Highway Safety Plan and Strategies

Kentucky Office of Highway Safety
# Table of Contents

Introduction.................................................................................................................................................. 4  
State Demographic Profile.......................................................................................................................... 4  
Executive Summary ..................................................................................................................................... 4  
Mission Statement ...................................................................................................................................... 4  
Organizational Chart ................................................................................................................................. 5  
Highway Safety Planning Process ............................................................................................................ 6  
Crash Data Collection and Analysis ........................................................................................................... 6  
Performance Plan: Data Trends & Performance Goals & Objectives ............................................................. 10  
  Kentucky Performance Measures & Crash Data ......................................................................................... 10  
  Performance Goal Statements .................................................................................................................... 11  
  Goal Statements for Core Outcome Measures ......................................................................................... 12  
  Goal Statement for Core Behavior Measure ............................................................................................ 23  
  Activity Measures for Reporting ............................................................................................................. 23  
Grants Management Strategies and Programs ............................................................................................ 24  
  Summary ................................................................................................................................................ 24  
  Highway Safety Planning and Administration ........................................................................................... 24  
  Planning and Administration Projects .................................................................................................... 24  
  Impaired Driving .................................................................................................................................. 24  
  IMPAIREDE DRIVING TASKFORCE ....................................................................................................... 26  
  Impaired Driving Projects ....................................................................................................................... 27  
  Occupant Protection ............................................................................................................................... 29  
  Occupant Protection Taskforce .............................................................................................................. 31  
  Occupant Protection Projects ................................................................................................................. 39  
  Police Traffic Services ............................................................................................................................ 43  
  Police Traffic Services Projects .............................................................................................................. 43  
  Motorcycle Safety .................................................................................................................................. 47  
  Motorcycle Safety Projects ..................................................................................................................... 49  
  Distracted Driving .................................................................................................................................. 52  
  State Traffic Safety Records & Information System Improvements ........................................................... 52  
  Traffic Records Projects ......................................................................................................................... 56  
Education Branch Programs and Strategies ............................................................................................... 58  
  Summary ................................................................................................................................................ 58  
  Education (General Public) ....................................................................................................................... 59  
  Education (Public Service Announcements) ............................................................................................. 59
Education (Transportation Cabinet Employees) ................................................................. 59
Education Emphasis Areas .............................................................................................. 59
Performance Report ........................................................................................................ 64
  Overview ...................................................................................................................... 64
  Occupant Protection .................................................................................................... 64
  Speeding ...................................................................................................................... 65
  Young Drivers ............................................................................................................. 65
  Motorcycles ................................................................................................................ 65
  Bicycles/Pedestrians .................................................................................................. 65
Program Cost Summary and Project List ......................................................................... 66
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 4,454,189 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, and 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, and of those, 35% are maintained by the state. In 2017, there were approximately 4,686,425 actively registered vehicles and 3,029,706 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 2019 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. The Office of Highway Safety resides 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. Under the FAST ACT requirements, The Kentucky Office of Highway Safety is designated as the lead state agency for maintaining aggregate expenditures above or at the average of 2014 and 2015 levels in Impaired Driver, Occupant Protection and Traffic Records Coordination 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).
The Kentucky Office of Highway Safety has two divisions housed within the office. The Division of Highway Safety Programs, which consist of the Grants Management Branch, which is responsible for NHTSA programs and the Safety Education Branch, which is responsible for community outreach programs and data analysis. The Division of Incident Management, which consist of the Transportation Operations Center, which is responsible for over watch and response to infrastructure issues and dispatch for services during major events and the Roadway Assistance Branch, which is responsible for the SAFE Patrol assistance programs, which provides travels aid at the road side and mitigates potential crashes and incidents along several interstate and parkway corridors across the Commonwealth of Kentucky.
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 able to provide this information to the departments within the Transportation Cabinet in turn, as well as responding 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 (2014-2016) 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 100M VMT
- 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 2019, a total of 136 external grant applications were received. 122 of those were enforcement proposals, 14 were non-enforcement proposals to include education, data, child passenger safety or other project proposals. Kentucky Office of Highway Safety review, Traffic Records Data Committee review, and final review by the Governor’s Representative for Highway Safety resulted in approval of 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 KOHS typically will require enhanced reporting and/or monitoring to better track the project progress.

The KOHS and KYTC Planning and Operations Division, responsible for the collaborative setting of the HSIP and HSP have aligned the fatality goal of 737, fatality rate per 100vmt at 1.50, and serious injuries at 2,991. For the Highway Safety Plan and the Highway Safety Improvement Project.

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 2018. 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 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 HSP related to enforcement, education and public awareness support the SHSP.
PERFORMANCE PLAN: DATA TRENDS & PERFORMANCE GOALS & OBJECTIVES

KENTUCKY PERFORMANCE MEASURES & CRASH DATA

2013-2017 Yearly Totals

Source: 2008-2016 STSI/UK Transportation Center, *2017 Preliminary State Crash Data

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities</td>
<td>825</td>
<td>791</td>
<td>760</td>
<td>720</td>
<td>746</td>
<td>638</td>
<td>672</td>
<td>761</td>
<td>834</td>
<td>782</td>
</tr>
<tr>
<td>Fatality Rate per 100M VMT</td>
<td>1.74</td>
<td>1.67</td>
<td>1.58</td>
<td>1.50</td>
<td>1.58</td>
<td>1.36</td>
<td>1.56</td>
<td>1.7</td>
<td>1.59</td>
<td></td>
</tr>
<tr>
<td>Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)</td>
<td>381</td>
<td>352</td>
<td>310</td>
<td>306</td>
<td>309</td>
<td>245</td>
<td>285</td>
<td>308</td>
<td>318</td>
<td>308</td>
</tr>
<tr>
<td>Serious Injuries</td>
<td>4,620</td>
<td>4,491</td>
<td>4,057</td>
<td>3,873</td>
<td>3,825</td>
<td>3,175</td>
<td>3,154</td>
<td>3,175</td>
<td>3,114</td>
<td>3,007</td>
</tr>
<tr>
<td>Fatalities involving a driver or motorcycle operator with .08+ BAC</td>
<td>186</td>
<td>192</td>
<td>168</td>
<td>172</td>
<td>169</td>
<td>166</td>
<td>171</td>
<td>188</td>
<td>175</td>
<td>137</td>
</tr>
<tr>
<td>Speeding – Related Fatalities</td>
<td>154</td>
<td>154</td>
<td>154</td>
<td>141</td>
<td>151</td>
<td>125</td>
<td>125</td>
<td>140</td>
<td>138</td>
<td>131</td>
</tr>
<tr>
<td>Motorcyclist Fatalities</td>
<td>101</td>
<td>86</td>
<td>96</td>
<td>71</td>
<td>106</td>
<td>87</td>
<td>86</td>
<td>91</td>
<td>111</td>
<td>85</td>
</tr>
<tr>
<td>Unhelmeted Motorcyclist Fatalities</td>
<td>60</td>
<td>50</td>
<td>58</td>
<td>42</td>
<td>68</td>
<td>59</td>
<td>48</td>
<td>61</td>
<td>76</td>
<td>53</td>
</tr>
<tr>
<td>Drivers Age 20 or Younger in Fatal Crashes</td>
<td>122</td>
<td>133</td>
<td>114</td>
<td>86</td>
<td>88</td>
<td>80</td>
<td>79</td>
<td>89</td>
<td>93</td>
<td>93</td>
</tr>
<tr>
<td>Pedestrian Fatalities</td>
<td>66</td>
<td>41</td>
<td>61</td>
<td>50</td>
<td>49</td>
<td>55</td>
<td>57</td>
<td>67</td>
<td>81</td>
<td>90</td>
</tr>
<tr>
<td>Bicyclist Fatalities</td>
<td>6</td>
<td>5</td>
<td>7</td>
<td>2</td>
<td>6</td>
<td>3</td>
<td>4</td>
<td>7</td>
<td>9</td>
<td>7</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Observed Seat Belt Usage Rate (front seat outboard for passenger vehicles)</td>
<td>73.3</td>
<td>79.7</td>
<td>80.3</td>
<td>82.2</td>
<td>83.7</td>
<td>85</td>
<td>86.1</td>
<td>86.7</td>
<td>86.5</td>
<td>86.8</td>
</tr>
</tbody>
</table>

* 2017 preliminary state data

2013-2017 Five Year Moving Averages

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatalities (5 year moving average)</td>
<td>731</td>
<td>707</td>
<td>707</td>
<td>730</td>
<td>737</td>
<td>737</td>
</tr>
<tr>
<td>Fatality Rate per 100M VMT (5 year moving average)</td>
<td>1.54</td>
<td>1.48</td>
<td>1.48</td>
<td>1.52</td>
<td>1.52</td>
<td>1.50</td>
</tr>
<tr>
<td>Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)</td>
<td>304</td>
<td>291</td>
<td>291</td>
<td>293</td>
<td>293</td>
<td>286</td>
</tr>
<tr>
<td>Serious Injuries (5 year moving average)</td>
<td>3,884</td>
<td>3,617</td>
<td>3,440</td>
<td>3,289</td>
<td>3,125</td>
<td>2,991</td>
</tr>
<tr>
<td>Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving)</td>
<td>173</td>
<td>169</td>
<td>173</td>
<td>174</td>
<td>167</td>
<td>167</td>
</tr>
<tr>
<td>Speeding – Related Fatalities (5 year moving average)</td>
<td>145</td>
<td>139</td>
<td>136</td>
<td>136</td>
<td>132</td>
<td>126</td>
</tr>
</tbody>
</table>
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 2013-2017.

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 2019 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.

<table>
<thead>
<tr>
<th>Performance Goal Statements</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 2013-2017. 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 2019 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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Motorcyclist Fatalities</th>
<th>89</th>
<th>89</th>
<th>88</th>
<th>96</th>
<th>92</th>
<th>92</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5 year moving average)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Unhelmeted Motorcyclist Fatalities</th>
<th>55</th>
<th>55</th>
<th>56</th>
<th>62</th>
<th>59</th>
<th>59</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5 year moving average)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Drivers Age 20 or Younger in Fatal Crashes</th>
<th>100</th>
<th>89</th>
<th>84</th>
<th>86</th>
<th>87</th>
<th>77</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5 year moving average)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Pedestrian Fatalities</th>
<th>51</th>
<th>54</th>
<th>56</th>
<th>62</th>
<th>70</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5 year moving average)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Bicyclist Fatalities</th>
<th>5</th>
<th>4</th>
<th>4</th>
<th>6</th>
<th>6</th>
<th>6</th>
</tr>
</thead>
<tbody>
<tr>
<td>(5 year moving average)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Observed Seat Belt Usage Rate (front seat outboard for)</th>
<th>85</th>
<th>86.1</th>
<th>86.7</th>
<th>86.5</th>
<th>86.8</th>
<th>87.8</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>PERFORMANCE GOAL STATEMENTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 2013-2017. 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 2019 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.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>85</td>
<td>86.1</td>
<td>86.7</td>
<td>86.5</td>
<td>86.8</td>
<td>87.8</td>
</tr>
</tbody>
</table>
GOAL STATEMENTS FOR CORE OUTCOME MEASURES

1. To maintain fatalities from the 2013-2017 calendar base average of 737 forward to the 2015-2019 calendar years average.
2. To decrease fatalities/100M VMT 1.3% from the 2013-2017 calendar base year average of 1.52 to 1.50 for the 2015-2019 calendar years average.
3. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 2.4% from the 2013-2017 calendar base year average of 293 to 286 for the 2015-2019 calendar years average.
4. To decrease serious traffic injuries 4% from the 2013-2017 calendar base year average of 3,125 to 2,991 for the 2015-2019 calendar years average.

* Despite a projected decrease in serious injuries to 2,733, as shown by the equation and graph above, the KY Office of Highway Safety feels a decrease of 4% is a realistic goal to move toward and maintains the yearly pace seen in the reduction of serious injuries.
5. To decrease alcohol-impaired driving fatalities 1% from the 2013-2017 calendar base year average of 167 to 165 for the 2015-2019 calendar years average.

* Despite a projected slight increase in alcohol-impaired driving fatalities, as shown by the trend line and graph above, the KY Office of Highway Safety feels that with an overall downward trend, a 1% reduction in the base year average is a realistic goal to move toward.
6. To decrease speeding-related fatalities 4.5% from the 2013-2017 calendar base year average of 132 to 126 for the 2015-2019 calendar years average.

*2015-2019 goal based upon past data and projected trend line shown above
7. To maintain motorcyclist fatalities from the 2013-2017 calendar base year average of 92 forward to the 2015-2019 calendar years average.

* The chart above indicates a projected increase in motorcyclist fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.
8. To maintain un-helmeted motorcyclist fatalities from the 2013-2017 calendar base year average of 59 forward to the 2015-2019 calendar years average.

* The chart above indicates a projected increase in unhelmeted motorcyclist fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.
9. To decrease drivers age 20 or younger involved in fatal crashes by 11% from the 2013-2017 calendar base year average of 87 to 77 for the 2015-2019 calendar years average.

*2015-2019 goal based upon past data and projected trend line shown above
10. To maintain pedestrian fatalities from the 2013-2017 calendar base year average of 70 forward to the 2015-2019 calendar years average.

* The chart above indicates a projected increase in pedestrian fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.
11. To maintain bicyclist fatalities from the 2013-2017 calendar base year average of 6 forward to the 2015-2019 calendar years average.

* The chart above indicates a projected slight increase in bicyclist fatalities, as shown by the trend line and graph above. The KY Office of Highway Safety feels that it is realistic to set a current goal to maintain, despite the forecasted increase.
GOAL STATEMENT FOR CORE BEHAVIOR MEASURE
To increase the seat belt usage rate 1.2% from the 2016 average of 86.8 percent usage to 87.8 percent for 2019.

Activity Measures for Reporting
1. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2015-2017 calendar base year average of 26,690 to 27,224 by December 31, 2019.

2. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2015-2017 calendar base year average of 3,307 to 3,373 by December 31, 2019.

3. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2015-2017 calendar base year average of 34,360 to 35,047 by December 31, 2019.

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.

*2019 goal based upon past data and projected trend line shown above
GRANTS MANAGEMENT STRATEGIES AND PROGRAMS

SUMMARY

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).

HIGHWAY SAFETY PLANNING AND ADMINISTRATION

The KOHS administration staff is comprised of the Executive Director of the Kentucky Highway Safety Office, Assistant Director of Highway Safety Program, Grants Branch Manager and the Grants Fiscal staff. These staff members serve to support the program management staff, traffic records coordinator, impaired driving coordinator and occupant protection coordinator. The Executive Director is funded by the Commonwealth of Kentucky.

The Commonwealth of Kentucky is divided into four program regions. These regional program managers work with their assigned law enforcement liaison and work with grantees directly on program strategies, monitoring of the grant activities and conduct analysis of program effectiveness.

PLANNING AND ADMINISTRATION PROJECTS

Project Number: PA-19-00-00-01
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)

Project Number: CP-19-00-00-01
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)

IMPAIRED DRIVING

The KOHS Impaired Driving Coordinator serves as the statewide resource to assist the management staff, grants staff and education staff regarding the impaired (ID, IID, alcohol and drug) driving program in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include long and short range program planning and monitoring, grant development and monitoring, budget development and monitoring. Duties include to conduct monitoring and providing technical assistance to the Kentucky Impaired Driving Taskforce (KIDTF), grantees, staff and law makers. This position will make periodic reports representing the KOHS at the local, state and the National Highway Safety Administration meetings and conferences.

The KOHS Impaired Driving programs will employ the following:

- Maintain and grow the ID task force to incorporate new strategies and activities identified from the stakeholders, GECHS and OP assessment,
- 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).

- Provide 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.

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

- 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.

- 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.

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

- Provide awards to law enforcement agencies/officers that excel in apprehending impaired drivers.

- 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.

- 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.

- Continue to work with legislatures and encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis area strategies in our SHSP. Educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.
**IMPAIRED DRIVING TASKFORCE**

The Kentucky Impaired Driving Task Force (KIDTF) provides a top down effort to a coalition of agencies to reduce the number of fatalities and injuries on the roadways in Kentucky. This task force was created in response to the governances of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and as directed by the Governor's Executive Committee on Highway Safety.

