

# KENTUCKY TRANSPORTATION CABINET

# KENTUCKY OFFICE OF HIGHWAY SAFETY



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2013 HIGHWAY SAFETY PERFORMANCE PLAN

**COMMONWEALTH OF KENTUCKY  
HIGHWAY SAFETY PERFORMANCE PLAN  
FISCAL YEAR 2012**

(October 1, 2012 – September 30, 2013)

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

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Note: This plan is subject to revision at any time during the twelve-month period from October 1, 2012 to September 30, 2013.

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# **INTRODUCTION**

## **State Demographic Profile**

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2011 population of Kentucky at 4,369,356 people, residing in an area over 39,486 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 58% of the population lives in urbanized areas. Approximately 86.1% of the population is white, 8% black, 3.2% of Hispanic or Latino origin, 1.2% of the population is Asian. According to the Census, 23.4% of the population is under 18 years of age, 63.1% is between the ages of 18-64, and 13.5% is age 65 or older. There are approximately 80,000 miles of public roads in Kentucky. Of those, 35% are state-maintained. In 2011 there were approximately 4,369,507 registered vehicles and 3,118,321 licensed drivers.

## **Executive Summary**

This document serves as Kentucky's application for Section 402 State and Community Highway Safety funds for the 2013 federal fiscal year. This plan provides an outline for the coming year for improving the safety of Kentucky's roadways by providing an overview of safety data, detailing priority areas, setting goals and performance measures and describing specific projects to help decrease the loss of life and injuries resulting from motor vehicle crashes. The nature of the projects is varied, but they all concentrate on addressing the behavioral issues that lead to crashes and in turn, injuries and fatalities. Kentucky's primary program areas within the context of NHTSA funding are impaired driving, occupant protection and police traffic services.

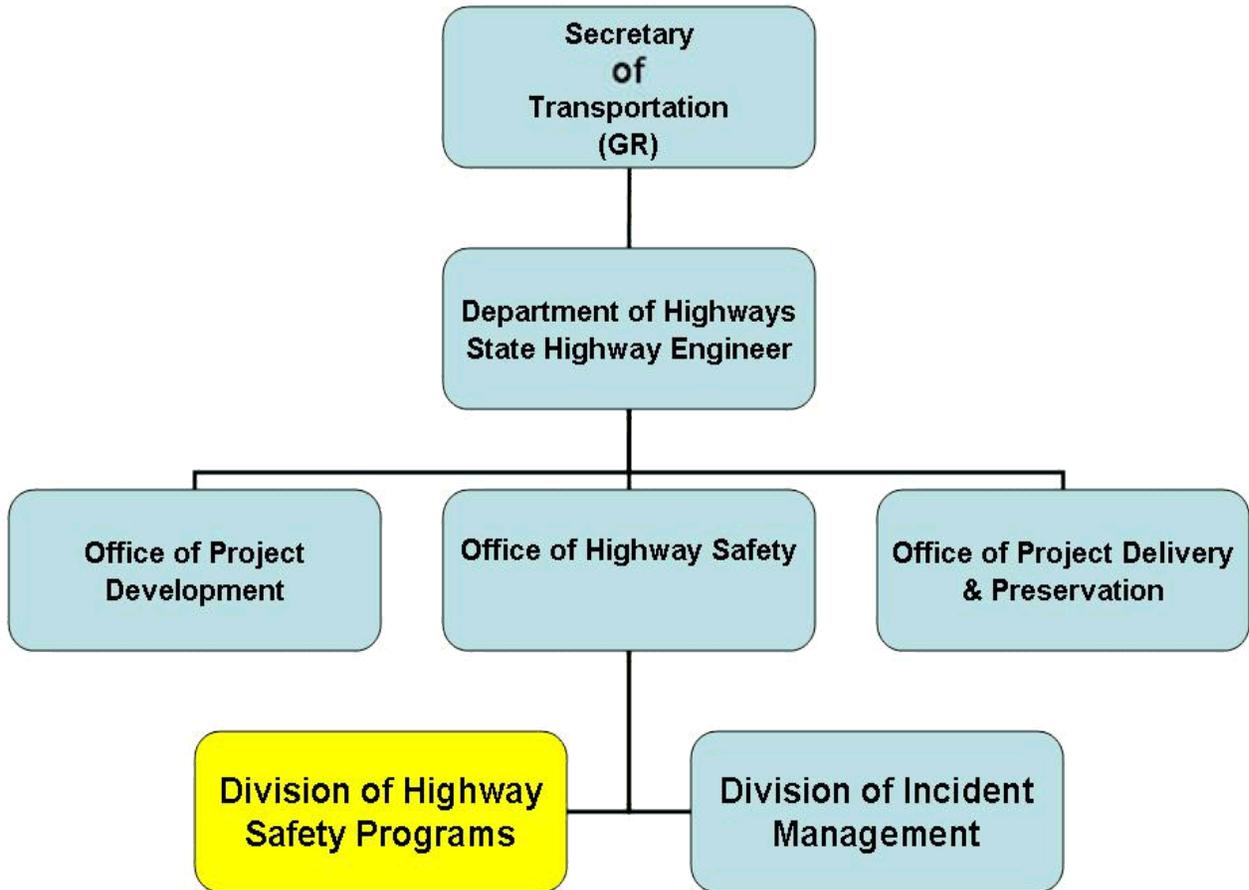
In November 2007 the Secretary of the Transportation Cabinet was appointed as the Governor's Representative for Highway Safety in Kentucky. In June 2008, Kentucky's State Highway Safety Office was reorganized by executive order from the Kentucky Office of Highway Safety in the Transportation Cabinet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

## **Mission Statement**

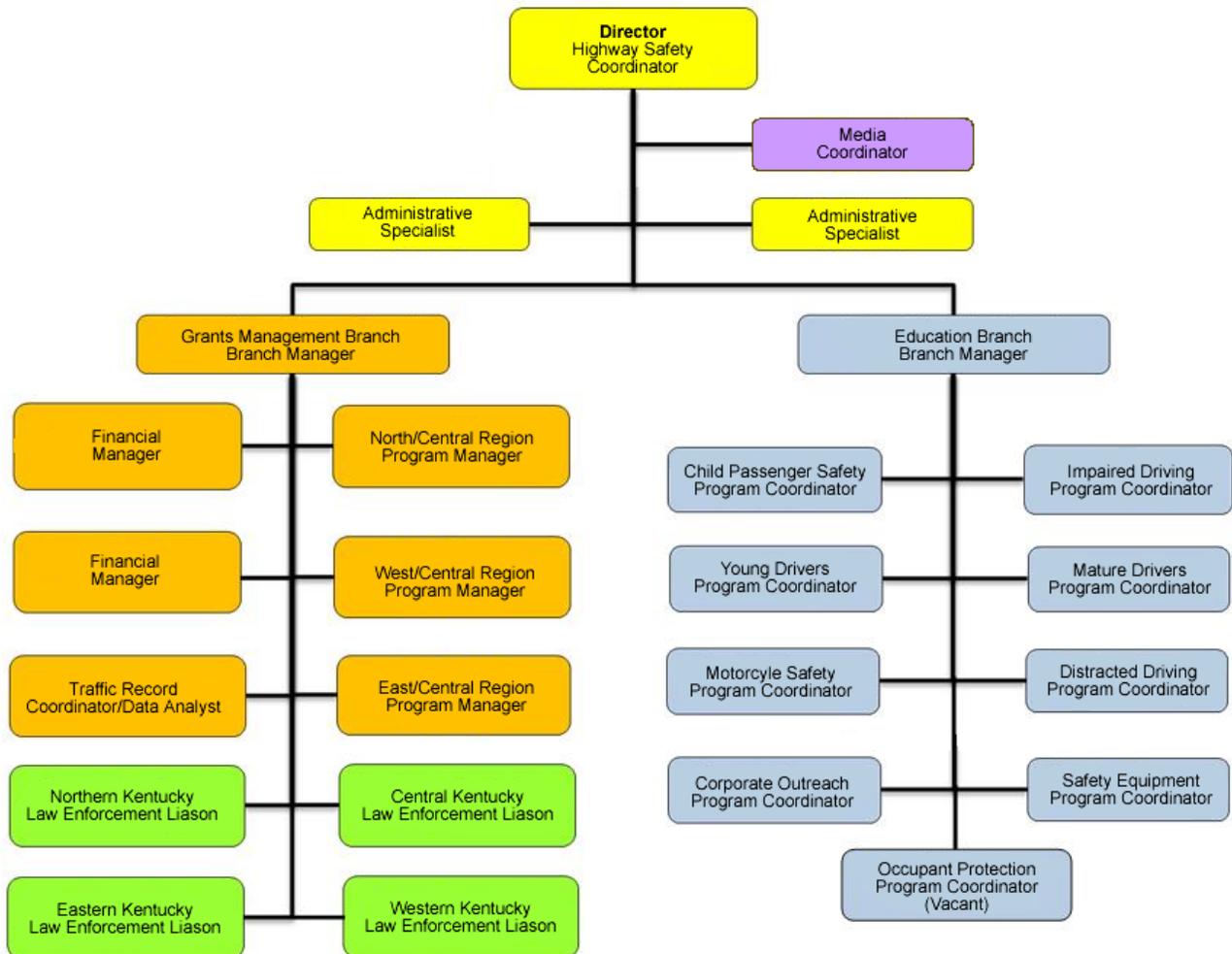
The mission of the Kentucky Office of Highway Safety is to be the vital link in the Commonwealth's chain of highway traffic safety by elevating the emphasis on highway and traffic safety. This mission is guided by the following vision statement: "through public and private partnerships, achieve the most improved and sustainable downward trend in highway fatalities and injuries in the nation."

## Office of Highway Safety Organizational Charts

### Kentucky Office of Highway Safety



**Kentucky Office of Highway Safety**  
 Division of Highway Safety Programs



## **PART I: PERFORMANCE PLAN**

### **A. Description of Problem Identification Process**

#### **Crash Data Collection and Analysis**

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

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

The TSDS annually updates a matrix that has been used for the past several years to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2009-2011) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the **Appendix**) tabulates data from each of the following data factors for each county:

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

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

in the top 25 overall in the upcoming year. The grant review committee used this matrix and the identification of priority counties as a tool in reviewing applications for highway safety project funding. Individual factor rankings were consulted to help determine the most suitable program area for particular project proposals. This was especially helpful for evaluating law enforcement proposals, which make up a large percentage of the applications received.

In addition to the data analysis conducted by the TSDS, the Kentucky Transportation Center of the University of Kentucky is contracted to conduct an annual review of crash data from the most recently available year, as well as the prior four-year period. The Kentucky Transportation Center uses this data to develop the following documents on an annual basis: Analysis of Traffic Crash Data in Kentucky and Kentucky Traffic Collision Facts. These documents contain the most comprehensive published collection and analysis of statewide crash data available 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. Collision Facts characterizes traffic crashes in a more general manner, presenting information on contributing factors, occurrence by type of vehicle & roadway, age and sex of driver, etc. The Kentucky Transportation Center also conducts the annual statewide safety belt and child restraint usage survey according to NHTSA standards. The results are published each year in a separate research report, Safety Belt Usage Survey in Kentucky. The Office of Highways Safety staff uses all of these documents to gain a better understanding of trends in traffic collisions and to help identify the most problematic areas and/or jurisdictions in the state. Demographic data and the most common factors contributing to crashes are also examined to determine the most at-risk populations and behaviors that should be addressed in the Performance Plan.

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

Problem identification and strategic planning for highway safety is also an ongoing endeavor of the Governor's Executive Committee on Highway Safety. This committee was established in 2004 to address the epidemic of highway fatalities and injuries occurring on Kentucky's roadways. The Executive Committee has the responsibility to create an integrated and strategic highway safety management program that is data-driven and performance based. The Executive Committee also coordinates the development and implementation of goals and supporting actions and facilitates the acquisition of needed resources.

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

Office of the Attorney General, University of Kentucky Transportation Center, Kentucky Sheriff's Association, Kentucky Association of Chiefs of Police, Kentucky Board of Emergency Medical Services, Kentucky Office of Insurance, Kentucky Motor Transport Association, Mothers Against Drunk Driving, National Highway Traffic Safety Administration, Kentucky Office of Alcoholic Beverage Control, Kentucky Operation Lifesaver, Kentucky Fire Commission and the Insurance Institute of Kentucky.

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

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

Task teams were established for each emphasis area. Subsequently, these teams developed goals and strategies that went into Kentucky's Strategic Highway Safety Plan (SHSP), which was completed and approved in 2006. Implementation of the emphasis areas was documented in the December 2010 SHSP update. This plan, entitled "Toward Zero Deaths" serves as the umbrella guide to increase coordination, communication and cooperation among state, federal and local agencies, non-profit organizations and other highway safety advocates. It also serves as a useful point of reference for all other highway safety planning efforts, including problem identification and the formulation of goals for this Highway Safety Performance Plan.

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

### **General:**

- In 2011, there were 127,524 crashes involving motor vehicles on Kentucky's public roadways. This is approximately a 0.05% increase from 2010. By comparison, the number of licensed drivers increased by 0.48% and the number of registered vehicles decreased by 0.47 percent.
- Kentucky has seen a decline in the number of fatalities each year since 2006, when they dropped from 985 to 913. The reduction continued in this past year, dropping from 760 in 2010 to 721 in 2011.

- The fatality rate per 100 million vehicle miles traveled (100m VMT) decreased from 1.58 in 2010 to 1.50 in 2011. Despite this decline, this rate is still much higher than the national rate (currently 1.09 per 100m VMT).
- Serious injuries have been declining for the past several years in Kentucky and were reduced in 2011 by 4.54% compared to 2010.

**Impaired Driving:**

- During the last three years, alcohol-related fatalities comprised an average of about 19.93% of all motor vehicle fatalities.
- The number of DUI cases filed with the court system increased 54.53% in 2011, after having decreased 12.3% in 2010. The DUI conviction rate in Kentucky, however, decreased by 0.5% in 2011 to a current rate of 85.6%. In some counties, however, this percentage is much lower.
- The following ten counties ranked highest in the number of alcohol-related collisions in 2011: Jefferson, Fayette, Kenton, Pike, Boone, Warren, Daviess, Campbell, McCracken and Madison

**Occupant Protection:**

- The statewide average seat belt usage rate (all front seat occupants) increased over the past year from 82.2% in 2011 to 83.7% in 2012. The usage rate for drivers increased from 82.8% in 2011 to 84% in 2012.
- The gap in seat belt usage has consistently narrowed between Kentucky and the U.S. as a whole. Kentucky's rate is now statistically equal to the 2011 national average of 84%.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2012 Kentucky seat belt survey indicated a usage rate of 76.5% on collector roads, compared to 89.9% on interstates and other expressways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 90.1% in Madison County to a low of 66.5% in Knott County.
- Overall usage of child restraints (both front and rear seats) for children under four years of age increased slightly from 97 % in 2011 to 98.0% in 2012.
- While restraint usage in pickup trucks increased from 71.7% in 2011 to 74.1% in 2012, belt usage continues to be lower in pickups than in any other type of vehicle.
- Fifty-eight percent of the vehicle occupants killed in 2011 in Kentucky were not restrained at the time of the collision.

**Speeding:**

- The number of speed-related crashes increased by 0.55% from 2010 to 2011. Speeding-related fatalities decreased by 3%, from 131 in 2010 to 127 in 2011.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 16.1% all fatal crashes in 2011 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- The majority of crashes involving unsafe speed occur in rural areas.

- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.
- Speeding convictions decreased by 0.48% between 2010 and 2011. Speeding convictions per speed related crash also decreased from a rate of 8.8 in 2010 to 8.7 in 2011.

**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 2011, 16-19-year old drivers were involved in about 15.8% of all crashes and 11.8% of fatal crashes, even though this age group makes up only 6.7% of licensed drivers in the state.

**Motorcycles:**

- The number of registered motorcycles in Kentucky decreased slightly during the past year. There were 104,576 in 2011 compared with 105,847 in 2010.
- The number of fatal motorcycle crashes decreased by 22.83%, from 92 in 2010 to 71 in 2011.
- Helmet usage among motorcyclists is approximately 53% in 2012, and Kentucky has no mandatory helmet law for adults.

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

**Kentucky Performance Measures & Crash Data**

Source: Kentucky CRASH System/UK Transportation Center

	2008	2009	2010	2011	2008-2010 Average	2009-2011 Average
Crash Rate per 100M VMT	262	267	265	265	265	266
Fatalities	826	791	760	721	792	757
Rural fatalities	483	473	429	403	462	435
Urban fatalities	343	318	331	318	331	322
Fatality Rate per 100M VMT	1.75	1.67	1.58	1.50	1.66	1.58
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	381	356	319	310	352	328
Serious Injuries	4,620	4,491	4,057	3,873	4,389	4,140
Alcohol - related crashes	5,029	4,984	4,735	4,551	4,911	4,756
Fatalities involving a driver or motorcycle operator with .08+ BAC	200	165	139	149	168	151
Statewide DUI conviction rate	85.3	85.4	86.1	85.6	85.6	85.7
Speeding – Related Crashes	7,533	7,278	7,141	7,180	7,317	7,199
Speeding – Related Fatalities	154	135	131	127	143	131
Motorcyclist Fatalities	101	88	97	72	95	85
Unhelmeted Motorcyclist Fatalities	60	47	60	42	56	49
Drivers Age 20 or Younger in Fatal Crashes	122	133	115	90	125	112
Pedestrian Fatalities	67	39	61	52	56	50

Observed Seat Belt Usage Rate	2008	2009	2010	2011	2012
(front seat outboard for passenger vehicles)	73.3	79.7	80.3	82.2	83.7

**Grant-Funded Enforcement Data (Program Management)**

	FY 2008	FY 2009	FY 2010	FY 2011	FY08-10 Average	FY09-11 Average
Seat belt citations	31,626	36,674	29,001	37,986	32,434	34,553
DUI arrests	4,805	3,992	3,623	3,452	4,140	3,689
Speeding citations	44,472	46,492	40,619	36,462	43,861	41,191

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

## **Performance Goal Statements**

### **Core Outcome Measures**

1. To decrease fatalities 3% from the 2009-2011 calendar base year average of 757 to 734 by December 31, 2013; from 734 to 712 by December 31, 2014; and from 712 to 691 by December 31, 2015.
2. To decrease serious traffic injuries 5% from the 2009-2011 calendar base year average of 4,140 to 3,933 by December 31, 2013; from 3,933 to 3,736 by December 31, 2014; and from 3,736 to 3,549 by December 31, 2015.
3. To decrease fatalities/100M VMT 3% from the 2009-2011 calendar base year average rate of 1.58 to 1.53 by December 31, 2013; to 1.48 by December 31, 2014; and to 1.44 by December 31, 2015.
4. To decrease rural fatalities 2% from the 2009-2011 calendar base year average of 435 to 426 by December 31, 2013; from 426 to 417 by December 31, 2014; and from 417 to 409 by December 31, 2015.
5. To decrease urban fatalities 2% from the 2009-2011 calendar base year average of 322 to 316 by December 31, 2013; from 316 to 310 by December 31, 2014; and from 310 to 304 by December 31, 2015.
6. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5% from the 2009-2011 calendar base year average of 328 to 312 by December 31, 2013; from 312 to 296 by December 31, 2014; and from 296 to 281 by December 31, 2015.
7. To decrease alcohol-impaired driving fatalities 5% from the 2009-2011 calendar base year average of 151 to 143 by December 31, 2013; from 143 to 136 by December 31, 2014; and from 136 to 129 by December 31, 2015.
8. To decrease speeding-related fatalities 5% from the 2009-2011 calendar base year average of 131 to 124 by December 31, 2013; from 124 to 118 by December 31, 2014; and to 112 by December 31, 2015.
9. To decrease motorcyclist fatalities 3% from the 2009-2011 calendar base year average of 85 to 82 by December 31, 2013; from 82 to 80 by December 31, 2014; and from 80 to 78 by December 31, 2015.
10. To decrease un-helmeted motorcyclist fatalities 5% from the 2009-2011 calendar base year average of 49 to 47 by December 31, 2013; from 47 to 45 by December 31, 2014; and from 45 to 43 by December 31, 2015.

11. To decrease drivers age 20 or younger involved in fatal crashes by 5% from the 2009-2011 calendar base year average of 112 to 106 by December 31, 2013; from 106 to 101 by December 31, 2014; and from 101 to 96 by December 31, 2015.
12. To decrease pedestrian fatalities 5% from the 2009-2011 calendar base year average of 50 to 48 by December 31, 2013; from 48 to 46 by December 31, 2014; and from 46 to 44 by December 31, 2015.

**Activity Measures**

13. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2009-2011 calendar base year average of 34,553 to 35,244 by December 31, 2013; from 35,244 to 35,949 by December 31, 2014; and from 35,949 to 36,668 by December 31, 2015.
14. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2009-2011 calendar base year average of 3,689 to 3,763 by December 31, 2013; from 3,763 to 3,838 by December 31, 2014; and from 3,838 to 3,915 by December 31, 2015.
15. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2009-2011 calendar base year average of 41,191 to 42,015 by December 31, 2013; from 42,015 to 42,855 by December 31, 2014; and from 42,855 to 43,712 by December 31, 2015.

**Core Behavior Measure**

16. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2012 average usage rate of 83.7% to 85% by December 31, 2013; to 86% by December 31, 2014; and to 87% by December 31, 2015.

**Attitudinal Measure**

17. To conduct a random sample telephone survey of at least 500 Kentucky drivers to track their self-reported behavior, media awareness, and enforcement awareness for the following three major highway safety areas: impaired driving, seat belt use, and speeding. Core questions were recommended by NHTSA, with additional questions added to determine basic demographic information about the participants. Findings of the annual survey (conducted in July/August) will be published in a summary report that will also compare findings to the baseline survey completed in 2010.

## **Performance Objectives**

### **Impaired Driving**

- To increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs and to aid them in detecting impaired drivers.
- To increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- To educate prosecutors and law enforcement on ways to more effectively manage DUI cases.
- To participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over* national campaign through saturation patrols, traffic safety checkpoints and media.
- To promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement through a series of area briefings throughout the state.
- To provide incentives/awards to law enforcement agencies/officers that excel in apprehending impaired drivers.
- To provide training to state and local law enforcement officers to become certified/maintain certification as Drug Recognition Experts (DREs). This certification is an effective tool for recognizing and convicting persons driving impaired by drugs.
- To provide regional training opportunities for law enforcement officers to complete the Advanced Roadside Impaired Driving Enforcement (ARIDE) class, offered through the state's Drug Evaluation and Classification (DEC) program. This training allows officers to build on their SFST knowledge and skills to better identify drug impaired drivers.
- To encourage the passage of stronger DUI laws in Kentucky.
- To encourage the passage of legislation requiring alcohol ignition interlocks in vehicles of DUI offenders.

### **Occupant Protection**

- To educate the public about the provisions of Kentucky's primary seat belt law and the consequences of non-compliance.
- To encourage law enforcement agencies to aggressively enforce the primary seat belt law, child seat and booster seat laws.

- To provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with low usage rates.
- To participate in the National Highway Traffic Safety Administration's *Click It or Ticket* campaign focusing on occupant protection through saturation patrols, traffic safety checkpoints and media.
- To promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- To encourage nighttime occupant protection enforcement during the grant year.
- To increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. We will target messages to those segments of the population and to geographic areas with the lowest usage rates.
- To encourage the passage of stronger occupant protection laws for children (specifically, those over 40" tall, who are not adequately protected under the current child restraint law) by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations.
- To encourage grantees to conduct seat belt observational surveys to monitor seat belt usage in their city/county.
- To provide incentives/awards to law enforcement agencies/officers who excel in enforcing seat belt laws.
- To conduct a statewide observational seat belt survey to meet new NHTSA guidelines. The new survey will be conducted at sites throughout the state during June and July 2013.
- To educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats and ensure that all child passengers are properly restrained.

### **Police Traffic Services**

- To provide law enforcement agencies with the resources necessary to implement speed and other enforcement programs.
- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities.
- 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.

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

### **Motorcycle Program**

- To use media and educational materials to educate motorcyclists about the life saving benefits of wearing helmets and other protective equipment.
- To use media to increase motorists' awareness of the need to look out for motorcyclists and to "share the road" with motorcyclists.

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

The Kentucky Office of Highway Safety staff analyzed the data for calendar year 2008 through 2011 for each performance measure required by NHTSA and GHSA as well as other measures selected by KOHS. KOHS compared the 2008-2010 average with the 2009- 2011 averages to measure the increase or decrease in each performance measure to determine the degree of change that can be expected by December 31, 2013, as well as long range goals through December 31, 2015.

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

Programs and projects are designed to impact problems that are identified through the problem identification process outlined at the beginning of the Performance Plan. The Kentucky Office of Highway Safety (KOHS) staff holds meetings throughout the fiscal year to plan and coordinate major programs and initiatives. This process also includes input from partner agencies.

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. In June, the grant review committee meets for several days to discuss and evaluate all proposals as a group. The committee is comprised of Kentucky Office of Highway Safety staff, Law Enforcement Liaisons and the NHTSA Regional Program Manager. 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 2013, a total of 171 external grant applications were received. 140 of these were enforcement proposals, 22 were educational or other projects, and nine were data 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 116 enforcement proposals, 17 educational/other proposals and three data improvement proposals. Projects not funded were due to ineligibility of project, non-participation in mobilizations, past activity, and limited funding.

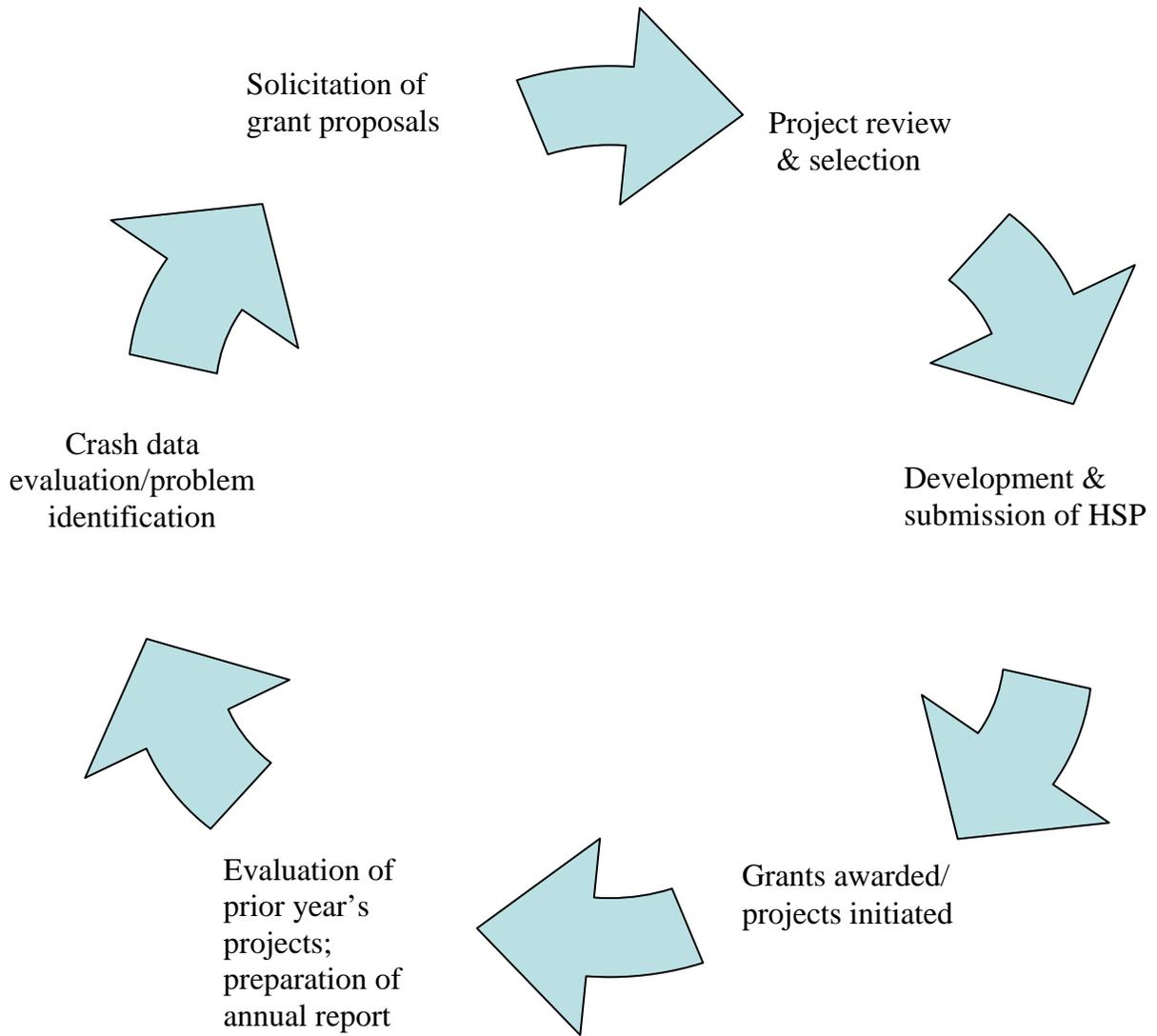
Below is a summary of the number and types of projects that are proposed for funding in FFY 2013.

<b>Program Area</b>	<b>Total</b>
<b>Section 402</b>	
Planning & Administration	1
Alcohol Countermeasures/Impaired Driving	32
Occupant Protection	32
Police Traffic Services	67
Pedestrian/Bicycle Safety	1
Safe Communities	2
Roadway Safety	1
Accident Investigation	1
Driver Education	0
Traffic Records	2
Community Traffic Safety Program	1
Motorcycle Safety	1

Section 402 Total	141
Section 405 Total	75
Section 406 Total	2
Section 408 Total	3
Section 410 Total	5
Section 2010 Total	1
<b>TOTALS</b>	<b>227</b>

\*Estimated number of mini-grants for FFY 2013 May *Click It or Ticket*

## Overview of the Highway Safety Grants Planning Process



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

### **Impaired Driving Program**

**Project Number:** AL-13-01 through AL-13- 29

**Project Title:** Local Law Enforcement Impaired Driving Countermeasures Projects

**Description:** These grants will fund 29 local law enforcement agencies' overtime enforcement programs focused on impaired driving in each of the following counties: Boyd, Ohio, Pulaski, Trigg, Taylor, Kenton, Harrison, Franklin, Simpson, Harlan, Bullitt, Jefferson, Johnson, Laurel, Anderson, Fayette, Bell, Rowan, Nelson, Campbell, Daviess, Bourbon, Pike, Spencer and Hardin counties. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). Additionally, grant budgets will include funding for the agencies to send an officer to the 2013 Kentucky Lifesavers Conference.

