



FY 2007 Kentucky Highway Safety Performance Plan

**COMMONWEALTH OF KENTUCKY
HIGHWAY SAFETY PERFORMANCE PLAN**

FISCAL YEAR 2007
(October 1, 2006 – September 30, 2007)

Prepared for:

THE UNITED STATES DEPARTMENT OF TRANSPORTATION

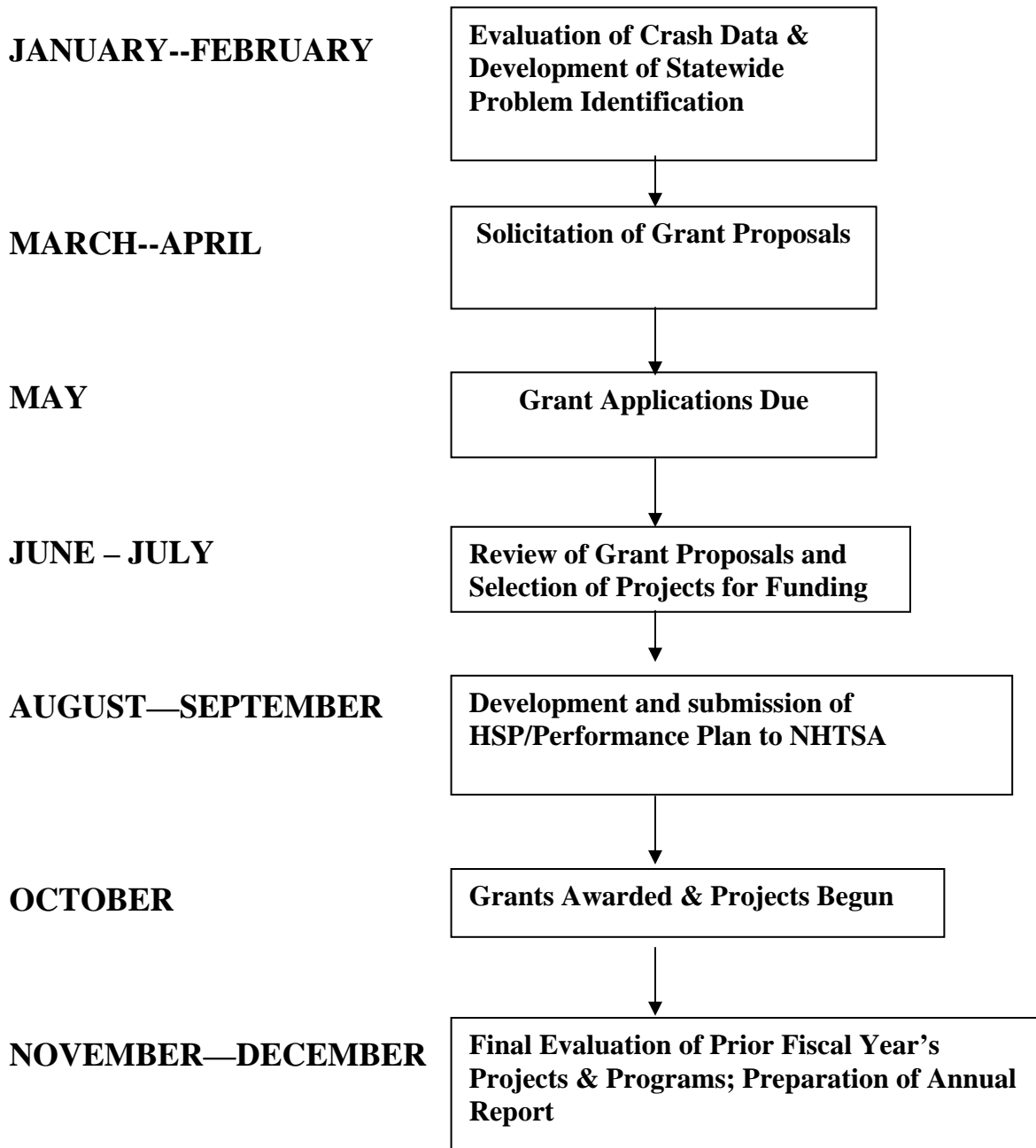
National Highway Traffic Safety Administration
and
Federal Highway Administration

Prepared by:

**KENTUCKY STATE POLICE
GOVERNOR'S HIGHWAY SAFETY PROGRAM**
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Note: This plan is subject to revision at any time during the twelve-month period of October 1, 2006 to September 30, 2007.

Overview of the Highway Safety Grants Planning Process



Mission Statement

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

State Demographic Profile

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2005 population of Kentucky at 4,173,405, distributed over 39,728 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 56% of the population lives in urbanized areas. Approximately 90% of the population is white, 7.5% black, and 2% of Hispanic origin. According to the Census, 24% of the population is under 18 years of age, 63.5% is between the ages of 18-65, and 12.5% is over age 65. There are approximately 80,000 miles of public roads in Kentucky. Of those, 35% are state-maintained. In 2005, there were 3,540,000 registered vehicles and 2.93 million licensed drivers.

PART I: PERFORMANCE PLAN

A. Problem Identification

Description of Problem Identification Process

Identification of traffic-related problems on the statewide level is key to the development of the annual Highway Safety Plan/Performance Plan. The Kentucky Transportation Center of the University of Kentucky conducts an annual review of crash data from the most recently available calendar year. The prior four-year period is also examined to establish the most recent five-year trend data. The Kentucky Transportation Center uses this data to develop the following documents on an annual basis: Analysis of Traffic Crash Data in Kentucky and Kentucky Traffic Collision Facts. These documents contain the most comprehensive collection and analysis of statewide crash data available. All crash data originate from the CRASH (Collision Report Analysis for Safer Highways) database, which is maintained by the Kentucky State Police. All law enforcement agencies in Kentucky are required to submit uniform reports of any injury, fatal, or property damage crash that renders a vehicle inoperable to the Kentucky State Police's Records Branch. Citizen collision reports for vehicle damage exceeding \$500 must also be submitted to KSP for inclusion in the CRASH database.

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

In 2006, the GHSP used several additional tools to evaluate data from Kentucky's 120 counties so that priority areas could be more easily established for reviewing funding proposals. Cumulative data from the most recent five-year period (2001-2005) was used to establish a county ranking system for highway safety problems. This problem identification tool (included in the **Appendix**) ranks each county by each of the following data factors: population, total crash rate, fatal or injury crash rate, number of crashes involving alcohol/drugs, percent of safety belt usage, and number of speed-related crashes. In addition, each factor was given equal weight to arrive at an overall rank. Counties with the lowest overall numerical rank have the greatest number of problems, while counties with the highest

numerical rank have the lowest number of problems. In evaluating new funding proposals, the grant review committee used this data as a tool to prioritize applications. Individual factor rankings were also consulted to help determine the most suitable program area for particular project proposals.