The list below denotes the member's names and agency they represent on the KIDTF:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Major P. Burnett</td>
<td>KSP, East Troop Commander</td>
</tr>
<tr>
<td>Matt Cole</td>
<td>KYTC Division of Drivers Licensing, Director</td>
</tr>
<tr>
<td>Dr. Gregory Davis</td>
<td>University of Kentucky, Pathologist</td>
</tr>
<tr>
<td>Greg Dennison</td>
<td>KOHS, Western KY Law Enforcement Liaison</td>
</tr>
<tr>
<td>Michael Doane</td>
<td>KY Dept. of ABC, Investigative Manager</td>
</tr>
<tr>
<td>Rosalind Donald</td>
<td>MADD, KY Victim Advocate Representative</td>
</tr>
<tr>
<td>Tiffany Duvall</td>
<td>KOHS, DWI Program Coordinator</td>
</tr>
<tr>
<td>Troy Dye</td>
<td>KOHS, Northern KY Law Enforcement Liaison</td>
</tr>
<tr>
<td>Ali Edelstein</td>
<td>KY Distiller's Association, Director of Social Responsibility</td>
</tr>
<tr>
<td>Ryan Fisher</td>
<td>KOHS, Grants Branch Manager</td>
</tr>
<tr>
<td>Stephanie Hancock</td>
<td>NHTSA, Region 3 Deputy Administrator</td>
</tr>
<tr>
<td>Dr. Noelle Hunter</td>
<td>KOHS, Executive Director</td>
</tr>
<tr>
<td>Ethan Gayheart</td>
<td>MADD KY Office, Victim Services Specialist</td>
</tr>
<tr>
<td>Alan George</td>
<td>KY Co. Attorneys Association, Treasurer</td>
</tr>
<tr>
<td>Tom Lockridge</td>
<td>Attorney General's Office, Traffic Safety Resource Prosecutor</td>
</tr>
<tr>
<td>Matt McCoy</td>
<td>KOHS, Eastern Region Program Manager</td>
</tr>
<tr>
<td>Bill Naff</td>
<td>NHTSA, Region 3 Program Manager</td>
</tr>
<tr>
<td>Cheryl Parker</td>
<td>AAA, Northern KY Director of Public and Governmental Affairs</td>
</tr>
<tr>
<td>Jerry Pigman</td>
<td>UK KTC, Traffic and Safety Program Manager</td>
</tr>
<tr>
<td>Theresa Podguski</td>
<td>AAA, East Central Director of Legislative Affairs</td>
</tr>
<tr>
<td>Rob Richardson</td>
<td>KOHS, KSP, DRE &amp; ARIDE Law Enforcement Liaison</td>
</tr>
<tr>
<td>Barbara Schulte</td>
<td>KOHS, Administrative Specialist III</td>
</tr>
<tr>
<td>Michael Schwendau</td>
<td>KOHS, Assistant Director</td>
</tr>
<tr>
<td>Brandon Standifer</td>
<td>KSP, Laboratory Supervisor</td>
</tr>
<tr>
<td>Laura Sudkamp</td>
<td>KSP, Forensic Laboratory Director</td>
</tr>
<tr>
<td>Major J. Thompson</td>
<td>KSP, West Troop Commander, Op. Division</td>
</tr>
<tr>
<td>Lori Woods</td>
<td>KYTC Dept. of Vehicle Regulation, Res Mgmt. Analyst III</td>
</tr>
</tbody>
</table>
IMPARED DRIVING PROJECTS

**Project Number:** M5HVE-2019-00-00-01 through M5HVE-2019-00-00-30  
**Project Title:** Local Law Enforcement Impaired Driving Countermeasures Projects  
**Description:** These grants will fund 30 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following agencies:

<table>
<thead>
<tr>
<th>Allen County Sheriff’s Office</th>
<th>Marshall County Sheriff’s Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bourbon County Sheriff’s Office</td>
<td>Mayfield Police Department</td>
</tr>
<tr>
<td>Boyd County Sheriff’s Office</td>
<td>McCracken County Sheriff’s Office</td>
</tr>
<tr>
<td>Burnside Police Department</td>
<td>Morehead Police Department</td>
</tr>
<tr>
<td>Cadiz Police Department</td>
<td>Murray Police Department</td>
</tr>
<tr>
<td>Florence Police Department</td>
<td>Nelson County Sheriff’s Office and Bardstown Police Department</td>
</tr>
<tr>
<td>Franklin County Sheriff’s Office</td>
<td>Nicholasville Police Department</td>
</tr>
<tr>
<td>Harlan Police Department</td>
<td>Pike County Sheriff’s Office</td>
</tr>
<tr>
<td>Henderson Police Department</td>
<td>Radcliff Police Department</td>
</tr>
<tr>
<td>Hopkinsville Police Department</td>
<td>Scott County Sheriff’s Office</td>
</tr>
<tr>
<td>Lakeside Park-Crestview Hills Police Department</td>
<td>Shelbyville Police Department</td>
</tr>
<tr>
<td>Laurel Sheriff’s Office</td>
<td>Southgate Police Department</td>
</tr>
<tr>
<td>Leitchfield Police Department</td>
<td>Villa Hills Police Department</td>
</tr>
<tr>
<td>Lexington Police Department</td>
<td>Wilder Police Department</td>
</tr>
<tr>
<td>Louisville Metro Police Department</td>
<td>Williamstown Police Department</td>
</tr>
</tbody>
</table>

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:** $537,600.00 (NHTSA 405D MAP-21/FAST Act)

**Project Number:** M5HVE-2019-00-00-31  
**Project 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 assist the LEL program to provide advanced DUI training to other law enforcement officers. Project strategies 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-2019-00-00-32  
**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-2019-00-00-33  
**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-2019-00-00-34  
**Project Title:** Impaired Driving Coordinator  
**Description:** This project creates an in house position that 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 lawmakers.  

**Budget:** $80,000.00 (NHTSA 405D MAP-21 funds/FAST Act)
**Project Number:** M5HVE-2019-00-00-35  
**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-2019-00-00-36  
**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 2018 and August 2019. 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. Media markets that serve areas where there are a high number of alcohol-related crashes, injuries and/or fatalities will be targeted. In addition, anti-DUI advertising will be purchased through paid media to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:
- University of Kentucky & Rupp Arena/JMI Sports Marketing
- University of Louisville & Louisville Arena/Learfield Sports Marketing
- Morehead State University
- Kentucky Sports Radio
- Tony & Dwight Show on WHAS
- iHeart media/Blue Lights Across the Bluegrass Safe Summer Driving Campaign
- Kentucky Speedway

These paid media contracts include radio, digital elements, impaired driving signage and/or live announcements during home games or radio show. According to the NHTSA publication, Countermeasures that Work, 8th 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:** $833,000.00 (NHTSA 405D MAP-21/FAST Act)

**Occupant Protection**

The KOHS Occupant Protection Coordinator serves as the statewide resource to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seat belts survey) and child passenger safety (CPS) in the Kentucky Office of Highway Safety (KOHS). The position responsibilities include long and short range program planning, grant development, budget development and oversight. Duties include conduct monitoring and providing technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center committee chair, grantees, staff and law makers. This position will make periodic reports representing the Kentucky Office of Highway Safety at the local, state and the National Highway Safety Administration meetings and conferences.

The Occupant Protection programs will employ the following:

- Maintain and grow the OP task force to incorporate new strategies and activities identified from the stakeholders, GECHS and OP assessment,
• Utilize focus groups to develop strategies 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.
• 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.
• Provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with the highest unbelted fatalities. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
• Participate in the National Highway Traffic Safety Administration’s Click It or Ticket campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their emphasis program.
• Promote the Click It or Ticket mobilization to law enforcement through a series of area briefings throughout the state.
• Nighttime occupant protection enforcement as a condition of grants, encourage enhancing this during area briefings. This strategy is one of our occupant protection emphasis area strategies in our SHSP.
• 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.
• 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.
• Require grantees to conduct two separate seat belt observational surveys to monitor seat belt usage in their city/county.
• Provide 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.
• Conduct a statewide observational seat belt survey during June and July 2018 in accordance with NHTSA guidelines.
• Host Governor’s Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
• Educate 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.
• Section 405B funds will not be used to purchase car seats this planning year.
The Governors Executive Committee on Highway Safety maintains the Kentucky Occupant Protection Taskforce (KOPTF) as a collaborative effort of several agencies, departments and non-governmental entities addressing the challenges and opportunities to reduce the rate and severity of fatalities and injuries relating to occupant protection.

The list below denotes the member's names and agency they represent on the KOPTF:

<table>
<thead>
<tr>
<th>Name</th>
<th>Agency</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bob Criswell</td>
<td>KOHS; Eastern KY Law Enforcement Liaison</td>
</tr>
<tr>
<td>Holly Crosthwaite</td>
<td>KOHS, Internal Policy Analyst II</td>
</tr>
<tr>
<td>Jeffrey Daniel</td>
<td>KOHS, Program Coordinator</td>
</tr>
<tr>
<td>Nathan Dean</td>
<td>KOHS, Data Analyst</td>
</tr>
<tr>
<td>Greg Dennison</td>
<td>KOHS; Western KY Law Enforcement Liaison</td>
</tr>
<tr>
<td>Troy Dye</td>
<td>KOHS; Northern KY Law Enforcement Liaison</td>
</tr>
<tr>
<td>Erin Eggen</td>
<td>KOHS; Grants Administrator</td>
</tr>
<tr>
<td>Brad Franklin</td>
<td>KOHS; Safety Education Branch Manager</td>
</tr>
<tr>
<td>Bill Naff</td>
<td>NHTSA; Region 3 Administrator</td>
</tr>
<tr>
<td>Dr. Noelle Hunter</td>
<td>KOHS; Executive Director</td>
</tr>
<tr>
<td>Leslie Kennedy</td>
<td>KOHS; Financial Manager</td>
</tr>
<tr>
<td>Cheryl Parker</td>
<td>AAA; N. KY Director of Public and Govt Affairs</td>
</tr>
<tr>
<td>Michael Poynter</td>
<td>KY Emergency Medical Services, Director</td>
</tr>
<tr>
<td>Sharon Rengers</td>
<td>Kosair Children’s Hospital; RN/Child Advocacy Mgr.</td>
</tr>
<tr>
<td>Major Travis Ellis</td>
<td>Frankfort PD; Support Services Commander</td>
</tr>
<tr>
<td>Barbara Schulte</td>
<td>KOHS; Administrative Specialist III</td>
</tr>
<tr>
<td>Michael Schwendau</td>
<td>KOHS; Assistant Director</td>
</tr>
<tr>
<td>Dr. Michael Singleton</td>
<td>UK KTC, KIPRC; Assistant Professor</td>
</tr>
<tr>
<td>Lt. Scott Lawson</td>
<td>Bardstown Fire Department</td>
</tr>
<tr>
<td>Tom Lockridge</td>
<td>Attorney General’s Office; TRSP</td>
</tr>
<tr>
<td>Capt. Tristan Truesdell</td>
<td>KSP; Commercial Vehicle Enforcement Captain</td>
</tr>
<tr>
<td>Major P. Burnett</td>
<td>KSP; East Troop Commander; Op. Division</td>
</tr>
</tbody>
</table>
There are currently 76 fitting stations in Kentucky through partnerships and grants to form an active network of child restraint inspection stations that are staffed by nationally certified CPS technicians during posted working hours. Kentucky has 120 counties, of which KOHS supports and each of the KSP/CVE post serve 16 post regions to encompass all 120 counties for availability and serves 73.7% of the state’s population.
<table>
<thead>
<tr>
<th>Child Restraint Inspection Stations</th>
<th>Address</th>
<th>City</th>
<th>Contact Number</th>
<th>Schedule of Availability</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAA</td>
<td>321 Whittington Parkway</td>
<td>Louisville</td>
<td>502-779-3610</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Ashland Police Department</td>
<td>201 17th Street</td>
<td>Ashland</td>
<td>606-327-2020</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Bardstown Fire Department</td>
<td>220 N 5th Street</td>
<td>Bardstown</td>
<td>502-349-6562</td>
<td>Appointments preferred</td>
</tr>
<tr>
<td>Bracken County Health Department</td>
<td>429 Frankfort Street</td>
<td>Brookville</td>
<td>606-735-2157</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Breckenridge Health Department</td>
<td>220 S Hardin</td>
<td>Hardsburg</td>
<td>270-756-5040</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Buffalo Trace District Health Department</td>
<td>130 E 2nd Street</td>
<td>Maysville</td>
<td>606-564-9447</td>
<td>By Appointment Only - Monday-Friday: 8am-3pm</td>
</tr>
<tr>
<td>Corbin Fire Department</td>
<td>805 S Main Street</td>
<td>Corbin</td>
<td>606-523-6509</td>
<td></td>
</tr>
<tr>
<td>Crescent Springs/Villa Hills Fire &amp; EMS</td>
<td>777 Overlook Dr</td>
<td>Crescent Springs</td>
<td>859-341-3841</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Cumberland Valley Area Development District</td>
<td>342 Old Whitley Road</td>
<td>London</td>
<td>606-682-8743</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Cynthia Fire Department</td>
<td>104 E Pleasant St</td>
<td>Cynthiana</td>
<td>859-234-7150</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Danville Fire Department</td>
<td>420 West Main St</td>
<td>Danville</td>
<td>859-238-1211</td>
<td>Monday-Friday: 9am-5pm Drop in or by appointment</td>
</tr>
<tr>
<td>Department of Highways</td>
<td>1660 South Hwy 27</td>
<td>Somerset</td>
<td>606-677-4017</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Elizabethtown Fire Department</td>
<td>380 Ring Rd</td>
<td>Elizabethtown</td>
<td>270-765-2121</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Elizabethtown Police Department</td>
<td>300 S Mulberry St</td>
<td>Elizabethtown</td>
<td>270-765-4125</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Elsmere Fire Department</td>
<td>401 Garvey Ave</td>
<td>Elsmere</td>
<td>859-342-7505</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Estill County Health Department</td>
<td>365 River Dr</td>
<td>Irvine</td>
<td>606-723-5181</td>
<td>By Appointment Only - Mon: 8am-6pm, Tues-Thurs: 8am-4pm, Friday: 8am-12pm</td>
</tr>
<tr>
<td>Family Health Center</td>
<td>2115 Portland Ave</td>
<td>Louisville</td>
<td>502-772-8588</td>
<td>By Appointment Only - Monday-Friday</td>
</tr>
<tr>
<td>Family Health Center</td>
<td>834 E Broadway</td>
<td>Louisville</td>
<td>502-569-2980</td>
<td>By Appointment Only - Monday-Friday</td>
</tr>
<tr>
<td>Florence Fire/EMS</td>
<td>1152 Weaver Road</td>
<td>Florence</td>
<td>859-647-5600</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Fort Campbell DES</td>
<td>6254 Desert Storm Ave</td>
<td>Fort Campbell</td>
<td>931-980-6304</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Fort Mitchell Fire Department</td>
<td>2355 Dixie HwY</td>
<td>Fort Mitchell</td>
<td>859-331-1267</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Franklin County Health Department</td>
<td>100 Gleens Creek Rd</td>
<td>Frankfort</td>
<td>502-564-7647</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Franklin Police</td>
<td>100 South Court Street</td>
<td>Franklin</td>
<td>270-586-7167</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Georgetown Fire Department</td>
<td>101 Airport Road</td>
<td>Georgetown</td>
<td>502-863-7831</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Glasgow Police Department</td>
<td>101 Pin Oak Drive</td>
<td>Glasgow</td>
<td>270-651-6165</td>
<td>By Appointment Only - Monday-Friday: 8am-4pm</td>
</tr>
<tr>
<td>Grayson County Health Department</td>
<td>124 e White Oak St</td>
<td>Leitchfield</td>
<td>270-287-3205</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Henderson Fire Department</td>
<td>332 Washington St</td>
<td>Henderson</td>
<td>270-831-1270</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Hopkinsville Fire Department</td>
<td>116 W 1st Street</td>
<td>Hopkinsville</td>
<td>270-890-1400</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Immanuel Baptist Church</td>
<td>3100 Tates Creek Rd</td>
<td>Lexington</td>
<td>859-323-1153</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Independence Fire District I</td>
<td>1980 Delaware Crossing</td>
<td>Independence</td>
<td>859-363-0434</td>
<td>By Appointment Only - Monday-Friday: 8am-5pm</td>
</tr>
<tr>
<td>Jeffersontown Police Dept</td>
<td>10410 Taylorsville Rd</td>
<td>Louisville</td>
<td>502-267-0503</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Johnson County Health Department</td>
<td>630 James Trimble Blvd</td>
<td>Paintsville</td>
<td>606-789-2584</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Knox County Health Department</td>
<td>261 Hospital Dr</td>
<td>Barbourville</td>
<td>606-546-3486</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>KY State Police</td>
<td>1250 Louisville Rd</td>
<td>Frankfort</td>
<td>502-227-2221</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>KY State Police</td>
<td>8298 Keach Dr</td>
<td>Henderson</td>
<td>270-826-3312</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>KY State Police</td>
<td>160 Citation Lane</td>
<td>Campbellsville</td>
<td>502-532-6363</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Location</td>
<td>Address</td>
<td>City</td>
<td>Phone</td>
<td>Access</td>
</tr>
<tr>
<td>--------------------------------</td>
<td>------------------------------</td>
<td>--------</td>
<td>-----------</td>
<td>-----------------</td>
</tr>
<tr>
<td>KY State Police</td>
<td>11 State Police Rd</td>
<td>London</td>
<td>606-876-6622</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>KY State Police</td>
<td>699 Eastern Bypass</td>
<td>Richmond</td>
<td>606-783-9542</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>KY State Police</td>
<td>109 Lorraine Street</td>
<td>Pikeville</td>
<td>606-433-7791</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>KY Transportation Cabinet-Dept of Hwys</td>
<td>8310 Westport Rd</td>
<td>Louisville</td>
<td>502-210-5402</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Lake Cumberland District Health Department</td>
<td>Dr</td>
<td>Jamestown</td>
<td>270-343-2181</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Lakeside Park/Crestview Hills Police Department</td>
<td>40 Towne Center Blvd</td>
<td>Crestview Hills</td>
<td>859-331-5368</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Leitchfield Police Department</td>
<td>117 S Main St</td>
<td>Leitchfield</td>
<td>270-259-3850</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Lewis County Health Department</td>
<td>185 Commercial Drive</td>
<td>Vanceburg</td>
<td>606-796-2632</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Lexington Fire Department</td>
<td>219 E 3rd Street</td>
<td>Lexington</td>
<td>859-455-7328</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Lincoln County Health Department</td>
<td>44 Health Way</td>
<td>Stanford</td>
<td>606-365-3106</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Lincoln Trail District Health Dept</td>
<td>108 New Gkendale Road</td>
<td>Elizabethtown</td>
<td>270-769-1601</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Madison County Health Department</td>
<td>1001 Ace Dr</td>
<td>Berea</td>
<td>859-228-2044</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Madisonville Fire Department</td>
<td>98 E Center Street</td>
<td>Hodgenville</td>
<td>270-824-2148</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Marshall County Health Department</td>
<td>265 Slickback Rd</td>
<td>Benton</td>
<td>270-252-2725</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Mayfield Fire Department</td>
<td>104 North 6th Street</td>
<td>Mayfield</td>
<td>270-251-6240</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Maysville Fire Department</td>
<td>203 E 3rd Street</td>
<td>Maysville</td>
<td>606-564-9411</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Montgomery County Fire/EMS</td>
<td>805 Indian Mound Dr</td>
<td>Mt Sterling</td>
<td>859-498-1318</td>
<td>Monday-Friday: 8am-4pm</td>
</tr>
<tr>
<td>Mt Washington Fire Department</td>
<td>772 N Bardstown Road</td>
<td>Mt Washington</td>
<td>502-538-4222</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Nicholasville Fire Department</td>
<td>1022 S Main Street</td>
<td>Nicholasville</td>
<td>859-885-5505</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Norton Children’s Hospital</td>
<td>315 E Broadway</td>
<td>Louisville</td>
<td>502-629-7244</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Norton Children’s Medical Associates</td>
<td>150 Frankfort Rd</td>
<td>Shelbyville</td>
<td>502-629-7244</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Norton Children’s Medical Center</td>
<td>4910 Chamberlain Lane</td>
<td>Louisville</td>
<td>502-446-5370</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Norton Women &amp; Children’s Hospital</td>
<td>4001 Dutchman’s Lane</td>
<td>Louisville</td>
<td>502-629-7244</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Owensboro Health</td>
<td>1201 Pleasant Valley</td>
<td>Owensboro</td>
<td>270-688-4878</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Owensboro Police Department</td>
<td>222 E 9th Street</td>
<td>Owensboro</td>
<td>270-993-0818</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Pike County Health Department</td>
<td>119 River Drive</td>
<td>Pikeville</td>
<td>606-437-5500</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Pikeville City Police</td>
<td>101 Division Street</td>
<td>Pikeville</td>
<td>606-437-5111</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Pikeville Fire Department</td>
<td>104 Chole Road</td>
<td>Pikeville</td>
<td>606-437-5125</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Radcliff Fire Department</td>
<td>604 S Wilson Road</td>
<td>Radcliff</td>
<td>270-351-1975</td>
<td>Appointments preferred</td>
</tr>
<tr>
<td>Radcliff Police Department</td>
<td>220 Freedoms Way</td>
<td>Radcliff</td>
<td>270-351-4470</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Richmond Fire Department</td>
<td>200 N Madison Ave</td>
<td>Richmond</td>
<td>859-623-1164</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Richmond Police Department</td>
<td>1721 Lexington Road</td>
<td>Richmond</td>
<td>859-623-1162</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Shelby County Fire Department</td>
<td>200 Alpine Drive</td>
<td>Shelbyville</td>
<td>502-633-6648</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Somerset-Pulaski County EMS</td>
<td>301 Hall Knob Road</td>
<td>Somerset</td>
<td>606-679-6388</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Todd County Health Department</td>
<td>205 East McReynolds Dr</td>
<td>Elkhorn</td>
<td>270-265-2362</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Ujima Neighborhood Place</td>
<td>3610 Bohne Ave</td>
<td>Louisville</td>
<td>502-629-7244</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Union Fire District</td>
<td>9611 US Hwy 42</td>
<td>Union</td>
<td>859-384-3342</td>
<td>Appointments preferred</td>
</tr>
<tr>
<td>Versailles Fire Department</td>
<td>131 S Locust St</td>
<td>Versailles</td>
<td>859-873-5829</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Wilder Fire Department</td>
<td>402 Licking Pike</td>
<td>Wilder</td>
<td>859-431-1440</td>
<td>By Appointment Only</td>
</tr>
<tr>
<td>Winchester Fire Department</td>
<td>44 N maple Street</td>
<td>Winchester</td>
<td>859-744-1587</td>
<td>By Appointment Only</td>
</tr>
</tbody>
</table>
In addition, KOHS assists in coordinating efforts with Safe Kids and Norton Children’s Hospital for Car Seat Certification training. Those individuals interested in becoming certified technicians or maintaining their certification are encouraged to attend training classes in their region or attend the annual CPS Summit. The Kentucky Office of Highway Safety has recently hired a Child Passenger Safety Liaison to coordinate the regional trainings throughout the state.