**Budget:** \$637,418.00

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**Project Number:** AL-13-30

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

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

**Budget:** \$85,468

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**Project Number:** AL-13-31

**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.

**Budget:** \$20,000 (event planning & coordination, facility rental, meals and plaques/awards)

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**Project Number:** AL-13-32

**Project Title:** Alcohol Program Enhancement Items (Kentucky Office of Highway Safety)

**Description:** The Kentucky Office of Highway Safety will purchase promotional enhancement items for KOHS staff to use when attending special events/meetings, etc. All purchased items will be printed with the impaired driving message *Drive Sober or Get Pulled Over*.

**Budget:** \$2,000.00

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**Project Number:** K8-13-01

**Project Title:** Drug Evaluation and Classification Program

**Description:** Eastern Kentucky University's Department of Criminal Justice Training will continue a program to certify/recertify Kentucky law enforcement officers as Drug Recognition Experts (DREs), as well as to provide advanced DUI training to other law enforcement officers. Project strategies include conducting one DRE course, one DRE instructor course, two DRE recertification courses, and six Advanced Roadside Impaired Driving Enforcement (ARIDE) courses. The grant will also allow a small group of DRE instructors 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. The grant will pay for the DRE Program Coordinator's salary, instructors' and students' expenses, course materials, and costs associated with holding training events.

**Budget:** \$120,539.00 (410 funds)

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**Project Number:** K8-13- 02

**Project Title:** Breath Alcohol Intoxilyzer 8000 Deployment

**Description:** Kentucky State Police will utilize these funds to replace 25 aging Intoxilyzer 5000 breath alcohol instruments with Intoxilyzer 8000 models at jails and other sites throughout the state that serve all law enforcement agencies.

**Budget:** \$194,100 (410 Funds)

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**Project Number:** K8-13-03

**Project Title:** Kentucky State Police Nighthawk Impaired Driving Enforcement

**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, fuel costs, equipment (PBTs and in-car video cameras), and costs to send personnel from each KSP post/CVE region to the 2013 Kentucky Lifesavers Conference.

**Budget:** \$430,220 (410 Funds)

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**Project Number:** K8-13-04

**Project Title:** Traffic Safety Resource Prosecutor

**Description:** Grant will provide seventh-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 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, which will be open to all prosecutors in the state. In addition, the TSRP will continue to refine 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.

**Budget:** \$183,735 (410 Funds)

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**Project Number:** K8-13-05

**Project Title:** City of Pikeville Police Department

**Description:** Traffic overtime project for increased enforcement with a primary focus on impaired driving in one of eastern Kentucky's largest cities.

**Budget:** \$25,000 (410 Funds)

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**Project Number:** K8PM-13-01

**Project Title:** Impaired Driving Paid Media

**Description:** These funds will be used to develop and run statewide media campaigns to coincide with the national *Drive Sober or Get Pulled Over* campaign in December 2012 and August 2013. In addition, anti-DUI advertising will be purchased during other high-risk times of the year to sustain the message. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads, digital media and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted. These funds will also pay a portion of in-house contracts with the following organizations:

- University of Kentucky/IMG Sports Marketing
- Rupp Arena/Learfield Sports Marketing
- Creative Services,
- Learfield Sports Marketing
- Western Kentucky University/IMG Sports Marketing
- University of Louisville/Nelligan Sports Marketing
- Louisville Arena/Learfield Sports Marketing
- Kentucky Speedway
- Louisville Bats
- Afternoon Underdogs radio sponsorship
- WDRB Morning Show Travel sponsorship
- CW/WBKI “Smooth Operator” sponsorship.

These sponsorships include filmed coach endorsements, radio & TV PSAs, print ads, end-game announcements, display areas and impaired driving signage, live announcements during home games, logo displays on backlit video boards/video walls/advertising panels, as well as commercials during radio broadcasts of the games.

**Budget:** \$975,000 (410 Funds)

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## Occupant Protection Program

**Project Number:** OP-13-01 through OP-13-19

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

**Description:** These grants will allow 19 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Anderson, Knox, Carter, Boone, Pike, Pulaski, Barren, Mercer, Breathitt, Knott, Lawrence, Clay, McCreary, Madison, Russell, Logan, Lincoln and Woodford. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2013 Kentucky Lifesavers Conference.

**Budget:** \$234,430

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**Project Number:** OP-13-20

**Project Title:** Kentucky State Police

**Description:** This project will fund overtime focused on seat belt enforcement during the months of October 2012, November 2012, March 2013 and July 2013. 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.

**Budget:** \$99,000

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**Project Number:** OP-13-21 through OP-13-23

**Project Title:** Kentucky Association of Chiefs of Police—Central, Eastern, and Western Law Enforcement Liaisons (LEL)

**Description:** Each grant will fund a full-time Law Enforcement Liaison to serve as a field agent to the Kentucky Office of Highway Safety, with responsibility for designated counties within the Central, Eastern, and Western regions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Each grant includes personnel costs, travel/training expenses, equipment and program enhancement items.

**Budget:** \$305,662

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**Project Number:** OP-13-24

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

**Description:** This grant will fund a part time Law Enforcement Liaison 30 hours per week to serve as a field agent to the Kentucky Office of Highway Safety, providing services to a 19-county area in Northern and Central Kentucky. This position will serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Grant includes personnel costs, travel/training expenses, equipment and program enhancement items.

**Budget:** \$102,604

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**Project Number:** OP-13-25

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

**Description:** In 2013, Kentucky will hold the ninth consecutive Kentucky Lifesavers Conference. The conference will offer a wide range of sessions in the areas of engineering, education, enforcement, and emergency response. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.

**Budget:** \$40,000

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**Project Number:** OP-13-26

**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.

**Budget:** \$20,000 (event planning & coordination, facility rental, meals and plaques/awards)

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**Project Number:** OP-13-27

**Project Title:** Occupant Protection Program Enhancement Items (Kentucky Office of Highway Safety)

**Description:** The Kentucky Office of Highway Safety will purchase program enhancement items for KOHS staff to use when attending special events/trainings etc. All items will be printed with the *Click It or Ticket* messaging.

**Budget:** \$2,000

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**Project Number:** OP-13-28

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

**Description:** This continuing grant will provide partial funding for a Registered Nurse as a CPS specialist/instructor as well as a part-time Health Educator who will work from Kosair Children's Hospital in Louisville, providing CPS instruction assistance throughout the state. In the upcoming year, the CPS Specialist and the Health Educator will provide permanent fitting stations in Jefferson County and several surrounding counties, provide assistance for the special needs car seat services for health agencies statewide, offer continuing education classes to nursing staff, offer continuing education opportunities for technicians statewide and will host car seat classes for parents of infants. The grant will cover 50% of the time for the CPS coordinator, and a part-time salary for a CPS Educator, travel/training, public information and education materials, child restraint check up supplies and orthopedic seats for special needs children.

**Budget:** \$82,846

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**Project Number:** OP-13-29

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

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

**Budget:** \$21,500

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**Project Number:** OP-13-30

**Project Title:** Pike County Health Department

**Description:** An occupant safety specialist/CPS instructor with the Pike County Health Department will conduct CPS technician certification classes in Pike and surrounding counties with the objective of increasing the number of CPS technicians in eastern Kentucky. She will also work with local partners to establish additional CPS fitting stations in Pike County. In addition, she will provide booster seat education to local Head Start and Kindergarten classes and will teach a court mandated diversion program to those found guilty of violating child restraint laws. The project also includes a component directed toward young drivers, through implementation of a Battle of the Belts program in the high schools.

**Budget:** \$23,852

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**Project Number:** OP-13-31

**Project Title:** T J Samson Hospital

**Description:** This continuation project will fund the purchase of approved educational materials related to car safety seat guidelines to be distributed to caregivers as well as the purchase of child safety seats and booster seats for use at check-up events in Barren, Hart, and Metcalfe counties. Some seats will be provided to low-income caregivers who are unable to purchase.

**Budget:** \$5,500

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**Project Number:** OP-13-32

**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 2013 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

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**Project Number:** K2PM-13-01

**Project Title:** Occupant Protection Paid Media

**Description:** These funds will be used to develop & run a statewide occupant protection media campaign supporting the national *Click it or Ticket* campaign in May 2013. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards, digital ads, other print ads, and messaging at sporting venues.

**Budget:** \$175,000 (405 funds)

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**Project Number:** K2-13-01 thru K2-13-75

**Project Title:** CIOT mini-grants to state and local law enforcement

**Description:** These grants will allow 75 state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2013. Areas identified and approved by NHTSA as the seat belt survey sites as well as those areas having low seat belt use rates will be contacted regarding a mini-grant funding opportunity to increase enforcement efforts during the campaign.

**Budget:** \$275,000 (405 funds)

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## Police Traffic Services Program

**Project Number:** PT-13-01 through PT-13-64

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

**Description:** These grants will allow 64 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Jefferson, Madison, Boone, Bourbon, Boyle, Bullitt, Butler, Marshall, Campbell, Carroll, Boyd, Christian, Clark, Daviess, Lyon, Hardin, Kenton, Franklin, Gallatin, Scott, Graves, Carter, Muhlenberg, Harlan, Perry, Henderson, Larue, Hopkins, Fayette, Laurel, McCracken, Union, Calloway, Jessamine, Ohio, Oldham, Bell, Pulaski, Greenup, Shelby, Taylor, Trigg, Warren, Wolfe and Woodford. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2013 Kentucky Lifesavers Conference.

**Budget:** \$1,034,268

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**Project Number:** PT-13-65

**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 25 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.

**Budget:** \$502,789

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**Project Number:** PT-13-66

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

**Description:** This grant will fund a statewide telephone survey to determine drivers' attitudes and awareness of impaired driving, occupant protection, speeding and other driver safety issues. Results will be published in a summary report and will compare findings to the baseline survey, which was conducted in 2010.

**Budget:** \$20,000

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**Project Number:** PT-13-67

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

**Description:** This grant is utilized to fund travel and training expenses for partners (non-Kentucky Office of Highway Safety personnel) to attend professional conferences or meetings related to the Police Traffic Services program. It may also be used for expenses for meetings or training events sponsored by the KOHS.

**Budget:** \$5,000

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**Project Number:** PM-13-01

**Project Title:** Speeding Paid Media

**Description:** These funds will be used to develop and run a statewide summer enforcement campaign. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads.

**Budget:** \$175,000 (402 funds)

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## Planning & Administration Program

**Project Number:** PA-13-01

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

**Budget:** \$100,000 (402 funds)

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**Project Number:** K4PA-13-01

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

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

**Budget:** \$5,000 (406 Funds)

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## Community Traffic Safety Program

**Project Number:** CP-13-01

**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:** \$190,000 (402 funds)

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## Motorcycle Safety Program

**Project Number:** MC-13-01

**Project Title:** Motorcycle Safety Awareness Project

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

**Budget:** \$135,000 (402 funds)

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**Project Number:** K6-13-01

**Project Title:** Motorcycle Safety Awareness Project

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

**Budget:** \$175,000 (2010 Funds)

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## Safe Communities Program

**Project Number:** SA-13- 01

**Project Title:** Cumberland Valley Area Development District Highway Safety Program

**Description:** This continuation project will address low seat belt usage, distracted driving and other young driver safety issues in an eight-county area in southeastern Kentucky (Bell, Clay, Harlan, Jackson, Knox, Laurel, Rockcastle and Whitley counties). The grant will fund partial salary and travel expenses for a regional highway safety coordinator to conduct educational/awareness programs at schools and to provide informational booths at public events. Programs and presentations will be targeted to particular highway safety problems in each county of the district using crash data to identify the issues of greatest concern. The project also includes seat belt surveys at high schools and child seat checkup events for the public, as well as partnering with other agencies to provide child passenger safety certification/recertification training.

**Budget:** \$31,500 (402 funds)

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**Project Number:** SA-13-02

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

**Description:** Coordinated by the Madison County Health Department, this project will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County Safety City, and community events. The Health Department's safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic, professional and educational organizations, law enforcement agencies, and the faith-based community to reach all segments of the population, emphasizing the following areas: seat belt and child passenger restraint usage, impaired driving, distracted driving, young drivers, and bicycle/pedestrian 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 the safety education team.

**Budget:** \$58,000 (402 funds)

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## Pedestrian & Bicycle Safety Program

**Project Number:** PS-13-01

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

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

**Budget:** \$58,594 (402 funds)

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## Accident Investigation Program

**Project Number:** AI-13-01

**Project Title:** KSP Collision Reconstruction Program

**Project Description:** This grant will provide funding to the Kentucky State Police's Traffic Accident Reconstruction Unit to cover the recurring expense of purchasing Crash Data Recovery (CDR) updates. These updates will allow crash reconstruction specialists to supplement their expertise with information obtained from the CDR "black box" technology – this information is increasingly sought after by prosecutors in criminal investigations. Funding will also allow the purchase of Diagramming Software for personnel to use in the analysis of the data contained in the updates.

**Budget:** \$21,598 (402 funds)

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## Roadway Safety Program

**Project Number:** RS-13-01

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

**Description:** The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database to develop two publications that are widely used by highway safety professionals and researchers. *Analysis of Traffic Crash Data in Kentucky* is a compilation of five years of statewide and county crash data, organized into dozens of reference tables. *Kentucky Collision Facts* presents characteristics of crashes for the most recent year (2012) and includes information such as driver age and sex, contributing factors, restraint usage in crashes, and types of vehicles involved.

**Budget:** \$65,000 (402 funds)

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## Traffic Records Program

**Project Number:** TR-13-01

**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:** \$61,000 (402 funds)

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**Project Number:** TR-13-02

**Project Title:** University of Kentucky Crash Corridor Analysis

**Description:** This project will develop and document an analysis of Kentucky data to identify corridors that represent a high frequency of crashes for selected safety emphasis areas.

Expenditures include salaries and travel expenses.

**Budget:** \$75,000 (402 funds)

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## 406 Media Program

**Project Number:** K4PM-13-01

**Project Title:** Paid Media for Highway Safety Campaigns

**Description:** These funds will be used to purchase public awareness materials and/or media to promote awareness of distracted driving, speeding and other highway safety related issues.

**Budget:** \$180,735

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## 408 Data Incentive Program

**Project Number:** K9-13-01

**Project Title:** Kentucky Emergency Medical Services Information System (KEMSIS)

**Description:** This project is a statewide initiative for collection, analysis, and integration of EMS System and Patient Care Data. (KBEMS) and is designed to provide consistent, accurate and timely data collection for all Commonwealth EMS Service Providers, EMS First Responders and EMS training centers. These institutions are licensed and regulated by KBEMS and are the agencies that teach all new EMS personnel in Kentucky. A portion of this grant funding will be used to provide advanced training to 'super-users' to allow further expansion and training. Grantee will develop training modules and materials specific to the levels including, but not limited to: 'super-users,' administrators and end users of the KEMSIS system.

**Budget:** \$184,360

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**Project Number:** K9-13- 02

**Project Title:** Expanded Kentucky Trauma Registry Expansion

**Description:** This project will support the inclusion of the expanded trauma data set, which is part of a uniform national data set in the statewide trauma registry report. Funding for federal fiscal year 2013 will support the expert analysis of data reporting from the expanded state trauma registry, dissemination of findings from the registry data, and ongoing incorporation of newly verified trauma facilities into registry reports, providing a more complete and detailed account of traumatic injury and trauma care. In addition, provide modest financial support for small rural facilities that seek Level IV status within the state's trauma system to allow them to connect with the online reporting network.

