



FY 2006 Kentucky Highway Safety Performance Plan

**COMMONWEALTH OF KENTUCKY
HIGHWAY SAFETY PERFORMANCE PLAN**

FISCAL YEAR 2006
(October 1, 2005 – September 30, 2006)

Prepared for:

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

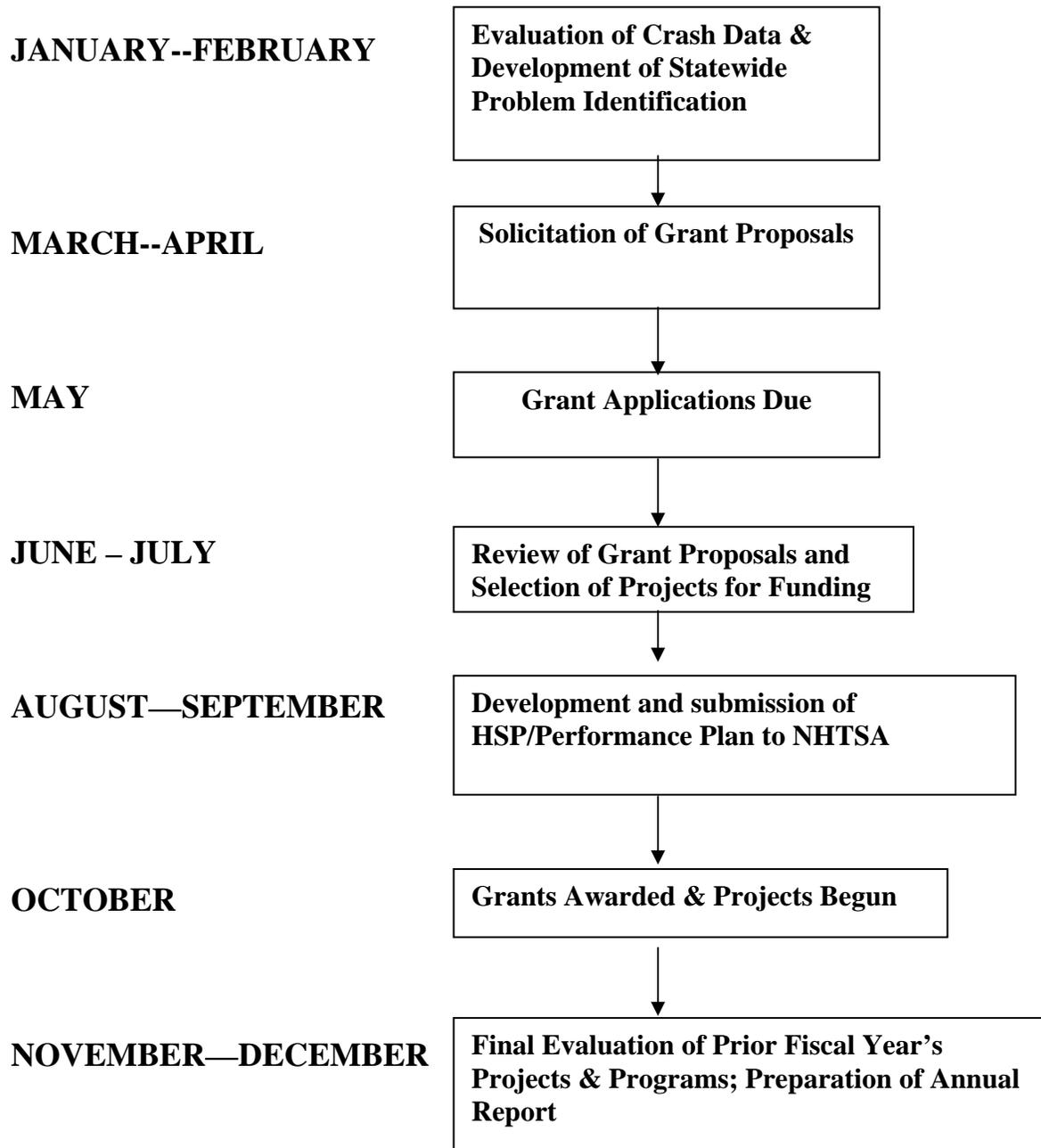
National Highway Traffic Safety Administration
and
Federal Highway Administration

Prepared by:

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Note: This plan is subject to revision at any time during the twelve-month period of October 1, 2005 to September 30, 2006.

Overview of the Highway Safety Grants Planning Process



Mission Statement

The mission of the Kentucky State Police Governor's Highway Safety Program is to plan and execute a comprehensive traffic safety program to reduce the number of fatalities and injuries on Kentucky's roadways to the maximum degree possible, utilizing present and potential resources available on the local, state, and national levels. The Governor's Highway Safety Program provides leadership by developing, promoting and coordinating programs, influencing public and private policy, and increasing public awareness of highway safety issues.

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 2004 population of Kentucky at 4,145,922, distributed over 39,728 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 56% of the population lives in urbanized areas. Approximately 90% of the population is white, 7% black, and 1.5% of Hispanic origin. According to the Census, 25% of the population is under 18 years of age, 56% is between the ages of 18-65, and 13% is over age 65. There are approximately 80,000 miles of public roads in Kentucky. Of those, 35% are state-maintained. In 2004, there were 3,500,000 registered vehicles and 2.89 million licensed drivers.

PART I: PERFORMANCE PLAN

A. Problem Identification

Description of Problem Identification Process

Identification of traffic-related problems on the statewide level is key to the development of the annual Highway Safety Plan/Performance Plan. The Kentucky Transportation Center of the University of Kentucky conducts an annual review of crash data from the most recently available calendar year. The prior four-year period is also examined to establish the most recent five-year trend data. 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 collection and analysis of statewide crash data available. All 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. Citizen collision reports for vehicle damage exceeding \$500 must also be submitted to KSP for inclusion in the CRASH database.

Analysis of Traffic Crash Data in Kentucky compiles and analyzes detailed motor vehicle crash data for all Kentucky counties and for cities over 2,500 in population for the most recent five-year period. It also includes relevant data on arrest and conviction data for DUI offenses. *Collision Facts* characterizes traffic crashes in a more general manner, presenting information on contributing factors, occurrence by type of vehicle & roadway, age and sex of driver, etc. The Kentucky Transportation Center also conducts the annual statewide safety belt and child restraint usage survey according to NHTSA standards. The results are published each year in separate research report, Safety Belt Usage Survey in Kentucky. The GHSP staff uses all of these documents to identify the most problematic areas and/or jurisdictions in the state for various types of traffic crashes. 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.

In 2005, the GHSP used several additional tools to evaluate data from Kentucky's 120 counties so that priority areas could be more easily established for reviewing funding proposals. Cumulative data from the most recent three-year period (2002-2004) was used to establish a county ranking system for highway safety problems. This problem identification tool (included in the **Appendix**) ranks each county by each of the following data factors: total number of crashes, number of fatalities, number of injuries, number of fatalities involving alcohol/drugs, percent of safety belt usage, and number of speed-related crashes. In addition, each factor was given equal weight to arrive at an overall rank. 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. In evaluating new funding proposals, the grant review committee used this data as a tool to prioritize applications. Some of the ranking data was also mapped to provide a quick reference, indicating counties that were in the top tier (top 1/3rd) with regard to key highway safety problems. Individual factor rankings were also consulted to help determine the most suitable program area for particular project proposals.

Summary Report on Highway Safety Problems in Kentucky

General

- In 2004, there were 133,718 crashes involving motor vehicles on Kentucky's public roadways. This is an approximate 3% increase from 2003. By comparison, the number of licensed drivers and registered vehicles each increased by roughly 1%.
- Fatalities continue their upward trend, increasing from 931 in 2003 to 964 in 2004. This represents a 9.5% increase from the previous four-year average, and continues an alarming recent trend in which fatalities have reached levels not seen since the 1970's.
- The fatality rate per 100 million-vehicle miles traveled increased to slightly above 2.0, continuing a trend of being significantly higher than the national rate (currently 1.46). The fatality rate per 100,000 in population in Kentucky also increased to 23.3 in 2004, compared to a national rate of 14.7.
- While most of Kentucky's collisions (63%) occur in urban areas, the majority of fatal collisions (57%) occur in rural areas.

Impaired Driving

- During the last four years, alcohol-related fatalities comprised an average of about 22% of all motor vehicle fatalities. There were 21 more alcohol-related fatalities in 2004 than in 2003 (an increase of 12%). Alcohol was believed to be involved in 4.35% of all collisions in 2004.
- The number of DUI cases filed with the court system has decreased in each of the past five years. The DUI conviction percentage in Kentucky rose slightly to a current rate of 83%. In some counties, however, this percentage drops to almost 50%.
- The following counties comprised 60% of alcohol-related collisions in 2004: Boone, Kenton, Campbell, McCracken, Henderson, Daviess, Christian, Warren, Jefferson, Hardin, Bullitt, Franklin, Fayette, Jessamine, Madison, Pulaski, Laurel, Boyd, and Pike.