The KOHS will maintain a plan to recruit and retain child passenger technicians for the ongoing support of the CPS program for the Commonwealth of Kentucky:

- Market information on how and where to find available training classes to Safe Kids Chapter/Coalition Coordinators, CPS Coalition, and Kentucky CPS Instructors
- Identify and obtain funding to offer low-cost or free CPS training courses
- Target training toward bi-lingual people, retailers, law enforcement, hospital staff, health departments and counties with a low level of certified technicians
- KOHS will promote CPS training to law enforcement agencies through Law Enforcement Liaisons
- KOHS will offer in person training session to give CPSTs an opportunity to acquire all CEUs needed for recertification
- KOHS CPSTIs will travel to locations where groups of CPSTs can obtain seat check offs for recertification

Teen Driving Occupant Protection High Risk

Teen Driving high risk is denoted; by the number of teen driver crashes percentage against the total number of Kentucky’s crashes, factoring in fatality indicators of unbelted and impaired (drugs and/or alcohol), number of teen driver crashes ages 16-19 against the teen population for each year. KOHS considers this group high risk due to the number of unbelted fatalities and the percentage of crashes for the age group being over 13% threshold.
KOHS will employ the following strategies towards the reduction and increased awareness of the fatality rate of teen drivers:

- Development and implementation of the Checkpoints Teen Driver Program in partnership with the Kentucky Injury Prevention and Research Coalition. Piloting the program in two of the high risk counties this FY.
- Development and distribution of a Teen Driver and Parent Primer describing the regulations and rules for the Graduated Driver Licensing process and each parties roll in the process.
- Promotion of media materials via sports marketing, digital media channels in counties with high collision rates above the state average involving teenage drivers.
- School level education with the Education branch on Distracted Driving, Occupant Protection and Impaired Driving to the TOP 20 counties.
- Enforcement Saturation patrols for Occupant Protection and Speeding enforcement based on the TOP 40 counties.
- Participation in the CIOT and DSOGPO national enforcement periods with full year grants and half year grantees.

<table>
<thead>
<tr>
<th></th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>KY 15-19 Pop</td>
<td>284,753</td>
<td>286,795</td>
<td>287,950</td>
<td>287,950</td>
</tr>
<tr>
<td>TTL Teen Driver Crashes</td>
<td>18,288</td>
<td>19,729</td>
<td>20,605</td>
<td>20,200</td>
</tr>
<tr>
<td>KY Ttl Crashes</td>
<td>127,326</td>
<td>136,338</td>
<td>141,236</td>
<td>133,032</td>
</tr>
<tr>
<td>% Teen Crashes/KY Ttl Crashes</td>
<td>14.36%</td>
<td>14.47%</td>
<td>14.59%</td>
<td>15.18%</td>
</tr>
<tr>
<td>% of 15-19 Pop</td>
<td>6.42%</td>
<td>6.88%</td>
<td>7.16%</td>
<td>7.02%</td>
</tr>
<tr>
<td>Teen Fatal Crashes</td>
<td>23</td>
<td>20</td>
<td>26</td>
<td>30</td>
</tr>
<tr>
<td>% Unbelted Fatality Teen Driver</td>
<td>57%</td>
<td>30%</td>
<td>27%</td>
<td>37%</td>
</tr>
<tr>
<td>Unbelted Teen Driver</td>
<td>13</td>
<td>6</td>
<td>7</td>
<td>11</td>
</tr>
</tbody>
</table>
Rural Road Way Occupant Protection High Risk

Section 1112 of MAP-21 changed the definition of a “high risk rural road” in 23 USC 148(a)(1) to “any roadway functionally classified as a rural major or minor collector or a rural local road with significant safety risks, as defined by the State in accordance with the updated State strategic highway safety plan”. The definition of HRRR in FAST Act is still limited to the same functional classifications under MAP-21. Roads with “significant safety risks”, will become roadways designated as HRRR’s. The HRRR program, also established a Special Rule for high risk rural road safety under 23 USC 148(g). This rule was continued with the Fixing America’s Surface Transportation Act (FAST Act) and requires a State to obligate a certain amount of funds on HRRRs if the fatality rate on its rural roads increases.

To determine what a “significant safety risk” is, the state developed its own methodology and identified it per FACT Act and FHWA guidance as targeted roadways that have crash rates of fatalities and serious injuries that exceed the statewide average, or will have an increase in traffic volume likely to create a crash rate above the average on rural major, minor, local and collectors.

Rather than being dependent on the forecast rating based on crashes per million VMT. KYTC with guidance from the KOHS and HSIP offices and for the purposes of meeting the requirements to define HRRR in Kentucky as:

Any roadway functionally classified as a rural major collector, rural minor collector, or rural local road, and within the most recent five year time period of available crash data has had at least X crashes resulting in fatalities (K) or incapacitating injuries (A); or has had one serious injury crash within a Y mile long segment of such roadway class:

Where:

\[ X = 1 \]
\[ Y = 1/R \]
\[ R = \text{Statewide average frequency of K+A crashes per mile of such roadways over a 5 year period} \]

For the purposes of meeting the guidance from FHWA and in support of the Commonwealth of Kentucky’s SHSP. This definition will be adopted as the HRRR definition for use by the HSIP group when reviewing HRRR crashes and project development.

Based on this definition, Kentucky’s fatality rate based on rural vs. urban environments:
KOHS has selected High Risk Rural Roads due to the over representation of fatal crash rate against the total crash number.

KOHS will employ the following strategies:

- Participation in the national CIOT and DSPGPO enforcement periods.
- Funding of Occupant Protection grants in full year and 6 month grants in designated counties.
- Funding of Saturation patrols along designated corridors of high crash rate as designated by the HSIP group in the KY Transportation Operations Division.
- Local Hero’s Media campaigns with a specific focus on seat belt usage in the designated counties.
  - Media emphasis on Occupant Protection and Impaired Driving in the TOP 40 counties based on DUI Crash and OP Crash rates.

### Night Time Occupant Protection Enforcement

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>% of Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Day</td>
<td>416</td>
<td>354</td>
<td>340</td>
<td>375</td>
<td>460</td>
<td>58%</td>
</tr>
<tr>
<td>Night</td>
<td>274</td>
<td>234</td>
<td>269</td>
<td>321</td>
<td>296</td>
<td>42%</td>
</tr>
<tr>
<td>Total</td>
<td>690</td>
<td>588</td>
<td>609</td>
<td>696</td>
<td>756</td>
<td></td>
</tr>
<tr>
<td>Fatal Unbelted</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>134</td>
<td>110</td>
<td>112</td>
<td>109</td>
<td>109</td>
<td>53%</td>
</tr>
<tr>
<td>Night</td>
<td>113</td>
<td>85</td>
<td>100</td>
<td>109</td>
<td>109</td>
<td>47%</td>
</tr>
<tr>
<td>Total</td>
<td>247</td>
<td>195</td>
<td>212</td>
<td>218</td>
<td>218</td>
<td></td>
</tr>
<tr>
<td>KY All Crashes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Day</td>
<td>89,402</td>
<td>87,308</td>
<td>88,999</td>
<td>96,524</td>
<td>100,419</td>
<td>71%</td>
</tr>
<tr>
<td>Night</td>
<td>34,577</td>
<td>34,978</td>
<td>37,128</td>
<td>38,506</td>
<td>40,128</td>
<td>29%</td>
</tr>
<tr>
<td>Total</td>
<td>123,979</td>
<td>122,286</td>
<td>126,127</td>
<td>135,030</td>
<td>140,547</td>
<td></td>
</tr>
</tbody>
</table>
The overall nighttime occupant protection is of a concern due to the number of fatal accidents that occur at night time are over represented by nighttime fatalities and that a large percentage on average occur on road class designated as High Risk Rural Roads as cited in the Kentucky Strategic Highway Safety Plan.

Strategies that will be used to reduce the number or rate of fatalities or serious injuries for night time occupant protection are:

- Requirement of all 405B grantees to utilized 50% of funds for night time OP saturation patrols from 3pm until 3am.
- Participation in the NHTSA CIOT national enforcement campaign.
- Develop focused enforcement corridors where the crash rate with no seatbelt use is higher than roadways of similar classification based on state average.
- Increase behavioral norming messages and media delivery in off enforcement periods.

**Occupant Protection Projects**

**Project Number:** M2HVE-2019-00-00-01 through M2HVE-2019-00-00-13  
**Project Title:** Local Law Enforcement Occupant Protection Programs  
**Description:** These grants will allow 17 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Ballard, Barren, Bullitt, Crittenden, Fayette, Harrison, Madison, Muhlenberg, Oldham, Perry, Pike, Pulaski, and Woodford. 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:** $206,400.00 (NHTSA 405B MAP-21 funds/FAST Act)

**Project Number:** M2HVE-2019-00-00-14  
**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 2019 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-2019-00-00-15  
**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:** $7,400.00 (NHTSA 405B MAP-21 funds/FAST Act)

**Project Number:** M2HVE-2019-00-00-16  
**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:** $28,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

**Project Number:** M2HVE-2019-00-00-17  
**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: $45,800.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-18
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: $31,500.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-19
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: $47,300.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-20
Project Title: Child Passenger Safety (CPS) Workshop
Description: In 2019, KOHS is planning to hold a CPS Workshop. The workshop will offer a wide range of informational speakers with up to date information on child passenger safety. It will also provide an opportunity child passenger safety technicians to perform the required seat belt checks to maintain CPS certification. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.

Budget: $5,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

Project Number: M2HVE-2019-00-00-21
Project Title: Kentucky State Police – Occupant Protection
Description: This project will fund overtime focused on seat belt enforcement during the months of October 2018, November 2018, March 2019 and July 2019. 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-2019-00-00-22  
**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) and child passenger safety (CPS)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.  
**Budget:** $80,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

**Project Number:** M2HVE-2019-00-00-23  
**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. These 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:** $80,000.00 (NHTSA 405B MAP-21 funds/FAST Act)

**Project Number:** M2HVE-2019-00-00-24  
**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-2019-00-00-25  
**Project Title:** Occupant Protection Paid Media  
**Description:** These funds will be used to develop and run a highly targeted statewide occupant protection media campaign (Local Heroes) supporting the national *Click it or Ticket* campaign. Creative elements will feature law enforcement officers in (1) low seat belt usage rate counties, and/or (2) counties with an overrepresentation of unrestrained collisions, injuries or fatalities, and/or (3) residential counties of at-fault unrestrained drivers. The following media formats will be considered for reaching target audiences in each county: network and cable television, radio, digital/social media and out-of-home. As indicated in NHTSA’s 8th edition of *Countermeasures That Work*, communications and outreach supporting enforcement are consistently demonstrated effective (5-star rating).  
**Budget:** $130,000.00 (NHTSA 405B MAP-21 funds/FAST Act)
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.

