Coordinator	**$80,000.00**
Occupant Protection 405B Total:					**$1,042,310.00**
405D Impaired Driving Mid					
Impaired Driving (405D)					
	M5HVE-2018-00-00-01		THSP18M5	Bellevue Police Department	$4,400.00
	M5HVE-2018-00-00-02		THSP18M5	Benton Police Department	$8,800.00
	M5HVE-2018-00-00-03		THSP18M5	Boyd Co Sheriff's Office	$16,500.00
	M5HVE-2018-00-00-04		THSP18M5	Cadiz Police Department	$8,800.00
	M5HVE-2018-00-00-05		THSP18M5	Cincinnati/NKY Airport Police Department	$9,900.00
	M5HVE-2018-00-00-06		THSP18M5	Clark County Sheriff's Office	$16,500.00
	M5HVE-2018-00-00-07		THSP18M5	Florence Police Department	$45,000.00
	M5HVE-2018-00-00-08		THSP18M5	Franklin Co. Sheriff's Office	$36,850.00
	M5HVE-2018-00-00-09		THSP18M5	Greenville Police Department	$5,500.00
	M5HVE-2018-00-00-10		THSP18M5	Harlan Police Department	$8,000.00
	M5HVE-2018-00-00-11		THSP18M5	Henderson Police Department	$12,000.00
	M5HVE-2018-00-00-12		THSP18M5	Hopkinsville Police Department	$15,400.00
	M5HVE-2018-00-00-13		THSP18M5	Jackson Police Department	$8,000.00
	M5HVE-2018-00-00-14		THSP18M5	Larue Co. Sheriff's Office	$9,900.00
	M5HVE-2018-00-00-15		THSP18M5	Laurel Co Sheriff's Office	$51,700.00
	M5HVE-2018-00-00-16		THSP18M5	Leitchfield Police Department	$12,100.00
	M5HVE-2018-00-00-17		THSP18M5	Lexington Urban Co Government Police Department	$46,200.00
	M5HVE-2018-00-00-18		THSP18M5	Louisville Metro Police Department	$66,000.00
	M5HVE-2018-00-00-19		THSP18M5	Marshall Co Sheriff's Office	$17,600.00
	M5HVE-2018-00-00-20		THSP18M5	Mayfield Police Department	$8,800.00
	M5HVE-2018-00-00-21		THSP18M5	Mt Washington Police Department	$9,900.00
	M5HVE-2018-00-00-22		THSP18M5	Murray Police Department	$13,000.00
	M5HVE-2018-00-00-23		THSP18M5	Nelson Co Sheriff's Office/Bardstown Police Departme	$33,000.00
	M5HVE-2018-00-00-24		THSP18M5	Prestonsburg Police Department	$10,000.00
	M5HVE-2018-00-00-25		THSP18M5	Shelby Co Sheriff's Office	$7,000.00
	M5HVE-2018-00-00-26		THSP18M5	Shively Police Department	$14,300.00
	M5HVE-2018-00-00-27		THSP18M5	Thompkinsville Police Department	$7,700.00
	M5HVE-2018-00-00-28		THSP18M5	Woodford County Sheriff's Office	$7,500.00

	M5HVE-2018-00-00-29		THSP18M5	KSP-Nighthawk	$525,000.00
	M5HVE-2018-00-00-30		THSP18M5	Department of Criminal Justice	$100,000.00
	M5HVE-2018-00-00-31		THSP18M5	Office of Attorney General	$200,000.00
	M5HVE-2018-00-00-32		THSP18IA	Impaired Driving Awards	$25,000.00
	M5HVE-2018-00-00-33		THSP18IM	Impaired Driving Media	$805,000.00
Impaired Driving Total					**$2,165,350.00**
	M5HVE -2018 -00-00-34		THSP18IC	Impaired Driving Coordinator	**$80,000.00**
Impaired Driving 405D Total:					**$2,245,350.00**
405F Motorcycle Safety					
Motorcycle Safety 405F					
	M9MA-2018-00-00-01		THSP18M9	Motorcycle Safety Paid Media	$60,000.00
Motorcycle Safety 405F Total					**$60,000.00**
405E Distracted Driving					
Distracted Driving Med	FESX-2018-00-00-01		THSP18DD	Distracted Driving Media	$50,000.00
Distracted Driving 405E Total					**$50,000.00**
TOTAL					**$7,169,459.20**

X. 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: 2017**

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.