Summary Report on Highway Safety Problems in Kentucky

General

- In 2005, there were 128,685 crashes involving motor vehicles on Kentucky's public roadways. This is an approximately 4% decrease from 2004. By comparison, the number of licensed drivers and registered vehicles each increased by just over 1%.
- Fatalities continued their upward trend, increasing from 964 in 2004 to 985 in 2005. This represents an approximate 8% increase from the previous four-year average, and continues an alarming recent trend in which fatalities have reached levels not seen since the 1970's.
- The fatality rate per 100 million-vehicle miles traveled increased to 2.08, continuing a trend of being significantly higher than the national rate (currently 1.47). The fatality rate per 100,000 in population in Kentucky also increased to 23.8 in 2005, compared to a national rate of 14.7.
- While most of Kentucky's collisions (64%) occur in urban areas, the majority of fatal collisions (58%) occur in rural areas.

Impaired Driving

- During the last four years, alcohol-related fatalities comprised an average of about 22% of all motor vehicle fatalities. There were five more alcohol-related fatalities in 2005 than in 2004. Alcohol was believed to be involved in 4.2% of all collisions in 2005.
- The number of DUI cases filed with the court system has decreased in each of the past six years. The DUI conviction rate in Kentucky rose slightly to a current rate of 83.7%. In some counties, however, this percentage drops to almost 50%.
- The following counties comprised 60% of the state's alcohol-related collisions in 2005: Boone, Kenton, Campbell, McCracken, Daviess, Christian, Warren, Jefferson, Hardin, Shelby, Nelson, Franklin, Scott, Fayette, Jessamine, Madison, Pulaski and Pike.

Occupant Protection:

- The statewide average safety belt usage rate is increasing at a very slow pace. It currently averages 67.2%, almost 15 percentage points below the national average.
- Safety belt usage on rural minor collector/local roads remains a problem. Although it did increase from 53.6% in 2005 to 56.2% in 2006, usage on rural secondary roads is about twenty percentage points lower than on interstate highways.
- Overall usage of child restraints for children under four years of age stayed the same in 2006, at 94%. Nine children in this age group were killed in motor vehicle crashes in 2005. This is the same as the average for the previous four years.
- Restraint usage in pick-up trucks actually decreased from 54% in 2005 to 52.6% in 2006, despite intensified efforts to increase usage through the media and enforcement campaign, “Buckle Up in Your Truck.” Belt usage in pickups remains the lowest for any vehicle type.
- Sixty-seven percent of the vehicle occupants killed in 2005 in Kentucky were not restrained. Eighty-one percent of vehicle occupants who were either totally or partially ejected were killed.
- A primary seat belt law was passed this year and went into effect in July 2006. This law only allows for courtesy warnings to be issued to violators until January 2007. As a result, significant increases in usage are not expected to occur until later next year.
- Despite targeted media efforts in the eastern and south-central region of the state, average seat belt usage in this area remains at least 10 percentage points lower than it is in the north and west portions of Kentucky.
- Motorcycle helmet usage during the last five years has averaged 58%, compared to over 95% prior to 1998, when a mandatory helmet law was in effect. An upward trend in motorcycle injuries and fatalities can be seen in the past several years.

Speeding

- Even though the total number of speed-related crashes decreased by nearly 14% between 2004 and 2005, speeding-related **fatal** crashes increased by about 2%, from 187 in 2004 to 191 in 2005.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 22% of the total in 2005). This places it slightly below “not under proper control of vehicle” and slightly above alcohol and inattention as contributing factors.
- There is a higher percentage of crashes involving unsafe speed in rural areas.

- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.
- Speeding convictions decreased by about 7.5% between 2004 and 2005, however, the number of speeding convictions per speed related crash went up slightly

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 2005, drivers age 16-19 were involved in about 19% of all crashes and nearly 15% of all fatal crashes, even though this age group only makes up 6% of licensed drivers.
- 20-34 year-old drivers are also over-represented in fatal collisions relative to the percentage of the driving population they comprise.
- Sample observational surveys at select high schools in recent years indicate that seat belt usage is significantly lower among high school students than among the general population in Kentucky.

B. Data Trends & Performance Goals

Kentucky Crash Data and Recent Trends

	2001	2002	2003	2004	Average 2001— 2004	2005	% Change from 4- yr. avg.
Total Crashes	130,190	130,347	129,831	133,718	131,021	128,685	-1.8
Crash Rate per 100M VMT	281	278	277	283	280	272	-3.0
Fatalities (actual)	850	917	931	964	913	985	+7.9
Fatality Rate per 100M VMT	1.78	1.96	1.99	2.04	1.94	2.08	+7.2
Fatality Rate per 100K population	20.6	22.2	22.5	23.3	22.2	23.6	+6.3
Injuries (actual)	49,919	49,329	46,966	44,986	47,800	43,295	-9.4
Fatality & Serious Injury Rate per 100M VMT	17.3	17.0	15.4	14.5	16.1	14.4	-10.6
Fatality & Serious Injury Rate per 100K population	195.8	192.9	175.4	165.0	182.3	163.7	-10.2

Source: Analysis of Traffic Crash Data in Kentucky, 2001-2005. Note: Except for fatal crashes, data refer to crashes on public roads only.

General Highway Safety Goals:

Short-Range (Current Year)

- Reduce the total number of annual fatalities to 875 or less.
- Reduce the fatality rate per 100 million vehicle miles traveled from 2.08 to 1.75.
- Reduce the fatality rate per 100K population from 23.6 to 20.0 or less.
- Reduce the total number injuries by 5% from 443,295 to 41,563.
- Reduce the combined fatality & serious injury rate per 100M VMT from 14.4 to 13.5.
- Reduce the combined fatality & serious injury rate per 100K population from 163.7 to 160.

Long-Range (by December 31, 2009)

- Reduce the total number of fatalities to no more than 650.
- Reduce the fatality rate per 100 million vehicle miles traveled to 1.4 or less
- Reduce crash injuries to 36,000 per year or less.

General Performance Measures:

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

Impaired Driving Data (2001-2005)

	2001	2002	2003	2004	Average 2001- 2004	2005	% Change from 4- yr. avg.
Alcohol- Related Crashes	5,844	5,839	5,578	5,645	5,727	5,440	-5.0
Alcohol -Related Injury Crashes	2,633	2,600	2,383	2,257	2,468	2,166	-12.2
Alcohol- Related Fatal Crashes	156	184	160	170	168	188	+11.9
Alcohol- Related Fatalities	172	209	178	199	190	204	+7.4
% of all fatalities	24	23	19.1	21	22	21	-5.9
Alcohol-related fatality rate per 100M VMT	0.37	0.50	0.38	0.42	0.42	0.43	+2.4
DUI Charges Filed	43,051	41,689	40,436	40,118	41,324	36,946	-10.6
DUI Convictions	26,210	26,688	25,475	25,611	25,996	23,710	-8.8
DUI Conviction Rate (%)*	80.2	82.7	83.3	83.2	82.4	83.7	+1.5

*Conviction rates exclude all pending cases

Impaired Driving Program Goals:

Short-Range (Current year)

- Reduce the number of alcohol-related fatalities to 160 or less
- Reduce the number of alcohol-related injury crashes by 5% from 2,166 to 2,058.
- Reduce the number of alcohol-related fatalities per 100M VMT from 0.43 to 0.39.
- Reduce the percentage of alcohol-related fatalities from 21% to 19% or less.
- Increase the average conviction percentage from 83.7% to at least 86%.