**Budget:** \$60,000

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**Project Number:** K9-13- 03

**Project Title:** Integrate CRASH and vehicle registration databases for 2008-2011

**Description:** Through the Crash Outcome Data Evaluation System (CODES), the primary purpose of this project is to increase integration of the traffic records system by linking CRASH and vehicle registration databases. A secondary purpose is to demonstrate the benefits of this integration with a specific traffic safety application involving 15-passenger vans. The information provided by this application will enable more efficient targeting of limited educational and enforcement resources to increase restraint use and decrease crash and injury rates in this high-risk population.

**Budget:** \$50,735

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## **STATE CERTIFICATIONS AND ASSURANCES**

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

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

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

#### **Section 402 Requirements (as amended by Pub. L. 112-141)**

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;

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));

**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 and high-visibility law enforcement mobilizations,**
- **Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,**
- **An annual statewide 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,**
- **Coordination of its highway safety plan, data collection, and information systems with the State strategic highway safety plan (as defined in section 148)(a)).**

**(23 USC 402 (b)(1)(F));**

**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. (23 USC 402(j)).**

**Other Federal Requirements**

Cash drawdowns will be initiated only when actually needed for disbursement. 49 CFR 18.20

Cash disbursements and balances will be reported in a timely manner as required by NHTSA. 49 CFR 18.21.

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 18.41.

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;

**Federal Funding Accountability and Transparency Act (FFATA)**

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, ([https://www.fsrs.gov/documents/OMB\\_Guidance\\_on\\_FFATA\\_Subaward\\_and\\_Executive\\_Compensation\\_Reporting\\_08272010.pdf](https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf)) by reporting to FSRS.gov for each sub-grant awarded:

- Name of the entity receiving the award;
- Amount of the award;
- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; , and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if-- of the entity receiving the award and of the parent entity of the recipient, should the entity be owned by another entity;

(i) the entity in the preceding fiscal year received—

(I) 80 percent or more of its annual gross revenues in Federal awards; and(II) \$25,000,000 or more in annual gross revenues from Federal awards; and(ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;

- Other relevant information specified by OMB guidance.

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) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (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; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

**The Drug-free Workplace Act of 1988(41 U.S.C. 702;):**

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 (49 U.S.C. 5323(j)) which contains the following requirements:

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

### **POLITICAL ACTIVITY (HATCH ACT).**

The State will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§1501-1508 and 7324-7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

### **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.

**POLICY TO BAN TEXT MESSAGING WHILE DRIVING**

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
  - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or
  - b. Privately-owned when on official Government business or when performing any work on or behalf of the Government.

- (2) Conduct workplace safety initiatives in a manner commensurate with the size of the business, such as –
- a. Establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving; and
  - b. Education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

**ENVIRONMENTAL IMPACT**

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan 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

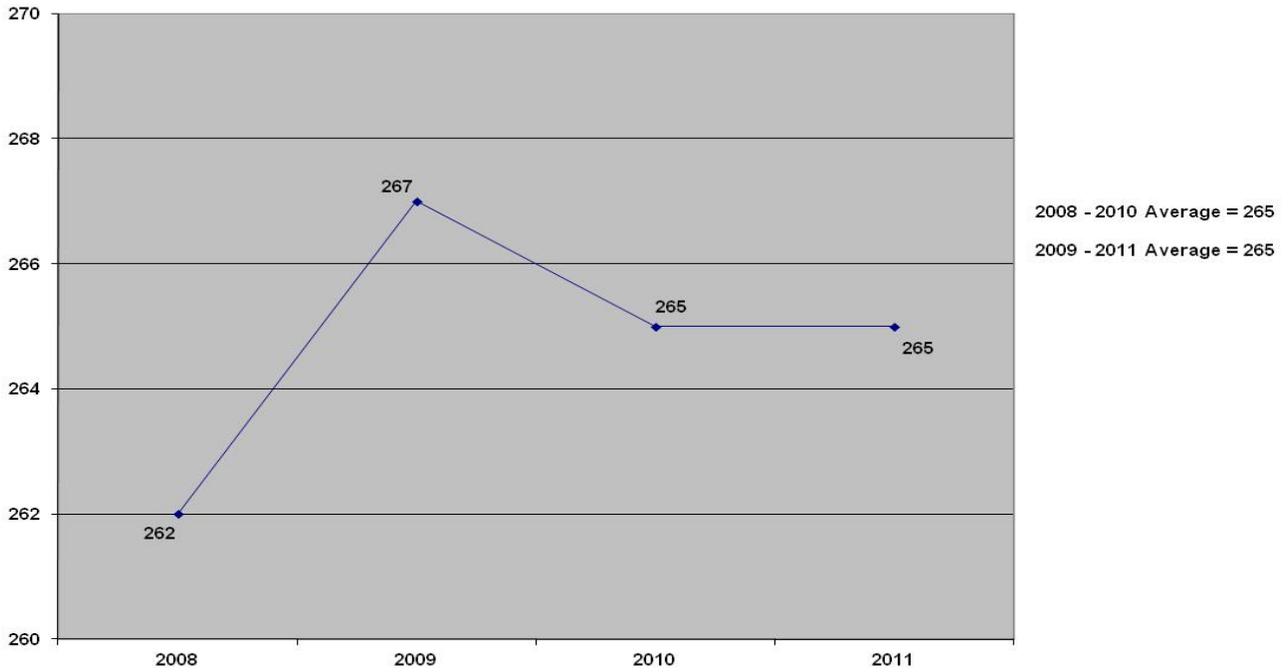
**Kentucky**  
**State or Commonwealth**

2013  
**For Fiscal Year**  
9/4/12  
**Date**

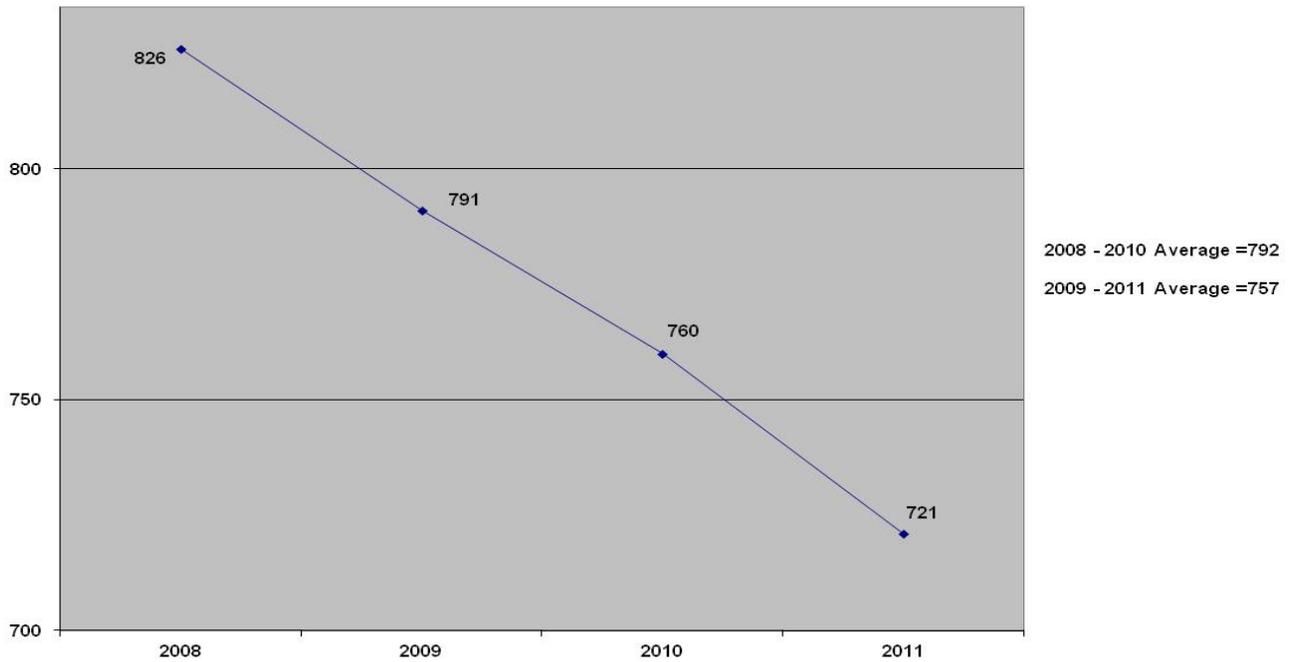
**APPENDIX**

**CRASH DATA TRENDS**

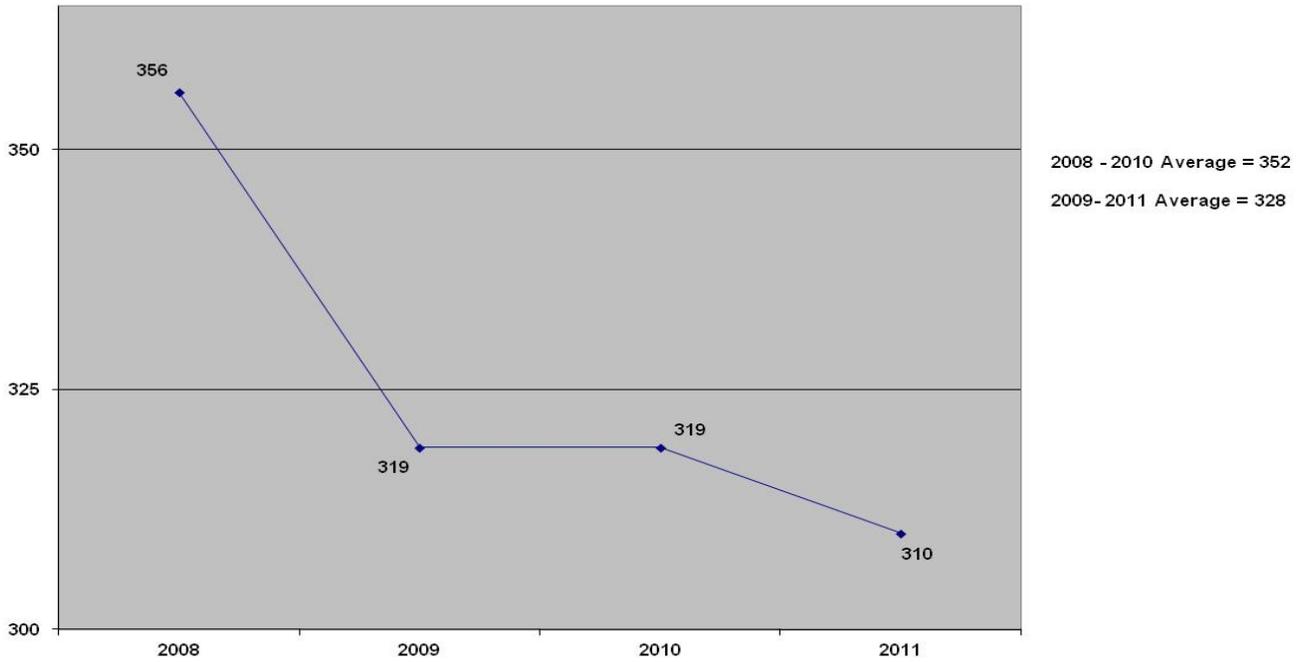
Crash Rate per 100 Million Vehicle Miles Traveled



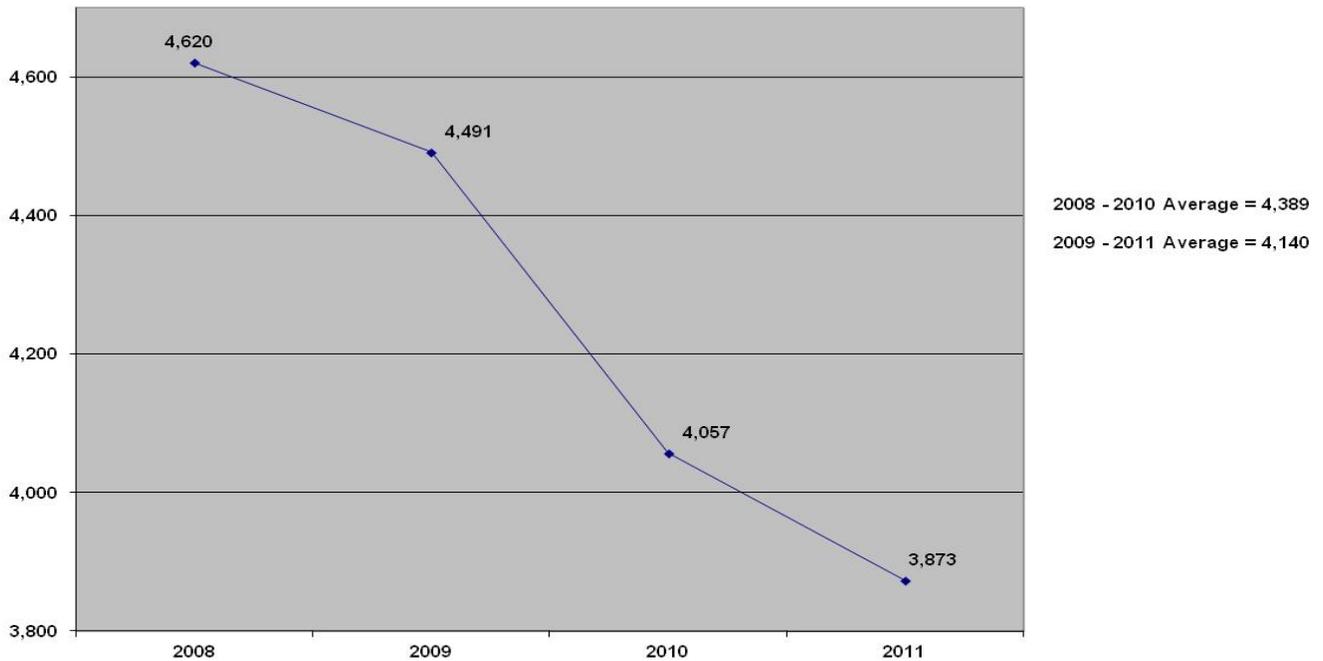
Fatalities



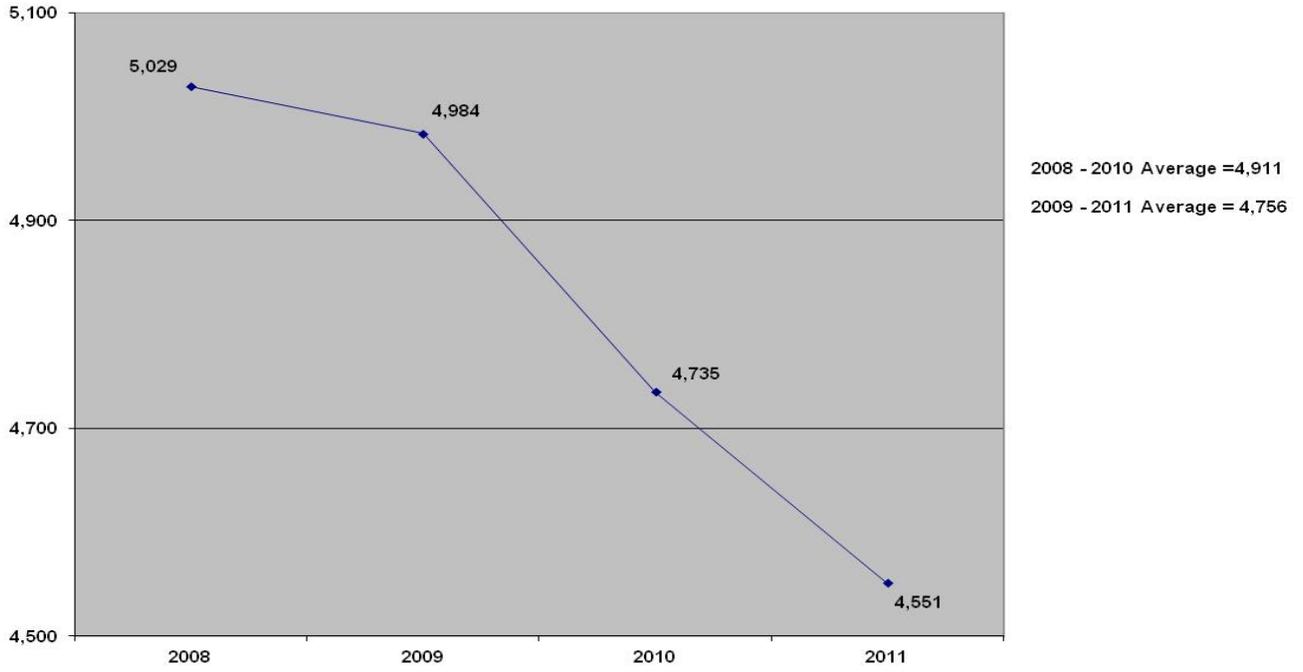
**Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)**