Occupant Protection:

- The statewide average safety belt usage rate is increasing at a very slow pace. It currently averages 66.7%, more than 13 percentage points below the national average.
- Safety belt usage on rural minor collector/local roads has actually decreased slightly in each of the past two years, from an average of 54.6% in 2003 to 53.6% in 2005. Usage on rural secondary roads is about twenty percentage points lower than on interstate highways.
- Overall usage of child restraints for children under four years of age decreased in the last year from 96% to 94%. The number of fatalities for this age group averages nine per year for the last four years.
- Restraint usage in pick-up trucks increased to an average of 54% in 2005, but remains the lowest for any vehicle type.
- Sixty-seven percent of the vehicle occupants killed in 2004 in Kentucky were not restrained. Eighty-eight percent of vehicle occupants who were either totally or partially ejected were killed.
- The statewide law allows only secondary enforcement, except for children 40" in height or less. Based on data from other states, significant increases in usage could be achieved if the law were changed to allow primary enforcement for all vehicle occupants.
- Despite targeted media efforts in the eastern and south-central region of the state, average seat belt usage in this area remains at least 10 percentage points lower than it is in the north and west portions of Kentucky.
- Motorcycle helmet usage during the last five years has averaged 57%, compared to over 95% prior to 1998, when a mandatory helmet law was in effect. An upward trend in motorcycle injuries and fatalities can be seen in the past several years.

Speeding

- Even though the total number of speed-related crashes decreased by nearly 3% between 2003 and 2004, speeding-related **fatal** crashes increased by almost 15%, from 163 in 2003 to 187 in 2004.
- Speed is one of the most common contributing factors in fatal crashes (about 20%). This places it slightly below alcohol and slightly above inattention as contributing factors.
- There is a higher percentage of crashes involving unsafe speed 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.
- The number of speeding convictions per speed related crash went up slightly between 2003 and 2004, but was actually down by 4.3% in 2004 when compared to the average of the previous four years.

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 2004, drivers age 16-19 represented 13% of those involved in all collisions and 10% of those involved in fatal collisions, although this age group only makes up 6% of licensed drivers.
- Nearly 20% of all crashes and 16% of fatal crashes in 2004 involved a teenage driver.
- 20-34 year-old drivers are also over-represented in collisions and fatal collisions relative to the percentage of the driving population they comprise.
- Sample observational surveys at select high schools in recent years indicate that seat belt usage is significantly lower among high school students than among the general population in Kentucky.

B. Data Trends & Performance Goals

Kentucky Crash Data and Recent Trends

	2000	2001	2002	2003	Average 2000-- 2003	2004	% Change from 4- yr. avg.
Total Crashes	135,079	130,190	130,347	129,831	131,361	133,718	+1.8
Crash Rate per 100M VMT	289	281	278	277	281	283	+0.7
Fatalities (actual)	823	850	917	931	880	964	+9.5
Fatality Rate per 100M VMT	1.76	1.78	1.96	1.99	1.87	2.04	+9.1
Fatality Rate per 100K population	20.0	20.6	22.2	22.5	21.3	23.3	+9.4
Injuries (actual)	53,129	49,919	49,329	46,966	49,836	44,986	-9.7
Fatality & Serious Injury Rate per 100M VMT	19.6	17.3	17.0	15.4	17.3	14.5	-16.2
Fatality & Serious Injury Rate per 100K population	226.7	195.8	192.9	175.4	197.7	165.0	-16.5

Source: Analysis of Traffic Crash Data in Kentucky, 2000-2004. Note: Except for fatal crashes, data refer to crashes on public roads only.

General Highway Safety Goals:

Short-Range (Current Year)

- Reduce the total number of annual fatalities to 875 or less.
- Reduce the fatality rate per 100 million vehicle miles traveled from 2.0 to 1.8.
- Reduce the fatality rate per 100K population from 23.3 to 21 or less.
- Reduce the total number injuries by 5% from 44,986 to 42,737.
- Reduce the combined fatality & serious injury rate per 100M VMT from 14.5 to 13.5.
- Reduce the combined fatality & serious injury rate per 100K population from 165 to 157.

Long-Range (by December 31, 2008)

- Reduce the total number of fatalities to no more than 700.
- Reduce the fatality rate per 100 million vehicle miles traveled to 1.4 or less. Given the fact that Kentucky's fatality rate is much higher than the national rate, the national goal (1.0 fatalities per 100 million vehicle miles) would be unrealistic.
- Reduce crash injuries to 36,000 per year or less.

General Performance Measures:

- Number of fatalities (actual)
- Fatality Rate per 100 million vehicle miles traveled and per 100K population
- Number injuries (actual)
- Fatal & serious injury rate per 100 million vehicle miles traveled and per 100K population

Impaired Driving Data (2000-2004)

	2000	2001	2002	2003	Average 2000- 2004	2004	% Change from 4- yr. avg.
Alcohol- Related Crashes	6,126	5,844	5,839	5,578	5,847	5,645	-3.5
Alcohol -Related Injury Crashes	2,903	2,633	2,600	2,383	2,630	2,257	-14.2
Alcohol- Related Fatal Crashes	181	156	184	160	170	170	0
Alcohol- Related Fatalities	196	172	209	178	189	199	+5.3
% of all fatalities	24	24	23	19.1	21.5	21	-6.6
Alcohol-related fatality rate per 100M VMT	0.42	0.37	0.50	0.38	0.42	0.42	0
DUI Charges Filed	44,118	43,051	41,689	40,436	42,324	40,118	-5.2
DUI Convictions	28,060	26,210	26,688	25,475	26,608	25,611	-3.7
DUI Conviction Rate (%)*	78.6	80.2	82.7	83.3	81.2	83.2	+2.4

*Conviction rates exclude all pending cases

Impaired Driving Program Goals:

Short-Range (Current year)

- Reduce the number of alcohol-related fatalities to 155 or less
- Reduce the number of alcohol-related injury crashes by 5% from 2,257 to 2,144.
- Reduce the number of alcohol-related fatalities per 100M VMT from 0.42 to 0.35.
- Reduce the percentage of alcohol-related fatalities from 21% to 19% or less.
- Increase the average conviction percentage from 83.3% to at least 86%.

Long-Range (by December 31, 2008)

- Reduce the number of alcohol-related crashes to 4,800 or less.
- Reduce the annual number of alcohol-related injury crashes to below 1,900.
- Reduce the percentage of fatalities that are alcohol-related to 15%.
- Increase the average statewide DUI conviction percentage to at least 90%.

Performance Measures:

- Total number of alcohol-related crashes, fatalities, and injuries
 - Alcohol-related fatalities as a percentage of all fatalities.
 - Alcohol-related fatality Rate per 100 million vehicle miles traveled (MVM) and per 100K population
 - Average statewide DUI conviction rate as well as individual county conviction statistics
 - Individual county alcohol-related crash statistics
- Number of impaired driving arrests during enforcement mobilizations

Impaired Driving Program Objectives/Strategies

- Increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- Increase enforcement 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.
- Educate the judiciary on ways to more effectively manage DUI cases.
- Work with pilot communities to improve their DUI systems in counties that have high numbers of alcohol-related crashes.
- Educate Kentucky's youth about the dangers and consequences of driving impaired.
- Coordinate at least one major statewide impaired driving mobilization per year
- Provide incentives/awards to law enforcement agencies/officers who excel in apprehending impaired drivers

Occupant Protection Data, 2001-2005

Average Safety Belt Usage Rates (%)	2001	2002	2003	2004	2005
All Front Seat Occupants	61.9	62.0	65.5	66.0	66.7
By Location:					
Rural Interstate	71.8	68.3	74.5	75.7	77.5
Rural Principal Arterial	61.6	61.8	64.9	65.0	64.5
Rural Minor Arterial/Major Collector	53.6	55.6	56.1	56.7	57.4
Rural Minor Collector/Local	52.3	53.7	54.6	54.9	53.6
Urban Interstate/Freeway	69.1	68.5	73.6	74.3	75.7
Urban Principal Arterial	59.3	60.4	63.4	62.9	64.0
Urban Minor Arterial/Collector/Local	59.1	60.2	64.6	65.9	66.0
By Type of Vehicle:					
Passenger Car	67	67.0	69.6	70.4	69.8
Pickup Truck	48	46.3	50.4	50.7	54.1
Van	65	68.2	71.1	70.9	73.3
Sport Utility Vehicle	69	69.1	71.7	73.3	73.2
Drivers Only	62.4	62.4	65.2	65.7	66.8
Child Restraint Usage -- Children under Age 4 (both front and rear)	89	92.9	94.8	96.0	94.4
Motorcycle Helmet Usage	56	57	61	54	59

ALL FRONT SEAT OCCUPANTS PERCENT USAGE BY GEOGRAPHIC AREA				
	WEST	NORTH	EAST	ALL
Rural Interstate	78.3	78.2	73.9	77.5
Rural Principal Arterial	73.7	75.3	52.9	64.5
Rural Minor Arterial/Major Collector	59.3	65.5	49.6	57.4
Rural Minor Collector/Local	51.6	58.7	53.2	53.6
Urban Interstate/Freeway	74.0	75.7	82.2	75.7
Urban Principal Arterial	64.9	64.0	61.9	64.0
Urban Minor Arterial/Collector/local	65.2	67.6	58.8	66.0
All	66.3	71.5	56.2	66.7

Occupant Protection Program Goals:

Short Range – Current Year

- Increase the average statewide safety belt usage rate from 66.7% to at least 72%.
- Increase usage on rural minor/local roads by 2.4 percentage points, from 53.6% to 56%.
- Increase usage for pickup truck occupants from 54.1% to 58%.
- Increase statewide usage by children under the age of four from 94.4% to 97%.

Long Range – by December 31, 2008.

- Increase the average statewide safety belt usage rate to 80%.
- Increase usage on rural/minor local roads to at least 72%.
- Increase usage for pickup truck occupants to at least 65%.
- Increase statewide usage by children under the age of four to 99%.