Police Traffic Services Projects

Project Number: PT-2019-00-00-01
Project Title: ARIDE/DRE State Coordinator Law Enforcement Liaison (LEL)
Project Title: Kentucky Association of Chiefs of Police—KSP / ARIDE
Description: This position will be responsible for statewide Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The position also will serve as a field agent to KOHS, 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. This grant includes personnel costs, travel/training expenses, equipment.
Budget: $103,700.00 (NHTSA 402)

Project Number: PT-2019-00-00-02 through PT-2019-00-00-05
Project Title: Kentucky Association of Chiefs of Police—Northern, Eastern, Western, Central Law Enforcement Liaisons (LEL)
Description: These grants will fund four full-time LEL’s to serve as a field agent to KOHS, with responsibility for designated counties within the Northern, Eastern, Western and Central 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: $472,151.51 (FAST Act 402)

Project Number: PT-2019-00-00-06
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. This grant includes personnel costs, travel/training expenses, equipment.
Budget: $50,000.00 (FAST Act 402)
**Project Number:** PT-2019-00-00-07  
**Project Title:** Part-time ARIDE Law Enforcement Liaison (LEL)  
**Project Title:** Kentucky Association of Chiefs of Police—KSP/ARIDE  
**Description:** This position will assist the ARIDE/DRE State Coordinator for statewide Advanced Roadside Impaired Driving Enforcement (ARIDE) training. The position also will serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for the entire state. This grant includes personnel costs, travel/training expenses, equipment.  
**Budget:** $50,000.00 (FAST Act 402)

**Project Number:** PT-2019-00-00-08 through PT-2019-00-00-59  
**Project Title:** Local Law Enforcement Police Traffic Services Programs  
**Description:** These grants will allow 52 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following agencies:

<table>
<thead>
<tr>
<th>Ashland Police Department</th>
<th>Johnson County Sheriff’s Office</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barbourville Police Department</td>
<td>Kenton County Police Department</td>
</tr>
<tr>
<td>Benton Police Department</td>
<td>Knott County Sheriff’s Office</td>
</tr>
<tr>
<td>Boone County Sheriff’s Office</td>
<td>LaGrange Police Department</td>
</tr>
<tr>
<td>Calloway County Sheriff’s Office</td>
<td>Lancaster Police Department</td>
</tr>
<tr>
<td>Campbell County Police Department</td>
<td>Larue County Sheriff’s Office</td>
</tr>
<tr>
<td>Campbellsville Police Department</td>
<td>Lawrenceburg Police Department</td>
</tr>
<tr>
<td>Catlettsburg Police Department</td>
<td>Lexington Police Department</td>
</tr>
<tr>
<td>Cave City Police Department</td>
<td>London Police Department</td>
</tr>
<tr>
<td>Christian County Sheriff’s Office</td>
<td>Louisville Metro Police Department</td>
</tr>
<tr>
<td>Clark County Sheriff’s Office</td>
<td>Loyall Police Department</td>
</tr>
<tr>
<td>Covington Police Department</td>
<td>Lyon County Sheriff’s Office</td>
</tr>
<tr>
<td>Danville Police Department</td>
<td>Madison County Sheriff’s Office</td>
</tr>
<tr>
<td>Daviess County Sheriff’s Office</td>
<td>Madisonville Police Department</td>
</tr>
<tr>
<td>Eddyville Police Department</td>
<td>Maysville Police Department</td>
</tr>
<tr>
<td>Edgewood Police Department</td>
<td>Mt Sterling Police Department</td>
</tr>
<tr>
<td>Erlanger Police Department</td>
<td>Newport Police Department</td>
</tr>
<tr>
<td>Flatwoods Police Department</td>
<td>Owensboro Police Department</td>
</tr>
<tr>
<td>Frankfort Police Department</td>
<td>Paducah Police Department</td>
</tr>
<tr>
<td>Ft Mitchell Police Department</td>
<td>Paris Police Department</td>
</tr>
<tr>
<td>Ft Thomas Police Department</td>
<td>Pineville Police Department</td>
</tr>
<tr>
<td>Georgetown Police Department</td>
<td>Prestonsburg Police Department</td>
</tr>
<tr>
<td>Graves County Sheriff’s Office</td>
<td>Raceland Police Department</td>
</tr>
<tr>
<td>Grayson County Sheriff’s Office</td>
<td>Somerset Police Department</td>
</tr>
<tr>
<td>Grayson Police Department</td>
<td>Warren County Sheriff’s Office</td>
</tr>
<tr>
<td>Jackson Police Department</td>
<td>Williamsburg Police Department</td>
</tr>
</tbody>
</table>

The Kentucky State Police will cover all remaining areas of the state. 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:** $887,030.00 (FAST Act 402)

**Project Number:** PT-2019-00-00-60  
**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:** $513,939.96 (FAST Act 402)

**Project Number:** PT-2019-00-00-61  
**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 (FAST Act 402)

**Project Number:** PT-2019-00-00-62  
**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 (FAST Act 402)

**Project Number:** PT-2019-00-00-63  
**Project Title:** Lifesavers Conference
Description: In 2019, Kentucky is planning to hold the National 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: $100,000.00 (FAST Act 402)

Project Number: PT-2019-00-00-64
Project Title: KSP Advanced Collision Reconstruction
Description: The KSP Advanced Collision Reconstruction Program provides full service collision investigation and analysis throughout the commonwealth for agency personnel, in other requesting local law enforcement agency, as well as any prosecutor seeking assistance with any matter involving collisions. The program consist of Reconstructionist assigned to one of the 16 KSP Post throughout Kentucky that respond to serious collisions as they occur. This grant funds crash data retrieval software/hardware updates, CAD software updates and training for officers to make this project possible.

Budget: $35,800.00 (FAST Act 402)

Project Number: PT-2019-00-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 2019 and impaired driving during Drive Sober or Get Pulled Over in August 2019 and December 2019. 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: $300,000.00 (FAST Act 402)

Project Number: PM-2019-00-00-01
Project Title: High Visibility Enforcement/Speed Paid Media
Description: These funds will be used to develop and run a statewide awareness and enforcement campaign focused on improving driving habits, with an emphasis on speeding and seat belt use throughout the heavily-traveled summer months. The following media formats will be considered for reaching target audiences: radio, digital, social media, and special events to kick off the campaign and throughout the summer. 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 & Rupp Arena/JMI Sports Marketing
- University of Louisville & Louisville Arena/Learfield Sports Marketing
- Morehead State University
- Kentucky Sports Radio
- Tony & Dwight Show on WHAS
- iHeart media/Blue Lights Across the Bluegrass Safe Summer Driving Campaign
- Local Heroes seat belt awareness and enforcement
Budget: $185,000.00 (FAST Act 402)

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.

Motorcycle Fatalities by NOT single vehicle, Alcohol & Crashes

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>JEFFERSON</td>
<td>299</td>
<td>220</td>
<td>8</td>
<td>0</td>
<td>329</td>
<td>228</td>
<td>12</td>
<td>2</td>
<td>328</td>
<td>255</td>
<td>18</td>
<td>2</td>
</tr>
<tr>
<td>FAYETTE</td>
<td>119</td>
<td>72</td>
<td>5</td>
<td>0</td>
<td>122</td>
<td>96</td>
<td>1</td>
<td>0</td>
<td>123</td>
<td>91</td>
<td>5</td>
<td>0</td>
</tr>
<tr>
<td>BOONE</td>
<td>74</td>
<td>34</td>
<td>0</td>
<td>0</td>
<td>57</td>
<td>26</td>
<td>0</td>
<td>0</td>
<td>63</td>
<td>33</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>HARDIN</td>
<td>53</td>
<td>30</td>
<td>4</td>
<td>0</td>
<td>42</td>
<td>25</td>
<td>3</td>
<td>0</td>
<td>62</td>
<td>32</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>KENTON</td>
<td>50</td>
<td>30</td>
<td>1</td>
<td>0</td>
<td>61</td>
<td>32</td>
<td>3</td>
<td>1</td>
<td>58</td>
<td>40</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>DAVIESS</td>
<td>38</td>
<td>19</td>
<td>0</td>
<td>0</td>
<td>50</td>
<td>26</td>
<td>3</td>
<td>0</td>
<td>54</td>
<td>30</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MCCracken</td>
<td>37</td>
<td>24</td>
<td>3</td>
<td>0</td>
<td>40</td>
<td>24</td>
<td>3</td>
<td>1</td>
<td>47</td>
<td>33</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>WARREN</td>
<td>49</td>
<td>23</td>
<td>2</td>
<td>1</td>
<td>48</td>
<td>34</td>
<td>1</td>
<td>0</td>
<td>47</td>
<td>29</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>MADISON</td>
<td>42</td>
<td>26</td>
<td>1</td>
<td>0</td>
<td>38</td>
<td>21</td>
<td>3</td>
<td>1</td>
<td>37</td>
<td>16</td>
<td>3</td>
<td>1</td>
</tr>
<tr>
<td>CAMPBELL</td>
<td>34</td>
<td>16</td>
<td>1</td>
<td>0</td>
<td>38</td>
<td>20</td>
<td>2</td>
<td>0</td>
<td>33</td>
<td>17</td>
<td>4</td>
<td>0</td>
</tr>
<tr>
<td>County</td>
<td>Code</td>
<td>Name</td>
<td>Rank</td>
<td>Votes</td>
<td>For</td>
<td>Against</td>
<td>Margin</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>-------</td>
<td>------</td>
<td>---------</td>
<td>--------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Christian</td>
<td>36</td>
<td></td>
<td>1</td>
<td>0</td>
<td>28</td>
<td>15</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bullitt</td>
<td>36</td>
<td></td>
<td>2</td>
<td>0</td>
<td>20</td>
<td>11</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Henderson</td>
<td>21</td>
<td></td>
<td>3</td>
<td>0</td>
<td>18</td>
<td>9</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pike</td>
<td>11</td>
<td></td>
<td>4</td>
<td>0</td>
<td>18</td>
<td>6</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Putnam</td>
<td>12</td>
<td></td>
<td>5</td>
<td>0</td>
<td>18</td>
<td>2</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boyd</td>
<td>12</td>
<td></td>
<td>6</td>
<td>0</td>
<td>18</td>
<td>1</td>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jessamine</td>
<td>21</td>
<td></td>
<td>7</td>
<td>0</td>
<td>18</td>
<td>0</td>
<td>18</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laurel</td>
<td>22</td>
<td></td>
<td>8</td>
<td>0</td>
<td>17</td>
<td>0</td>
<td>17</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boyd</td>
<td>12</td>
<td></td>
<td>9</td>
<td>0</td>
<td>16</td>
<td>0</td>
<td>16</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Perry</td>
<td>9</td>
<td></td>
<td>10</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>McCreary</td>
<td>11</td>
<td></td>
<td>11</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pike</td>
<td>10</td>
<td></td>
<td>12</td>
<td>0</td>
<td>15</td>
<td>0</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Laurel</td>
<td>11</td>
<td></td>
<td>13</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ballard</td>
<td>12</td>
<td></td>
<td>14</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Calloway</td>
<td>11</td>
<td></td>
<td>15</td>
<td>0</td>
<td>14</td>
<td>0</td>
<td>14</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Floyd</td>
<td>7</td>
<td></td>
<td>16</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barren</td>
<td>24</td>
<td></td>
<td>17</td>
<td>0</td>
<td>13</td>
<td>0</td>
<td>13</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rockcastle</td>
<td>12</td>
<td></td>
<td>18</td>
<td>0</td>
<td>12</td>
<td>0</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rockcastle</td>
<td>18</td>
<td></td>
<td>19</td>
<td>0</td>
<td>11</td>
<td>0</td>
<td>11</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Taylor</td>
<td>15</td>
<td></td>
<td>20</td>
<td>0</td>
<td>10</td>
<td>0</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Trigg</td>
<td>13</td>
<td></td>
<td>21</td>
<td>0</td>
<td>9</td>
<td>0</td>
<td>9</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Todd</td>
<td>12</td>
<td></td>
<td>22</td>
<td>0</td>
<td>8</td>
<td>0</td>
<td>8</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pendleton</td>
<td>7</td>
<td></td>
<td>23</td>
<td>0</td>
<td>7</td>
<td>0</td>
<td>7</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carter</td>
<td>12</td>
<td></td>
<td>24</td>
<td>0</td>
<td>6</td>
<td>0</td>
<td>6</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenup</td>
<td>12</td>
<td></td>
<td>25</td>
<td>0</td>
<td>5</td>
<td>0</td>
<td>5</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hancock</td>
<td>12</td>
<td></td>
<td>26</td>
<td>0</td>
<td>4</td>
<td>0</td>
<td>4</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Knott</td>
<td>12</td>
<td></td>
<td>27</td>
<td>0</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meade</td>
<td>12</td>
<td></td>
<td>28</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>2</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Johnson</td>
<td>12</td>
<td></td>
<td>29</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boyd</td>
<td>12</td>
<td></td>
<td>30</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carter</td>
<td>12</td>
<td></td>
<td>31</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenup</td>
<td>12</td>
<td></td>
<td>32</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hancock</td>
<td>12</td>
<td></td>
<td>33</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Knott</td>
<td>12</td>
<td></td>
<td>34</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meade</td>
<td>12</td>
<td></td>
<td>35</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Johnson</td>
<td>12</td>
<td></td>
<td>36</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boyd</td>
<td>12</td>
<td></td>
<td>37</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carter</td>
<td>12</td>
<td></td>
<td>38</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenup</td>
<td>12</td>
<td></td>
<td>39</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hancock</td>
<td>12</td>
<td></td>
<td>40</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Knott</td>
<td>12</td>
<td></td>
<td>41</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meade</td>
<td>12</td>
<td></td>
<td>42</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Johnson</td>
<td>12</td>
<td></td>
<td>43</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Boyd</td>
<td>12</td>
<td></td>
<td>44</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Carter</td>
<td>12</td>
<td></td>
<td>45</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Greenup</td>
<td>12</td>
<td></td>
<td>46</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hancock</td>
<td>12</td>
<td></td>
<td>47</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Knott</td>
<td>12</td>
<td></td>
<td>48</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Motorcycle Safety Projects

Project Number: M9MA-2019-00-00-01
Project Title: Motorcycle Safety Paid Media (Share The Road)
Description: These funds will be used to purchase radio and digital media to alert drivers to watch for motorcycles and educate on how to safely share the road. 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-2019-00-00-01
Project Title: Motorcycle Safety Awareness of Protective Equipment
Description: These funds will be used to purchase radio and digital media to promote helmet usage and protective equipment. 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)
May 29, 2018

Michael Schwanke
Office of Highway Safety, Assistant Director
200 Merill Street
Frankfort, KY 40622

Mr. Schwanke,

Please be advised that KRS 13A.358 specifically states: motorcycle licensing fees received must be deposited into the Motorcycle Safety Education Program Fund; the use of these funds is restricted to motorcycle safety education; interest in the fund is maintained in the fund; and, funds are appropriated for this purpose. In addition, the Justice and Public Safety Cabinet’s biennial budget appropriation reflects this expense as a line item for this purpose.

The current rider education program has approved, through a new series of RFPs, the Motorcycle Safety Foundation (MSF) and Total Control Training curricula programs to be used in the state. At this time, we have eight approved sites providers and are looking to add more sites after this transition to a new administrative system. The current approved sites are located at:

- Kenton Co. – Balance Dynamics – Walton, KY
- Fayette Co. – Main-Way Harley Davidson – Lexington, KY
- Laurel Co. – Wildcat Harley Davidson – London, KY
- Knott Co. – Sync Training – Hindman, KY
- Jefferson Co. – B Lagrier Harley Davidson – Louisville, KY
- Jefferson Co. – Kentucky Motorsports dba Derby City – Louisville, KY
- Jefferson Co. – Kentucky Driving School – Louisville, KY
- Warren Co. – Bowling Green Harley Davidson – Bowling Green, KY

If you have any further questions regarding the program, please feel free to reach out to my office at any time.

Sincerely,

Jay Hulser
KV Motorcycle Education Coordinator
Jay.Hulser@ky.gov
502-564-1566
Michael Schwendau, Assistant Director
Office of Highway Safety
500 Meri Street, Frankfort, KY
40622

Mr. Schwendau,

Please be advised that KRS 15a:358 specifically states: motorcycle licensing fees received must be deposited into the Motorcycle Safety Education Program Fund; the use of these funds is restricted to motorcycle safety education; interest earned by the fund is maintained in the fund; and funds are appropriated for this purpose. In addition, the Justice and Public Safety Cabinet biennial budget appropriation reflects this expense as a line item for this purpose.

Sincerely,

Brad Heltzer
Executive Director Justice and Public Safety Cabinet
**Distracted Driving**

- To use media to educate drivers and motorcyclists about the dangers and consequences of driving or riding while distracted by use of handheld communication devices, inattention to the current surroundings or other activities that remove the drivers attention away from the activity of driving.

- KOHS will issue enforcement grants that have a high crash rate above the state average based on the TOP 40 counties methodology. These grants will be issued as mini grants throughout the year.