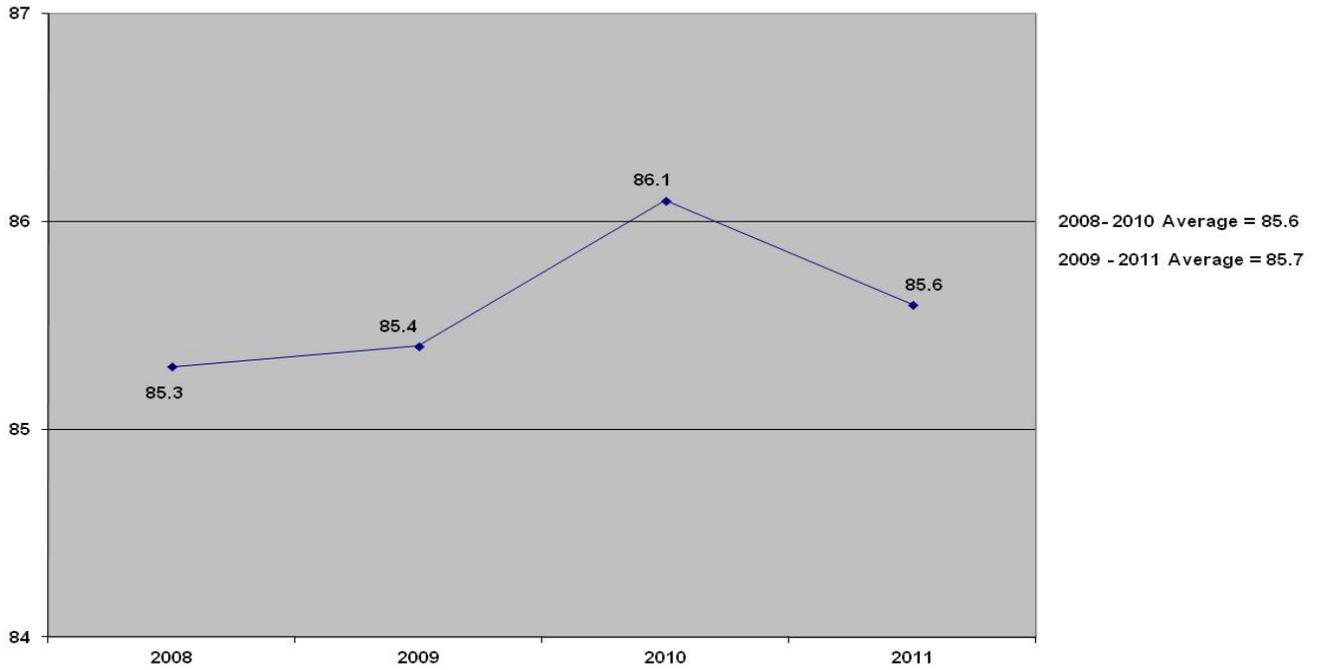
**Serious Injuries**



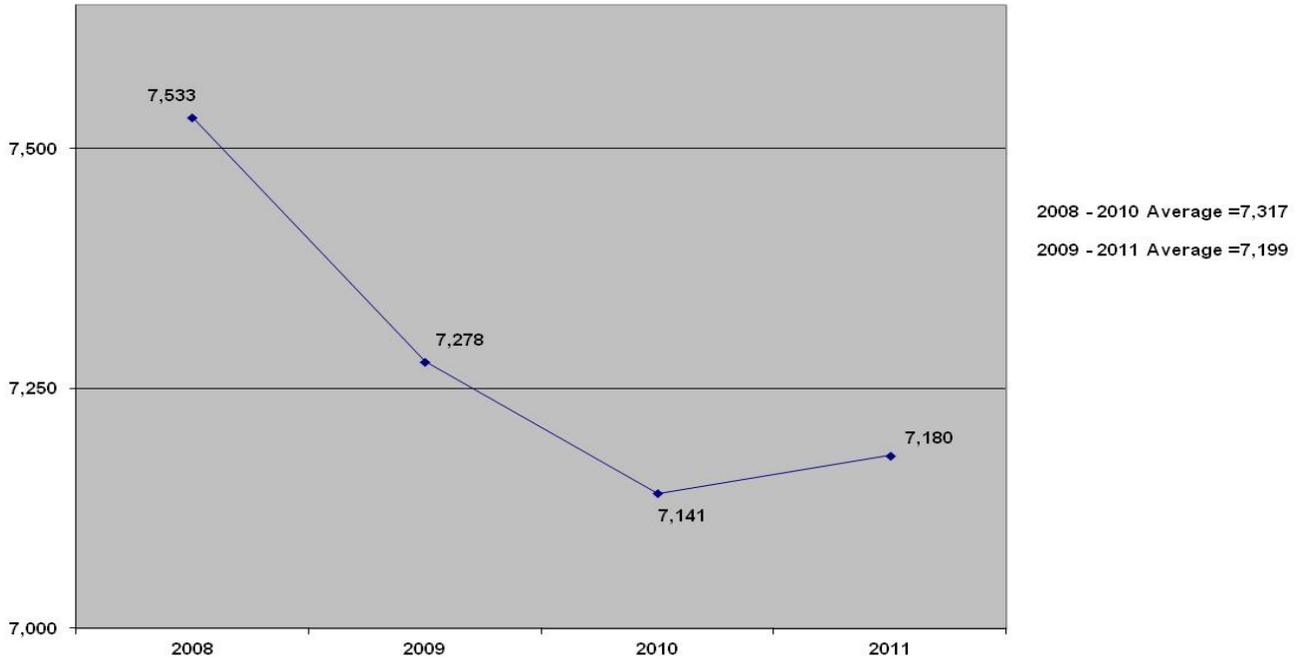
**Alcohol Related Crashes**



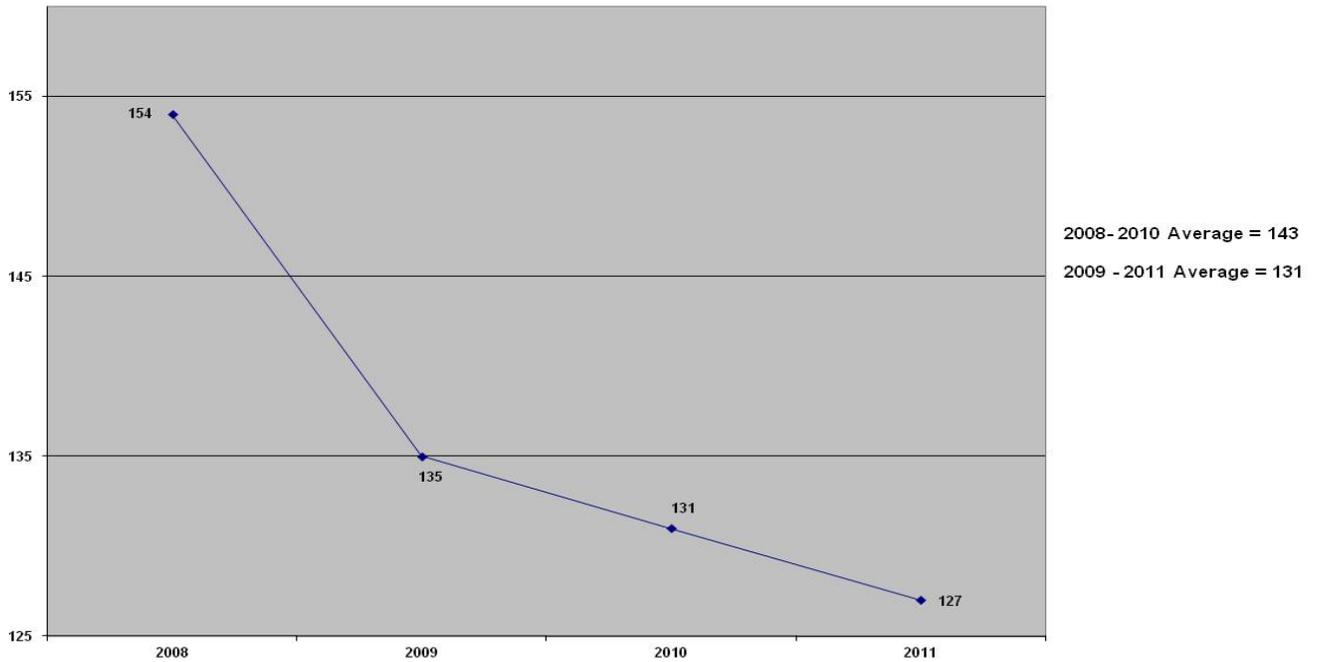
**Statewide DUI Conviction Rate**



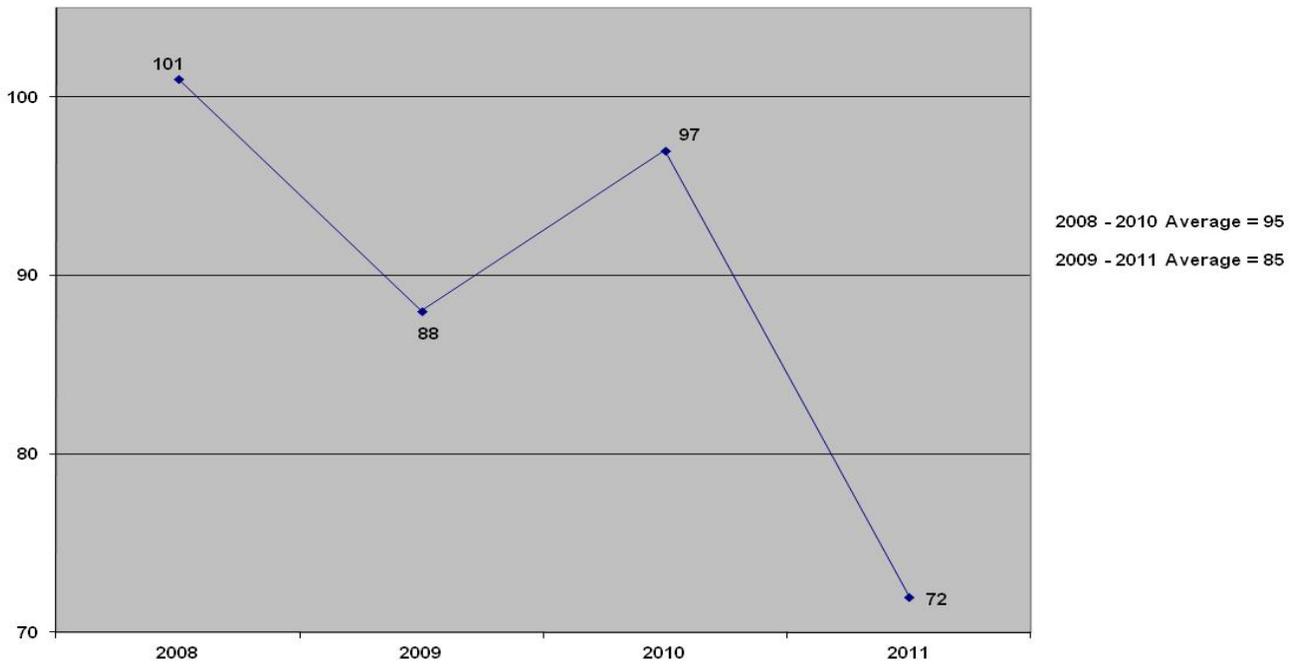
**Speeding – Related Crashes**



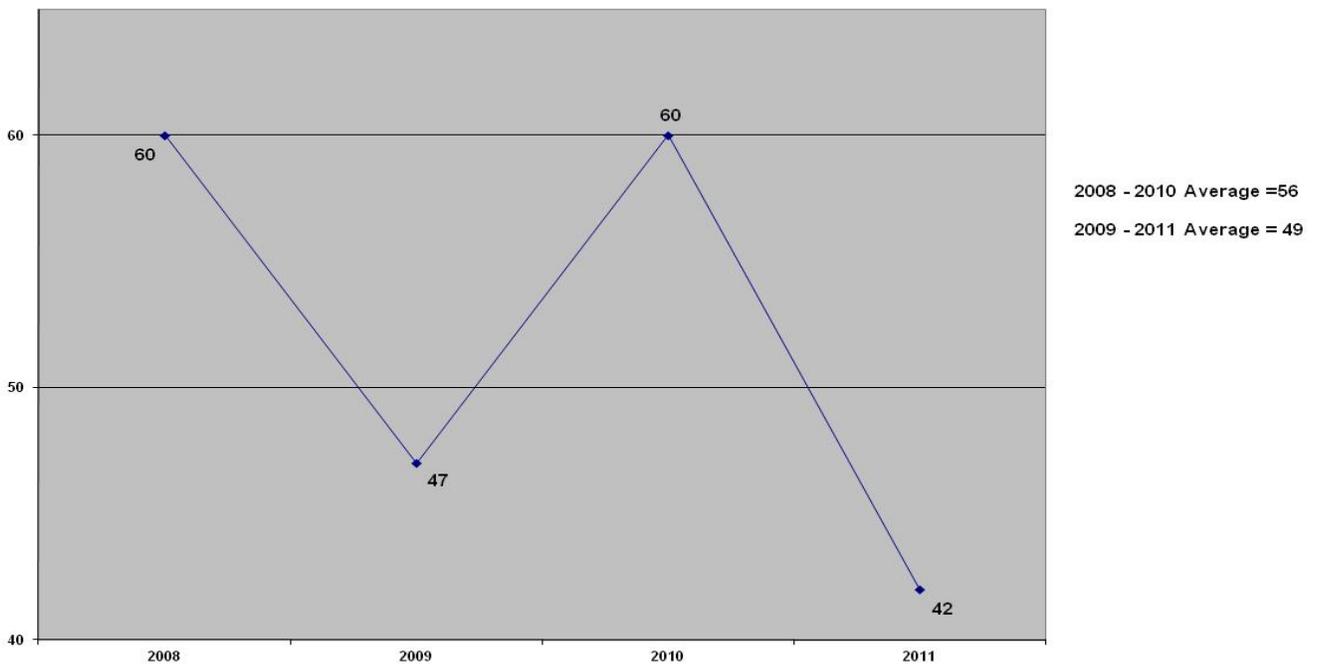
**Speeding – Related Fatalites**



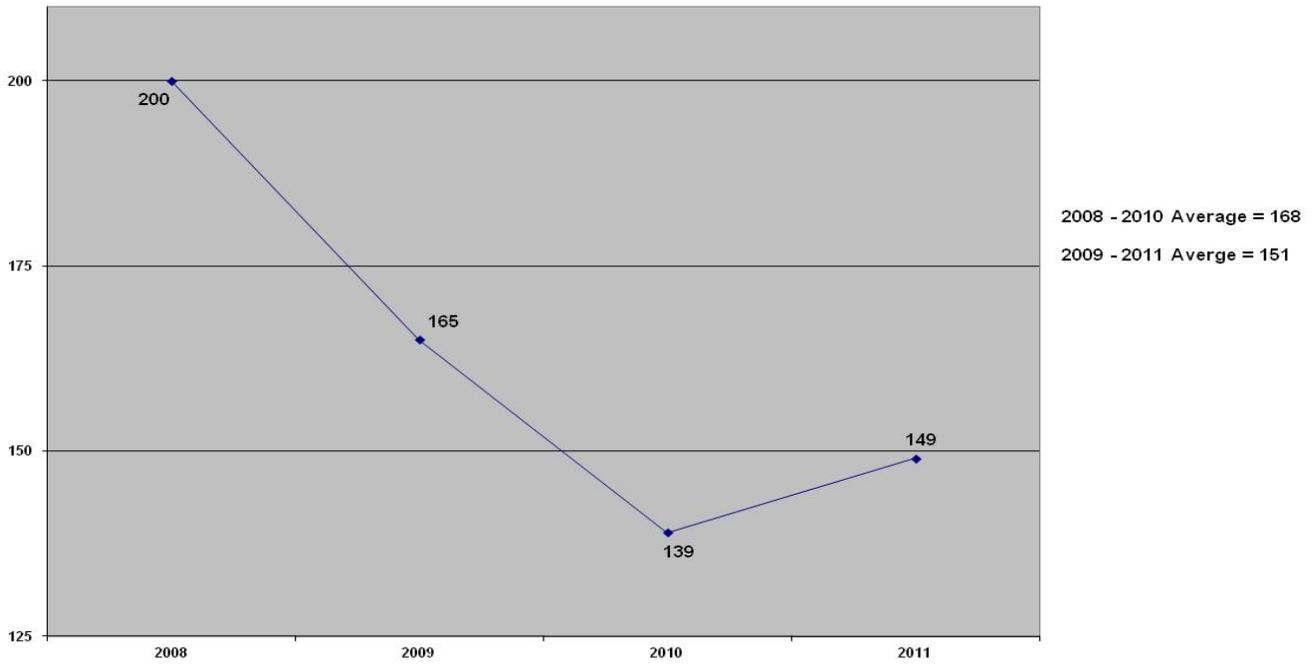
**Motorcyclist Fatalities**



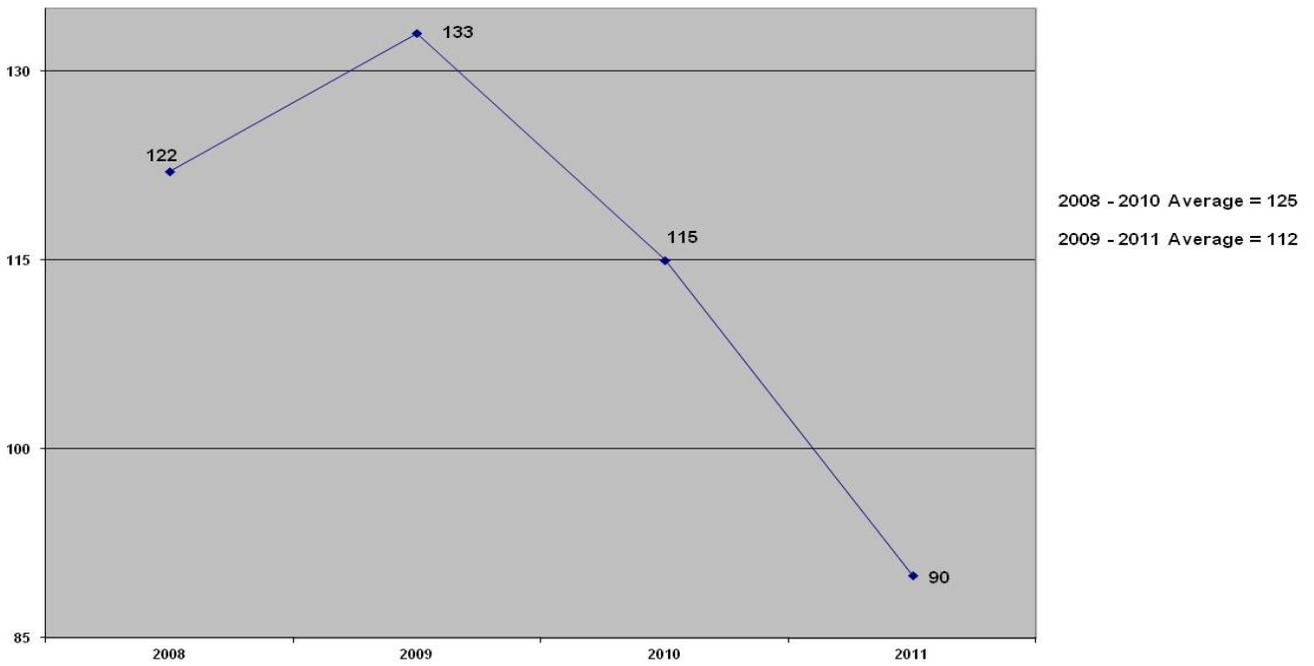
**Unhelmeted Motorcyclist Fatalities**



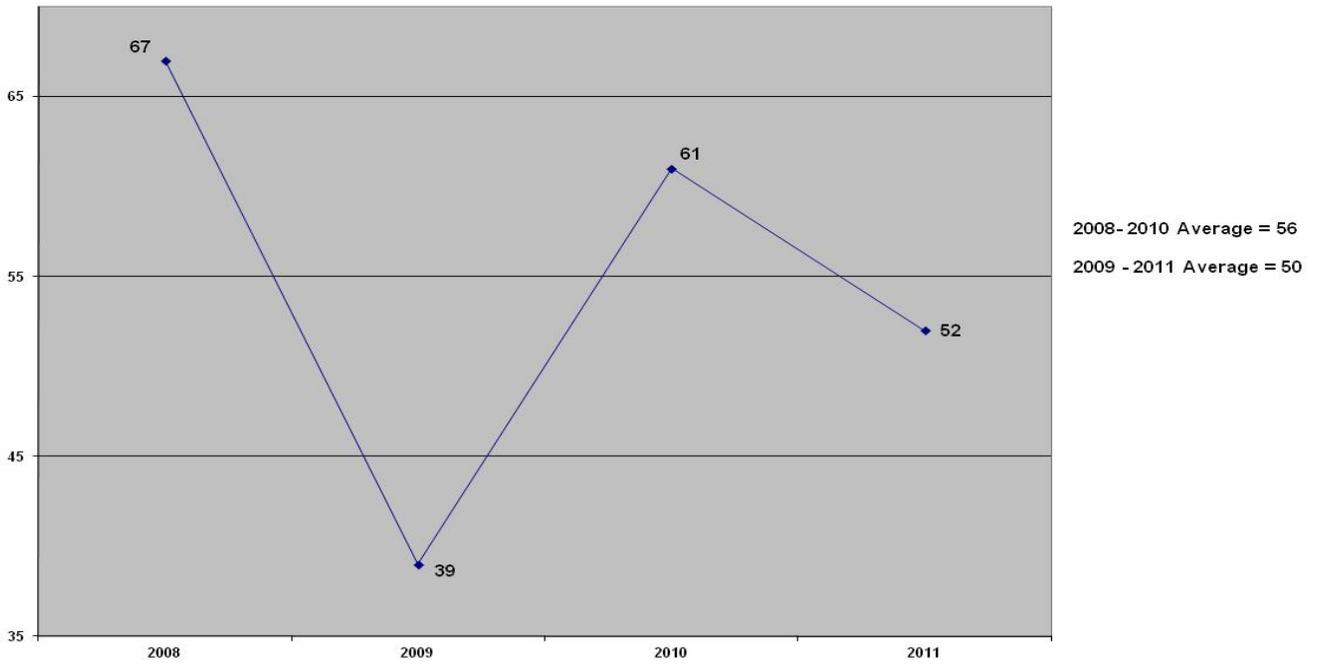
**Fatalities Involving a Driver or Motorcycle Operator with .08+ BAC**



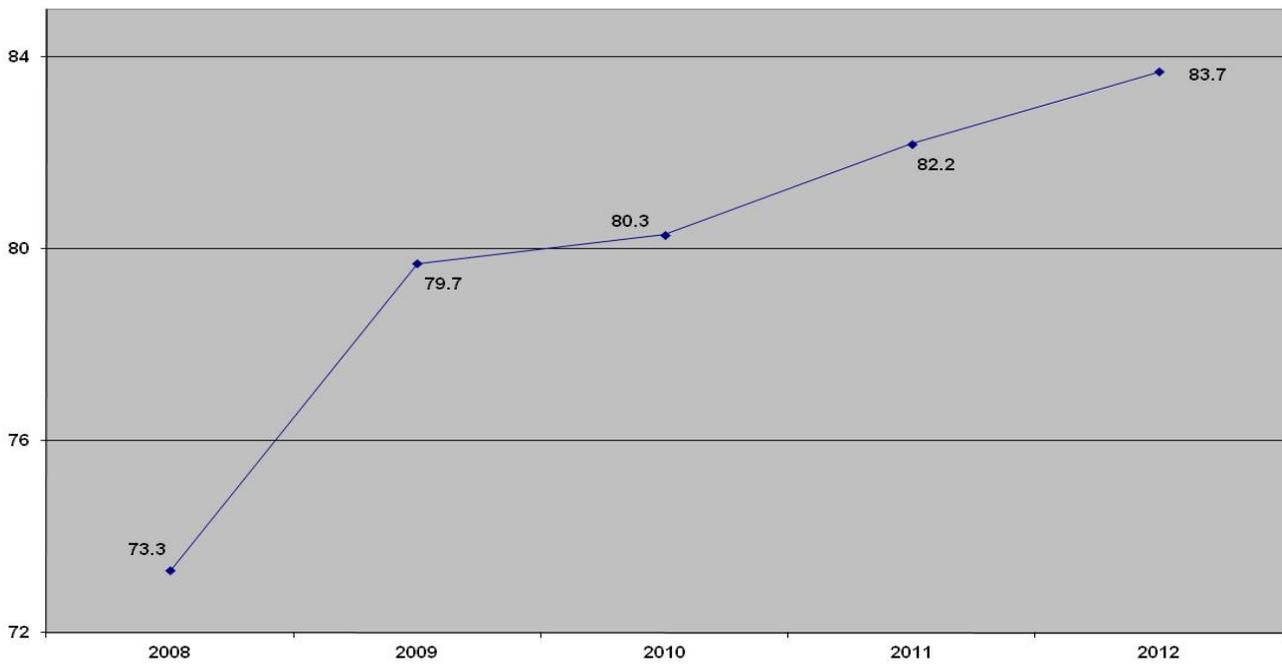
**Drivers Age 20 or Younger in Fatal Crashes**



**Pedestrian Fatalities**



**Observed Seat Belt Usage Rate**



**2009-2011 INDIVIDUAL FACTOR RANKINGS ( 1 = most problems, 120 = least problems)**

	PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%			
	NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)			
ADAIR	61	69	50	74	69	75	83	96	89	92	10331.7	76			
ALLEN	58	57	91	81	63	58	77	63	56	45	9864.1	72			
ANDERSON	53	61	86	73	96	64	79	74	62	76	10494.1	78			
BALLARD	109	94	111	91	45	84	119	96	53	76	12356.3	96			
BARREN	24	23	6	41	92	28	41	29	24	21	4592.0	30			
BATH	93	109	52	115	114	93	101	94	103	102	13290.1	106			
BELL	37	41	52	45	48	38	52	66	44	37	6553.1	43			
BOONE	4	4	10	12	112	5	17	4	3	5	2452.3	13			



**2009-2011 INDIVIDUAL FACTOR RANKINGS ( 1 = most problems, 120 = least problems)**

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	WEIGHTED SCORE	OVERALL RANK (1 - 120)
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS				
CALDWELL	86	67	104	111	118	91	98	66	51	76		13094.0	105	
CALLOWAY	27	27	19	36	34	34	68	33	43	26		4784.4	31	
CAMPBELL	8	8	44	15	77	8	23	7	13	13		3364.8	16	
CARLISLE	117	112	104	110	27	102	99	109	89	111		13698.9	114	
CARROLL	98	72	83	85	111	66	89	82	52	73		11385.0	87	
CARTER	40	47	33	58	103	42	58	55	53	58		7561.9	51	