Performance Measures:

- The overall usage rate derived from the most recent observational surveys.
- Usage rates by location (rural vs. urban areas; differences in usage between the three regions).
- Usage rates for different vehicle types.
- Usage rate for each county.
- The child restraint usage rate for children under age four

Occupant Protection Objectives/Strategies

- Heighten public awareness of Kentucky's safety belt/child restraint law and about the lifesaving benefits of seat belts, child safety seats and booster seats. Target messages to those segments of the population and to geographic areas with the lowest usage rates.
- Encourage the passage of stronger occupant protection laws for both adults and children by providing information and statistics about occupant protection to lawmakers, professionals, and grassroots organizations.
- Use recommendations of the Occupant Protection Program Assessment to develop and implement an action plan to raise safety belt usage in Kentucky during the upcoming year.
- Provide law enforcement agencies with the necessary resources to implement occupant protection enforcement and educational programs in counties with low usage rates.
- Coordinate at least one major statewide law enforcement mobilization focused on occupant protection during the year.
- Educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats. Make more fitting stations available to the public.

Speed-Related Traffic Data (2000 – 2004)

	2000	2001	2002	2003	Average 2000- 2003	2004	2004 Percent Change
Speed-Related Crashes	9,633	8,310	9,013	9,658	9154	9,369	+2.3
Speed-Related Injury Crashes	3,710	3,122	3,276	3,197	3326	3,035	-8.7
Speed-Related Fatal Crashes	154	154	179	163	163	187	+14.7
% of All Fatal Crashes	21.7	20.3	22.1	19.2	20.8	21.9	+5.2
Speeding Convictions	90,863	85,565	88,017	86,852	87,824	86,115	-1.9
Speeding Convictions per Speed -Related Crash	9.4	10.3	9.8	9.0	9.6	9.2	-4.3

Source: *Analysis of Traffic Crash Data in Kentucky, 2000-2004*

Police Traffic Services/Speeding Program Goals:

Short Range – Current Year

- Reduce the number of speed-related crashes by 3 percent from 9,369 to 9,088
- Reduce the number of speed-related injury crashes by 7 percent from 3,035 to 2,823
- Reduce the number of speed-related fatal crashes to 155 or less
- Reduce the percentage of fatal crashes that involve speed to 18% or less

Long Range – by December 31, 2008

- Reduce the number of speed-related crashes to 7,000 and thereby reduce the resulting number of speeding-related injuries and fatalities.

Performance Measures:

- Total number of speed-related crashes
- Number of speed-related fatal and injury crashes
- Percentage of all fatal crashes that involve speeding

Police Traffic Services/Speeding Program Objectives

- Provide law enforcement agencies with the resources necessary to implement speed enforcement programs
- Raise public awareness about the dangers and penalties for speeding

Safe Communities Program Area

Safe Communities Goals:

- Prevent and reduce motor vehicle injuries and deaths in local communities
- Reduce the public costs associated with such injuries and deaths

Performance Measures:

Number of motor vehicle injuries and deaths in applicable communities

Costs associated with hospital admissions for injuries in these communities

Safe Communities Objectives

- Through data analysis, identify the characteristics of injuries occurring in specific Kentucky communities
- Raise public awareness of these injuries, particularly those resulting from traffic crashes, in the context of public health
- Through community partnerships, develop strategies and interventions to reduce these injuries and prevent their occurrence

Process for Establishing Performance Goals

The Governor's Highway Safety Program staff takes into consideration all data sources available and examines trends to establish realistic performance goals for each program area. Where program area goals have been established by collaborative efforts, such as by the Governor's Highway Safety Executive Committee or by one of the committee's task teams, those goals are adopted. National goals are also taken into consideration, as well as comparative data between Kentucky and the nation as a whole. Both longer-range (three-year) and short-range (upcoming year) measurements are formulated and updated annually.

Process for Developing Programs and Projects

Programs and projects are designed to impact problems that are identified through the problem identification process at the beginning of the Performance Plan. The Governor's Highway Safety Program staff holds meetings throughout the fiscal year to plan and coordinate major programs and initiatives. Work with partner agencies also guides this process. The GHSP selects projects for funding each year following submittal of applications by eligible state and local public agencies and non-profit groups involved in highway safety. Grant applications are sent to current grantees, to any agency requesting one, and to agencies in identified high priority areas. Law Enforcement Liaisons are instrumental in contacting and encouraging agencies to apply in these high priority areas. In addition, the grant application is made available on the GHSP's web site, along with basic instructions for submission.

Once all applications are received, they are divided among the GHSP staff members to review and note recommendations. Each July, a grant review committee meets for several days to discuss and evaluate all proposals as a group. The committee is comprised of GHSP staff, Law Enforcement Liaisons, and the Child Passenger Safety Coordinator. Grant proposals are evaluated for eligibility, completeness and quality of the proposal, and the ability of the project to address an identified highway safety problem. Other factors are also given consideration, such as whether or not the proposed project is located in a high-priority county, the agency's past participation in highway safety mobilizations, and their prior performance as a grantee (if applicable). Project budgets are also evaluated and modified.

For Fiscal Year 2006, a total of 102 grant applications were received. Eighty-seven of these were enforcement proposals and 15 were educational projects. GHSP review resulted in denial of funding for only seven enforcement and two educational proposals. Below is a summary of the number and types of projects that are proposed for funding in FY 2006 (Grants used internally are excluded):

Grants (FFY 2006)			
Program	New	Continuation	Total
Alcohol Countermeasures	9	26	35
Occupant Protection	7	20	27
Police Traffic Services	3	21	24
Bicycle Safety	0	1	1
Safe Communities	0	2	2
Accident Investigation	0	1	1
Total	19	71	90

C. Planning and Administration

The Planning and Administration program area includes those activities and costs necessary for the overall management and operation of the Kentucky State Police Governor's Highway Safety Program.

Program Goals:

- To administer the State and Community Highway Safety Grant Program and other federally funded highway safety programs
- To plan and coordinate highway safety activities designed to decrease traffic crashes, deaths, and injuries in Kentucky.

Performance Measures

- Annual Report: Describes how well the GHSP has met the general and specific program area goals set forth each year in the HSPP, using relevant statistical data.
- Management Review Process: Periodic evaluations conducted by NHTSA to determine how well the GHSP is meeting its administrative and management requirements in compliance with applicable federal laws and regulations. Kentucky's next management review is scheduled to take place in 2006.
- Program Assessments: Kentucky underwent an Occupant Protection Program Assessment in June 2005, which identified strengths and weaknesses in this component of its program. Other program assessments may take place periodically.
- Surveys and other evaluation tools: The GHSP conducts yearly surveys to determine how well its communications activities are reaching the public. Observational surveys of seat belt & child safety seat usage are also conducted yearly to determine changes in driver behavior.

Strategies/Activities

- Develop, coordinate, monitor, and administratively evaluate traffic safety projects outlined in the Performance Plan.
- Monitor statewide safety belt usage and the effectiveness of GHSP programs through data analysis and evaluation.
- Promote highway safety awareness throughout the state by participating in and supporting educational programs and by conducting public awareness campaigns.
- Upon request, confer with leadership in the Kentucky General Assembly on traffic safety legislative issues.
- Continue representation on the Governor's Executive Committee for Highway Safety and its associated emphasis area Task Teams.
- Provide representation, largely through the Law Enforcement Liaisons, at meetings of the Transportation Cabinet's Highway District Safety Corridor groups.
- Participate in the planning committee for a Kentucky Lifesavers Conference to be held in the spring of 2006; provide partial funding to sponsor this conference.
- Coordinate the "Drive to Stay Alive" program for teens.
- Utilize incentives for GHSP programs as a means to encourage participation in national and state level programs and to reward exceptional activity.
- Conduct training to assist new grantees with procedures and requirements for highway safety grant funding.
- Expand and improve the GHSP web site.
- Strengthen staff knowledge and skills through attendance at conferences and training sponsored by NHTSA and other organizations.
- Provide support and technical assistance to strengthen the commitment of local, county, and state law enforcement in national and state level traffic safety initiatives.
- Develop the Annual Evaluation Report by December 31, 2006.
- Develop a coordinated HSP/Performance Plan for FY 2007 by September 1, 2006.
- Utilize all available means to improve and promote the work of the Governor's Highway Safety Program.