**Distracted Driving Projects**

**Project Number:** FESX-2019-00-00-01  
**Project Title:** Distracted Driving Paid Media  
**Description:** These funds will be used to develop a radio and digital campaign coinciding with Distracted Driving Awareness Month in April. In addition, advertising will be purchased through paid media to sustain the message. These funds will pay a portion of in-house contracts with the following organizations:

- University of Kentucky/JMI Sports Marketing  
- University of Louisville/Learfield Sports Marketing  
- Morehead State University  
- Tony & Dwight Show on WHAS  
- iHeart media/Blue Lights Across the Bluegrass Safe Summer Driving Campaign

**Budget:** $130,000.00 (NHTSA 405E FAST Act)

**State Traffic Safety Records & Information System Improvements**

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
Steve Ross  
Branch Manager  
KY Transportation Cabinet  
Division of Planning  
Database – Roadway  

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

Paul Ross  
IT Analyst  
UK, KY Transportation Center  
Database – Roadway, Crash  

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

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

Mike Hindman  
Lieutenant  
KY State Police, Criminal ID and Records  
Database – Crash, Citation/Adjudication  

Carla Crane  
Executive Advisor  
KY Office of Health & Data Analytics  
Database – EMS/Injury Surveillance  

Chadwick Mills  
Captain - Crash Reconstructionist  
KY State Police, Operations Division  
Database – Crash, Citation/Adjudication  

Chad Shive  
Engineer, Division of Maintenance  
KY Transportation Cabinet  
Database – Roadway, Crash  

Chandra Venettozzi  
Healthcare Data Administrator  
KY Office of Health Policy  
Database – EMS/Injury Surveillance  

David Holland  
Sergeant  
KY State Police, Criminal ID and Records  
Database – Crash, Citation/Adjudication  

Ed Harding  
Systems Consultant IT  
KY Transportation Cabinet,  
Enterprise Data Services Branch  
Database – Crash, Roadway, Vehicle, Driver  

Eric Green  
Research Engineer  
UK, KY Transportation Center  
Database – Crash, Roadway  

Daniel Sturtevant  
Research and Statistics Manager  
KY Administrative Office of the Courts  
Database – Citation/Adjudication  

Shiann Sharpe  
Branch Manager  
Kentucky State Police  
Database – Crash, Citation/Adjudication  

Godwin Onodu  
Assistant Director, Division of Motor Vehicles  
KY Transportation Cabinet  
Database – Vehicle  

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

Mike Vaughn  
Engineer, Division of Traffic Operations  
KY Transportation Cabinet  
Database – Crash, Roadway  

Elizabeth Lucas  
Director, Implementation & Court Services  

Tracy Lovell  
Engineer, Division of Traffic Operations  

53
KY Administrative Office of the Courts  
Database – Citation/Adjudication

Larry Newton  
Captain/Commander  
KY State Police, Criminal ID and Records  
Database – Crash, Citation/Adjudication

John Smoot  
Federal Program Coordinator  
KY State Police, Commercial Veh. Enforcement  
Database – Crash, Citation/Adjudication

Jon Totty  
Engineer  
Palmer Engineering  
Database – Roadway, Crash

Keith Dotson  
Division of Planning  
KY Transportation Cabinet  
Database – Roadway

Julia Costich  
Professor/Associate Director  
UK, Injury Prevention & Research Center  
Database – EMS/Injury Surveillance

Ken Agent  
Research Engineer  
UK, KY Transportation Center  
Database – Crash, Roadway

Chris Blackden  
Research Scientist  
UK, KY Transportation Center  
Database – Crash, Roadway

Peter Rock  
Research/Data Coordinator  
UK, Injury Prevention & Research Center  
Database – EMS/Injury Surveillance

Jennifer Edwards  
Administrative Services Supervisor  
Bowling Green Police Department Records  
Database – Crash, Citation/Adjudication

Michael Singleton  
State Injury Surveillance Coordinator  
UK, KY Injury Prevention & Research Center  
Database – EMS/Injury Surveillance

Michael Neal  
Brach Manager, Division of Driver Licensing  
KY Transportation Cabinet  
Database – Driver

Linda Goodman  
Division Administrator  
Federal Motor Carrier Safety Association  
Database – Vehicle

Nathan Dean  
Traffic Records Coordinator, Highway Safety  
KY Transportation Cabinet  
Database – Crash

Srinivasa Gutti  
Engineer, Division of Planning

Stephanie Williams  
Director, Division of Vehicle Registration  
KY Transportation Cabinet  
Database – Vehicle

Ben Blandford  
Research Engineer  
UK, KY Transportation Center  
Database – Crash, Roadway

Reginald Souleyrette  
Professor/Research Engineer  
UK, KY Transportation Center  
Database – Crash, Roadway

Rick Taylor  
Special Assistant, Division of Motor Carriers  
KY Transportation Cabinet  
Database – Vehicle

Ryan Tenges  
Safety Engineer  
Federal Highway Administration  
Database – Roadway, Crash

Terry Bunn  
Director
KY Transportation Cabinet
Database – Roadway

Timothy Cleary
Officer
Elizabethtown Police Department
Crash, Citation/Adjudication

Samantha Wright
Civil Engineer
UK, Department of Civil Engineering
Database – Crash, Roadway

Len O’Connell
Research Investigator
UK, KY Transportation Center
Database – Crash, Roadway

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

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

UK, KY Injury Prevention & Research Center
Database – EMS/Injury Surveillance

Jeff Hackbart
Safety Circuit Rider
UK, KY Transportation Center
Database – Roadway, Crash

Tony Young
Highway Safety Specialist
Federal Highway Administration
Database – Crash

Michael Schwendau
Assistant Director, Highway Safety
KY Transportation Cabinet
Database – Crash

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

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
Nathan Dean – KTRAC Co-Chair

Crash Subcommittee
Eric Green – Co-Chair
Shiann Sharpe – Co-Chair

KY Traffic Records Systems Assessment/Need
Samantha Wright – Co-Chair
Reginald Souleymette – Co-Chair
Ben Blanford – Co-Chair

Roadway Subcommittee
Keith Dotson – Chair
Steve Ross – Co-Chair

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

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

Citation/Adjudication Subcommittee
Daniel Sturtevant – Co-Chair
Elizabeth Lucas – Co-Chair

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

Past KTRAC Meetings
(dates do not include sub-committee meetings or strategic planning committee meetings)

September 25, 2017 – KY Transportation Cabinet – Frankfort, KY
December 11, 2017 – KY Transportation Cabinet – Frankfort, KY
January 25, 2018 – KY Transportation Cabinet – Frankfort, KY
June 1, 2018 – KY Transportation Cabinet – Frankfort, KY

Future Meetings Projected Schedule (other meetings will be scheduled as needed)

September 2018
November/December 2018
January 2019
May/June 2019
September 2019

Traffic Records Projects

Project Number: M3DA-2019-00-00-01
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-2019-00-00-02
Project Title: Kentucky Transportation Center (KTC) – University of Kentucky Research Foundation - Facilitating the Successful Attainment of the Goals in the Implementation Plan for the 2018-2021 Traffic Records Strategic Plan
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 cooperation 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: $76,195.90 (NHTSA 405C MAP-21 funds/FAST Act)
**Project Number:** M3DA-2019-00-00-03  
**Project Title:** University of Kentucky, KY Injury Prevention & Research Center Improving Motor Vehicle Crash-Related Trauma Data Quality and Completeness  
**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:** $95,671.00 (NHTSA 405C MAP-21 funds/FAST Act)

**Project Number:** M3DA-2019-00-00-04  
**Project Title:** Kentucky Transportation Center (KTC)-University of Kentucky Research Foundation - Investigation of the Accuracy of Alcohol and Drug Involvement Reporting  
**Description:** This project proposes to investigate the crash types (run off road, head-on, etc.), crash narratives, and contributing factors (time of day, distraction, etc.) associated with known alcohol and drug related crashes to develop an algorithm to assist in determining an accurate indication of all drug and alcohol crashes. The algorithm would be based on FARS crashes with known alcohol and drug use, and applied to all crashes to confirm the likelihood of alcohol and/or drugs being involved. In addition, the project will identify locations/roadway features where alcohol and drug crashes occur most often (intersections, rural 2 lanes, etc.) to identify countermeasures to combat drunk/drugged driving crashes.  
**Budget:** $75,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

**Project Number:** M3DA-2019-00-00-05  
**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-2019-00-00-06  
**Project Title:** KSP Crash Data Dictionary  
**Description:** The Kentucky State Police will develop a formal data dictionary that included each data element and a description of their validation edits. A Joint Application Design (JAD) session will be held with CRASH subcommittee members to create the data dictionary to ensure the proper considerations are taken.  
**Budget:** $39,500.00 (NHTSA 405C MAP-21 funds/FAST Act)

**Project Number:** M3DA-2019-00-00-07  
**Project Title:** KSP Online Civilian Collision Reporting  
**Description:** The Kentucky State Police (KSP) will implement functionality that will give the public the ability to complete the Kentucky Civilian Traffic Collision Report electronically from a KSP hosted website. In addition, functionality will be implemented to ensure the collected civilian collision information is available from within the CRASH Web Portal for appropriate report distribution as well as advanced data analytics. These records are currently an untapped resource.  
**Budget:** $46,000.00 (NHTSA 405C MAP-21 funds/FAST Act)

**Project Number:** M3DA-2019-00-00-08  
**Project Title:** University of Kentucky – Kentucky Transportation Center - Traffic Safety Data Service (KTDS)  
**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:** $40,171.17 (NHTSA 405C MAP-21 funds/FAST Act)

**EDUCATION BRANCH PROGRAMS AND STRATEGIES**

**SUMMARY**

The Office of Highway Safety’s Education Branch will provide research and education designed to reduce Kentucky’s highway fatalities and injuries. These programs work with in the communities’ statewide to deliver safety education programs in conjunction with the enforcement and media programs for the problem areas. 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 2019:

- 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.
- 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.

- Focus 100% of all Education Branch programming in the Top 40 Highway Safety Counties
- Improve the Office of Highway Safety curriculum with focus placed upon learning outcomes
  supporting the Kentucky Strategic Highway Safety Plan
- Maintain involvement with the Governor’s Executive Committee on Highway Safety
- Provide personnel and the Highway Safety Checkpoint Trailer in support of state and local
  law enforcement efforts with highway safety

**Education (General Public)**

- Maintain the Office of Highway Safety’s Social Media outlets
- Provide the general public with an up-to-date awareness of educational programming
  conducted by the Education Branch
- Provide notifications for upcoming Child Passenger Safety (CPS) Fitting Station Checkup
  Events
- Provide online links and resources relating to highway safety at both state and national levels
- Provide access to electronic highway safety tip sheets/educational materials

**Education (Public Service Announcements)**

- Provide PSAs on the dangers of drinking and driving during holidays/special occasions
- Provide PSAs specifically for the awareness of sharing the road with motorcyclists
- Provide PSAs specifically for the awareness of the necessity for motorcycle safety equipment
  usage, to include helmets
- Provide PSAs to address the importance of wearing a seat belt
- Provide PSAs on the dangers of distracted driving. This strategy is one of our distracted
  driving emphasis area strategies in our SHSP.
- Provide PSAs in support of the following enforcement mobilizations:
  - Distracted Driving (April)
  - Click it or Ticket (May-June)
  - Motorcycle Safety Awareness (May)
  - Blue Lights Across the Bluegrass (June-July)
  - Drive Sober or Get Pulled Over  (August-September & December)

**Education (Transportation Cabinet Employees)**

- 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. Impaired Driving Program

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 1% in the Top 40 counties
• Continue to increase the number of impaired driving presentations by 1% 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. Occupant Protection

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

• Continue to increase the number of rollover simulator events by 1% in the Top 40 counties
• Continue to increase the number of occupant protection presentations by 1% 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 pertinent 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 enhanced media campaigns in order to reduce the overall motorcycle crash and fatality rate in Kentucky.

   - 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.

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 100% 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.

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 statute and permanent regulations
- Provide a highway safety update yearly to the Kentucky General Assembly Interim Joint Transportation Committee
PERFORMANCE REPORT

OVERVIEW

- In 2017, there were 137,286 crashes involving motor vehicles on Kentucky’s public roadways. This is a 2.8% decrease from 2016.
- After three consecutive years with an increase in fatalities from the previous year, Kentucky fatalities decreased in 2017 compared to the previous year. During 2017 there was a 6.2% decrease in the total number of fatalities, from 834 during 2016 to 782 during 2017.
- The fatality rate per 100 million vehicle miles traveled (100m VMT) also saw a decrease last year of 4.8%, from 1.67 in 2016 to 1.59 in 2017. This rate is still much higher than the projected 2017 national rate of 1.17 per 100m VMT.
- For the second consecutive year, the number of serious injuries in Kentucky decreased 5% to 3,007 in 2017, compared to 3,157 2016.

IMPAIRED DRIVING

- During the last three years (2015-2017), alcohol-related fatalities comprised an average of about 21% of all motor vehicle fatalities.
- Initial data for 2017 suggests a decrease in the total alcohol-related fatalities of 22%, from 175 in 2016 to 137 in 2017.
- The following ten counties ranked highest (in order) in the number of alcohol-related collisions in 2016: Jefferson, Fayette, Kenton, Boone, Warren, Campbell, Daviess, Pike, Madison and Hardin.

OCCUPANT PROTECTION

The statewide average seat belt usage rate (all front seat occupants) remained statistically the same during 2017, when compared to 2016, at 86.8%. The usage rate for drivers increased slightly last year, from 86.7% in 2016 to 87.2% in 2017.

- 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 89.7%. 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 2017 Kentucky seat belt survey indicated a usage rate of 80.5% on local roads, compared to 91.7% on limited access highways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 91.0% in Fayette County to a low of 70.4% in Clay County.
- Usage of child restraints for children under four years of age was not collected in the 2017 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 78.7% in 2017 to 78.8% in 2017. Seat belt usage continues to be lower in pickups than in any other type of vehicle.
- Fifty-two percent of the vehicle occupants killed in 2017 in Kentucky were not restrained at the time of the collision.
- Of the fatalities that occurred during night time hours during 2017, 60% were not wearing a seatbelt.
**Speeding**

- The number of speed-related crashes decreased by 8.96% from 2016 to 2017. The number of speeding-related fatalities also decreased by 5%, from 138 in 2016 to 131 in 2017.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 16% all fatal crashes in 2017 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 2017, 16-19 year old drivers were involved in about 14.7% of all crashes and 10.4% of fatal crashes, even though this age group makes up only 7% of licensed drivers (including learners permits) in the state (*2016 licensed drivers totals).

**Motorcycles**

- Initial data shows the number of motorcyclists killed in crashes decreased during the past year by 23%, from 111 fatalities in 2016 to 85 in 2017.
- Helmet usage among motorcyclists is approximately 60% in 2017 which is up slightly from the rate of 59% in 2016. Kentucky had a statewide law requiring helmet the use of a helmet by a motorcyclist until it was repealed in 1998. Surveys before the repeal of the law found a helmet usage rate of over 95%.

**Bicycles/Pedestrians**

- The number of bicyclists killed in Kentucky decreased 22% this past year, from 9 fatalities in 2016 to 7 in 2017.
- The total number of pedestrian fatalities increased 11% this past year, from 81 during 2016 to 90 during 2017.
- The Lexington, KY and Northern MPO districts also have Bike/Ped safety programs in place.
# Program Cost Summary and Project List

<table>
<thead>
<tr>
<th>Program Area</th>
<th>Grant Number</th>
<th>Agency</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>NHTSA 402</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Planning and Administration</td>
<td>PA-2019-00-00-01</td>
<td>KOHS Planning and Administration</td>
<td>$250,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total: $250,000.00</td>
</tr>
<tr>
<td>Motorcycle Safety</td>
<td>MC-2019-00-00-01</td>
<td>KOHS Motorcycle Safety</td>
<td>$85,000.00</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total: $85,000.00</td>
</tr>
<tr>
<td>Police Traffic Services</td>
<td>PT-2019-00-00-01</td>
<td>LEL - ARIDE</td>
<td>$103,700.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-02</td>
<td>LEL - North</td>
<td>$103,700.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-03</td>
<td>LEL - East</td>
<td>$121,991.30</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-04</td>
<td>LEL - West</td>
<td>$112,991.09</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-05</td>
<td>LEL - Central</td>
<td>$133,469.12</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-06</td>
<td>LEL - JOL</td>
<td>$50,000.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-07</td>
<td>LEL - Part-Time</td>
<td>$50,000.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-08</td>
<td>Ashland Police Department</td>
<td>$8,400.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-09</td>
<td>Barbourville Police Department</td>
<td>$8,400.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-10</td>
<td>Benton Police Department</td>
<td>$8,000.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-11</td>
<td>Boone County Sheriff's Office</td>
<td>$59,400.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-12</td>
<td>Calloway County Sheriff's Office</td>
<td>$10,900.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-13</td>
<td>Campbell County Police Department</td>
<td>$23,400.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-14</td>
<td>Campbellsville Police Department</td>
<td>$20,100.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-15</td>
<td>Catlettsburg Police Department</td>
<td>$11,080.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-16</td>
<td>Cave City Police Department</td>
<td>$9,400.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-17</td>
<td>Christian County Sheriff's Office</td>
<td>$9,400.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-18</td>
<td>Clark County Sheriff's Office</td>
<td>$11,850.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-19</td>
<td>Covington Police Department</td>
<td>$50,900.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-20</td>
<td>Danville Police Department</td>
<td>$11,850.00</td>
</tr>
<tr>
<td></td>
<td>PT-2019-00-00-21</td>
<td>Daviess County Sheriff's Office</td>
<td>$14,600.00</td>
</tr>
</tbody>
</table>