Long-Range (by December 31, 2009)

- Reduce the number of alcohol-related crashes to 5,000 or less.
- Reduce the annual number of alcohol-related injury crashes to below 1,850.
- Reduce the percentage of fatalities that are alcohol-related to 15%.
- Increase the average statewide DUI conviction percentage to at least 89%.

Performance Measures:

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

Impaired Driving Program Objectives/Strategies

- Increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- Increase enforcement in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs.
- Educate prosecutors and law enforcement on ways to more effectively manage DUI cases.
- Work with pilot communities to improve their DUI systems in counties that have high numbers of alcohol-related crashes.
- Educate Kentucky's youth about the dangers and consequences of driving impaired and underage drinking.
- Coordinate at least one major statewide impaired driving mobilization per year.
- Provide incentives/awards to law enforcement agencies/officers who excel in apprehending impaired drivers
- Educate state and local law enforcement officers to attain status of Drug Recognition Experts. This certification will be an effective tool for recognizing and convicting persons driving impaired by drugs.
- Support court monitoring in counties with the lowest DUI conviction rates to create accountability and prosecution of DUI offenders.

Occupant Protection Data, 2002-2006

Average Safety Belt Usage Rates (%)	2002	2003	2004	2005	2006
All Front Seat Occupants	62.0	65.5	66.0	66.7	67.2
By Location:					
Rural Interstate	68.3	74.5	75.7	77.5	77.2
Rural Principal Arterial	61.8	64.9	65.0	64.5	64.5
Rural Minor Arterial/Major Collector	55.6	56.1	56.7	57.4	59.3
Rural Minor Collector/Local	53.7	54.6	54.9	53.6	56.2
Urban Interstate/Freeway	68.5	73.6	74.3	75.7	75.7
Urban Principal Arterial	60.4	63.4	62.9	64.0	65.0
Urban Minor Arterial/Collector/Local	60.2	64.6	65.9	66.0	65.5
By Type of Vehicle:					
Passenger Car	67.0	69.6	70.4	69.8	71.1
Pickup Truck	46.3	50.4	50.7	54.1	52.6
Van	68.2	71.1	70.9	73.3	73.0
Sport Utility Vehicle	69.1	71.7	73.3	73.2	74.0
Drivers Only	62.4	65.2	65.7	66.8	67.7
Child Restraint Usage -- Children under Age 4 (both front and rear)	92.9	94.8	96.0	94.4	94.0
Motorcycle Helmet Usage	57	61	54	59	60

ALL FRONT SEAT OCCUPANTS PERCENT USAGE BY GEOGRAPHIC AREA (2006)				
	WEST	NORTH	EAST	ALL
Rural Interstate	80.3	76.8	74.2	77.2
Rural Principal Arterial	72.6	75.3	54.0	64.5
Rural Minor Arterial/Major Collector	59.2	66.0	54.8	59.3
Rural Minor Collector/Local	56.8	58.6	54.5	56.2
Urban Interstate/Freeway	76.0	75.5	80.4	75.7
Urban Principal Arterial	64.5	66.3	59.4	65.0
Urban Minor Arterial/Collector/local	65.4	67.8	53.8	65.5
All	67.0	71.7	57.5	67.2

Occupant Protection Program Goals:

Short Range – Current Year

- Increase the average statewide safety belt usage rate from 67.2% to at least 75%.
- Increase usage on rural minor/local roads from 56.2% to 62%.
- Increase usage for pickup truck occupants from 52.6% to 57%.
- Increase statewide usage by children under the age of four from 94.4% to 96%.

Long Range – by December 31, 2009.

- Increase the average statewide safety belt usage rate to 81%.
- Increase usage on rural/minor local roads to at least 66%.
- Increase usage for pickup truck occupants to at least 64%.
- Increase statewide usage by children under the age of four to 98%.

Performance Measures:

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

Occupant Protection Objectives/Strategies

- Educate the public about the provisions of Kentucky's new primary seat belt law and the consequences of non-compliance.
- Continue to increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. Target messages to those segments of the population and to geographic areas with the lowest usage rates.
- Provide law enforcement agencies with the necessary resources to implement occupant protection enforcement and educational programs in counties with low usage rates.
- Coordinate at least one major statewide law enforcement mobilization focused on occupant protection during the year.
- 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.
- Continue to participate in the Occupant Protection Task Team established by the Governor's Executive Committee on Highway Safety.
- Continue to support seat belt observational surveys and the analysis of restraint usage data.
- Educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats. Make more fitting stations available to the public.

Speed-Related Traffic Data (2001– 2005)

	2001	2002	2003	2004	Average 2000- 2004	2005	2005 Percent Change
Speed-Related Crashes	8,310	9,013	9,658	9,369	9,088	8,083	-11
Speed-Related Injury Crashes	3,122	3,276	3,197	3,035	3,158	2,806	-11.1
Speed-Related Fatal Crashes	154	179	163	187	171	191	+11.7
% of All Fatal Crashes	20.3	22.1	19.2	21.9	20.9	21.6	+3.3
Speeding Convictions	85,565	88,017	86,852	86,115	86,637	79,596	-8.1
Speeding Convictions per Speed -Related Crash	10.3	9.8	9.0	9.2	9.6	9.8	+2.6

Source: *Analysis of Traffic Crash Data in Kentucky, 2001-2005*

Police Traffic Services/Speeding Program Goals:

Short Range – Current Year

- Reduce the number of speed-related crashes by 6% from 8,083 to 7,598
- Reduce the number of speed-related injury crashes by 9% from 2,806 to 2,553
- Reduce the number of speed-related fatal crashes to 155 or less
- Reduce the percentage of fatal crashes that involve speed to 19% or less

Long Range – by December 31, 2009

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

Performance Measures:

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

Police Traffic Services/Speeding Program Objectives/Strategies

- Provide law enforcement agencies with the resources necessary to implement speed enforcement programs.
- Raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities.
- Support implementation of a speed enforcement program in school zones throughout Kentucky.