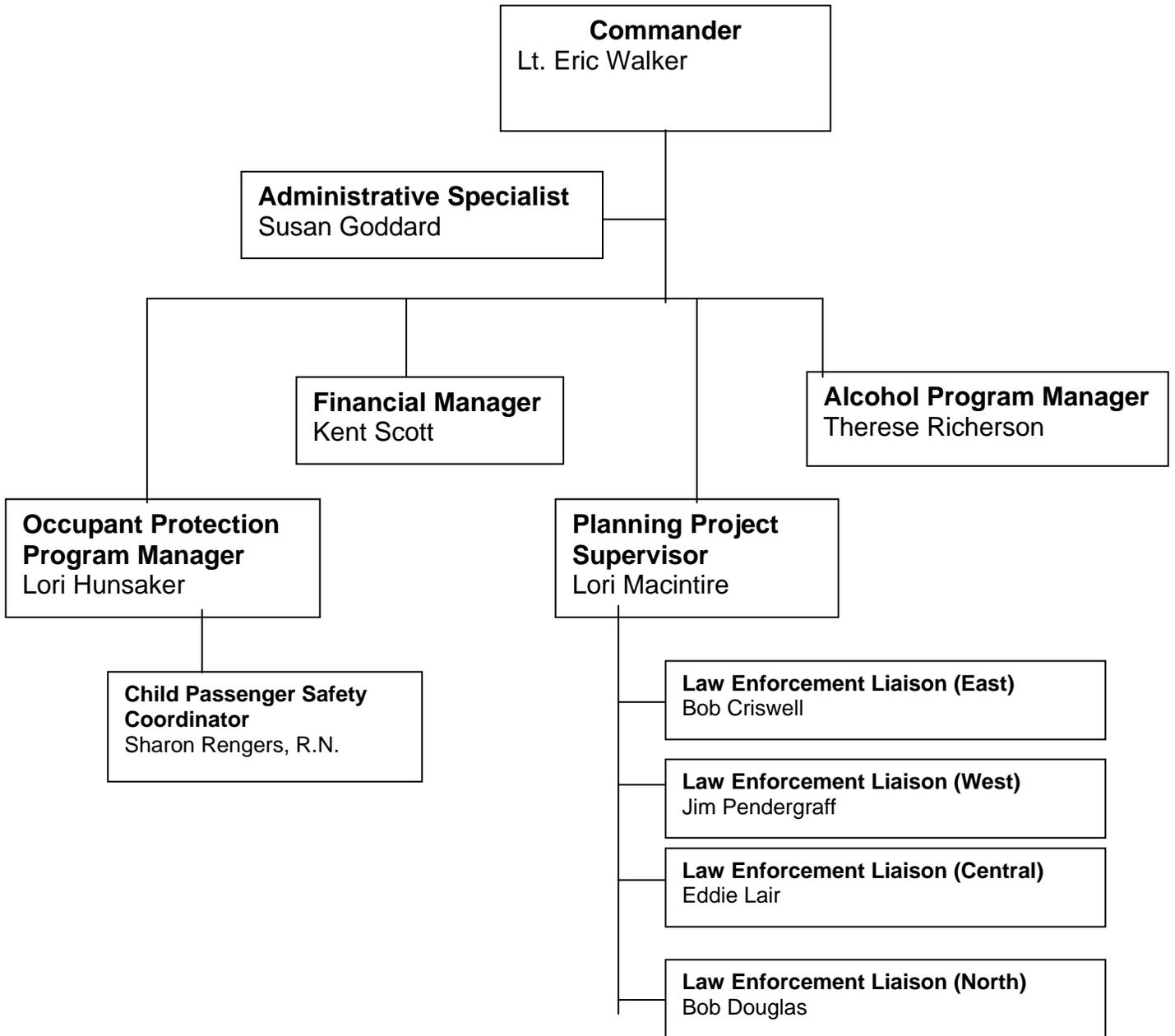
Project Number: PA-06-01

Project Title: GHSP Planning & Administration

Description: Includes 50% of salaries & benefits for Commander, Financial Manager, Planning Project Supervisor, and Administrative Specialist, as well as 50% funding for travel & training, office supplies & postage, dues and subscriptions.

Budget: \$130,000 (402)

Governor's Highway Safety Program Organizational Chart



PART II: HIGHWAY SAFETY PLAN

Roadway Safety Program

Project Number: RS-06-01

Project Title: University of Kentucky--Identification & Analysis

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

Budget: \$50,000 (402)

Impaired Driving Program

Project Number: AL-06-01

Project Title: GHSP Alcohol Program Management

Description: Includes salary, benefits, training & travel for the Alcohol Program Manager. Also includes funds for commodity items distributed in the impaired driving program.

Budget: \$58,000.00

Project Number: AL-06-02

Project Title: GHSP Alcohol Networking

Description: This grant is utilized internally to fund travel and training expenses for partners (non-GHSP personnel) to attend professional conferences or meetings related to the impaired driving program. It may also be used for expenses for meetings or training events sponsored by the Highway Safety Office.

Budget: \$12,000.00

Project Number: AL-06-03

Project Title: DUI/Law Enforcement Challenge

Description: Conduct 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. Also present equipment awards to agency winners of the statewide law enforcement challenge, based on their activity during the "100 Days of Summer Heat" and other mobilizations.

Budget: \$20,000.00

Project Number: AL-06-04

Project Title: Kentucky State Police Nighthawk Traffic Alcohol Program

Description: Conduct a selective traffic enforcement effort at key locations in each of 16 KSP post areas. Based on crash data, enforcement will be emphasized in identified corridors and counties that do not currently have a Highway Safety Program. Cooperate with local agencies in saturation and roadblock activities and increase public awareness of the cooperative and focused efforts directed at traffic alcohol enforcement. Funding will cover overtime hours, travel and training, and mileage.

Budget: \$220,712

Project Number: AL-06-05

Project Title: Kentucky Crime Prevention Coalition Youth Alcohol Coordinator

Description: Funding will continue to provide a fulltime staff person to conduct Fatal Experience Driving Simulation Programs to high schools and universities throughout the state. The program will also be presented at public awareness events or conferences on a limited basis. Programs utilize a customized golf-cart type vehicle, a driving course setup, and Fatal Vision goggles to educate young people about the effects of underage alcohol use and driving while impaired. The grant also provides related educational materials and incentive items for students participating in the programs.

Budget: \$78,200.

Project Number: AL-06-06 through AL-06-27

Project Title: Local Law Enforcement Alcohol Countermeasures Projects

Description: Overtime enforcement programs focused on DUI will be conducted in each of the following communities: Ashland (Boyd Co.); Bowling Green (Warren Co.); Bullitt County, including Hillview and Mount Washington; Fort Thomas (Campbell Co.); Graves County; Greenup County; Hardin County, including Radcliff and Elizabethtown; Hodgenville (Larue Co.); Leitchfield (Grayson Co.); Newport (Campbell Co.); Nicholasville (Jessamine Co.); Olive Hill (Carter Co.); Pike County; Prestonsburg (Floyd Co.); Richmond (Madison Co.); Shelby County, including Shelbyville; and Taylor Mill (Kenton Co). Grants to some law enforcement agencies also include funding for equipment such as preliminary breath testing devices or in-car video cameras, and/or commodities to be used in community outreach activities. Twelve agencies have also been approved to use grant funds to send representative personnel to the Kentucky Lifesavers conference.

Budget: \$338,350.00 (individual grants range from \$5,000 to \$47,500).

Project Number: J8-06-01

Project Title: Kentucky Judicial DUI Education and Training Project

Description: The Kentucky Administrative Office of the Courts will work collaboratively with enforcement agencies, prosecutors, defense attorneys and treatment providers to develop a curriculum, host a faculty development training, and conduct a DUI college for Kentucky District Judges in April 2006. The program will continue from phase I, which began last year with the first DUI college. The project's goal is to provide judges with current scientific and legal knowledge regarding impaired driving, thereby enabling jurists to better manage cases before the court. It is estimated to serve 130 individuals and will conclude with an evaluation phase.

Budget: \$66,326.00

Project Number: J8-06-02

Project Title: Kentucky Vehicle Enforcement Gold Standards Pilot Project

Description: Participate in multi-agency sobriety checkpoints (2 per month) in both Hardin and Madison Counties, as part of DUI Standards pilot project.

Budget: \$ 20,100

Project Number: J8-06-03 through J8-06-04

Project Title: Berea Police Department Gold Standard Highway Safety; Madison County Sheriff Department Traffic Safety Campaign

Description: Each agency would work collaboratively with State Police and other local agencies to participate in twice monthly DUI/traffic safety checkpoints at various sites in Madison county in accordance with DUI Standards pilot project. Also conduct extra DUI, speed, and seat belt enforcement during holiday periods and national traffic safety campaigns. Grants include funds for overtime enforcement, equipment, and attendance at state Lifesavers conference (Berea Police Dept).

Budget: \$ 20,000 (Berea) and \$30,000 (Madison County Sheriff)

Project Number: J8-06-05

Project Title: Vine Grove Police Dept Project Protect and Serve

Description: Vine Grove Police will work collaboratively with State Police and other local agencies to participate in at least once monthly DUI/traffic safety checkpoints at various sites in Hardin County, in accordance with DUI Standards pilot project. Funds will also be used for overtime patrol during peak periods.

Budget: \$6,000

Project Number: J8-06-06

Project Title: Hardin County Attorney DUI Standards

Description: Continue the work of a DUI Coordinator position in the Hardin County Attorney's Office to assist prosecutor with DUI case preparation and track / review cases from arrest, prosecution and adjudication through treatment/probation. The coordinator will track and compile data, secure training, facilitate communication between stakeholders and identify weaknesses within the enforcement, judicial and treatment systems as a part of Hardin County's involvement in the DUI standards community assessment tool.

Budget: \$30,375

Project Number: J8-06-07

Project Title: Madison County Attorney Gold Standards DUI Compliance Monitor

Description: Continue employment of an individual in the Madison County Attorney's Office to monitor and supervise DUI cases, ensuring that each offender completes the required treatment and/or probation as court ordered. The coordinator will also help prosecutors prepare each DUI case for court action and will coordinate quarterly DUI community management meetings. The project will assist in ensuring effective prosecution and adjudication of all DUI cases in order for Madison County to comply with the DUI Standards community assessment tool.

Budget: \$42,280

Project Number: J8-06-08 through J8-06-11

Project Title: Clark County Sheriff's Department Traffic Stop—Alcohol Countermeasures II; Covington Police Department Alcohol Countermeasures; Kenton County Sheriff's Office; Middlesboro Police Department Impaired Driver Countermeasures

Description: Overtime enforcement programs focused on DUI will be conducted by each of the above law enforcement agencies in their local jurisdictions. Each agency except Covington will also receive funds for the purchase of equipment and commodities. Clark County Sheriff Department has also been approved to send representative personnel to the Kentucky Lifesavers conference.