66
<table>
<thead>
<tr>
<th>Code</th>
<th>Department</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>PT-2019-00-00-22</td>
<td>Eddyville Police Department</td>
<td>$9,650.00</td>
</tr>
<tr>
<td>PT-2019-00-00-23</td>
<td>Edgewood Police Department</td>
<td>$5,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-24</td>
<td>Erlanger/Elsmere Police Department</td>
<td>$22,300.00</td>
</tr>
<tr>
<td>PT-2019-00-00-25</td>
<td>Flatwoods Police Department</td>
<td>$8,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-26</td>
<td>Frankfort Police Department</td>
<td>$45,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-27</td>
<td>Ft Mitchell Police Department</td>
<td>$11,300.00</td>
</tr>
<tr>
<td>PT-2019-00-00-28</td>
<td>Ft Thomas Police Department</td>
<td>$12,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-29</td>
<td>Georgetown Police Department</td>
<td>$11,850.00</td>
</tr>
<tr>
<td>PT-2019-00-00-30</td>
<td>Graves County Sheriff's Office</td>
<td>$7,900.00</td>
</tr>
<tr>
<td>PT-2019-00-00-31</td>
<td>Grayson County Sheriff's Office</td>
<td>$7,450.00</td>
</tr>
<tr>
<td>PT-2019-00-00-32</td>
<td>Grayson Police Department</td>
<td>$9,100.00</td>
</tr>
<tr>
<td>PT-2019-00-00-33</td>
<td>Jackson Police Department</td>
<td>$8,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-34</td>
<td>Johnson County Sheriff's Office</td>
<td>$11,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-35</td>
<td>Kenton County Police Department</td>
<td>$9,100.00</td>
</tr>
<tr>
<td>PT-2019-00-00-36</td>
<td>Knott County Sheriff's Office</td>
<td>$6,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-37</td>
<td>LaGrange Police Department</td>
<td>$9,100.00</td>
</tr>
<tr>
<td>PT-2019-00-00-38</td>
<td>Lancaster Police Department</td>
<td>$8,000.00</td>
</tr>
<tr>
<td>PT-2019-00-00-39</td>
<td>Larue County Sheriff's Office</td>
<td>$6,900.00</td>
</tr>
<tr>
<td>PT-2019-00-00-40</td>
<td>Lawrenceburg Police Department</td>
<td>$16,800.00</td>
</tr>
<tr>
<td>PT-2019-00-00-41</td>
<td>Lexington Police Department</td>
<td>$47,600.00</td>
</tr>
<tr>
<td>PT-2019-00-00-42</td>
<td>London Police Department</td>
<td>$25,400.00</td>
</tr>
<tr>
<td>PT-2019-00-00-43</td>
<td>Louisville Metro Police Department</td>
<td>$94,600.00</td>
</tr>
<tr>
<td>PT-2019-00-00-44</td>
<td>Loyall Police Department</td>
<td>$7,900.00</td>
</tr>
<tr>
<td>PT-2019-00-00-45</td>
<td>Lyon County Sheriff's Office</td>
<td>$7,450.00</td>
</tr>
<tr>
<td>PT-2019-00-00-46</td>
<td>Madison County Sheriff's Office</td>
<td>$28,900.00</td>
</tr>
<tr>
<td>PT-2019-00-00-47</td>
<td>Madisonville Police Department</td>
<td>$11,300.00</td>
</tr>
<tr>
<td>PT-2019-00-00-48</td>
<td>Maysville Police Department</td>
<td>$11,300.00</td>
</tr>
<tr>
<td>PT-2019-00-00-49</td>
<td>Mt Sterling Police Department</td>
<td>$6,900.00</td>
</tr>
</tbody>
</table>
PT-2019-00-00-50  Newport Police Department $11,300.00
PT-2019-00-00-51  Owensboro Police Department $36,600.00
PT-2019-00-00-52  Paducah Police Department $25,050.00
PT-2019-00-00-53  Paris Police Department $10,400.00
PT-2019-00-00-54  Pineville Police Department $7,400.00
PT-2019-00-00-55  Prestonsburg Police Department $11,400.00
PT-2019-00-00-56  Raceland Police Department $6,400.00
PT-2019-00-00-57  Somerset Police Department $25,600.00
PT-2019-00-00-58  Warren County Sheriff's Office $10,200.00
PT-2019-00-00-59  Williamsburg Police Department $16,400.00
PT-2019-00-00-60  KSP - Speed Grant $513,939.96
PT-2019-00-00-61  UK-KYTC Crash Analysis $75,000.00
PT-2019-00-00-62  Frankfort Full Time Officer $135,000.00
PT-2019-00-00-63  Lifesavers Conference $100,000.00
PT-2019-00-00-64  KSP Advanced Collision Reconstruction $35,800.00

Total: $2,422,621.47

Police Traffic Services Half Year Grants
PT-2019-00-HY-01  Half Year Grants $300,000.00

Total: $300,000.00

Community Traffic Safety
CP-2019-00-00-01  KOHS Program Management $350,000.00

Total: $350,000.00

Driver Education
DE-2019-HP-00-01  402 Undesignated

Paid Advertising
PM-2019-00-00-01  High Visibility Media $185,000.00

Total: $185,000.00

NHTSA 402 TOTAL: $3,592,621.47

405b Low
Occupant Protection (405b)
M2HVE-2019-00-00-01  Ballard County Sheriff's Office $6,400.00
M2HVE-2019-00-00-02  Crittenden County SO $5,900.00
M2HVE-2019-00-00-03 Ferguson Police Department $5,800.00
M2HVE-2019-00-00-04 Glasgow Police Department $20,100.00
M2HVE-2019-00-00-05 Greenville Police Department $7,400.00
M2HVE-2019-00-00-06 Harrison County Sheriff’s Office $8,400.00
M2HVE-2019-00-00-07 Hazard Police Department $13,500.00
M2HVE-2019-00-00-08 Lexington Police Department $24,200.00
M2HVE-2019-00-00-09 Mt Washington PD $6,900.00
M2HVE-2019-00-00-10 Oldham County Police Department $49,400.00
M2HVE-2019-00-00-11 Pikeville Police Department $23,400.00
M2HVE-2019-00-00-12 Richmond Police Department $21,000.00
M2HVE-2019-00-00-13 Versailles Police Department $14,000.00
M2HVE-2019-00-00-14 UK-KYTC Seat Belt Survey $80,450.00
M2HVE-2019-00-00-15 Bracken County Health Department $7,400.00
M2HVE-2019-00-00-16 Cumberland Valley ADD $28,000.00
M2HVE-2019-00-00-17 Madison County Health Department $45,800.00
M2HVE-2019-00-00-18 Marshall County Health Department $31,500.00
M2HVE-2019-00-00-19 Norton Children’s Hospital $47,300.00
M2HVE-2019-00-00-20 CPS Workshop $5,000.00
M2HVE-2019-00-00-21 KSP - Occupant Protection $142,660.00
M2HVE-2019-00-00-22 Occupant Protection Coordinator $80,000.00
M2HVE-2019-00-00-23 CPS Coordinator $80,000.00
Total: $754,510.00

Click it or Ticket M2HVE-2019-00-00-24 Click it or Ticket Awards $25,000.00
M2HVE-2019-00-00-25 Click it or Ticket Media $180,000.00
Total: $205,000.00

Occupant Protection (405b) Total: $959,510.00

Traffic Records Data (405c) M3DA-2019-00-00-01 Traffic Records Program Manager $80,000.00

Total: $959,510.00

405c
<table>
<thead>
<tr>
<th>Project Code</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>M3DA-2019-00-00-02</td>
<td>Plan for the 2018-2021 TSRP</td>
<td>$76,195.90</td>
</tr>
<tr>
<td>M3DA-2019-00-00-03</td>
<td>KIPRC/Trauma Data</td>
<td>$95,671.00</td>
</tr>
<tr>
<td>M3DA-2019-00-00-04</td>
<td>Alcohol and Drug Reporting</td>
<td>$75,000.00</td>
</tr>
<tr>
<td>M3DA-2019-00-00-05</td>
<td>KEMSIS</td>
<td>$75,000.00</td>
</tr>
<tr>
<td>M3DA-2019-00-00-06</td>
<td>KSP Crash Data Dictionary</td>
<td>$39,500.00</td>
</tr>
<tr>
<td>M3DA-2019-00-00-07</td>
<td>KSP Collision Reporting</td>
<td>$46,000.00</td>
</tr>
<tr>
<td>M3DA-2019-00-00-08</td>
<td>KY Traffic Safety Data Service</td>
<td>$38,769.17</td>
</tr>
<tr>
<td></td>
<td><strong>405c Traffic Records Total:</strong></td>
<td><strong>$526,136.07</strong></td>
</tr>
<tr>
<td></td>
<td><strong>405d Impaired Driving Mid</strong></td>
<td><strong>$526,136.07</strong></td>
</tr>
<tr>
<td>MSHVE-2019-00-00-01</td>
<td>Allen County Sheriff's Office</td>
<td>$8,000.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-02</td>
<td>Bourbon County Sheriff's Office</td>
<td>$7,400.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-03</td>
<td>Boyd County Sheriff's Office</td>
<td>$21,200.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-04</td>
<td>Burnside Police Department</td>
<td>$9,650.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-05</td>
<td>Cadiz Police Department</td>
<td>$8,000.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-06</td>
<td>Florence Police Department</td>
<td>$61,900.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-07</td>
<td>Franklin County Sheriff's Office</td>
<td>$32,200.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-08</td>
<td>Harlan Police Department</td>
<td>$9,400.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-09</td>
<td>Henderson Police Department</td>
<td>$11,900.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-10</td>
<td>Hopkinsville Police Department</td>
<td>$15,150.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-11</td>
<td>Lakeside Park-Crestview Hills PD</td>
<td>$5,800.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-12</td>
<td>Laurel Sheriff's Office</td>
<td>$48,150.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-13</td>
<td>Leitchfield Police Department</td>
<td>$11,850.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-14</td>
<td>Lexington Police Department</td>
<td>$30,800.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-15</td>
<td>Louisville Metro Police Department</td>
<td>$78,400.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-16</td>
<td>Marshall County Sheriff's Office</td>
<td>$21,200.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-17</td>
<td>Mayfield Police Department</td>
<td>$10,400.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-18</td>
<td>McCracken County Sheriff's Office</td>
<td>$9,100.00</td>
</tr>
<tr>
<td>MSHVE-2019-00-00-19</td>
<td>Morehead Police Department</td>
<td>$8,550.00</td>
</tr>
<tr>
<td>Code</td>
<td>Description</td>
<td>Amount</td>
</tr>
<tr>
<td>----------------------</td>
<td>--------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-20</td>
<td>Murray Police Department</td>
<td>$13,400.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-21</td>
<td>Nelson County SO/Bardstown PD</td>
<td>$25,400.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-22</td>
<td>Nicholasville Police Department</td>
<td>$21,200.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-23</td>
<td>Pike County Sheriff’s Office</td>
<td>$7,450.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-24</td>
<td>Radcliff Police Department</td>
<td>$14,600.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-25</td>
<td>Scott County Sheriff’s Office</td>
<td>$16,000.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-26</td>
<td>Shelbyville Police Department</td>
<td>$6,400.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-27</td>
<td>Southgate Police Department</td>
<td>$6,900.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-28</td>
<td>Villa Hills Police Department</td>
<td>$5,400.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-29</td>
<td>Wilder Police Department</td>
<td>$6,400.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-30</td>
<td>Williamstown Police Department</td>
<td>$5,400.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-31</td>
<td>Department of Criminal Justice</td>
<td>$100,000.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-32</td>
<td>Office of Attorney General</td>
<td>$232,365.05</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-33</td>
<td>KSP - Nighthawk</td>
<td>$525,000.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-34</td>
<td>Impaired Driving Coordinator</td>
<td>$80,000.00</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$1,474,965.05</td>
</tr>
</tbody>
</table>

**Drive Sober Get Pulled Over**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>M5HVE-2019-00-00-35</td>
<td>Impaired Driving Awards</td>
<td>$25,000.00</td>
</tr>
<tr>
<td>M5HVE-2019-00-00-36</td>
<td>Impaired Driving Media</td>
<td>$833,000.00</td>
</tr>
<tr>
<td></td>
<td>Total:</td>
<td>$858,000.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>M9MA-2019-00-00-01</td>
<td>Motorcycle Safety Paid Media</td>
<td>$65,000.00</td>
</tr>
<tr>
<td></td>
<td>405f Motorcycle Safety Total:</td>
<td>$65,000.00</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FESX-2019-00-00-01</td>
<td>Distracted Driving Media</td>
<td>$130,000.00</td>
</tr>
<tr>
<td></td>
<td>405e Distracted Driving Total:</td>
<td>$130,000.00</td>
</tr>
</tbody>
</table>

**FY19 TOTAL:** $7,606,232.59
<table>
<thead>
<tr>
<th>County name</th>
<th>ESTIMATED POPULATION</th>
<th>TOTAL CRASHES</th>
<th>FATALITIES</th>
<th>INCAP INJURIES</th>
<th>FAR RATE PER 100MVM</th>
<th>IMPAIRED DRIVING COLLISIONS</th>
<th>UNBELTED FATALITIES PERCENT</th>
<th>SPEED COLLISIONS</th>
<th>CMV COLLISIONS</th>
<th>MOTORCYCLE COLLISIONS</th>
<th>WEIGHTED SCORE</th>
<th>OVERALL RANK (1 - 120)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADAIR</td>
<td>59</td>
<td>72</td>
<td>34</td>
<td>97</td>
<td>94</td>
<td>66</td>
<td>45</td>
<td>92</td>
<td>73</td>
<td>103</td>
<td>10407.6</td>
<td>81</td>
</tr>
<tr>
<td>ALLEN</td>
<td>55</td>
<td>57</td>
<td>64</td>
<td>89</td>
<td>82</td>
<td>54</td>
<td>70</td>
<td>71</td>
<td>52</td>
<td>48</td>
<td>9667.9</td>
<td>74</td>
</tr>
<tr>
<td>ANDERSON</td>
<td>52</td>
<td>52</td>
<td>64</td>
<td>70</td>
<td>89</td>
<td>47</td>
<td>56</td>
<td>49</td>
<td>56</td>
<td>72</td>
<td>8893.7</td>
<td>68</td>
</tr>
<tr>
<td>BALLARD</td>
<td>109</td>
<td>98</td>
<td>72</td>
<td>97</td>
<td>22</td>
<td>88</td>
<td>93</td>
<td>94</td>
<td>65</td>
<td>98</td>
<td>11487.5</td>
<td>94</td>
</tr>
<tr>
<td>BARREN</td>
<td>25</td>
<td>23</td>
<td>20</td>
<td>24</td>
<td>75</td>
<td>25</td>
<td>59</td>
<td>30</td>
<td>22</td>
<td>20</td>
<td>4288.2</td>
<td>22</td>
</tr>
<tr>
<td>BATH</td>
<td>88</td>
<td>102</td>
<td>78</td>
<td>107</td>
<td>109</td>
<td>107</td>
<td>3</td>
<td>112</td>
<td>86</td>
<td>103</td>
<td>12596.0</td>
<td>104</td>
</tr>
<tr>
<td>BELL</td>
<td>40</td>
<td>40</td>
<td>38</td>
<td>40</td>
<td>32</td>
<td>35</td>
<td>26</td>
<td>51</td>
<td>46</td>
<td>37</td>
<td>5360.7</td>
<td>34</td>
</tr>
<tr>
<td>BOONE</td>
<td>4</td>
<td>4</td>
<td>13</td>
<td>10</td>
<td>114</td>
<td>4</td>
<td>94</td>
<td>4</td>
<td>3</td>
<td>3</td>
<td>3366.8</td>
<td>10</td>
</tr>
<tr>
<td>PERCENT WEIGHT (calculated based on numeric weight)</td>
<td>NUMERIC WEIGHT (assigned)</td>
<td>County name</td>
<td>TOTAL CRASHES</td>
<td>INJURIES</td>
<td>FATALITIES</td>
<td>UNBELTED</td>
<td>IMPAIRED</td>
<td>FAIR RATE</td>
<td>FAIR RATE PER 100K MV</td>
<td>CRASHES</td>
<td>INJURIES</td>
<td>FATALITIES</td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>---------------------------</td>
<td>-------------</td>
<td>---------------</td>
<td>----------</td>
<td>------------</td>
<td>----------</td>
<td>----------</td>
<td>-----------</td>
<td>----------------------</td>
<td>----------</td>
<td>----------</td>
<td>------------</td>
</tr>
<tr>
<td>0.0%</td>
<td>0.0</td>
<td>BOURBON</td>
<td>57</td>
<td>44</td>
<td>87</td>
<td>69</td>
<td>69</td>
<td>47</td>
<td>64</td>
<td>48</td>
<td>37</td>
<td>24</td>
</tr>
<tr>
<td>4.3%</td>
<td>0.5</td>
<td>BOYD</td>
<td>77</td>
<td>22</td>
<td>36</td>
<td>68</td>
<td>81</td>
<td>47</td>
<td>21</td>
<td>88</td>
<td>43</td>
<td>22</td>
</tr>
<tr>
<td>8.7%</td>
<td>0.5</td>
<td>BOYD</td>
<td>77</td>
<td>22</td>
<td>36</td>
<td>68</td>
<td>81</td>
<td>47</td>
<td>21</td>
<td>88</td>
<td>43</td>
<td>22</td>
</tr>
<tr>
<td>8.7%</td>
<td>1.0</td>
<td>BOYD</td>
<td>77</td>
<td>22</td>
<td>36</td>
<td>68</td>
<td>81</td>
<td>47</td>
<td>21</td>
<td>88</td>
<td>43</td>
<td>22</td>
</tr>
<tr>
<td>8.7%</td>
<td>0.5</td>
<td>BULLITT</td>
<td>68</td>
<td>10</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>3.8%</td>
<td>0.5</td>
<td>BRECKENRIDGE</td>
<td>79</td>
<td>12</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>17.4%</td>
<td>0.5</td>
<td>BUTLER</td>
<td>28</td>
<td>11</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>28.1%</td>
<td>0.5</td>
<td>BUTLER</td>
<td>28</td>
<td>11</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>4.3%</td>
<td>0.5</td>
<td>BULLITT</td>
<td>68</td>
<td>10</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>8.7%</td>
<td>0.5</td>
<td>BULLITT</td>
<td>68</td>
<td>10</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>8.7%</td>
<td>0.5</td>
<td>BULLITT</td>
<td>68</td>
<td>10</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>8.7%</td>
<td>0.5</td>
<td>BULLITT</td>
<td>68</td>
<td>10</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>8.7%</td>
<td>0.5</td>
<td>BULLITT</td>
<td>68</td>
<td>10</td>
<td>11</td>
<td>19</td>
<td>71</td>
<td>69</td>
<td>79</td>
<td>69</td>
<td>66</td>
<td>20</td>
</tr>
<tr>
<td>County name</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FAI RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
<td>CMV COLLISIONS</td>
<td>MOTORCYCLE COLLISIONS</td>
<td>WEIGHTED SCORE</td>
<td>OVERALL RANK (1 - 120)</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------------</td>
<td>---------------</td>
<td>------------</td>
<td>----------------</td>
<td>---------------------</td>
<td>-----------------------------</td>
<td>----------------------------</td>
<td>-------------------</td>
<td>----------------</td>
<td>------------------------</td>
<td>----------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>CALDWELL</td>
<td>87</td>
<td>63</td>
<td>48</td>
<td>61</td>
<td>35</td>
<td>92</td>
<td>68</td>
<td>47</td>
<td>46</td>
<td>59</td>
<td>8085.6</td>
<td>56</td>
</tr>
<tr>
<td>CALLOWAY</td>
<td>26</td>
<td>28</td>
<td>29</td>
<td>53</td>
<td>76</td>
<td>29</td>
<td>67</td>
<td>39</td>
<td>43</td>
<td>29</td>
<td>6183.9</td>
<td>41</td>
</tr>
<tr>
<td>CAMPBELL</td>
<td>8</td>
<td>7</td>
<td>17</td>
<td>11</td>
<td>68</td>
<td>6</td>
<td>58</td>
<td>8</td>
<td>11</td>
<td>10</td>
<td>2797.5</td>
<td>8</td>
</tr>
<tr>
<td>CARLISLE</td>
<td>117</td>
<td>113</td>
<td>104</td>
<td>113</td>
<td>45</td>
<td>114</td>
<td>18</td>
<td>97</td>
<td>97</td>
<td>110</td>
<td>13162.8</td>
<td>108</td>
</tr>
<tr>
<td>CARROLL</td>
<td>95</td>
<td>60</td>
<td>52</td>
<td>66</td>
<td>96</td>
<td>59</td>
<td>25</td>
<td>53</td>
<td>32</td>
<td>82</td>
<td>8423.8</td>
<td>62</td>
</tr>
<tr>
<td>CARTER</td>
<td>41</td>
<td>50</td>
<td>52</td>
<td>47</td>
<td>102</td>
<td>51</td>
<td>16</td>
<td>42</td>
<td>50</td>
<td>47</td>
<td>6938.7</td>
<td>43</td>
</tr>
<tr>
<td>CASEY</td>
<td>72</td>
<td>92</td>
<td>72</td>
<td>47</td>
<td>9</td>
<td>79</td>
<td>4</td>
<td>108</td>
<td>81</td>
<td>91</td>
<td>8400.9</td>
<td>61</td>
</tr>
<tr>
<td>CHRISTIAN</td>
<td>11</td>
<td>12</td>
<td>23</td>
<td>9</td>
<td>90</td>
<td>12</td>
<td>95</td>
<td>11</td>
<td>15</td>
<td>12</td>
<td>3778.6</td>
<td>19</td>
</tr>
</tbody>
</table>
## 2014-2016 Individual Factor Rankings