Motorcycle Crash Data (2001-2005)

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	2001	2002	2003	2004	Average 2000- 2004	2005	2005 Percent Change
Motorcycle Crashes	1,283	1,300	1,438	1,581	1,401	1,777	+26.8
Motorcycle-involved Injury Crashes	910	924	997	1,114	986	1,184	+20.1
Motorcycle-involved Fatal Crashes	60	42	56	70	57	83	+45.6
Motorcyclists killed	57	43	58	74	58	89	+53.4
Number of Registered Motorcycles	53,142	60,803	66,799	66,799	61,886	74,412	+20.2

Source: *Analysis of Traffic Crash Data in Kentucky, 2001-2005*

Motorcycle Program Goals:

Short Range – Current Year

- Reduce motorcycle-involved crashes by 10% from 1,777 to 1,599
- Reduce motorcyclist-involved injury crashes by 7% from 1,184 to 1,101
- Reduce motorcyclist fatalities by 15% from 89 to 76

Long Range – by December 31, 2009

- Reduce motorcycle-involved crashes by 20% from 1,777 to 1,422
- Reduce motorcyclist-involved injury crashes to below 900
- Reduce motorcyclist fatalities to no more than the 2001-2004 average (58)

Performance Measures:

- Total number of motorcycle-involved crashes
- Number of motorcycle-involved fatal and injury crashes
- Number of motorcyclists killed

Objectives/Strategies:

- Increase motorcyclists' rider skills and knowledge of applicable traffic laws through the promotion of state training programs and the distribution of educational materials
- Increase the public's awareness of the need to "share the road" with motorcyclists through public service announcements

Safe Communities Program

Safe Communities Goals:

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

Performance Measures:

Number of motor vehicle injuries and deaths in applicable communities

Costs associated with hospital admissions for injuries in these communities

Safe Communities Objectives

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

Process for Establishing Performance Goals

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

Process for Developing Programs and Projects

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

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

For Fiscal Year 2007, a total of 104 external grant applications were received. Eighty-eight of these were enforcement proposals and 16 were educational projects. Two applications were withdrawn after submittal. GHSP review resulted in denial of funding for only seven enforcement proposals. Below is a summary of the number and types of projects that are proposed for funding in FY 2007:

402 Program Grants (FFY 2007)			
Program	New	Continuation	Total
Planning & Administration	0	1	1
Alcohol Countermeasures	10	32	42
Occupant Protection	9	23	32
Police Traffic Services	15	24	39
Bicycle Safety	0	1	1
Safe Communities	0	2	2
Roadway Safety	0	1	1
Motorcycle Safety	1	0	1
Traffic Records	1	0	1
Accident Investigation	0	1	1
Total	36	85	121

C. Planning and Administration

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

Program Goals:

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

Performance Measures

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

Strategies/Activities

- Develop, coordinate, monitor, and administratively evaluate traffic safety projects outlined in the Performance Plan.
- Monitor statewide safety belt usage and the effectiveness of GHSP programs through data analysis and evaluation.
- Promote highway safety awareness throughout the state by participating in and supporting educational programs and by conducting public awareness campaigns.
- Upon request, confer with leadership in the Kentucky General Assembly on traffic safety legislative issues.
- Continue representation on the Governor's Executive Committee for Highway Safety and its associated emphasis area Task Teams.
- Provide representation, largely through the Law Enforcement Liaisons, at meetings of the Transportation Cabinet's Highway District Safety Corridor groups.
- Participate in the planning committee for the annual Kentucky Lifesavers Conference; provide partial funding to sponsor this conference.
- Develop and coordinate special programs for targeted high-risk groups such as teens.
- Utilize incentives for GHSP programs as a means to encourage participation in national and state level programs and to reward exceptional activity.
- Conduct training to assist new grantees with procedures and requirements for highway safety grant funding.
- Continue to expand and improve the GHSP web site as a means of disseminating information to the public and to the law enforcement community.
- Strengthen staff knowledge and skills through attendance at conferences and training sponsored by NHTSA and other organizations.
- Provide support and technical assistance to strengthen the commitment of local, county, and state law enforcement in national and state level traffic safety initiatives.
- Develop the Annual Evaluation Report by December 31, 2006.
- Develop a coordinated HSP/Performance Plan for FY 2008 by September 1, 2007.
- Utilize all available means to improve and promote the work of the Governor's Highway Safety Program.

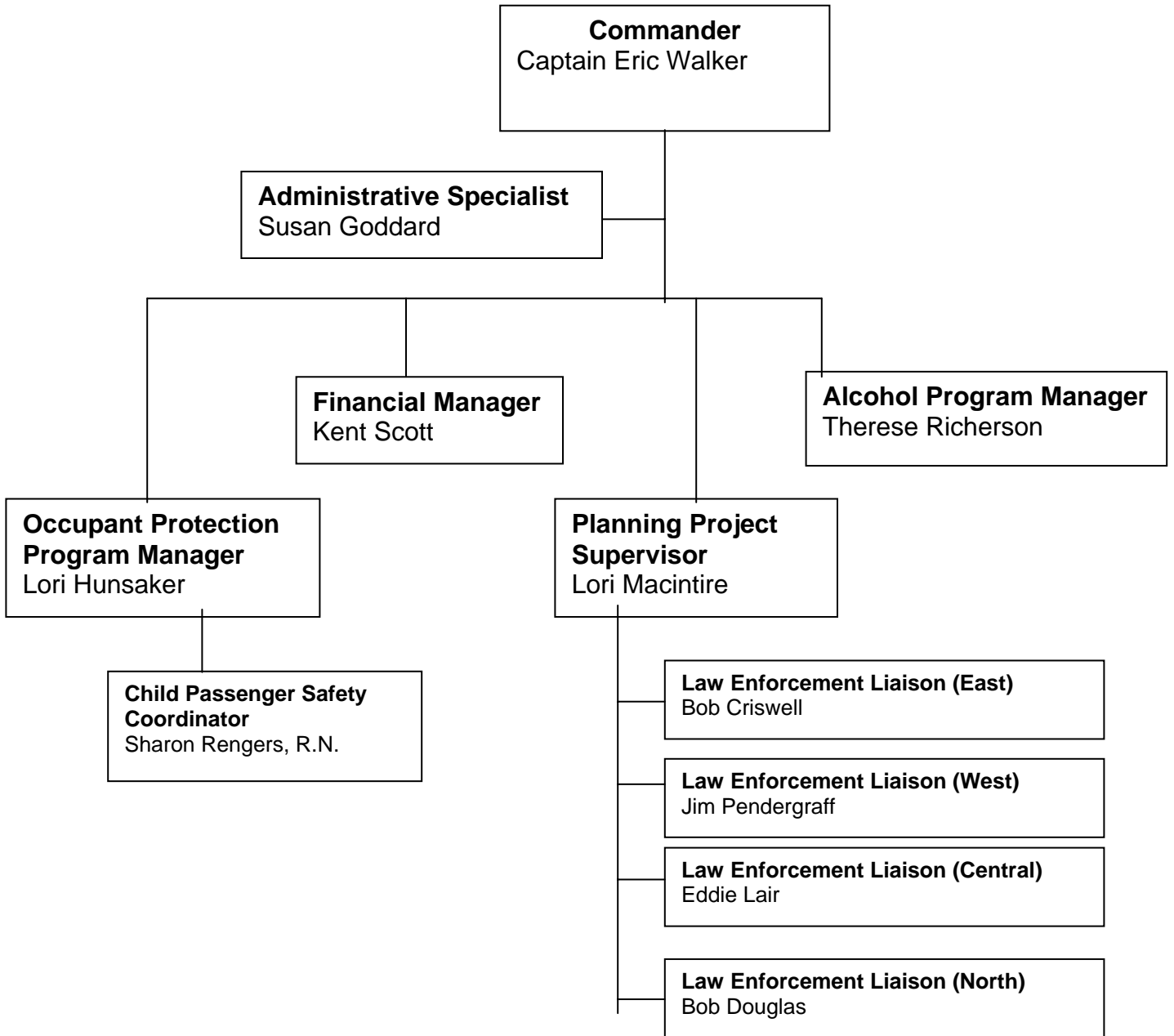
Project Number: PA-07-01

Project Title: GHSP Planning & Administration

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

Budget: \$156,300 (402)

Governor's Highway Safety Program Organizational Chart



PART II: HIGHWAY SAFETY PLAN

Roadway Safety Program

Project Number: RS-07-01

Project Title: University of Kentucky--Identification & Analysis

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

Budget: \$55,000 (402)

Impaired Driving Program

Project Number: AL-07-01

Project Title: GHSP Alcohol Program Management

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

Budget: \$58,000

Project Number: AL-07-02

Project Title: GHSP Alcohol Networking

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

Budget: \$12,000

Project Number: AL-07-03

Project Title: DUI/Chief's Challenge

Description: In past years, the GHSP has conducted 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. In the upcoming fiscal year, the GHSP plans to expand this program into a more comprehensive "Chief's Challenge" program, in which agencies apply to compete for top honors in all aspects of traffic safety.