CASEY	71	79	74	66	28	70	92	82	77	90		9911.7	73	
CHRISTIAN	11	12	9	8	44	13	25	9	10	11		1918.8	8	





2009-2011 INDIVIDUAL FACTOR RANKINGS ( 1 = most problems, 120 = least problems)												
PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
GRANT	46	34	40	34	84	47	62	19	27	36	5787.9	40
GRAVES	28	32	33	44	79	25	48	26	39	23	5450.1	36
GRAYSON	43	44	52	41	54	45	46	54	49	61	6736.9	45
GREEN	95	105	86	109	62	110	88	118	99	108	13665.0	113
GREENUP	29	39	47	52	85	49	42	40	65	29	6935.1	47
HANCOCK	106	108	91	105	61	108	114	102	78	98	13413.7	108
HARDIN	6	7	5	4	73	12	14	8	5	6	1717.7	5
HARLAN	35	45	14	46	26	43	44	51	40	54	5320.1	35















**2009-2011 INDIVIDUAL FACTOR RANKINGS ( 1 = most problems, 120 = least problems)**

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)	
SCOTT	20	20	40	19	78	26	39	16	15	18	4093.7	22	
SHELBY	25	22	17	25	90	29	35	17	17	24	4015.1	21	
SIMPSON	66	46	65	51	98	54	81	38	20	47	7893.7	53	
SPENCER	67	82	52	71	12	80	53	73	110	76	9112.7	64	
TAYLOR	48	40	74	68	71	53	75	70	64	45	9107.7	63	
TODD	90	89	52	81	22	86	96	68	69	73	9721.9	70	
TRIGG	78	71	74	81	101	69	111	76	80	47	11024.6	82	
TRIMBLE	104	99	111	64	3	94	118	78	96	59	11050.2	83	

**2009-2011 INDIVIDUAL FACTOR RANKINGS ( 1 = most problems, 120 = least problems)**

	PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%			
	NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0			Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)			
UNION	74	68	74	59	14	75	64	62	66	44	8305.3	59			
WARREN	5	5	4	9	97	6	20	6	6	3	2105.7	9			
WASHINGTON	92	90	59	76	35	81	106	95	82	105	10810.2	81			
WAYNE	55	73	70	81	81	105	82	63	103	96	11354.7	86			
WEBSTER	83	83	104	101	115	102	108	88	67	85	13496.2	109			
WHITLEY	30	28	26	20	59	30	57	31	22	30	4288.9	24			
WOLFE	112	98	74	61	10	84	115	69	98	67	10018.3	74			
WOODFORD	44	37	24	41	67	31	49	24	44	50	5520.1	38			

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Highway Safety Plan Cost Summary**