(1 = most problems, 120 = least problems)

<table>
<thead>
<tr>
<th>PERCENT WEIGHT (calculated based on numeric weight)</th>
<th>4.3%</th>
<th>0.0%</th>
<th>17.4%</th>
<th>26.1%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUMERIC WEIGHT (assigned)</td>
<td>0.5</td>
<td>0.0</td>
<td>2.0</td>
<td>3.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>County name</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FAI RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
</tr>
<tr>
<td>CLARK</td>
<td>31</td>
<td>25</td>
<td>94</td>
<td>26</td>
<td>58</td>
<td>26</td>
<td>22</td>
<td>27</td>
</tr>
<tr>
<td>CLAY</td>
<td>54</td>
<td>65</td>
<td>28</td>
<td>23</td>
<td>4</td>
<td>42</td>
<td>46</td>
<td>61</td>
</tr>
<tr>
<td>CLINTON</td>
<td>99</td>
<td>101</td>
<td>95</td>
<td>79</td>
<td>24</td>
<td>108</td>
<td>72</td>
<td>113</td>
</tr>
<tr>
<td>CRITTENDEN</td>
<td>103</td>
<td>95</td>
<td>89</td>
<td>61</td>
<td>2</td>
<td>84</td>
<td>52</td>
<td>84</td>
</tr>
<tr>
<td>CUMBERLAND</td>
<td>113</td>
<td>110</td>
<td>109</td>
<td>106</td>
<td>40</td>
<td>104</td>
<td>28</td>
<td>110</td>
</tr>
<tr>
<td>DAVIESS</td>
<td>7</td>
<td>6</td>
<td>6</td>
<td>6</td>
<td>48</td>
<td>7</td>
<td>55</td>
<td>10</td>
</tr>
<tr>
<td>EDMONSON</td>
<td>92</td>
<td>90</td>
<td>100</td>
<td>58</td>
<td>18</td>
<td>92</td>
<td>86</td>
<td>63</td>
</tr>
<tr>
<td>ELLIOTT</td>
<td>110</td>
<td>117</td>
<td>119</td>
<td>115</td>
<td>71</td>
<td>110</td>
<td>119</td>
<td>110</td>
</tr>
<tr>
<td>County Name</td>
<td>2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-------------</td>
<td>--------------------------------------------------------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ESTILL</td>
<td>PERCENT WEIGHT (calculated based on numeric weight)</td>
<td>NUMERIC WEIGHT (estimated)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>FAIR CRASHES</td>
<td>TOTAL CRASHES</td>
<td>INCAP INJURIES</td>
<td>UNBELTED FATALITIES</td>
<td>SPEED COLLISIONS</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>MOTORCYCLE COLLISIONS</td>
<td>OVERALL RANK</td>
</tr>
<tr>
<td></td>
<td>77</td>
<td>106</td>
<td>109</td>
<td>107</td>
<td>97</td>
<td>67</td>
<td>112</td>
<td>111</td>
</tr>
<tr>
<td>FAYETTE</td>
<td>106</td>
<td>111</td>
<td>109</td>
<td>109</td>
<td>91</td>
<td>80</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>FLEMING</td>
<td>106</td>
<td>109</td>
<td>111</td>
<td>109</td>
<td>91</td>
<td>80</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>FLOYD</td>
<td>106</td>
<td>109</td>
<td>111</td>
<td>109</td>
<td>91</td>
<td>80</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>FRANKLIN</td>
<td>106</td>
<td>109</td>
<td>111</td>
<td>109</td>
<td>91</td>
<td>80</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>FULTON</td>
<td>106</td>
<td>109</td>
<td>111</td>
<td>109</td>
<td>91</td>
<td>80</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>GALLATIN</td>
<td>106</td>
<td>109</td>
<td>111</td>
<td>109</td>
<td>91</td>
<td>80</td>
<td>103</td>
<td>103</td>
</tr>
<tr>
<td>GARRARD</td>
<td>106</td>
<td>109</td>
<td>111</td>
<td>109</td>
<td>91</td>
<td>80</td>
<td>103</td>
<td>103</td>
</tr>
</tbody>
</table>
### 2014-2016 INDIVIDUAL FACTOR RANKINGS

(1 = most problems, 120 = least problems)

<table>
<thead>
<tr>
<th>PERCENT WEIGHT (calculated based on numeric weight)</th>
<th>4.3%</th>
<th>0.0%</th>
<th>17.4%</th>
<th>26.1%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUMERIC WEIGHT (assigned)</td>
<td>0.5</td>
<td>0.0</td>
<td>2.0</td>
<td>3.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>County name</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FATAL RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
<td>CMV COLLISIONS</td>
</tr>
<tr>
<td>--------------------------------------------------</td>
<td>------</td>
<td>------</td>
<td>-------</td>
<td>-------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
<td>------</td>
</tr>
<tr>
<td>GRANT</td>
<td>46</td>
<td>37</td>
<td>72</td>
<td>69</td>
<td>119</td>
<td>44</td>
<td>103</td>
<td>17</td>
<td>35</td>
</tr>
<tr>
<td>GRAVES</td>
<td>27</td>
<td>29</td>
<td>25</td>
<td>17</td>
<td>26</td>
<td>33</td>
<td>35</td>
<td>22</td>
<td>40</td>
</tr>
<tr>
<td>GRAYSON</td>
<td>43</td>
<td>42</td>
<td>25</td>
<td>38</td>
<td>36</td>
<td>45</td>
<td>62</td>
<td>70</td>
<td>54</td>
</tr>
<tr>
<td>GREEN</td>
<td>94</td>
<td>99</td>
<td>84</td>
<td>104</td>
<td>38</td>
<td>112</td>
<td>49</td>
<td>106</td>
<td>97</td>
</tr>
<tr>
<td>GREENUP</td>
<td>30</td>
<td>41</td>
<td>72</td>
<td>46</td>
<td>84</td>
<td>52</td>
<td>38</td>
<td>55</td>
<td>70</td>
</tr>
<tr>
<td>HANCOCK</td>
<td>104</td>
<td>107</td>
<td>109</td>
<td>104</td>
<td>59</td>
<td>109</td>
<td>112</td>
<td>96</td>
<td>62</td>
</tr>
<tr>
<td>HARDIN</td>
<td>6</td>
<td>8</td>
<td>3</td>
<td>3</td>
<td>65</td>
<td>8</td>
<td>98</td>
<td>7</td>
<td>5</td>
</tr>
<tr>
<td>HARLAN</td>
<td>39</td>
<td>56</td>
<td>32</td>
<td>57</td>
<td>49</td>
<td>36</td>
<td>54</td>
<td>86</td>
<td>66</td>
</tr>
<tr>
<td>County name</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FAI RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
<td>CMV COLLISIONS</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------------</td>
<td>---------------</td>
<td>------------</td>
<td>----------------</td>
<td>---------------------</td>
<td>-----------------------------</td>
<td>-----------------------------</td>
<td>-----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>HARRISON</td>
<td>61</td>
<td>53</td>
<td>100</td>
<td>58</td>
<td>23</td>
<td>58</td>
<td>105</td>
<td>48</td>
<td>75</td>
</tr>
<tr>
<td>HART</td>
<td>62</td>
<td>49</td>
<td>34</td>
<td>71</td>
<td>34</td>
<td>91</td>
<td>71</td>
<td>10</td>
<td>14</td>
</tr>
<tr>
<td>HENDERSON</td>
<td>22</td>
<td>15</td>
<td>41</td>
<td>21</td>
<td>21</td>
<td>21</td>
<td>75</td>
<td>26</td>
<td>17</td>
</tr>
<tr>
<td>HENRY</td>
<td>71</td>
<td>62</td>
<td>41</td>
<td>74</td>
<td>99</td>
<td>60</td>
<td>80</td>
<td>44</td>
<td>21</td>
</tr>
<tr>
<td>HICKMAN</td>
<td>118</td>
<td>116</td>
<td>114</td>
<td>119</td>
<td>113</td>
<td>116</td>
<td>113</td>
<td>106</td>
<td>102</td>
</tr>
<tr>
<td>HOPKINS</td>
<td>23</td>
<td>20</td>
<td>9</td>
<td>37</td>
<td>37</td>
<td>27</td>
<td>88</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td>JACKSON</td>
<td>81</td>
<td>93</td>
<td>84</td>
<td>70</td>
<td>14</td>
<td>101</td>
<td>11</td>
<td>86</td>
<td>97</td>
</tr>
<tr>
<td>JEFFERSON</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>30</td>
<td>1</td>
<td>74</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PERCENT WEIGHT</strong>&lt;br&gt;(calculated based on numeric weight)</td>
<td>4.3%   0.0%   17.4%   26.1%   8.7%   8.7%   8.7%   8.7%   8.7%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NUMERIC WEIGHT</strong>&lt;br&gt;(assigned)</td>
<td>0.5    0.0    2.0     3.0     1.0    1.0    1.0    1.0    1.0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>County name</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FAI RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
<td>CMV COLLISIONS</td>
</tr>
<tr>
<td>------------------------------------------</td>
<td>---------------------</td>
<td>---------------</td>
<td>------------</td>
<td>----------------</td>
<td>---------------------</td>
<td>-----------------------------</td>
<td>-------------------------</td>
<td>----------------</td>
<td>---------------</td>
</tr>
<tr>
<td>JESSAMINE</td>
<td>18</td>
<td>18</td>
<td>25</td>
<td>27</td>
<td>34</td>
<td>17</td>
<td>36</td>
<td>13</td>
<td>28</td>
</tr>
<tr>
<td>JOHNSON</td>
<td>50</td>
<td>59</td>
<td>64</td>
<td>89</td>
<td>100</td>
<td>55</td>
<td>5</td>
<td>77</td>
<td>75</td>
</tr>
<tr>
<td>KENTON</td>
<td>3</td>
<td>3</td>
<td>9</td>
<td>4</td>
<td>98</td>
<td>3</td>
<td>63</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>KNOTT</td>
<td>73</td>
<td>83</td>
<td>100</td>
<td>83</td>
<td>86</td>
<td>68</td>
<td>20</td>
<td>100</td>
<td>87</td>
</tr>
<tr>
<td>KNOX</td>
<td>32</td>
<td>43</td>
<td>39</td>
<td>30</td>
<td>28</td>
<td>7</td>
<td>34</td>
<td>49</td>
<td>40</td>
</tr>
<tr>
<td>LARUE</td>
<td>79</td>
<td>73</td>
<td>64</td>
<td>101</td>
<td>107</td>
<td>74</td>
<td>100</td>
<td>67</td>
<td>50</td>
</tr>
<tr>
<td>LAUREL</td>
<td>16</td>
<td>14</td>
<td>20</td>
<td>14</td>
<td>101</td>
<td>15</td>
<td>99</td>
<td>16</td>
<td>9</td>
</tr>
<tr>
<td>LAWRENCE</td>
<td>70</td>
<td>89</td>
<td>104</td>
<td>109</td>
<td>117</td>
<td>88</td>
<td>116</td>
<td>102</td>
<td>89</td>
</tr>
<tr>
<td>County name</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FAI RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
<td>CMV COLLISIONS</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------------</td>
<td>---------------</td>
<td>------------</td>
<td>----------------</td>
<td>---------------------</td>
<td>----------------------------</td>
<td>-----------------------------</td>
<td>-----------------</td>
<td>----------------</td>
</tr>
<tr>
<td>LEE</td>
<td>114</td>
<td>114</td>
<td>104</td>
<td>117</td>
<td>104</td>
<td>112</td>
<td>114</td>
<td>118</td>
<td>112</td>
</tr>
<tr>
<td>LESLIE</td>
<td>98</td>
<td>117</td>
<td>95</td>
<td>113</td>
<td>108</td>
<td>117</td>
<td>84</td>
<td>113</td>
<td>113</td>
</tr>
<tr>
<td>LETCHER</td>
<td>51</td>
<td>74</td>
<td>72</td>
<td>33</td>
<td>15</td>
<td>61</td>
<td>24</td>
<td>86</td>
<td>59</td>
</tr>
<tr>
<td>LEWIS</td>
<td>80</td>
<td>109</td>
<td>72</td>
<td>75</td>
<td>33</td>
<td>104</td>
<td>76</td>
<td>104</td>
<td>92</td>
</tr>
<tr>
<td>LINCOLN</td>
<td>49</td>
<td>61</td>
<td>52</td>
<td>60</td>
<td>54</td>
<td>64</td>
<td>61</td>
<td>75</td>
<td>75</td>
</tr>
<tr>
<td>LIVINGSTON</td>
<td>102</td>
<td>96</td>
<td>89</td>
<td>94</td>
<td>83</td>
<td>92</td>
<td>83</td>
<td>79</td>
<td>79</td>
</tr>
<tr>
<td>LOGAN</td>
<td>42</td>
<td>47</td>
<td>89</td>
<td>54</td>
<td>95</td>
<td>57</td>
<td>97</td>
<td>57</td>
<td>44</td>
</tr>
<tr>
<td>LYON</td>
<td>108</td>
<td>75</td>
<td>89</td>
<td>79</td>
<td>115</td>
<td>80</td>
<td>65</td>
<td>58</td>
<td>40</td>
</tr>
</tbody>
</table>
### 2014-2016 INDIVIDUAL FACTOR RANKINGS