<u>NONDISCRIMINATION</u>
(applies to subrecipients as well as States)

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

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

The State will provide a drug-free workplace by:

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

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

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

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

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

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

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

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

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

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

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

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

Instructions for Primary Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

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

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

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

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

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

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

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

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

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

POLICY ON SEAT BELT USE

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

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease 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 — Date: 6/20/17

Secretary Greg Thomas, Kentucky Transportation Cabinet
Printed name of Governor's Representative for Highway Safety

X. APPENDIX

Matthew G. Bevin
Governor

COMMONWEALTH OF KENTUCKY
TRANSPORTATION CABINET
Frankfort, Kentucky 40622
www.transportation.ky.gov/

Greg Thomas
Secretary

Evidence-Based Traffic Safety Enforcement Program

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

Data-driven Problem Identification

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

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

Implementation of Evidence-based Strategies

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

Continuous Monitoring

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

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

2013-2015 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	60	72	40	72	56	71	53	82	89	97	9360.7	71
ALLEN	56	57	50	75	44	60	73	73	56	56	8652.2	61
ANDERSON	52	53	100	63	88	53	54	51	52	70	9503.6	73
BALLARD	109	98	78	91	19	85	98	104	60	92	11404.0	90
BARREN	25	23	11	32	84	26	19	30	21	26	4059.9	24
BATH	91	107	72	102	107	98	36	108	93	97	12520.6	102
BELL	38	41	36	38	35	33	17	55	52	35	5231.7	32
BOONE	4	4	16	10	112	4	6	4	3	3	2365.2	8

2013-2015 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	58	45	45	87	69	43	52	36	63	43	8298.9	57
BOYD	20	17	40	18	41	23	4	28	26	15	3411.9	17
BOYLE	35	33	50	69	90	44	23	39	42	35	7234.6	48
BRACKEN	108	89	78	82	8	85	97	77	76	74	10576.1	81
BREATHITT	81	76	32	72	18	67	64	73	96	66	8515.4	59
BRECKINRIDGE	59	84	33	37	4	82	62	97	99	83	7660.4	53
BULLITT	10	11	14	9	70	12	18	25	6	10	2426.6	10
BUTLER	86	73	45	75	43	63	91	57	62	88	9216.5	68

2013-2015 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	87	63	59	63	38	90	92	53	46	50	8708.3	62
CALLOWAY	26	28	24	36	34	28	59	34	43	26	4750.1	29
CAMPBELL	8	7	30	11	53	6	13	8	12	12	2439.4	11
CARLISLE	117	111	100	107	17	111	113	94	98	92	13382.6	108
CARROLL	96	61	59	65	96	57	68	58	37	66	8991.1	66
CARTER	41	50	38	48	95	51	28	41	48	40	6573.0	44
CASEY	71	86	40	57	9	72	57	92	79	94	8343.3	58
CHRISTIAN	11	12	21	8	63	13	14	11	15	11	2401.8	9

2013-2015 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	30	26	38	41	87	32	29	32	35	28	5529.8	35
CLAY	54	64	27	25	3	42	66	49	85	38	5306.6	34
CLINTON	99	109	100	111	102	110	61	111	108	105	14286.4	111
CRITTENDEN	103	93	78	65	2	92	100	94	82	75	10267.3	78
CUMBERLAND	114	110	106	98	25	107	82	102	105	97	13104.7	106
DAVIESS	7	6	14	5	39	7	15	10	11	7	1639.1	3
EDMONSON	92	90	100	60	14	92	102	69	93	97	10831.5	82
ELLIOTT	110	115	119	114	106	116	119	113	117	113	15976.2	118

2013-2015 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	77	104	68	110	80	102	84	110	116	108	13362.2	107
FAYETTE	2	2	2	2	50	2	2	1	2	2	841.4	2
FLEMING	75	83	95	107	105	92	67	85	86	97	13089.4	105
FLOYD	27	32	8	55	93	14	11	37	41	31	5084.9	30
FRANKLIN	19	16	100	13	59	15	40	19	23	29	5286.8	33
FULTON	116	108	106	109	55	105	106	116	95	108	14320.4	112
GALLATIN	106	80	87	69	108	90	96	86	28	75	11104.6	86
GARRARD	68	65	78	97	85	69	86	54	92	83	11503.2	92

2013-2015 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	38	72	57	117	50	75	13	36	31	7994.5	55
GRAVES	28	29	24	14	20	36	9	21	43	21	3076.7	14
GRAYSON	43	42	26	45	54	41	60	68	50	38	6275.9	40
GREEN	94	100	40	102	22	104	83	106	103	97	11459.4	91
GREENUP	29	40	59	50	83	46	27	44	67	48	7240.0	50
HANCOCK	105	105	113	102	94	108	114	98	67	105	14182.8	110
HARDIN	6	8	3	4	78	8	20	7	5	5	1730.8	5
HARLAN	37	51	33	52	45	34	33	69	66	53	6538.7	42

2013-2015 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	62	52	72	61	21	45	89	56	72	79	8728.3	63
HART	61	48	50	42	92	57	88	45	10	75	7544.1	52
HENDERSON	21	15	59	14	46	21	31	27	17	17	4006.6	23
HENRY	73	62	68	75	103	62	74	42	24	70	9354.2	69
HICKMAN	118	115	110	120	118	114	43	113	99	118	15072.4	115
HOPKINS	22	20	18	23	81	25	30	12	22	25	3755.7	20
JACKSON	83	92	78	61	7	92	41	86	99	66	9354.4	70
JEFFERSON	1	1	1	1	29	1	1	2	1	1	486.7	1