Budget: \$94,250 (individual grants range from \$15,300 to 35,000)

Project Number: J8PM-06-01

Project Title: Alcohol Program Paid Media

Description: These funds will be used to develop and run statewide media campaigns to coincide with national and/or statewide law enforcement mobilizations. The primary campaign will air in conjunction with the Labor Day 2006 mobilization. Messaging will be built around the *You Drink and Drive, You Lose* theme, and will include network & cable television, radio, outdoor, and sporting venue advertising. Media markets that serve areas in which there are a high number of alcohol-related crashes will be targeted. Media campaign evaluation will be conducted according to NHTSA guidelines.

Budget: \$1,000,000

Impaired Driving Budget Summary

Project #	Project Title	Budget	Budget Source
AL-06-01	GHSP Alcohol Program Management	\$58,000	402
AL-06-02	GHSP Alcohol Networking	\$12,000	402
AL-06-03	DUI/Law Enforcement Challenge	\$20,000	402
AL-06-04	Kentucky State Police—Nighthawk Traffic Alcohol Program	\$220,712	402
AL-06-05	Kentucky Crime Prevention Coalition—Youth Alcohol Coordinator	\$78,200	402
AL-06-06	Ashland Community Safety Program	\$33,500	402
AL-06-07	Bowling Green Highway Safety Project	\$15,500	402
AL-06-08	Bullitt County Enhance Safety Enforcement (BETSE)	\$15,000	402
AL-06-09	Elizabethtown Gold Standards Enforcement	\$10,500	402
AL-06-10	Fort Thomas Radar Enforcement	\$17,450	402
AL-06-11	Graves County Sheriff—Accident with Injuries Reduction (AIR) Program	\$11,250	402
AL-06-12	Greenup County Highway Safety Program IV	\$6,825	402
AL-06-13	Hardin County Sheriff's Office—Gold Standards Enforcement	\$7,000	402
AL-06-14	Hillview Traffic Safety Program	\$11,000	402
AL-06-15	Hodgenville Police Dept. Highway Safety Program	\$11,500	402

AL-06-16	Leitchfield Police Department Traffic Enforcement Program	\$15,300	402
AL-06-17	Mt. Washington Police Dept.—Neighborhood Oriented Traffic Enforcement (NOTE)	\$16,300	402
AL-06-18	Newport Highway Safety Program	\$26,600	402
AL-06-19	Nicholasville Highway Safety	\$23,200	402
AL-06-20	Olive Hill Police Department Traffic Safety	\$7,425	402
AL-06-21	Pike County Sheriff’s Department—Drunk Driving? Unacceptable!	\$16,800	402
AL-06-22	Prestonsburg Police Department—Collision Reduction Program	\$15,100	402
AL-06-23	Radcliff Police Department Traffic Enforcement Overtime	\$5,000	402
AL-06-24	Richmond Police Department Gold Standards Project	\$47,500	402
AL-06-25	Shelby County Highway Safety Grant	\$8,600	402
AL-06-26	Shelbyville Traffic Safety Grant	\$6,000	402
AL-06-27	Taylor Mill Highway Safety Program	\$11,000	402
J8-06-01	Kentucky Judicial DUI Education & Training Project	\$66,326	410
J8-06-02	Kentucky Vehicle Enforcement Gold Standards Project	\$20,100	410
J8-06-03	Berea Police Department Highway Safety Grant	\$20,000	410
J8-06-04	Madison County Traffic Safety Campaign	\$30,000	410
J8-06-05	Vine Grove Police Department—Project Protect and Serve	\$6,000	410
J8-06-06	Hardin County Attorney’s Office – DUI Standards	\$30,375	410
J8-06-07	Madison County Attorney—Gold Standards DUI Compliance Monitor	\$42,280	410
J8-06-08	Clark County Sheriff’s Dept—Traffic Stop-Alcohol Countermeasures II	\$20,700	410
J8-06-09	Covington Police Dept.—Alcohol Countermeasures	\$35,000	410
J8-06-10	Kenton County Sheriff’s Office	\$23,250	410
J8-06-11	Middlesboro Police Dept.—Impaired Driver Countermeasures	\$15,300	410
J8-PM-06-01	Alcohol Paid Media Campaigns	\$1,000,000	410
	Total 402 Funds	\$727,262	
	Total 410 Funds	\$1,309,331	
	Total All Funds	\$2,036,593	

Occupant Protection Program

Project Number: OP-06-01

Project Title: Governor's Highway Safety Program—Occupant Protection Program Management

Description: This grant funds the salary, benefits, training & travel for the Occupant Protection Program Manager. Also includes funds for commodities used in the Occupant Protection program.

Budget: \$60,000

Project Number: OP-06-02

Project Title: Governor's Highway Safety Program—Occupant Protection Networking

Description: This grant is utilized internally to fund travel and training expenses for partners (non-GHSP personnel) to attend professional conferences or meetings related to the occupant protection program. It may also be used for expenses for meetings or training events sponsored by the Highway Safety Office.

Budget: \$12,000

Project Number: OP-06-03

Project Title: Kentucky State Police Media Relations Branch – Outreach

Description: Grant will fund the purchase of commodities for KSP's Public Affairs Officers to use in highway safety programs at schools and community events across the state.

Budget: \$20,000

Project Number: OP-06-04

Project Title: University of Kentucky Transportation Center – Seat Belt Survey and Campaign Evaluation

Description: Transportation Center researchers will conduct the annual statewide safety belt usage survey at 200 sample sites during May--July 2006. This survey will be conducted according to standard methodology approved by NHTSA, and will measure the percent of safety belt usage among front seat occupants and child restraint usage in all seating positions for children under age four. Usage rates will be determined for different vehicle types, and for seven roadway classifications. The grant also includes a complete evaluation of the effectiveness of media and enforcement efforts for the Memorial Day occupant protection campaign.

Budget: \$100,000

Project Number: OP-06-05

Project Title: Kentucky Crime Prevention Coalition—Highway Safety Clearinghouse

Description: Grantee will maintain a clearinghouse of traffic safety resources such as brochures, flyers, bookmarks, CD's, lesson plans, coloring books, etc. that can be utilized by law enforcement agencies, health departments, safety coalitions, and citizens. KCPC will furnish these materials free of charge upon request through an order form on its web site www.kycrimeprevention.com. Materials will cover the following topics: occupant protection, bicycle safety, pedestrian safety, and impaired driving. Local agencies will be surveyed to determine demand for types of materials to be developed.

Budget: \$25,000

Project Number: OP-06-06

Project Title: Kentucky Crime Prevention Coalition—Northern LEL

Description: Grant will fund a ½-time Law Enforcement Liaison to serve as a field agent to the Governor’s Highway Safety Program, providing services to a 16-county area in Northern Kentucky. The LEL will continue to serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Highway Safety office, assist in monitoring law enforcement agency grantees’ performance, and help coordinate traffic safety-related activities between agencies. Grant includes personnel costs, expenses, equipment, and commodities.

Budget: \$71,200

Project Number: OP-06-07 through OP-06-09

Project Title: Kentucky Association of Chiefs of Police—Western, Eastern, and Central LELs

Description: Each grant will fund a full-time Law Enforcement Liaison to serve as a field agent to the Governor’s Highway Safety Program, with responsibility for designated counties within the Western, Eastern, and Central portions 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 Highway Safety office, assist in monitoring law enforcement agency grantees’ performance, and help coordinate traffic safety-related activities between agencies.

Budget: \$256,488

Project Number: OP-06-10

Project Title: Central Baptist Hospital Safe Communities

Description: This project will allow a Community Health Educator to continue to direct “Battle of the Belts” competitions to raise safety belt usage rates at nine Fayette and Jessamine county schools. The program is anticipated to reach approximately 17,500 high school students. Traffic safety educational programs will also be offered to employees of Central Baptist Hospital through events such as Drive Safely Work Week and car seat checkups. Parents of newborns discharged from the hospital will also receive written and video education about proper car seat usage. The project director will also continue to work with Fayette County SAFE KIDS Coalition to provide CPS checkups and education to the public, including professional groups, parent groups, and under-served populations. She will also teach the 32-hour CPS class for fire and police groups.

Budget: \$30,000

Project Number: OP-06-11

Project Title: Statewide CPS Coordinator

Description: This grant will allow the Governor’s Highway Safety Program to maintain the full-time services of a Child Passenger Safety Coordinator through Kosair Children’s Hospital. The Coordinator will maintain active instructor certification and will provide at least four regional CPS certification classes to enlist new technicians, as well as classes to re-certify lapsed technicians. The Coordinator will maintain records of the status of CPS technicians and instructors throughout the state, and will work to re-form a statewide CPS team. She will assist the Highway Safety Office with all matters pertaining to occupant protection for children, and will coordinate her activities with those of the Law Enforcement Liaisons and the Kentucky State Police Public Affairs Officers. She will offer assistance to

Kentucky SAFE KIDS chapters by participating in car seat checkup clinics and by helping to set up permanent fitting stations. She will also assist local CPS technicians and others to offer court diversion programs for violators of Kentucky's law pertaining to child occupants. The grant includes funds for personal services, travel & training, public information and educational materials, and car seat checkup supplies.

Budget: \$101,000

Project Number: OP-06-12

Project Title: Pike County Health Department CPS Program/Alternative Sentencing

Description: This grant will continue a project that began in 2002 to increase child restraint usage and decrease misuse in eastern Kentucky. In the upcoming grant year, the project director will collaborate with the Kentucky State Police, Pikeville City Police and the Pikeville Fire Department to maintain permanent fitting stations and establish an additional one, bringing the total number in Pike county to five. Increase the number of CPS technicians in Pike, Floyd, Johnson, Martin, and Letcher counties from 29 to 36. Implement the "Battle of the Belts" program in Pike County High Schools and continue the Alternative Sentencing Program for child restraint violations in Pike County.