(1 = most problems, 120 = least problems)

<table>
<thead>
<tr>
<th>County name</th>
<th>ESTIMATED POPULATION</th>
<th>TOTAL CRASHES</th>
<th>FATALITIES</th>
<th>INCAP INJURIES</th>
<th>FAI RATE PER 100MVM</th>
<th>IMPAIRED DRIVING COLLISIONS</th>
<th>UNBELTED FATALITIES PERCENT</th>
<th>SPEED COLLISIONS</th>
<th>CMV COLLISIONS</th>
<th>MOTORCYCLE COLLISIONS</th>
<th>WEIGHTED SCORE</th>
<th>OVERALL RANK (1 - 120)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MCCracken</td>
<td>13</td>
<td>10</td>
<td>13</td>
<td>5</td>
<td>42</td>
<td>11</td>
<td>53</td>
<td>9</td>
<td>12</td>
<td>1</td>
<td>2200.3</td>
<td>4</td>
</tr>
<tr>
<td>McCready</td>
<td>66</td>
<td>86</td>
<td>52</td>
<td>54</td>
<td>16</td>
<td>73</td>
<td>10</td>
<td>61</td>
<td>97</td>
<td>98</td>
<td>8163.1</td>
<td>57</td>
</tr>
<tr>
<td>Mclean</td>
<td>101</td>
<td>88</td>
<td>114</td>
<td>83</td>
<td>43</td>
<td>85</td>
<td>107</td>
<td>80</td>
<td>71</td>
<td>95</td>
<td>12217.8</td>
<td>101</td>
</tr>
<tr>
<td>Madison</td>
<td>9</td>
<td>9</td>
<td>8</td>
<td>20</td>
<td>110</td>
<td>9</td>
<td>78</td>
<td>5</td>
<td>8</td>
<td>9</td>
<td>3602.1</td>
<td>16</td>
</tr>
<tr>
<td>Magoffin</td>
<td>86</td>
<td>97</td>
<td>58</td>
<td>64</td>
<td>10</td>
<td>76</td>
<td>57</td>
<td>102</td>
<td>107</td>
<td>98</td>
<td>9693.4</td>
<td>76</td>
</tr>
<tr>
<td>Marion</td>
<td>60</td>
<td>55</td>
<td>58</td>
<td>92</td>
<td>74</td>
<td>50</td>
<td>82</td>
<td>85</td>
<td>60</td>
<td>42</td>
<td>9850.2</td>
<td>78</td>
</tr>
<tr>
<td>Marshall</td>
<td>33</td>
<td>36</td>
<td>9</td>
<td>30</td>
<td>55</td>
<td>39</td>
<td>90</td>
<td>32</td>
<td>33</td>
<td>25</td>
<td>4800.9</td>
<td>29</td>
</tr>
<tr>
<td>Martin</td>
<td>93</td>
<td>111</td>
<td>114</td>
<td>117</td>
<td>120</td>
<td>114</td>
<td>117</td>
<td>116</td>
<td>110</td>
<td>113</td>
<td>15916.4</td>
<td>119</td>
</tr>
<tr>
<td>County name</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FAI RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
<td>CMV COLLISIONS</td>
<td>MOTORCYCLE COLLISIONS</td>
<td>WEIGHTED SCORE</td>
<td>OVERALL RANK (1 - 120)</td>
</tr>
<tr>
<td>-------------</td>
<td>---------------------</td>
<td>---------------</td>
<td>------------</td>
<td>----------------</td>
<td>---------------------</td>
<td>-----------------------------</td>
<td>----------------------------</td>
<td>-----------------</td>
<td>----------------</td>
<td>------------------------</td>
<td>----------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>MASON</td>
<td>68</td>
<td>44</td>
<td>95</td>
<td>54</td>
<td>46</td>
<td>38</td>
<td>106</td>
<td>35</td>
<td>56</td>
<td>62</td>
<td>8846.7</td>
<td>67</td>
</tr>
<tr>
<td>MEADE</td>
<td>36</td>
<td>58</td>
<td>23</td>
<td>44</td>
<td>27</td>
<td>40</td>
<td>48</td>
<td>58</td>
<td>88</td>
<td>48</td>
<td>6249.3</td>
<td>42</td>
</tr>
<tr>
<td>MENIFEE</td>
<td>115</td>
<td>115</td>
<td>104</td>
<td>109</td>
<td>17</td>
<td>110</td>
<td>32</td>
<td>120</td>
<td>117</td>
<td>95</td>
<td>13125.4</td>
<td>107</td>
</tr>
<tr>
<td>MERCER</td>
<td>53</td>
<td>54</td>
<td>52</td>
<td>61</td>
<td>47</td>
<td>43</td>
<td>108</td>
<td>55</td>
<td>72</td>
<td>62</td>
<td>8469.1</td>
<td>64</td>
</tr>
<tr>
<td>METCALFE</td>
<td>100</td>
<td>82</td>
<td>64</td>
<td>94</td>
<td>44</td>
<td>85</td>
<td>92</td>
<td>94</td>
<td>68</td>
<td>82</td>
<td>11184.6</td>
<td>90</td>
</tr>
<tr>
<td>MONROE</td>
<td>97</td>
<td>112</td>
<td>118</td>
<td>107</td>
<td>105</td>
<td>119</td>
<td>118</td>
<td>116</td>
<td>117</td>
<td>116</td>
<td>15680.3</td>
<td>117</td>
</tr>
<tr>
<td>MONTGOMERY</td>
<td>37</td>
<td>32</td>
<td>45</td>
<td>25</td>
<td>21</td>
<td>36</td>
<td>81</td>
<td>45</td>
<td>38</td>
<td>53</td>
<td>5537.1</td>
<td>35</td>
</tr>
<tr>
<td>MORGAN</td>
<td>83</td>
<td>104</td>
<td>114</td>
<td>66</td>
<td>23</td>
<td>103</td>
<td>87</td>
<td>81</td>
<td>102</td>
<td>103</td>
<td>11740.1</td>
<td>98</td>
</tr>
</tbody>
</table>
2014-2016 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<table>
<thead>
<tr>
<th>PERCENT WEIGHT (calculated based on numeric weight)</th>
<th>4.3%</th>
<th>0.0%</th>
<th>17.4%</th>
<th>26.1%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
<th>8.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>NUMERIC WEIGHT (assigned)</td>
<td>0.5</td>
<td>0.0</td>
<td>2.0</td>
<td>3.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
<td>1.0</td>
</tr>
<tr>
<td>County name</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ESTIMATED POPULATION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TOTAL CRASHES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FATALITIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>INCAP INJURIES</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FAI RATE PER 100MVM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>UNBELTED FATALITIES PERCENT</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPEED COLLISIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CMV COLLISIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOTORCYCLE COLLISIONS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WEIGHTED SCORE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OVERALL RANK (1 - 120)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Top 40 County</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

| MUIHLENBERG | 34 | 30 | 78 | 34 | 53 | 34 | 19 | 39 | 31 | 33 | 5874.3 | 39 |
| NELSON      | 22 | 26 | 15 | 35 | 70 | 18 | 73 | 31 | 29 | 25 | 4738.3 | 28 |
| NICHOLAS    | 112| 105| 84 | 75 | 1  | 91 | 50 | 104| 115| 110| 11144.2 | 89|
| OHIO        | 48 | 46 | 45 | 36 | 50 | 45 | 13 | 43 | 39 | 57 | 5679.6 | 36|
| OLDHAM      | 12 | 24 | 58 | 22 | 85 | 31 | 40 | 21 | 15 | 33 | 5016.2 | 31|
| OWEN        | 96 | 93 | 89 | 89 | 20 | 99 | 6  | 75 | 102| 82 | 10629.0 | 84|
| OWESLEY     | 119| 119| 89 | 116| 8  | 117| 115| 109| 115| 103| 13945.2 | 113|
| PENDLETON   | 75 | 69 | 104| 79 | 39 | 71 | 110| 64 | 81 | 85 | 10931.3 | 87|
# 2014-2016 Individual Factor Rankings

(1 = most problems, 120 = least problems)

<table>
<thead>
<tr>
<th>County name</th>
<th>Estimated Population</th>
<th>Total Crashes</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Fat Rate Per 100MVM</th>
<th>Impaired Driving Collisions</th>
<th>Unbelted Fatalities Percent</th>
<th>Speed Collisions</th>
<th>CMV Collisions</th>
<th>Motorcycle Collisions</th>
<th>Weighted Score</th>
<th>Overall Rank (1 - 120)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Perry</td>
<td>38</td>
<td>38</td>
<td>22</td>
<td>50</td>
<td>56</td>
<td>30</td>
<td>14</td>
<td>67</td>
<td>52</td>
<td>39</td>
<td>5689.5</td>
<td>37</td>
</tr>
<tr>
<td>Pike</td>
<td>15</td>
<td>21</td>
<td>5</td>
<td>27</td>
<td>80</td>
<td>10</td>
<td>44</td>
<td>19</td>
<td>27</td>
<td>15</td>
<td>3534.1</td>
<td>12</td>
</tr>
<tr>
<td>Powell</td>
<td>89</td>
<td>70</td>
<td>34</td>
<td>43</td>
<td>6</td>
<td>82</td>
<td>23</td>
<td>98</td>
<td>81</td>
<td>51</td>
<td>7042.2</td>
<td>46</td>
</tr>
<tr>
<td>Pulaski</td>
<td>14</td>
<td>13</td>
<td>7</td>
<td>12</td>
<td>51</td>
<td>22</td>
<td>101</td>
<td>18</td>
<td>23</td>
<td>14</td>
<td>3598.6</td>
<td>15</td>
</tr>
<tr>
<td>Robertson</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>120</td>
<td>87</td>
<td>120</td>
<td>120</td>
<td>118</td>
<td>120</td>
<td>116</td>
<td>16228.9</td>
<td>120</td>
</tr>
<tr>
<td>Rockcastle</td>
<td>69</td>
<td>51</td>
<td>78</td>
<td>52</td>
<td>116</td>
<td>65</td>
<td>51</td>
<td>41</td>
<td>18</td>
<td>51</td>
<td>8333.9</td>
<td>59</td>
</tr>
<tr>
<td>Rowan</td>
<td>47</td>
<td>34</td>
<td>58</td>
<td>15</td>
<td>11</td>
<td>41</td>
<td>37</td>
<td>35</td>
<td>45</td>
<td>29</td>
<td>4640.5</td>
<td>27</td>
</tr>
<tr>
<td>Russell</td>
<td>65</td>
<td>68</td>
<td>45</td>
<td>87</td>
<td>79</td>
<td>75</td>
<td>8</td>
<td>98</td>
<td>81</td>
<td>68</td>
<td>9580.5</td>
<td>73</td>
</tr>
</tbody>
</table>
### 2014-2016 Individual Factor Rankings

(1 = most problems, 120 = least problems)

<table>
<thead>
<tr>
<th>County name</th>
<th>ESTIMATED POPULATION</th>
<th>TOTAL CRASHES</th>
<th>FATALITIES</th>
<th>INCAP INJURIERS</th>
<th>FAI RATE PER 100MVM</th>
<th>IMPAIRED DRIVING COLLISIONS</th>
<th>UNBELTED FATALITIES PERCENT</th>
<th>SPEED COLLISIONS</th>
<th>CMV COLLISIONS</th>
<th>MOTORCYCLE COLLISIONS</th>
<th>WEIGHTED SCORE</th>
<th>OVERALL RANK (1 - 120)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCOTT</td>
<td>17</td>
<td>16</td>
<td>17</td>
<td>11</td>
<td>73</td>
<td>19</td>
<td>96</td>
<td>14</td>
<td>13</td>
<td>19</td>
<td>3729.1</td>
<td>18</td>
</tr>
<tr>
<td>SHELBY</td>
<td>21</td>
<td>22</td>
<td>23</td>
<td>17</td>
<td>77</td>
<td>20</td>
<td>34</td>
<td>20</td>
<td>19</td>
<td>22</td>
<td>3816.7</td>
<td>17</td>
</tr>
<tr>
<td>SIMPSON</td>
<td>64</td>
<td>48</td>
<td>41</td>
<td>41</td>
<td>78</td>
<td>52</td>
<td>109</td>
<td>25</td>
<td>20</td>
<td>55</td>
<td>6957.3</td>
<td>44</td>
</tr>
<tr>
<td>SPENCER</td>
<td>63</td>
<td>76</td>
<td>100</td>
<td>70</td>
<td>37</td>
<td>68</td>
<td>33</td>
<td>60</td>
<td>107</td>
<td>59</td>
<td>9767.2</td>
<td>77</td>
</tr>
<tr>
<td>TAYLOR</td>
<td>45</td>
<td>39</td>
<td>52</td>
<td>78</td>
<td>94</td>
<td>54</td>
<td>41</td>
<td>46</td>
<td>68</td>
<td>36</td>
<td>8432.9</td>
<td>63</td>
</tr>
<tr>
<td>TODD</td>
<td>90</td>
<td>91</td>
<td>64</td>
<td>75</td>
<td>28</td>
<td>88</td>
<td>104</td>
<td>72</td>
<td>75</td>
<td>76</td>
<td>10171.8</td>
<td>80</td>
</tr>
<tr>
<td>TRIGG</td>
<td>78</td>
<td>66</td>
<td>95</td>
<td>79</td>
<td>111</td>
<td>66</td>
<td>85</td>
<td>66</td>
<td>54</td>
<td>48</td>
<td>10842.8</td>
<td>86</td>
</tr>
<tr>
<td>TRIMBLE</td>
<td>105</td>
<td>99</td>
<td>78</td>
<td>94</td>
<td>12</td>
<td>101</td>
<td>111</td>
<td>81</td>
<td>95</td>
<td>76</td>
<td>11693.5</td>
<td>97</td>
</tr>
<tr>
<td>County name</td>
<td>PERCENT WEIGHT</td>
<td>NUMERIC WEIGHT</td>
<td>ESTIMATED POPULATION</td>
<td>TOTAL CRASHES</td>
<td>FATALITIES</td>
<td>INCAP INJURIES</td>
<td>FAI RATE PER 100MVM</td>
<td>IMPAIRED DRIVING COLLISIONS</td>
<td>UNBELTED FATALITIES PERCENT</td>
<td>SPEED COLLISIONS</td>
<td>CMV COLLISIONS</td>
<td>MOTORCYCLE COLLISIONS</td>
</tr>
<tr>
<td>-------------</td>
<td>----------------</td>
<td>---------------</td>
<td>----------------------</td>
<td>--------------</td>
<td>-----------</td>
<td>---------------</td>
<td>----------------------</td>
<td>----------------------------</td>
<td>----------------------------</td>
<td>----------------</td>
<td>--------------</td>
<td>----------------------</td>
</tr>
<tr>
<td>UNION</td>
<td>4.3%</td>
<td>0.5</td>
<td>74</td>
<td>71</td>
<td>78</td>
<td>41</td>
<td>5</td>
<td>76</td>
<td>12</td>
<td>64</td>
<td>62</td>
<td>72</td>
</tr>
<tr>
<td>WARREN</td>
<td>0.0%</td>
<td>0.0</td>
<td>5</td>
<td>3</td>
<td>3</td>
<td>7</td>
<td>106</td>
<td>5</td>
<td>60</td>
<td>6</td>
<td>7</td>
<td>6</td>
</tr>
<tr>
<td>WASHINGTON</td>
<td>17.4%</td>
<td>2.0</td>
<td>91</td>
<td>77</td>
<td>64</td>
<td>50</td>
<td>13</td>
<td>83</td>
<td>15</td>
<td>73</td>
<td>67</td>
<td>88</td>
</tr>
<tr>
<td>WAYNE</td>
<td>26.1%</td>
<td>3.0</td>
<td>56</td>
<td>67</td>
<td>28</td>
<td>73</td>
<td>31</td>
<td>76</td>
<td>47</td>
<td>61</td>
<td>73</td>
<td>76</td>
</tr>
<tr>
<td>WEBSTER</td>
<td>8.7%</td>
<td>1.0</td>
<td>82</td>
<td>80</td>
<td>84</td>
<td>102</td>
<td>103</td>
<td>92</td>
<td>39</td>
<td>77</td>
<td>57</td>
<td>88</td>
</tr>
<tr>
<td>WHITLEY</td>
<td>8.7%</td>
<td>1.0</td>
<td>29</td>
<td>27</td>
<td>16</td>
<td>19</td>
<td>63</td>
<td>22</td>
<td>42</td>
<td>22</td>
<td>25</td>
<td>17</td>
</tr>
<tr>
<td>WOLFE</td>
<td>8.7%</td>
<td>1.0</td>
<td>111</td>
<td>103</td>
<td>64</td>
<td>102</td>
<td>41</td>
<td>106</td>
<td>2</td>
<td>92</td>
<td>102</td>
<td>95</td>
</tr>
<tr>
<td>WOODFORD</td>
<td>8.7%</td>
<td>1.0</td>
<td>44</td>
<td>31</td>
<td>58</td>
<td>32</td>
<td>62</td>
<td>32</td>
<td>77</td>
<td>24</td>
<td>38</td>
<td>32</td>
</tr>
</tbody>
</table>