State: Kentucky

Page: 1

2013-HSP-1

Report Date: 08/22/2012

For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decr)	Current Balance	Share to Local
<b>NHTSA</b>								
<b>NHTSA 402</b>								
<b>Planning and Administration</b>								
	PA-2013-01-00-00	KOHS Planning & Admin	\$ .00	\$100,000.00	\$ .00	\$100,000.00	\$100,000.00	\$ .00
	<b>Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>	<b>\$100,000.00</b>	<b>\$100,000.00</b>	<b>\$ .00</b>
<b>Alcohol</b>								
	AL-2013-01-00-00	Ashland PD	\$ .00	\$ .00	\$ .00	\$8,000.00	\$8,000.00	\$8,000.00
	AL-2013-02-00-00	Beaver Dam PD	\$ .00	\$ .00	\$ .00	\$6,000.00	\$6,000.00	\$6,000.00
	AL-2013-03-00-00	Burnside PD	\$ .00	\$ .00	\$ .00	\$7,500.00	\$7,500.00	\$7,500.00
	AL-2013-04-00-00	Cadiz PD	\$ .00	\$ .00	\$ .00	\$9,300.00	\$9,300.00	\$9,300.00
	AL-2013-05-00-00	Campbellsville PD	\$ .00	\$ .00	\$ .00	\$20,900.00	\$20,900.00	\$20,900.00
	AL-2013-06-00-00	Covington PD	\$ .00	\$ .00	\$ .00	\$28,000.00	\$28,000.00	\$28,000.00
	AL-2013-07-00-00	Cynthiana PD	\$ .00	\$ .00	\$ .00	\$11,500.00	\$11,500.00	\$11,500.00
	AL-2013-08-00-00	Frankfort PD	\$ .00	\$ .00	\$ .00	\$77,500.00	\$77,500.00	\$77,500.00
	AL-2013-09-00-00	Franklin PD	\$ .00	\$ .00	\$ .00	\$6,600.00	\$6,600.00	\$6,600.00
	AL-2013-10-00-00	Harlan PD	\$ .00	\$ .00	\$ .00	\$16,800.00	\$16,800.00	\$16,800.00
	AL-2013-11-00-00	Hillview PD	\$ .00	\$ .00	\$ .00	\$11,500.00	\$11,500.00	\$11,500.00
	AL-2013-12-00-00	Jeffersontown PD	\$ .00	\$ .00	\$ .00	\$30,500.00	\$30,500.00	\$30,500.00
	AL-2013-13-00-00	Johnson County SO	\$ .00	\$ .00	\$ .00	\$8,500.00	\$8,500.00	\$8,500.00
	AL-2013-14-00-00	Laurel County SO	\$ .00	\$ .00	\$ .00	\$39,950.00	\$39,950.00	\$39,950.00
	AL-2013-15-00-00	Lawrenceburg PD	\$ .00	\$ .00	\$ .00	\$17,000.00	\$17,000.00	\$17,000.00
	AL-2013-16-00-00	Lexington-Fayette PD	\$ .00	\$ .00	\$ .00	\$115,000.00	\$115,000.00	\$115,000.00
	AL-2013-17-00-00	Louisville Metro PD	\$ .00	\$ .00	\$ .00	\$33,500.00	\$33,500.00	\$33,500.00
	AL-2013-18-00-00	Middlesboro PD	\$ .00	\$ .00	\$ .00	\$9,850.00	\$9,850.00	\$9,850.00

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	AL-2013-19-00-00	Morehead PD	\$0.00	\$0.00	\$0.00	\$7,650.00	\$7,650.00	\$7,650.00
	AL-2013-20-00-00	Nelson County SO	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	AL-2013-21-00-00	Newport PD	\$0.00	\$0.00	\$0.00	\$27,100.00	\$27,100.00	\$27,100.00
	AL-2013-22-00-00	Owensboro PD	\$0.00	\$0.00	\$0.00	\$30,500.00	\$30,500.00	\$30,500.00
	AL-2013-23-00-00	Paintsville Pd	\$0.00	\$0.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	AL-2013-24-00-00	Paris PD	\$0.00	\$0.00	\$0.00	\$11,795.00	\$11,795.00	\$11,795.00
	AL-2013-25-00-00	Pike County SO	\$0.00	\$0.00	\$0.00	\$18,233.00	\$18,233.00	\$18,233.00
	AL-2013-26-00-00	Shepherdsville PD	\$0.00	\$0.00	\$0.00	\$15,500.00	\$15,500.00	\$15,500.00
	AL-2013-27-00-00	Shively PD	\$0.00	\$0.00	\$0.00	\$29,540.00	\$29,540.00	\$29,540.00
	AL-2013-28-00-00	Taylorsville PD	\$0.00	\$0.00	\$0.00	\$5,100.00	\$5,100.00	\$5,100.00
	AL-2013-29-00-00	West Point PD	\$0.00	\$0.00	\$0.00	\$5,100.00	\$5,100.00	\$5,100.00
	AL-2013-30-00-00	KCPC Youth Coordinator	\$0.00	\$0.00	\$0.00	\$85,468.00	\$85,468.00	\$85,468.00
	AL-2013-31-00-00	KOHS Impaired Driving Awards	\$0.00	\$0.00	\$0.00	\$21,000.00	\$21,000.00	\$0.00
	AL-2013-32-00-00	KOHS PI&E	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$0.00
	<b>Alcohol Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$745,886.00</b>	<b>\$745,886.00</b>	<b>\$722,886.00</b>
<b>Motorcycle Safety</b>								
	MC-2013-01-00-00	KOHS Motorcycle Safety	\$0.00	\$0.00	\$0.00	\$135,000.00	\$135,000.00	\$0.00
	<b>Motorcycle Safety Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$135,000.00</b>	<b>\$135,000.00</b>	<b>\$0.00</b>
<b>Occupant Protection</b>								
	OP-2013-01-00-00	Anderson County SO	\$0.00	\$0.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	OP-2013-02-00-00	Barbourville City PD	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	OP-2013-03-00-00	Carter County SO	\$0.00	\$0.00	\$0.00	\$4,680.00	\$4,680.00	\$4,680.00
	OP-2013-04-00-00	Cincinnati/Northern KY PD	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	OP-2013-05-00-00	Coal Run Village PD	\$0.00	\$0.00	\$0.00	\$4,350.00	\$4,350.00	\$4,350.00

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	OP-2013-06-00-00	Ferguson PD	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	OP-2013-07-00-00	Glasgow PD	\$0.00	\$0.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	OP-2013-08-00-00	Harrodsburg PD	\$0.00	\$0.00	\$0.00	\$10,400.00	\$10,400.00	\$10,400.00
	OP-2013-09-00-00	Jackson PD	\$0.00	\$0.00	\$0.00	\$11,000.00	\$11,000.00	\$11,000.00
	OP-2013-10-00-00	Knott County SO	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	OP-2013-11-00-00	Louisa PD	\$0.00	\$0.00	\$0.00	\$3,500.00	\$3,500.00	\$3,500.00
	OP-2013-12-00-00	Manchester PD	\$0.00	\$0.00	\$0.00	\$10,600.00	\$10,600.00	\$10,600.00
	OP-2013-13-00-00	McCreary County SO	\$0.00	\$0.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	OP-2013-14-00-00	Richmond PD	\$0.00	\$0.00	\$0.00	\$22,500.00	\$22,500.00	\$22,500.00
	OP-2013-15-00-00	Russell Springs PD	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	OP-2013-16-00-00	Russellville PD	\$0.00	\$0.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	OP-2013-17-00-00	Somerset PD	\$0.00	\$0.00	\$0.00	\$30,500.00	\$30,500.00	\$30,500.00
	OP-2013-18-00-00	Stanford PD	\$0.00	\$0.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	OP-2013-19-00-00	Versailles City PD	\$0.00	\$0.00	\$0.00	\$25,500.00	\$25,500.00	\$25,500.00
	OP-2013-20-00-00	Kentucky State Police	\$0.00	\$0.00	\$0.00	\$99,000.00	\$99,000.00	\$0.00
	OP-2013-21-00-00	KACP - Central LEL	\$0.00	\$0.00	\$0.00	\$106,904.00	\$106,904.00	\$106,904.00
	OP-2013-22-00-00	KACP - Eastern LEL	\$0.00	\$0.00	\$0.00	\$97,950.00	\$97,950.00	\$97,950.00
	OP-2013-23-00-00	KACP - Western LEL	\$0.00	\$0.00	\$0.00	\$100,808.00	\$100,808.00	\$100,808.00
	OP-2013-24-00-00	KCPC - Northern LEL	\$0.00	\$0.00	\$0.00	\$102,604.00	\$102,604.00	\$102,604.00
	OP-2013-25-00-00	Kentucky Lifesavers Conference	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$0.00
	OP-2013-26-00-00	KOHS Occupant Protection Awards	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	OP-2013-27-00-00	Occupant Protection PI&E	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$0.00
	OP-2013-28-00-00	Kosair Children's Hospital - CPS	\$0.00	\$0.00	\$0.00	\$82,846.00	\$82,846.00	\$82,846.00
	OP-2013-29-00-00	Marshall County Health Department	\$0.00	\$0.00	\$0.00	\$21,500.00	\$21,500.00	\$21,500.00

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	OP-2013-30-00-00	Pike County Health Department	\$0.00	\$0.00	\$0.00	\$23,852.00	\$23,852.00	\$23,852.00
	OP-2013-31-00-00	TJ Samson Hospital	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	OP-2013-32-00-00	UK Safety Belt Usage Surveys	\$0.00	\$0.00	\$0.00	\$80,450.00	\$80,450.00	\$0.00
	<b>Occupant Protection Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,017,844.00</b>	<b>\$1,017,844.00</b>	<b>\$776,394.00</b>
	<b>Pedestrian/Bicycle Safety</b>							
	PS-2013-01-00-00	Kosair Children's Hospital - BIKES	\$0.00	\$0.00	\$0.00	\$58,594.00	\$58,594.00	\$58,594.00
	<b>Pedestrian/Bicycle Safety Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$58,594.00</b>	<b>\$58,594.00</b>	<b>\$58,594.00</b>
	<b>Police Traffic Services</b>							
	PT-2013-01-00-00	Anchorage PD	\$0.00	\$0.00	\$0.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2013-02-00-00	Berea PD	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2013-03-00-00	Boone County SO	\$0.00	\$0.00	\$0.00	\$39,119.00	\$39,119.00	\$39,119.00
	PT-2013-04-00-00	Bourbon County SO	\$0.00	\$0.00	\$0.00	\$10,250.00	\$10,250.00	\$10,250.00
	PT-2013-05-00-00	Boyle Fiscal Court	\$0.00	\$0.00	\$0.00	\$7,300.00	\$7,300.00	\$7,300.00
	PT-2013-06-00-00	Bullitt County SO	\$0.00	\$0.00	\$0.00	\$14,500.00	\$14,500.00	\$14,500.00
	PT-2013-07-00-00	Butler County SO	\$0.00	\$0.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2013-08-00-00	Calvert City PD	\$0.00	\$0.00	\$0.00	\$9,900.00	\$9,900.00	\$9,900.00
	PT-2013-09-00-00	Campbell County PD	\$0.00	\$0.00	\$0.00	\$37,900.00	\$37,900.00	\$37,900.00
	PT-2013-10-00-00	Carroll County SO	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2013-11-00-00	Catlettsburg PD	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2013-12-00-00	Christian County SO	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2013-13-00-00	Clark County SO	\$0.00	\$0.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	PT-2013-14-00-00	Danville PD	\$0.00	\$0.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	PT-2013-15-00-00	Daviess County SO	\$0.00	\$0.00	\$0.00	\$15,100.00	\$15,100.00	\$15,100.00
	PT-2013-16-00-00	Eddyville PD	\$0.00	\$0.00	\$0.00	\$10,400.00	\$10,400.00	\$10,400.00

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	PT-2013-17-00-00	Elizabethtown PD	\$0.00	\$0.00	\$0.00	\$22,500.00	\$22,500.00	\$22,500.00
	PT-2013-18-00-00	Erlanger PD	\$0.00	\$0.00	\$0.00	\$23,000.00	\$23,000.00	\$23,000.00
	PT-2013-19-00-00	Florence PD	\$0.00	\$0.00	\$0.00	\$22,500.00	\$22,500.00	\$22,500.00
	PT-2013-20-00-00	Fort Mitchell PD	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2013-21-00-00	Fort Thomas PD	\$0.00	\$0.00	\$0.00	\$17,532.00	\$17,532.00	\$17,532.00
	PT-2013-22-00-00	Fort Wright PD	\$0.00	\$0.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	PT-2013-23-00-00	Franklin County SO	\$0.00	\$0.00	\$0.00	\$20,300.00	\$20,300.00	\$20,300.00
	PT-2013-24-00-00	Gallatin County SO	\$0.00	\$0.00	\$0.00	\$7,800.00	\$7,800.00	\$7,800.00
	PT-2013-25-00-00	Georgetown PD	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2013-26-00-00	Graves County SO	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2013-27-00-00	Grayson PD	\$0.00	\$0.00	\$0.00	\$9,300.00	\$9,300.00	\$9,300.00
	PT-2013-28-00-00	Greenville PD	\$0.00	\$0.00	\$0.00	\$11,300.00	\$11,300.00	\$11,300.00
	PT-2013-29-00-00	Harlan County SO	\$0.00	\$0.00	\$0.00	\$10,300.00	\$10,300.00	\$10,300.00
	PT-2013-30-00-00	Hazard PD	\$0.00	\$0.00	\$0.00	\$13,700.00	\$13,700.00	\$13,700.00
	PT-2013-31-00-00	Henderson PD	\$0.00	\$0.00	\$0.00	\$20,400.00	\$20,400.00	\$20,400.00
	PT-2013-32-00-00	Hodgenville PD	\$0.00	\$0.00	\$0.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2013-33-00-00	Hopkins County SO	\$0.00	\$0.00	\$0.00	\$18,100.00	\$18,100.00	\$18,100.00
	PT-2013-34-00-00	Hopkinsville PD	\$0.00	\$0.00	\$0.00	\$20,500.00	\$20,500.00	\$20,500.00
	PT-2013-35-00-00	Independence PD	\$0.00	\$0.00	\$0.00	\$17,000.00	\$17,000.00	\$17,000.00
	PT-2013-36-00-00	Kenton County PD	\$0.00	\$0.00	\$0.00	\$17,069.00	\$17,069.00	\$17,069.00
	PT-2013-37-00-00	Lexington-Fayette PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2013-38-00-00	London PD	\$0.00	\$0.00	\$0.00	\$26,195.00	\$26,195.00	\$26,195.00
	PT-2013-39-00-00	Louisville Metro PD	\$0.00	\$0.00	\$0.00	\$100,500.00	\$100,500.00	\$100,500.00
	PT-2013-40-00-00	Loyall PD	\$0.00	\$0.00	\$0.00	\$6,100.00	\$6,100.00	\$6,100.00