Budget: \$20,000

Project Number: AL-07-04

Project Title: Kentucky State Police Nighthawk Traffic Alcohol Program

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

Budget: \$275,900

Project Number: AL-07-05

Project Title: Kentucky State Police Media Relations – Community Outreach

Funds will be used to purchase commodities with occupant protection messages to be distributed through the KSP Media Relations branch and the Public Affairs Officers at each KSP Post. Typically, these items are distributed to the public at community events and through during safety programs at schools.

Description: Budget: \$12,500

Project Number: AL-07-06

Project Title: Department for Criminal Justice Training – Drug Evaluation and Classification Program

Description: This grant will fund training for 24 Kentucky law enforcement officers to become certified Drug Recognition Experts. The grantee will host two classes and certification training for an equal mix of Kentucky State Police troopers and local officers from areas deemed as high need, based upon the number of drug-related crash and drug arrest data. The training would be from a national curriculum provided by the International Association of Chiefs of Police.

Budget: \$69,400

Project Number: AL-07-07

Project Title: Kentucky Attorney General – Traffic Safety Resource Prosecutor

Description: This project will provide continuing legal education programs, technical assistance and other services to Kentucky’s prosecutors to improve their ability to prosecute violations of Kentucky’s traffic safety laws. The Office of the Attorney General will establish the position of Traffic Safety Training Attorney to perform these functions, with the help of an assistant. This specialized attorney will give regional presentations to prosecutors and law enforcement officers on a variety of traffic safety topics, such as the use of expert witness, common defenses, repeat offender prosecution and pre-trial issues on DUI cases. A “mentor program” in which select prosecutors from around the state obtain additional training and in turn relay that information to other prosecutors would also be established.

Budget: \$150,200

Project Number: AL-07-08

Project Title: Kentucky Vehicle Enforcement

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

Budget: \$41,880

Project Number: AL-07-09

Project Title: DUI Coordinator –Hardin Co. Attorney’s Office

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

Budget: \$32,475

Project Number: AL-07-10

Project Title: DUI Compliance Monitor -- Madison Co. Attorney’s Office

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

Budget: \$44,410

Project Number: AL-07-11

Project Title: Kentucky Crime Prevention Coalition Youth Alcohol Coordinator

Description: Funding will continue to provide a fulltime staff person to conduct Fatal Experience Driving Simulation Programs to 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. A truck will be purchased to transport the simulation vehicles and materials to the demonstration sites.

Budget: \$101,100

Project Number: AL-07-12

Project Title: MADD Court Monitoring Program

Description: This program will send volunteers trained in court procedures and Kentucky impaired driving laws into courtrooms to regularly observe cases and note their outcome. At least three county court systems will be selected for review of court records, including tracking of offenders and probation records. Counties with low DUI conviction rates will be targeted. The grant will fund the establishment of a project coordinator to oversee all aspects of the program, including recruiting, training and supervising volunteers, gathering baseline data, compiling statistics on the disposition of cases, and writing progress and final reports. An administrative assistant will also be hired to provide clerical support for the court monitoring program.

Budget: \$74,180

Project Number: AL-07-13 through AL-06-42

Project Title: Local Law Enforcement Alcohol Countermeasures Projects

Description: Overtime enforcement programs focused on DUI will be conducted by 30 local law enforcement agencies in each of the following counties: Boone, Boyle, Bullitt, Calloway, Campbell, Christian, Daviess, Fayette, Franklin, Hardin, Jefferson, Jessamine, Kenton, Madison, McCracken, Pike, Pulaski, Scott, Shelby and Simpson. Nearly half of the agencies will be also be receiving funds for equipment such as preliminary breath testing devices or in-car video cameras, as well as commodities to be used in community outreach activities. Five agencies in Hardin County and three in Madison County will focus their activity on working collaboratively with State Police and other agencies to participate in at least once monthly DUI/traffic safety checkpoints in accordance with DUI Standards pilot project.

Budget: \$680,450 (individual grants range from \$5,000 to \$68,140).

Project Number: J8PM-07-01; K8PM-07-01

Project Title: Impaired Driving Paid Media

Description: These funds will be used to develop and run statewide media campaigns to coincide with the national *Drunk Driving: Over the Limit, Under Arrest* campaign in August-September 2007. In addition, anti-DUI advertising will be purchased during other high-risk times of the year to sustain the message. Paid media will reach the target audiences through network & cable television, radio, billboards, and sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted.

Budget: \$1,600,000

Impaired Driving Budget Summary

Project #	Project Title	Budget	Budget Source
AL-07-01	GHSP Alcohol Program Management	\$59,000	402
AL-07-02	GHSP Alcohol Networking	\$12,000	402
AL-07-03	GHSP DUI/Chief's Challenge	\$20,000	402
AL-07-04	Kentucky State Police—Nighthawk Traffic Alcohol Program	\$275,900	402
AL-07-05	Kentucky State Police Media Relations – Community Outreach	\$12,500	402
AL-07-06	Dept. of Criminal Justice Training -- Drug Evaluation and Classification Program	\$69,400	402
AL-07-07	Kentucky Attorney General—Traffic Safety Resource Prosecutor	\$150,200	402
AL-07-08	Kentucky Vehicle Enforcement—Gold Standards Pilot Project	\$41,880	402
AL-07-09	Hardin Co Attorney—DUI Standards	\$32,475	402
AL-07-10	Madison County Attorney—DUI Compliance Monitor	\$44,410	402
AL-07-11	KCPC Youth Alcohol Program Coordinator	\$101,100	402
AL-07-12	MADD Court Monitoring Program	\$74,180	402
AL-07-13	Berea DUI Standards	\$16,300	402
AL-07-14	Bullitt County Sheriff--Enhance Safety Enforcement	\$15,000	402
AL-07-15	Burnside Police Department Traffic Safety Project	\$11,800	402