2013-2015 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	18	21	21	26	37	17	22	16	29	16	3218.6	16
JOHNSON	51	56	50	90	86	53	8	77	80	79	9423.2	72
KENTON	3	3	11	3	91	3	3	3	4	4	1694.2	4
KNOTT	70	82	87	82	60	67	37	90	84	62	10365.8	79
KNOX	32	44	27	33	31	29	32	33	49	37	4598.3	27
LARUE	78	74	95	98	110	74	79	60	57	94	12081.1	99
LAUREL	16	14	11	16	99	16	47	14	9	24	3458.8	19
LAWRENCE	72	88	87	91	100	89	58	98	78	66	11772.6	94

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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)
LEE	111	112	100	113	52	111	107	117	113	120	14709.9	114
LESLIE	95	114	95	101	73	118	105	109	112	113	14173.4	109
LETCHER	50	75	59	39	23	61	26	92	54	78	7203.8	47
LEWIS	80	106	72	79	32	108	76	104	89	110	11383.8	89
LINCOLN	47	60	45	56	47	64	49	63	65	53	7533.4	51
LIVINGSTON	102	96	87	82	48	85	108	71	72	63	11119.7	87
LOGAN	42	49	36	54	65	59	45	49	46	42	6784.4	45
LYON	107	79	95	88	114	79	103	63	38	70	11803.3	95

2013-2015 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	19	6	42	11	25	9	13	8	2057.2	7
MCCREARY	63	87	68	50	13	74	38	77	108	79	8565.2	60
MCLEAN	101	94	113	82	30	100	115	81	75	83	12206.5	101
MADISON	9	9	6	12	101	10	21	6	8	9	2497.4	12
MAGOFFIN	85	95	50	67	15	77	78	98	105	97	9842.8	75
MARION	57	58	45	95	62	51	80	90	59	56	9691.6	74
MARSHALL	34	36	7	31	61	37	65	29	33	22	4470.1	26
MARTIN	88	113	113	118	120	114	116	113	111	116	15912.9	117

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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)
MASON	67	43	50	52	28	38	94	34	58	43	7074.9	46
MEADE	36	59	30	44	26	40	69	58	86	53	6552.3	43
MENIFEE	115	117	113	117	111	113	109	117	115	97	15699.9	116
MERCER	53	54	72	67	67	47	81	46	67	60	8959.4	65
METCALFE	100	85	59	91	36	99	101	101	70	90	11347.6	88
MONROE	97	119	117	116	119	120	117	119	119	118	16258.5	119
MONTGOMERY	40	34	45	28	27	39	56	40	40	63	5563.0	36
MORGAN	82	101	106	72	40	100	90	75	105	113	12030.7	98

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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	31	72	27	51	30	51	43	30	48	6006.1	38
NELSON	24	25	17	34	74	22	34	31	31	20	4346.1	25
NICHOLAS	113	103	87	79	1	84	93	107	114	110	11833.1	96
OHIO	48	47	59	34	76	56	12	47	39	50	6354.0	41
OLDHAM	14	24	40	29	89	35	10	26	16	40	4725.9	28
OWEN	98	97	78	75	5	92	71	84	103	83	10518.1	80
OWSLEY	119	118	106	114	24	118	110	111	117	105	14520.9	113
PENDLETON	76	67	110	82	33	73	99	63	88	43	10954.5	83

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PERRY	39	37	21	48	64	27	55	60	51	43	6104.6	39
PIKE	15	19	4	23	66	8	7	15	18	14	2561.3	13
POWELL	90	69	50	39	6	77	72	96	80	56	7854.0	54
PULASKI	13	13	10	21	77	20	35	18	32	13	3429.5	18
ROBERTSON	120	120	119	119	104	117	120	119	120	116	16362.4	120
ROCKCASTLE	69	55	59	57	116	65	48	51	20	56	8225.1	56
ROWAN	49	35	68	18	12	47	39	38	43	30	5147.6	31
RUSSELL	65	68	50	111	113	70	16	102	72	70	10988.0	85

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SCOTT	17	18	8	16	75	18	46	17	14	19	3150.7	15
SHELBY	23	22	27	22	97	19	24	20	19	18	3970.9	22
SIMPSON	64	46	59	42	82	55	95	22	25	43	7239.0	49
SPENCER	66	81	110	79	49	88	111	63	108	60	11749.3	93
TAYLOR	45	39	78	69	79	47	63	47	71	31	8768.2	64
TODD	89	91	78	100	71	74	104	75	76	79	11857.7	97
TRIGG	79	66	87	88	109	65	87	63	55	50	10978.6	84
TRIMBLE	104	102	95	95	16	92	112	88	102	63	12116.0	100

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UNION	74	71	117	45	11	80	118	62	63	83	9996.3	77
WARREN	5	5	5	6	98	5	5	5	7	6	1882.7	6
WASHINGTON	93	78	87	47	10	82	44	77	82	94	9108.6	67
WAYNE	55	70	33	91	58	80	70	71	89	90	9964.6	76
WEBSTER	84	77	78	102	115	103	85	88	60	88	12622.6	103
WHITLEY	31	27	19	20	68	24	50	22	26	22	3929.5	21
WOLFE	112	99	87	102	72	105	42	82	97	110	12647.8	104
WOODFORD	44	30	50	30	57	31	77	24	33	34	5668.0	37