Budget: \$18,500

Project Number: OP-06-13-26

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow overtime enforcement programs focused on occupant protection in the following 14 communities: Anderson County, Calvert City (Marshall Co.), Irvine and Ravenna (Estill Co.), Maysville (Mason Co.), Menifee County, Morehead (Rowan Co), Mt. Vernon (Rockcastle Co.), Owsley County, Simpson County, Somerset (Pulaski Co), Taylor County, Vanceburg (Lewis Co.), and Winchester (Clark Co). In addition to funding for overtime, nine of these agencies will purchase traffic enforcement equipment, six will purchase commodities for outreach efforts, and five have been approved to use grant funds to send representative personnel to the Kentucky Lifesavers conference.

Budget: \$127,075 (individual grants range from \$4,600 to \$22,600)

Project Number: J2-06-01 through J2-06-03

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow overtime enforcement programs focused on occupant protection in Harlan (Harlan Co), Hyden (Leslie Co.), and Russellville (Logan Co.). Two agencies will also purchase traffic enforcement equipment, and two will purchase commodities for outreach efforts. Harlan Police Department will also use grant funds to send representative personnel to the Kentucky Lifesavers conference.

Budget: \$42,600 (individual grants range from \$4,000 to \$25,000)

Project Number: DTNH22-04-H-05154

Project Title: Secondary State Safety Belt Demonstration Project

Description: This grant is intended to allow the Governor's Highway Safety Program to increase adult safety belt use rates statewide by implementing a combination of strategies based on the recommendations of an occupant protection program assessment and proven methods to increase safety belt use. The grant covers expenses associated with the assessment, as well as providing funds for enforcement, public information, and evaluation activities.

Budget: \$300,000

Project Number: OP-06-27

Project Title: Kentucky Lifesavers Conference

Description: The Governor's Highway Safety Program will join the Kentucky Transportation Cabinet and the Federal Highway Administration in sponsoring this event, which is in its second consecutive year. The conference is planned to be held in April 2006 in Louisville, and will offer sessions that highlight best practices and strategies in all aspects of highway safety, including enforcement, engineering, data analysis, and education.

Budget: \$10,000

Project Number: 157PM-06-01, IPM5-06-01, J2PM-06-01

Project Title: Occupant Protection Paid Media

Description: These funds will be used to develop & run statewide media campaigns to coincide with national and/or statewide law enforcement mobilizations. The primary campaign will air in conjunction with the Memorial Day 2006 occupant protection mobilization. Messaging will be built around the *Buckle Up Kentucky: It's the Law & It's Enforced* theme, and will include network & cable television, radio, outdoor, and sporting venue advertising. Media markets serving low safety belt usage areas will be emphasized. Media campaign evaluation will be conducted according to NHTSA guidelines.

Budget: \$1,124,800

Project Number: IN5-06-01

Project Title: KSP Operation SAFE (Seatbelt Awareness for Everyone)

Description: Kentucky State Police will utilize these funds for overtime enforcement during the Memorial Day 2006 occupant protection mobilization.

Budget: \$21,000

Occupant Protection Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-06-01	GHSP Occupant Protection Program Management	\$60,000	402
OP-06-02	GHSP Occupant Protection Networking	\$12,000	402
OP-06-03	Kentucky State Police Media Relations Branch – Outreach	\$20,000	402
OP-06-04	University of Kentucky Transportation Center – Seat Belt Survey and Campaign Evaluation	\$100,000	402
OP-06-05	Kentucky Crime Prevention Coalition—Hwy Safety Clearinghouse	\$25,000	402
OP-06-06	Kentucky Crime Prevention Coalition—Northern LEL	\$71,200	402
OP-06-07	Kentucky Association of Chiefs of Police—Western LEL	\$79,304	402
OP-06-08	Kentucky Association of Chiefs of Police—Eastern LEL	\$87,692	402
OP-06-09	Kentucky Association of Chiefs of Police—Central LEL	\$89,492	402
OP-06-10	Central Baptist Hospital Safe Communities	\$30,000	402
OP-06-11	Kosair Children's Hospital—CPS Coordinator	\$101,000	402
OP-06-12	Pike County Health Dept. CPS Program/Alternative Sentencing	\$18,500	402
OP-06-13	Anderson County Sheriff's Department Operation Safe Street	\$22,600	402

OP-06-14	Calvert City Police Dept. Highway Safety Project	\$5,000	402
OP-06-15	Irvine Police Department Highway Safety Project	\$6,500	402
OP-06-16	Maysville Police Department S.A.F.E.	\$8,900	402
OP-06-17	Menifee County Sheriff's Department Safer Highways	\$6,800	402
OP-06-18	Morehead Police Dept Highway Safety Program	\$6,500	402
OP-06-19	Mount Vernon Police Dept Highway Safety Project	\$7,000	402
OP-06-20	Owsley County Sheriff Dept. Highway Safety Project	\$5,600	402
OP-06-21	Ravenna Police Dept. Traffic Safety Program	\$4,600	402
OP-06-22	Simpson County Sheriff's Office Traffic Safety Grant	\$7,400	402
OP-06-23	Somerset Police Dept. S.T.O.P.	\$20,650	402
OP-06-24	Taylor County Sheriff's Dept. Traffic Enforcement	\$9,500	402
OP-06-25	Vanceburg Police Dept. S.A.F.E.	\$5,525	402
OP-06-26	Winchester Police Dept. Operation Safe Winchester VII	\$10,500	402
OP-06-27	Kentucky Lifesavers Conference	\$10,000	402
J2-06-01	Harlan Police Dept.-- Harlan Highway Safety Programs	\$13,600	405
J2-06-02	Russellville Police Dept. – Drive Safe Campaign	\$25,000	405
J2PM-06-01	Occupant Protection Media	\$875,000	405
DTNH22-04-H-05154	Secondary State Safety Belt Demonstration Project	\$300,000	403
IN5-06-01	KSP Operation Safe	\$21,000	157 Innov
IPM5-06-01	Occupant Protection Media	\$59,300	157 Innov
157PM-06-01	Occupant Protection Media	\$190,500	157 Incen.
	Total 402	\$831,263	
	Total 405	\$913,600	
	Total 403	\$300,000	
	Total 157 Incentive	\$190,500	
	Total 157 Innovative	\$80,300	
	Total all funds	\$2,315,663	

Police Traffic Services Program

Project Number: PT-06-01

Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program

Description: KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Locations will be identified within each KSP post area where there is a high rate of injury or fatal collisions or speed violations, and enforcement details will be set up to monitor these spots. Emphasis will also be placed on counties that currently do not have an established highway safety program.

Budget: \$250,877

Project Number: PT-06-02

Project Title: Department of Criminal Justice Training—Kentucky Highway Fatalities: Mitigation through Leadership and Management Training

Description: DOCJT will offer a course dealing with traffic unit/program leadership and management to Kentucky. The course will be given by a nationally recognized training institution that specializes in state of the art traffic service training. The course will be 40 hours long and would be approved by the Kentucky Law Enforcement Council (KLEC). It will be offered up to five times during 2006 in varied locations around the state to first line supervisors and those responsible for traffic services and programs. The course is expected to impart skills to those responsible for service delivery to better understand the various elements of law enforcement highway safety programs and how to integrate their application, with the goal of mitigating the death rate on Kentucky's roadways.

Budget: \$22,500

Project Number: PT-06-03

Project Title: Police Traffic Services Mini-Grants

Description: These grants are for small agencies to use for overtime enforcement only during designated law enforcement mobilizations, beginning with the May 2006 *Buckle Up Kentucky* mobilization and ending with the *You Drink & Drive You Lose* campaign in September 2006. Agencies in the following communities will receive mini-grants ranging from \$2,000 to \$7,500: Clay County, Jackson County, Leslie County (including the city of Hyden), Letcher County, Lyon County, Pulaski County (including the city of Burnside), Stanton (Powell County), Williamstown (Grant County), and Wilmore (Jessamine County).

Budget: \$46,500

Project Number: PT-06-04 through PT-06-24

Project Title: Local Law Enforcement Police Traffic Services Programs

Description: These grants will allow overtime enforcement programs focused on speed and other local traffic safety problems in the following communities: Boone County (including Florence), Boyle County, Campbell County (including Cold Spring), Eddyville (Lyon Co.), Eminence (Henry Co.), Flemingsburg (Fleming Co.), Fort Wright (Kenton Co.), Fulton (Fulton Co.), Grant County, Hopkinsville (Christian Co.), Lexington (Fayette Co.), Louisville and St. Matthews (Jefferson Co.), Madisonville (Hopkins Co.), Mayfield (Graves Co.), Muldraugh (Meade Co.), Nelson County, Oldham County, and Owensboro (Daviness Co.). All grants will be used primarily for overtime enforcement, but nine agencies will also purchase commodities for public outreach, and four will purchase traffic enforcement equipment (radar units and PBTs). Nine agencies have also been approved to use grant funds to send representative personnel to the Kentucky Lifesavers conference.