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	PT-2013-41-00-00	Madison County SO	\$0.00	\$0.00	\$0.00	\$36,800.00	\$36,800.00	\$36,800.00
	PT-2013-42-00-00	Marshall County SO	\$0.00	\$0.00	\$0.00	\$25,200.00	\$25,200.00	\$25,200.00
	PT-2013-43-00-00	Mayfield PD	\$0.00	\$0.00	\$0.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2013-44-00-00	McCracken County SO	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2013-45-00-00	Morganfield PD	\$0.00	\$0.00	\$0.00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2013-46-00-00	Murray PD	\$0.00	\$0.00	\$0.00	\$19,200.00	\$19,200.00	\$19,200.00
	PT-2013-47-00-00	Nicholasville PD	\$0.00	\$0.00	\$0.00	\$21,500.00	\$21,500.00	\$21,500.00
	PT-2013-48-00-00	Northern KY University PD	\$0.00	\$0.00	\$0.00	\$3,800.00	\$3,800.00	\$3,800.00
	PT-2013-49-00-00	Ohio County SO	\$0.00	\$0.00	\$0.00	\$6,000.00	\$6,000.00	\$6,000.00
	PT-2013-50-00-00	Oldham County PD	\$0.00	\$0.00	\$0.00	\$40,500.00	\$40,500.00	\$40,500.00
	PT-2013-51-00-00	Olive Hill PD	\$0.00	\$0.00	\$0.00	\$4,500.00	\$4,500.00	\$4,500.00
	PT-2013-52-00-00	Paducah PD	\$0.00	\$0.00	\$0.00	\$36,200.00	\$36,200.00	\$36,200.00
	PT-2013-53-00-00	Pineville PD	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2013-54-00-00	Pulaski County SO	\$0.00	\$0.00	\$0.00	\$13,700.00	\$13,700.00	\$13,700.00
	PT-2013-55-00-00	Raceland PD	\$0.00	\$0.00	\$0.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2013-56-00-00	Radcliff PD	\$0.00	\$0.00	\$0.00	\$16,175.00	\$16,175.00	\$16,175.00
	PT-2013-57-00-00	Scott County SO	\$0.00	\$0.00	\$0.00	\$12,300.00	\$12,300.00	\$12,300.00
	PT-2013-58-00-00	Shelby County SO	\$0.00	\$0.00	\$0.00	\$11,800.00	\$11,800.00	\$11,800.00
	PT-2013-59-00-00	Taylor County SO	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2013-60-00-00	Taylor Mill PD	\$0.00	\$0.00	\$0.00	\$11,500.00	\$11,500.00	\$11,500.00
	PT-2013-61-00-00	Trigg County SO	\$0.00	\$0.00	\$0.00	\$7,500.00	\$7,500.00	\$7,500.00
	PT-2013-62-00-00	Warren County SO	\$0.00	\$0.00	\$0.00	\$17,728.00	\$17,728.00	\$17,728.00
	PT-2013-63-00-00	Wolfe County SO	\$0.00	\$0.00	\$0.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2013-64-00-00	Woodford County SO	\$0.00	\$0.00	\$0.00	\$12,300.00	\$12,300.00	\$12,300.00

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	PT-2013-65-00-00	Kentucky State Police	\$0.00	\$0.00	\$0.00	\$502,789.00	\$502,789.00	\$0.00
	PT-2013-66-00-00	UK - Attitudes & Awareness Survey	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$0.00
	PT-2013-67-00-00	PTS Networking	\$0.00	\$0.00	\$0.00	\$5,000.00	\$5,000.00	\$0.00
	<b>Police Traffic Services Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$1,562,057.00</b>	<b>\$1,562,057.00</b>	<b>\$1,034,268.00</b>
	<b>Traffic Records</b>							
	TR-2013-01-00-00	Traffic Records Position	\$0.00	\$0.00	\$0.00	\$61,000.00	\$61,000.00	\$0.00
	TR-2013-02-00-00	UK - Crash Corridor Project	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	<b>Traffic Records Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$136,000.00</b>	<b>\$136,000.00</b>	<b>\$0.00</b>
	<b>Accident Investigation</b>							
	AI-2013-01-00-00	Kentucky State Police - Accident Reconstr	\$0.00	\$0.00	\$0.00	\$21,598.00	\$21,598.00	\$0.00
	<b>Accident Investigation Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$21,598.00</b>	<b>\$21,598.00</b>	<b>\$0.00</b>
	<b>Community Traffic Safety Project</b>							
	CP-2013-01-00-00	KOHS Program Management Positions	\$0.00	\$0.00	\$0.00	\$190,000.00	\$190,000.00	\$0.00
	<b>Community Traffic Safety Project Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$190,000.00</b>	<b>\$190,000.00</b>	<b>\$0.00</b>
	<b>Driver Education</b>							
	DE-2013-HP-00-00	402 Undesignated	\$0.00	\$0.00	\$0.00	\$3,000.00	\$3,000.00	\$3,000.00
	<b>Driver Education Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$3,000.00</b>	<b>\$3,000.00</b>	<b>\$3,000.00</b>
	<b>Driver Licensing</b>							
	DL-2013-00-00-00	402 State Match	\$0.00	\$860,000.00	\$0.00	\$0.00	\$0.00	\$0.00
	<b>Driver Licensing Total</b>		<b>\$0.00</b>	<b>\$860,000.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>
	<b>Roadway Safety</b>							
	RS-2013-01-00-00	UK - Crash Analysis	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$0.00
	<b>Roadway Safety Total</b>		<b>\$0.00</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$65,000.00</b>	<b>\$65,000.00</b>	<b>\$0.00</b>
	<b>Safe Communities</b>							
	SA-2013-01-00-00	Cumberland Valley ADD	\$0.00	\$0.00	\$0.00	\$31,500.00	\$31,500.00	\$31,500.00

**U.S. Department of Transportation National Highway Traffic Safety Administration  
Highway Safety Plan Cost Summary**

State: Kentucky

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For Approval

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
	SA-2013-02-00-00	Madison County Health Dept	\$ .00	\$ .00	\$ .00	\$ 58,000.00	\$ 58,000.00	\$ 58,000.00
	<b>Safe Communities Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 89,500.00</b>	<b>\$ 89,500.00</b>	<b>\$ 89,500.00</b>
	<b>Paid Advertising</b>							
	PM-2013-01-00-00	Paid Media Campaign	\$ .00	\$ .00	\$ .00	\$ 175,000.00	\$ 175,000.00	\$ 175,000.00
	<b>Paid Advertising Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 175,000.00</b>	<b>\$ 175,000.00</b>	<b>\$ 175,000.00</b>
	<b>NHTSA 402 Total</b>		<b>\$ .00</b>	<b>\$ 960,000.00</b>	<b>\$ .00</b>	<b>\$ 4,299,479.00</b>	<b>\$ 4,299,479.00</b>	<b>\$ 2,859,642.00</b>
	<b>405 OP SAFETEA-LU</b>							
	K2-2013-00-00-00	405 State Match	\$ .00	\$ 337,500.00	\$ .00	\$ .00	\$ .00	\$ .00
	K2-2013-HP-00-00	405 Undesignated - CIOT mini-grants	\$ .00	\$ .00	\$ .00	\$ 275,000.00	\$ 275,000.00	\$ 100,000.00
	<b>405 Occupant Protection Total</b>		<b>\$ .00</b>	<b>\$ 337,500.00</b>	<b>\$ .00</b>	<b>\$ 275,000.00</b>	<b>\$ 275,000.00</b>	<b>\$ 100,000.00</b>
	<b>405 Paid Media</b>							
	K2PM-2013-01-00-00	CIOT Media Campaign	\$ .00	\$ .00	\$ .00	\$ 175,000.00	\$ 175,000.00	\$ 175,000.00
	<b>405 Paid Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 175,000.00</b>	<b>\$ 175,000.00</b>	<b>\$ 175,000.00</b>
	<b>405 OP SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$ 337,500.00</b>	<b>\$ .00</b>	<b>\$ 450,000.00</b>	<b>\$ 450,000.00</b>	<b>\$ 275,000.00</b>
	<b>NHTSA 406</b>							
	K4PA-2013-01-00-00	KOHS 406 Planning & Admin	\$ .00	\$ .00	\$ .00	\$ 5,000.00	\$ 5,000.00	\$ .00
	<b>406 Planning and Administration Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 5,000.00</b>	<b>\$ 5,000.00</b>	<b>\$ .00</b>
	<b>406 Safety Belts Paid Media</b>							
	K4PM-2013-01-00-00	Paid Media for Highway Safety Campaigns	\$ .00	\$ .00	\$ .00	\$ 185,408.00	\$ 185,408.00	\$ 185,408.00
	<b>406 Safety Belts Paid Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 185,408.00</b>	<b>\$ 185,408.00</b>	<b>\$ 185,408.00</b>
	<b>NHTSA 406 Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ 190,408.00</b>	<b>\$ 190,408.00</b>	<b>\$ 185,408.00</b>
	<b>408 Data Program SAFETEA-LU</b>							
	K9-2013-00-00-00	408 State Match	\$ .00	\$ 59,020.00	\$ .00	\$ .00	\$ .00	\$ .00
	K9-2013-01-00-00	KY Emergency Medical Svcs. Info. System	\$ .00	\$ .00	\$ .00	\$ 184,360.00	\$ 184,360.00	\$ .00

U.S. Department of Transportation National Highway Traffic Safety Administration  
**Highway Safety Plan Cost Summary**  
 2013-HSP-1  
 For Approval

State: Kentucky

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/(Decre)	Current Balance	Share to Local
	K9-2013-02-00-00	UK - Trauma Registry Reporting	\$ .00	\$ .00	\$ .00	\$60,000.00	\$60,000.00	\$ .00
	K9-2013-03-00-00	UK - CODES	\$ .00	\$ .00	\$ .00	\$50,735.00	\$50,735.00	\$ .00
	K9-2013-HP-00-00	408 Undesignated -TR Assessment Recommen	\$ .00	\$ .00	\$ .00	\$1,577,665.00	\$1,577,665.00	\$100,000.00
	<b>408 Data Program Incentive Total</b>		<b>\$ .00</b>	<b>\$59,020.00</b>	<b>\$ .00</b>	<b>\$1,872,760.00</b>	<b>\$1,872,760.00</b>	<b>\$100,000.00</b>
	<b>408 Data Program SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$59,020.00</b>	<b>\$ .00</b>	<b>\$1,872,760.00</b>	<b>\$1,872,760.00</b>	<b>\$100,000.00</b>
	<b>410 Alcohol SAFETEA-LU</b>							
	K8-2013-00-00-00	410 State Match	\$ .00	\$715,197.00	\$ .00	\$ .00	\$ .00	\$ .00
	K8-2013-01-00-00	DOCJT	\$ .00	\$ .00	\$ .00	\$120,539.00	\$120,539.00	\$ .00
	K8-2013-02-00-00	KSP - Intoxilyzers	\$ .00	\$ .00	\$ .00	\$194,100.00	\$194,100.00	\$ .00
	K8-2013-03-00-00	KSP - Impaired Driving Enforcement	\$ .00	\$ .00	\$ .00	\$430,220.00	\$430,220.00	\$ .00
	K8-2013-04-00-00	Office of the Attorney General	\$ .00	\$ .00	\$ .00	\$183,735.00	\$183,735.00	\$ .00
	K8-2013-05-00-00	Pikeville PD	\$ .00	\$ .00	\$ .00	\$25,000.00	\$25,000.00	\$25,000.00
	K8-2013-HP-00-00	410 Undesignated	\$ .00	\$ .00	\$ .00	\$4,934,656.00	\$4,934,656.00	\$500,000.00
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$715,197.00</b>	<b>\$ .00</b>	<b>\$5,888,250.00</b>	<b>\$5,888,250.00</b>	<b>\$525,000.00</b>
	<b>410 Alcohol SAFETEA-LU Paid Media</b>							
	K8PM-2013-01-00-00	Impaired Driving Paid Media	\$ .00	\$ .00	\$ .00	\$975,000.00	\$975,000.00	\$975,000.00
	<b>410 Alcohol SAFETEA-LU Paid Media Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$975,000.00</b>	<b>\$975,000.00</b>	<b>\$975,000.00</b>
	<b>410 Alcohol SAFETEA-LU Total</b>		<b>\$ .00</b>	<b>\$715,197.00</b>	<b>\$ .00</b>	<b>\$6,863,250.00</b>	<b>\$6,863,250.00</b>	<b>\$1,500,000.00</b>
	<b>2010 Motorcycle Safety</b>							
	K6-2013-01-00-00	Motorcycle Safety Media/Educational Mater	\$ .00	\$ .00	\$ .00	\$175,000.00	\$175,000.00	\$175,000.00
	K6-2013-HP-00-00	2010 Undesignated	\$ .00	\$ .00	\$ .00	\$31,000.00	\$31,000.00	\$ .00
	<b>2010 Motorcycle Safety Incentive Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$206,000.00</b>	<b>\$206,000.00</b>	<b>\$175,000.00</b>
	<b>2010 Motorcycle Safety Total</b>		<b>\$ .00</b>	<b>\$ .00</b>	<b>\$ .00</b>	<b>\$206,000.00</b>	<b>\$206,000.00</b>	<b>\$175,000.00</b>
	<b>NHTSA Total</b>		<b>\$ .00</b>	<b>\$2,071,717.00</b>	<b>\$ .00</b>	<b>\$13,881,897.00</b>	<b>\$13,881,897.00</b>	<b>\$5,095,050.00</b>
	<b>Total</b>		<b>\$ .00</b>	<b>\$2,071,717.00</b>	<b>\$ .00</b>	<b>\$13,881,897.00</b>	<b>\$13,881,897.00</b>	<b>\$5,095,050.00</b>



U.S. Department  
of Transportation  
**National Highway  
Traffic Safety  
Administration**

Region III  
Delaware, District of Columbia,  
Kentucky, Maryland,  
North Carolina,  
Virginia, West Virginia

10 S. Howard Street,  
Suite 6700  
Baltimore, MD 21201  
Phone (410) 962-0090  
Fax (410) 962-2770

September 28, 2012

Mike Hancock, Secretary  
Kentucky Transportation Cabinet  
200 Mero Street  
Frankfort, KY 40622-0001

Dear Secretary Hancock:

We have reviewed Kentucky's fiscal year 2013 Performance Plan, Highway Safety Plan (HSP), Certification Statement, and Cost Summary (HS Form 217). Based on these submissions, we find your State's highway safety program to be in compliance with the requirements of the Section 402 Program.

This determination does not constitute an obligation of Federal funds for the fiscal year identified above or an authorization to incur costs against those funds. The obligation of Section 402 program funds will be effected in writing by the National Highway Traffic Safety Administration (NHTSA) Administrator at the commencement of the fiscal year identified above. However, Federal funds reprogrammed from the prior-year Highway Safety Program (carry-forward funds) are available for immediate use by the State on October 1. Reimbursement will be contingent upon the submission of an updated HS Form 217 (or its electronic equivalent), consistent with the requirements of 23 CFR 1200.14(d), within 30 days after either the beginning of the fiscal year identified above or the date of this letter, whichever is later.

Kentucky has developed a solid plan that includes strong problem identification, project selection and planning processes that are synchronized with the State's Strategic Highway Safety Plan. We applaud the many tasks included to make sure that grant agencies are performing up to your standards. On page 16 is a chart of your planning process which encompasses the yearly cycle. We suggest adding tasks such as your Regional Workshops and on-site monitoring to this chart, so that the reader understands the entire scope of what the Highway Safety Office does to ensure a successful program.

We commend the Kentucky Office of Highway Safety for its recent increase in safety belt use to an all-time high of 83.7 percent. Your dedication to highway safety and hard work of all involved greatly contribute to Kentucky's highway safety success. We are looking forward to working with you in the new year to reach even greater heights.

As always, our staff will work closely with you to implement your plan and achieve your impaired driving, occupant protection and other highway safety goals.

Sincerely,

Elizabeth A. Baker, Ph.D.  
Regional Administrator

cc: Bill Bell