AL-07-16	Covington Police Department Alcohol Countermeasures	\$50,000	402
AL-07-17	Danville Police Department Traffic Enforcement & Education	\$21,000	402
AL-07-18	Elizabethtown Police Department DUI Standards Enforcement	\$15,000	402
AL-07-19	Florence Police Department Crash Reduction Project	\$19,500	402
AL-07-20	Frankfort Police Department Crash Reduction Effort	\$68,140	402
AL-07-21	Franklin Police Department Radar Equipment & Enforcement	\$14,500	402
AL-07-22	Hardin County Sheriff Highway Safety Program	\$5,500	402
AL-07-23	Hopkinsville Police Department Traffic Enforcement Program	\$20,000	402
AL-07-24	Independence Police Department Highway Safety Grant	\$27,500	402
AL-07-25	Lexington-Fayette Urban County Division of Police Traffic Safety Program		402
AL-07-26	Madison County Sheriff DUI Standards	\$33,300	402
AL-07-27	Mount Washington Police Department Neighborhood-Oriented Traffic Enforcement	\$16,500	402
AL-07-28	City of Murray Traffic Safety Program	\$25,000	402
AL-07-29	Nicholasville Highway Safety Public Information & Education Program	\$27,700	402
AL-07-30	Owensboro Police Department Operation Checkpoint	\$27,000	402
AL-07-31	Paducah Targeted Traffic Safety Enforcement Program	\$47,320	402
AL-07-32	Pike County Sheriff's Department –Drunk Driving Kills You and Me	\$21,000	402
AL-07-33	Pulaski County Sheriff's Department – Safety Oriented Accident Reduction (SOAR)	\$22,375	402
AL-07-34	Radcliff Police Dept. Traffic Enforcement Overtime	\$5,000	402
AL-07-35	Richmond Police Dept. Gold Standards Project	\$41,500	402
AL-07-36	St. Matthews Police Dept. CARE (Combined Accident Reduction Effort)	\$25,000	402
AL-07-37	Scott County Sheriff's Dept. Overtime Project	\$11,000	402
AL-07-38	Shelby County Impaired Driving Project	\$10,300	402
AL-07-39	Shepherdsville Police Dept. DUI Accident Prevention Program	\$16,450	402
AL-07-40	Vine Grove Police Dept. DUI Safety Standards Project	\$6,000	402
AL-07-41	West Point Police Dept. DUI Standards Project	\$5,685	402
AL-07-42	Wilder Police Dept – Safety Traffic Enforcement Patrol	\$15,030	402
J8PM-07-01	Paid Media	\$100,000	410
K8PM-07-01	Paid Media	\$1,500,000	410
	Total 402 Funds	\$1,573,495	
	Total 410 Funds	\$1,600,000	
	Total All Funds	\$3,173,495	

Occupant Protection Program

Project Number: OP-07-01

Project Title: GHSP Occupant Protection Program Management

Description: This grant funds the salary, benefits, training & travel for the Occupant Protection Program Manager and a new position that will oversee Child Passenger Safety and teen programs. Also includes funds for commodities used in the Occupant Protection program.

Budget: \$126,000

Project Number: OP-07-02

Project Title: GHSP Occupant Protection Networking

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

Budget: \$12,000

Project Number: OP-07-03

Project Title: *Alive At 25* Program

Description: This grant will allow Kentucky State Police to continue to implement this teen educational program that was developed by the National Safety Council. In 2006, 32 troopers were trained to conduct this program for drivers between the ages of 16 and 24. *Alive at 25* is a highly interactive program in which the instructor acts as a facilitator, using workbook exercises, video segments, small group discussions, role-playing and short lectures to help young drivers develop convictions and strategies that will keep them safer on the road. Grant funding will be used to purchase educational materials for the participants and to publicize the program.

Budget: \$35,000

Project Number: OP-07-04

Project Title: *Drive to Stay Alive* Program

Description: Kentucky State Police driving instructors conduct this annual program for newly licensed drivers that includes both classroom work and hands-on driving instruction. Approximately 25 students participate in this four-day program which coaches them on the correct way to respond to typical roadway and vehicle situations. They also learn about the importance of seat belts and the dangers of impaired driving. Upon program completion, students are paired with a Kentucky State Police trooper to conduct public education programs in their schools and communities. The student who is most active in this endeavor is rewarded with a prize for their school and a \$2,500 scholarship to the college of their choice.

Budget: \$35,000

Project Number: OP-07-05

Project Title: Kentucky Lifesavers Conference

Description: The Governor's Highway Safety Program will join the Kentucky Transportation Cabinet and the Federal Highway Administration in sponsoring this event, which is in its third consecutive year. The conference is planned to be held in April 2007, and will offer sessions that highlight best practices and strategies in all aspects of highway safety, including enforcement, engineering, data analysis, and education.

Budget: \$25,000

Project Number: OP-07-06

Project Title: Kentucky State Police CPS Certification Project

Description: Kentucky State Police will utilize this grant to pay the fees charged by national SAFE KIDS to certify troopers as child passenger safety technicians and to re-certify those whose credentials have lapsed. This will ensure that there is an adequate pool of trained technicians to provide service at the permanent fitting stations at each KSP post. In addition, GHSP will initiate an effort to certify troopers who have participated in KSP's Spanish immersion program so that the agency can provide child passenger safety assistance to Kentucky's Spanish speaking population.

Budget: \$5,000

Project Number: OP-07-07

Project Title: Kentucky State Police Media Relations Branch – Outreach

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

Budget: \$12,500

Project Number: OP-07-08

Project Title: University of Kentucky Transportation Center – Seat Belt Surveys and Occupant Protection Campaign Evaluation

Description: Transportation Center researchers will conduct the annual statewide safety belt usage survey at 200 sample sites during May--July 2007. This survey will be conducted according to standard methodology approved by NHTSA, and will measure the percent of safety belt usage among front seat occupants and child restraint usage in all seating positions for children under age four. This year, a series of three surveys will also be taken at 21 "mini-sample" sites between September 2006 and February 2007, in an effort to document the impact of the new primary seat belt law at periodic intervals during the designated warnings period and after full enforcement with citations begins. The grant also includes a complete evaluation of the effectiveness of media and enforcement efforts for the Memorial Day occupant protection campaign

Budget: \$150,000

Project Number: OP-07-09

Project Title: Kentucky Crime Prevention Coalition—Northern LEL

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

Budget: \$76,125

Project Number: OP-07-10 through OP-07-12

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

Description: Each grant will fund a full-time Law Enforcement Liaison to serve as a field agent to the Governor’s Highway Safety Program, with responsibility for designated counties within the Western, Eastern, and Central portions of the state. Each LEL will continue to serve as a resource for all types of traffic safety information, promote & facilitate agency participation in national enforcement mobilizations and events sponsored by the Highway Safety office, assist in monitoring law enforcement agency grantees’ performance, and help coordinate traffic safety-related activities between agencies. Grant includes personnel costs, expenses, equipment, and commodities.

Budget: \$275,012

Project Number: OP-07-13

Project Title: Central Baptist Hospital Safe Communities

Description: This project will allow a Community Health Educator to continue to direct “Battle of the Belts” competitions to raise safety belt usage rates at nine Fayette and Jessamine county schools. The program is anticipated to reach approximately 13,500 high school students. Traffic safety educational programs will also be offered to employees of Central Baptist Hospital through events such as Drive Safely Work Week and car seat checkups. Parents of newborns discharged from the hospital will also receive written and video education about proper car seat usage. The project director will also continue to work with Fayette County SAFE KIDS Coalition to provide CPS checkups and education to the public, including professional groups, parent groups, and under-served populations. She will also teach the 32-hour CPS class for fire and police groups.