Budget: \$407,450

Police Traffic Services Budget Summary

Project #	Project Title	Budget	Budget Source
PT-06-01	Kentucky State Police SPEED Selective Traffic Enforcement Program	\$250,877	402
PT-06-02	Department of Criminal Justice Training—Kentucky Highway Fatalities: Mitigation through Leadership and Management Training	\$22,500	402
PT-06-03	Police Traffic Services Mini-Grants		
	(1) Burnside Police Dept.	\$5,000	402
	(2) Clay County Sheriff Dept.	\$5,000	402
	(3) Hyden Police Dept.	\$4,000	402
	(4) Jackson County Sheriff Dept.	\$4,000	402
	(5) Leslie County Sheriff Dept.	\$2,000	402
	(6) Letcher County Sheriff Dept.	\$3,000	402
	(7) Lyon County Sheriff Dept.	\$2,000	402
	(8) Pulaski County Sheriff Dept.	\$7,500	402
	(9) Stanton Police Dept.	\$5,000	402
	(10) Williamstown Police Dept.	\$5,000	402
	(11) Wilmore Police Dept.	\$4,000	402
PT-06-04	Boone County Sheriff—Boone County Hwy Safety Team	\$25,000	402
PT-06-05	Boyle County Sheriff Enforcement Program	\$11,500	402
PT-06-06	Campbell County Police Dept.—PAUSE (Prevent Accidents Using Speed Enforcement/Education	\$20,000	402
PT-06-07	Cold Spring Police Dept. Federal Grant	\$7,500	402
PT-06-08	Eddyville Police Dept.—Highway Safety Project of Eddyville	\$7,500	402
PT-06-09	Eminence Police Dept.—Eminence Tri-City Highway Enforcement Program	\$10,000	402
PT-06-10	Flemingsburg Police Dept. Highway Safety Grant	\$8,100	402

PT-06-11	Florence Police Dept. Crash Reduction Project	\$25,500	402
PT-06-12	Fort Wright Police Dept. Highway Traffic Safety	\$13,250	402
PT-06-13	Fulton Police Dept. Traffic Safety Program	\$11,900	402
PT-06-14	Grant County Sheriff's Dept.—Grant County Traffic Safety Team	\$16,750	402
PT-06-15	Hopkinsville Police Dept. Traffic Enforcement Program	\$16,250	402
PT-06-16	Lexington-Fayette Urban County Government, Division of Police—Kentucky Traffic Safety Program	\$32,750	402
PT-06-17	Louisville Metro Police Dept—Gov. Hwy Safety Program	\$100,000	402
PT-06-18	Madisonville Police Dept. Highway Safety	\$10,000	402
PT-06-19	Mayfield Police Dept.—Remember S 4 Safety	\$14,100	402
PT-06-20	Muldraugh Police Dept—Muldraugh Safe Street/Highway Program	\$3,250	402
PT-06-21	Nelson County Sheriff's Dept—Gov. Hwy. Safety Program	\$20,600	402
PT-06-22	Oldham County Police Dept—SAFE (Speed Alcohol Fundamental Enforcement)	\$13,000	402
PT-06-23	Owensboro Police Dept—Operation Checkpoint	\$10,500	402
PT-06-24	St. Matthews Police Dept—CARE (Crash Analysis & Reduction Effort)	\$30,000	402
		Total 402	\$727,327
		Total All Funds	\$727,327

Safe Communities Program

Project Number: SA-06-01

Project Title: Safe Communities in the Barren River District

Description: This project, which is in its sixth year, will allow the Barren River District Health Department to continue to collect and analyze injury data from seven hospitals serving an eight county area in west-central Kentucky. The project also involves gathering data on seat belt usage in four counties by conducting observational surveys on approximately 8,000 vehicles. Health Department staff will also conduct a series of focus group interviews with local teens and parents to investigate behaviors, attitudes, and beliefs about seat belt usage and gauge the effectiveness of media messages. The findings of all three of these activities will be disseminated to local communities through county-specific published reports, fact sheets, public presentations, and information published on the BRDHD web site. Regional composites will also be produced. In addition, the Health Department also has three SAPO (Surveillance, Assessment, Planning and Outcomes) Teams that use the local data to identify public health problems and work with community partners to plan and implement innovative interventions. These interventions include traffic safety programs in schools and child passenger safety training and clinics.

Budget: \$77,200

Project Number: SA-06-02

Project Title: Madison County Health Department Traffic Safety Education Program

Description: This project, which is in its fifth year, will continue to implement a program of traffic safety in the community, in local schools, and through Health Department programs such as HANDS home visitation and Healthy Start in Child Care. In doing so, the Health Department will head the Madison County Safety Coalition and will collaborate with a number of civic and political organizations, law enforcement agencies, and other community coalitions and boards. Educational and outreach efforts will to seek to reach all segments of the population and will emphasize three areas: seat belt and child passenger restraint use (including a campaign focused on buckling up children in the back seat), speeding, and the risks associated with alcohol. The project includes gathering local seat belt usage data through observational surveys, maintaining CPS fitting stations at Health Department facilities in Berea and Richmond, and maintaining a Madison County Safety Coalition web site.

Budget: \$43,122

Safe Communities Program Budget Summary

Project Number	Project Title	Budget	Budget Source
SA-06-01	Barren River District Health Dept.-- Safe Communities in the Barren River District	\$77,200	402
SA-06-02	Madison County Health Department Traffic Safety Education Program	\$43,122	402
	Total All Funds (402)	\$120,322	

Pedestrian & Bicycle Safety Program

Project Number: PS-06-01

Project Title: The B.I.K.E.S. (Behaviors Illustrating Knowledge that Ensures Safety) Project

Project Description: This program is designed to teach bicycle safety skills to children ages 6-14 by participating in a bicycle rodeo that simulates real-life traffic situations where children must make decisions and demonstrate their skills and knowledge of bicycle safety. The program emphasizes the importance of always wearing a helmet when riding a bicycle or participating in any wheeled sport. The project will allow a bicycle safety consultant to present 75 bicycle rodeos for 4/5th graders and 75 classroom presentations geared toward children in grades K-3 in schools throughout the state.

Budget: \$38,000

Bicycle/Pedestrian Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-06-01	Louisville and Jefferson County SAFE KIDS Coalition—The B.I.K.E.S. Project	\$38,000	402
	Total All Funds (402)	\$38,000	

Accident Investigation Program

Project Number: AI-06-01

Project Title: KSP Advanced Reconstruction Seminar

Project Description: This grant will fund an Advanced Traffic Accident Reconstruction Seminar for all specially trained traffic collision reconstructionists in Kentucky. Kentucky State Police’s Traffic Accident Reconstructionist Program will coordinate the event, which will feature nationally recognized speakers presenting the latest issues and topics in the field. The seminar will encompass hands-on training on the Vista computer diagramming software, provide updates to the current software, and will provide commercial vehicle reconstruction training to recently trained KSP reconstructionists. All participants will take a certification exam upon seminar completion to measure their knowledge and skills.

Budget: \$32,640

Accident Investigation: Budget Summary

Project Number	Project Title	Budget	Budget Source
AI-06-01	Kentucky State Police Advanced Reconstruction Seminar	\$32,640	402
	Total All Funds (402)	\$32,640	

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

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

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;
- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments
- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of

the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

condition of employment under the grant, the employee will --

- 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
- 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that

which is normally possessed by a prudent person in the ordinary course of business dealings.

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

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

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

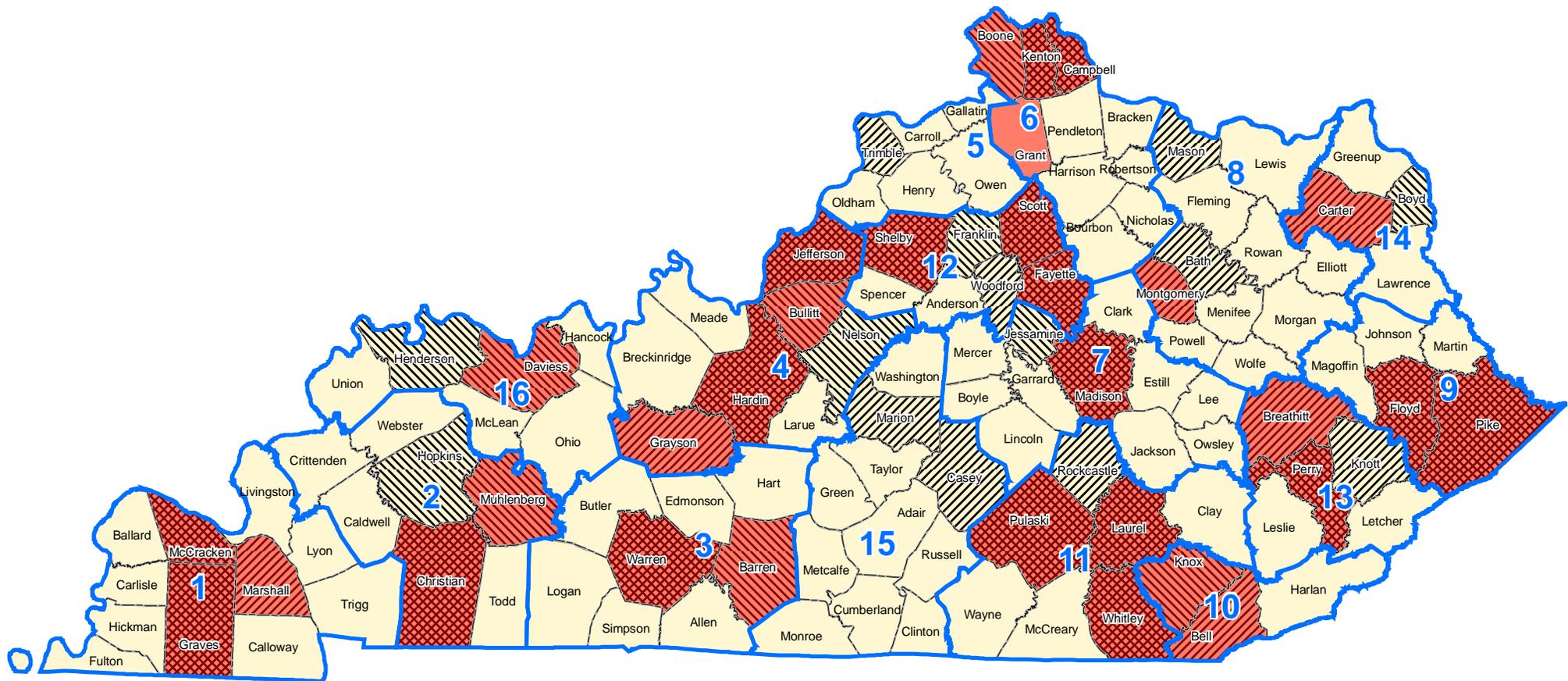
The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year _____ highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in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

Governor's Representative for Highway Safety

Date

APPENDIX

2002 - 2004 Collision Fatalities and Injuries



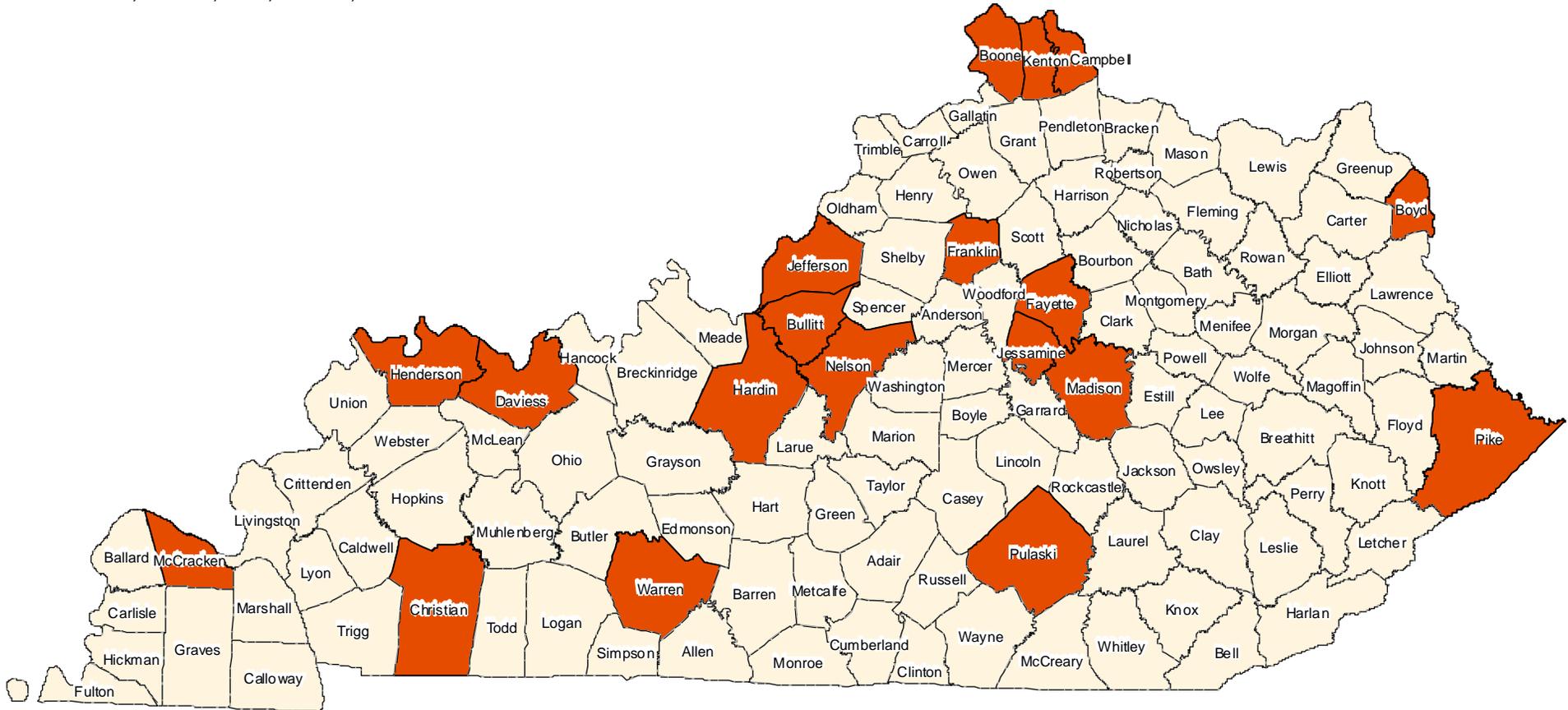
- Top 31 counties for collision fatalities
- KSP Post boundaries
- Top 32 counties for alcohol/drug-related fatalities
- County boundaries
- Top 30 counties for collision injuries

Alcohol-Related Collisions

Counties Comprising 60% of Alcohol-Related Collisions



The total number of alcohol-related collisions for 2004 was 6,289. The following counties collectively contribute to 60% of the total alcohol-related collisions: Boone, Boyd, Bullitt, Campbell, Christian, Daviess, Fayette, Franklin, Hardin, Henderson, Jefferson, Jessamine, Kenton, Madison, McCracken, Nelson, Pike, Pulaski, and Warren.



Commonwealth of Kentucky

■ Counties contributing to 60% of DUI collisions

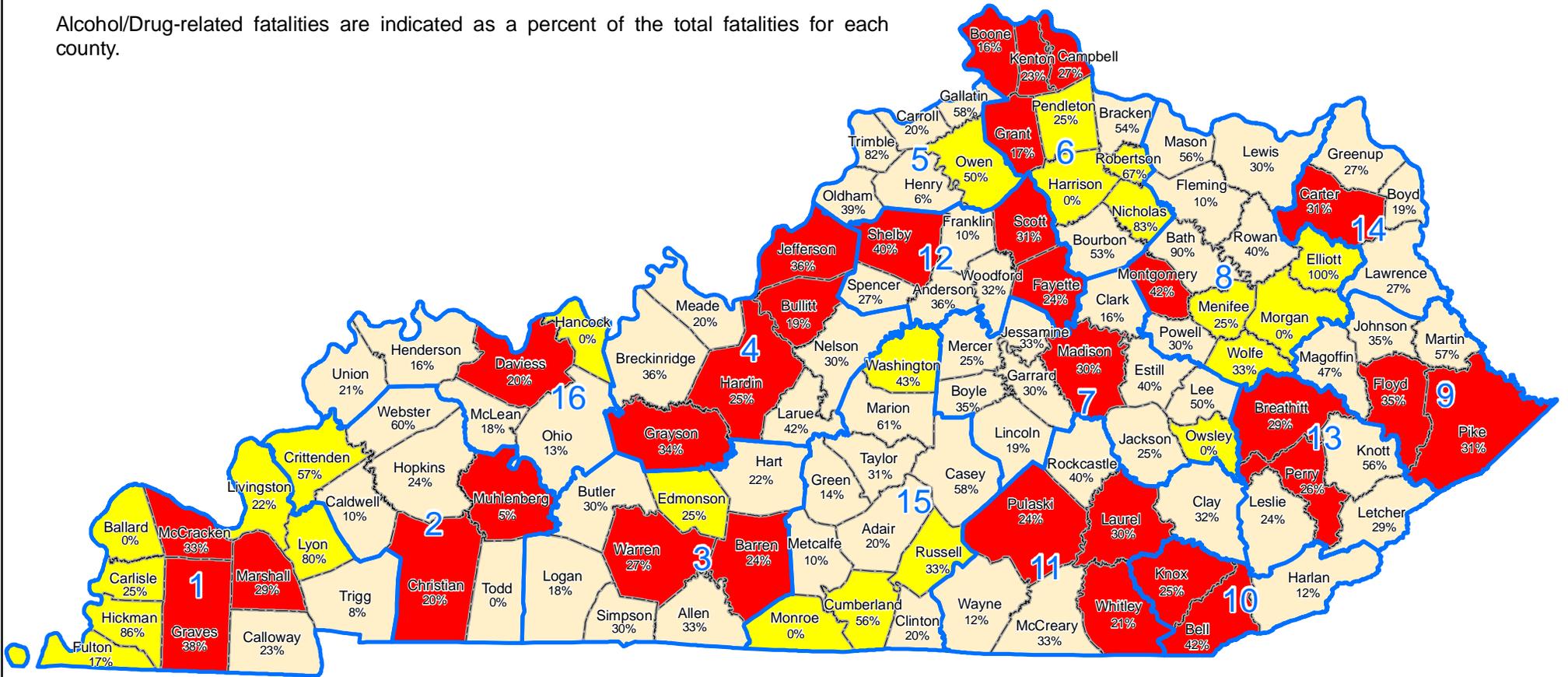
□ Counties

This map has been produced by KSP
Criminal Identification and Records
Branch
GIS Section
1250 Louisville Road
Frankfort, Kentucky

2002-2004 Collision Fatalities

Percentage of Alcohol/Drug-related Collision Fatalities within each County

Alcohol/Drug-related fatalities are indicated as a percent of the total fatalities for each county.



- Top 31 counties for fatalities (29-235 fatalities)
- Middle 66 counties for fatalities (10-28 fatalities)
- Lowest 23 counties for fatalities (2-9 fatalities)
- KSP Post Boundary
- County Boundary

This map has been produced by KSP
 Criminal Identification and Records Branch
 GIS Section
 1250 Louisville Road
 Frankfort, Kentucky
 April, 2005