Budget: \$35,200

Project Number: OP-07-15

Project Title: Statewide CPS Coordinator

Description: This grant will allow the Governor’s Highway Safety Program to maintain the full-time services of a Child Passenger Safety Coordinator through Kosair Children’s Hospital. The Coordinator will maintain active instructor certification and will provide at least four regional CPS certification classes to enlist new technicians, as well as classes to re-certify lapsed technicians. The Coordinator will maintain records of the status of CPS technicians and instructors throughout the state, and will work to re-form a statewide CPS team. She will assist the Highway Safety Office with all matters pertaining to occupant protection for children, and will coordinate her activities with those of the Law Enforcement Liaisons and the Kentucky State Police Public Affairs Officers. She will offer assistance to Kentucky SAFE KIDS chapters by participating in car seat checkup clinics and by helping to set up permanent fitting stations. She will also assist local CPS technicians and others to offer court diversion programs for violators of Kentucky’s law pertaining to child occupants. The grant includes funds for personal services, travel & training, public information and educational materials, and car seat checkup supplies.

Budget: \$117,360

Project Number: OP-07-16

Project Title: Marshall County Health Department

Description: This grant will provide resources for child passenger safety activities in the Western Kentucky region to be coordinated through this local Health Department.

Budget: \$13,000

Project Number: OP-07-17

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

Description: This grant will continue a project that began in 2002 to increase child restraint usage and decrease misuse in eastern Kentucky. In the upcoming grant year, the project director will collaborate with area law enforcement and fire personnel to maintain and expand the number of permanent fitting stations and to increase the number of CPS technicians in a five-county area. The Alternative Sentencing Program for child restraint violators in Pike County will be continued, and a general CPS educational workshop will be held. The project will target problem populations by implementing a "Battle of the Belts" program in Pike County High Schools and by giving booster seat education programs for students in Head Start and kindergarten.

Budget: \$18,500

Project Number: OP-07-18 through OP-07-32

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow 13 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Clark, Estill, Harlan, Leslie, Letcher, Marshall, Menifee, Morgan, Owsley, Pulaski, Simpson and Taylor. Five agencies will also purchase commodities for outreach efforts, and three will purchase equipment.

Budget: \$102,480 (individual grants range from \$2,000 to \$19,500)

Project Number: J2PM-07-01; K2PM-07-01

Project Title: Occupant Protection Paid Media

Description: These funds will be used to develop & run a new statewide occupant protection media campaign to coincide with the national Click it or Ticket campaign in May 2007. In addition, GHSP will also begin delivering sustained media about the full implementation of the new primary seat belt law in January 2007. Paid media will reach the target audiences through network & cable television, radio, billboards, and sporting venues. Media markets serving low safety belt usage areas will be emphasized.

Budget: \$692,000

Occupant Protection Budget Summary

Project Number	Project Title	Budget	Budget Source
OP-07-01	GHSP Occupant Protection Program Management	\$126,000	402
OP-07-02	GHSP Occupant Protection Networking	\$12,000	402
OP-07-03	Alive at 25	\$35,000	402
OP-07-04	Drive to Stay Alive	\$35,000	402
OP-07-05	Kentucky Lifesavers Conference	\$25,000	402
OP-07-06	KSP CPS Certifications	\$5,000	402
OP-07-07	Kentucky State Police Media Relations Branch – Outreach	\$12,500	402
OP-07-08	University of Kentucky Transportation Center – Seat Belt Survey and Campaign Evaluation	\$150,000	402
OP-07-09	Kentucky Crime Prevention Coalition—Northern LEL	\$76,125	402
OP-07-10	Kentucky Association of Chiefs of Police—Eastern LEL	\$93,800	402
OP-07-11	Kentucky Association of Chiefs of Police—Central LEL	\$95,800	402
OP-07-12	Kentucky Association of Chiefs of Police—Western LEL	\$85,412	402
OP-07-13	Central Baptist Hospital Safe Communities	\$35,200	402
OP-07-15	Kosair Children’s Hospital—CPS Coordinator	\$117,360	402
OP-07-16	Marshall County Health Dept. CPS Program	\$13,000	
OP-07-17	Pike County Health Dept. CPS Program/Alternative Sentencing	\$18,500	402
OP-07-18	Calvert City Highway Safety Project	\$5,000	402
OP-07-19	Campbellsville Highway Traffic Safety Project	\$19,500	402
OP-07-20	Harlan Police Dept. Highway Safety	\$11,000	402
OP-07-21	Hyden Safe Driver Enforcement Program	\$4,000	402
OP-07-22	Irvine Police Dept. Highway Safety Project	\$2,000	402
OP-07-23	Leslie County Sheriff’s Dept. Highway Safety	\$2,500	402
OP-07-24	Letcher County Sheriff’s Dept.	\$3,000	402
OP-07-25	Menifee County Sheriff’s Dept.	\$6,300	402
OP-07-26	Owsley County Sheriff’s Dept.	\$4,600	402
OP-07-27	Ravenna Traffic Safety Program	\$2,000	402
OP-07-28	Simpson County Traffic Safety Grant	\$6,180	402
OP-07-29	Somerset Police Dept. Operation Safe Stop	\$18,000	402
OP-07-30	West Liberty Safe Driving for Safe Streets	\$8,000	402
OP-07-31	Whitesburg Police Dept.	\$2,500	402
OP-07-32	Operation Safe Winchester VIII	\$10,500	402
J2PM-07-01	Occupant Protection Media	\$600,000	405
K2PM-07-01	Occupant Protection Media	\$92,000	405
	Total 402	\$1,038,177	
	Total 405	\$692,000	
	Total all funds	\$1,730,177	

Police Traffic Services Program

Project Number: PT-07-01

Project Title: PTS Program Management

Description: This grant funds the salary, benefits, training & travel for the new position of Police Traffic Services Program Manager and another position that will oversee public relations for the GHSP. Commodities for the Police Traffic Services program are also included.

Budget: \$100,200

Project Number: PT-07-02

Project Title: PTS Networking

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

Budget: \$12,000

Project Number: PT-07-03

Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program

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

Budget: \$285,740

Project Number: PT-07-04

Project Title: Kentucky State Police P.A.S.S. Program

Description: The P.A.S.S. program (Public Awareness Safe Schools) is a statewide school zone safety campaign that focuses on speed enforcement and public awareness. The grant will provide funding for KSP troopers to devote overtime hours to speed enforcement in school zones and to acquire equipment such as radars, computer software and radar display trailers.

Budget: \$100,000

Project Number: PT-07-05

Project Title: Kentucky Crime Prevention Coalition—Highway Safety Clearinghouse

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

Budget: \$25,000

Project Number: PT-07-06 through PT-07-39

Project Title: Local Law Enforcement Police Traffic Services Programs

Description: These grants will allow 34 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Anderson, Barren, Boone, Boyd, Boyle, Campbell, Carter, Fleming, Garrard, Graves, Grayson, Henderson, Henry, Jackson, Jefferson, Kenton, Knox, LaRue, Logan, Oldham, Powell, Rockcastle, Shelby, Taylor, Warren, Webster and Woodford. Forty-four percent of the grants will receive funds to purchase commodities for public education and 32% of the agencies will utilize part of their grant to purchase equipment, such as radar units.

Budget: \$551,170 (individual grants range from \$2,000 to \$100,000)

Police Traffic Services Budget Summary

Project #	Project Title	Budget	Budget Source
PT-07-01	PTS Program Management	\$100,200	402
PT-07-02	PTS Networking	\$12,000	402
PT-07-03	Kentucky State Police SPEED Selective Traffic Enforcement Program	\$285,740	402
PT-07-04	Kentucky State Police P.A.S.S. Program	\$100,000	402
PT-07-05	Kentucky Crime Prevention Coalition—Highway Safety Clearinghouse	\$25,000	402
PT-07-06	Anderson County Sheriff's Dept. -- Operation Safe Street	\$34,000	402
PT-07-07	Anchorage Police Dept. Highway Safety Program	\$10,000	402
PT-07-08	Ashland Community Safety Program	\$16,250	402
PT-07-09	Safer Auburn Roadways	\$2,000	402
PT-07-10	Barbourville DUI, Speed and Seat belt Enforcement	\$16,370	402
PT-07-11	Boone County Sheriff Highway Safety Team	\$25,000	402
PT-07-12	Bowling Green Highway Safety Project	\$9,750	402
PT-07-13	Boyle County Sheriff Enforcement Program	\$9,750	402
PT-07-14	Clay City Traffic Safety Enforcement	\$4,000	402
PT-07-15	Cold Spring Police Federal Grant	\$7,500	402
PT-07-16	Eminence Highway Enforcement Program	\$6,500	402
PT-07-17	Flemingsburg Highway Safety Grant	\$7,800	402
PT-07-18	Fort Wright Highway Traffic Safety	\$16,000	402
PT-07-19	Garrard County Safety Corridor Project	\$21,150	402
PT-07-20	Glasgow Zero Tolerance Traffic Safety Program	\$30,620	402
PT-07-21	Henderson Area Traffic Safety	\$25,000	402
PT-07-22	Hodgenville Police Dept Highway Safety Program	\$7,000	402
PT-07-23	Jackson County Highway Safety Program	\$4,000	402
PT-07-24	Lancaster Highway Safety Project	\$20,580	402
PT-07-25	Lawrenceburg Police Overtime Project	\$22,000	402
PT-07-26	Leitchfield Police Dept.	\$14,600	402
PT-07-27	Louisville Metro Highway Safety Program	\$100,000	402
PT-07-28	Ludlow Alcohol Safe Street Enforcement (LASSE)	\$11,000	402

PT-07-29	Mayfield Remember S 4 Safety	\$10,000	402
PT-07-30	Mount Vernon Police Dept.	\$4,000	402
PT-07-31	Oldham County SAFE (Speed Alcohol Fundamental Enforcement)	\$13,000	402
PT-07-32	Olive Hill Highway Safety	\$6,000	402
PT-07-33	Providence Police Dept.—Striving for Highway Safety for our Community	\$12,700	402
PT-07-34	Russellville Buckle Up and Slow Down	\$20,000	402
PT-07-35	Shelbyville Traffic Enforcement	\$3,900	402
PT-07-36	Stanton Traffic Safety Enforcement	\$6,000	402
PT-07-37	Taylor County Traffic Safety	\$11,700	402
PT-07-38	Taylor Mill Highway Safety Program	\$9,000	402
PT-07-39	Versailles Highway Safety Program	\$34,000	402
		Total 402	\$1,074,110
		Total All Funds	\$1,074,110

Motorcycle Safety Program

Project Number: MC-07-01

Project Title: Kentucky Motorcycle Operator’s Manual

Description: The Kentucky State Police Driver’s Testing Branch plans to use these funds to develop a motorcycle operator’s manual to educate motorcyclists about safe operating behaviors and applicable traffic laws. This manual would be separate from the general driver’s manual, which now contains very limited information for motorcyclists.

Budget: \$15,000

Project Number: K6-07-01

Project Title: Motorcycle Safety Awareness

Description: If awarded, these funds will publicize and promote the training courses for motorcyclists offered by the Kentucky Motorcycle Program of the Traffic Safety Institute at Eastern Kentucky University. “Share the Road” motorcycle safety public service announcements will also be developed and aired throughout the state to increase awareness of motorcyclists among drivers.

Budget: \$100,000

Motorcycle Safety Program Budget Summary

Project Number	Project Title	Budget	Budget Source
MC-07-01	Kentucky Motorcycle Operator’s Manual	\$15,000	402
K6-07-01	Motorcycle Safety Awareness	\$100,000	2010
	Total All Funds	\$115,000	

Safe Communities Program

Project Number: SA-07-01

Project Title: Safe Communities in the Barren River District

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

Budget: \$82,000

Project Number: SA-07-02

Project Title: Madison County Health Department Traffic Safety Education Program

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

Budget: \$48,345

Safe Communities Program Budget Summary

Project Number	Project Title	Budget	Budget Source
SA-06-01	Barren River District Health Dept.-- Safe Communities in the Barren River District	\$82,000	402
SA-06-02	Madison County Health Department Traffic Safety Education Program	\$48,345	402
	Total All Funds (402)	\$130,345	

Pedestrian & Bicycle Safety Program

Project Number: PS-07-01

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

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

Budget: \$40,000

Bicycle/Pedestrian Safety: Budget Summary

Project Number	Project Title	Budget	Budget Source
PS-06-01	Louisville and Jefferson County SAFE KIDS Coalition—The B.I.K.E.S. Project	\$40,000	402
	Total All Funds (402)	\$40,000	

Accident Investigation Program

Project Number: AI-07-01

Project Title: KSP Accident Reconstruction Program

Project Description: This grant will provide funding to the Kentucky State Police’s Traffic Accident Reconstruction Program, which provides full-service collision investigation and analysis for the agency, as well as for any law enforcement agency in Kentucky who requests assistance. The work of the reconstructionists drastically reduce road closure time, provide complete investigations, and provide expert testimony and knowledge to any law enforcement agency within the Commonwealth, directly contributing to the analysis and reduction of motor vehicle collisions and deaths. Specifically, the grant will provide updated forensic diagramming equipment to two KSP posts and accelerometer systems to position strategically throughout the state. In addition, six weeks of training (through IPTM) to selected KSP troopers and other police officers would be provided, resulting in approximately 20 new officers in Traffic Accident Reconstruction who would be directly assigned to patrol duties. Advanced commercial vehicle reconstruction training will also be provided to some newly trained reconstructionists.

Budget: \$100,900

Accident Investigation: Budget Summary

Project Number	Project Title	Budget	Budget Source
AI-07-01	Kentucky State Police Accident Reconstruction Program	\$100,900	402
Total All Funds (402)		\$100,900	

Crash Data Program

Project Number: K9-07-01

Project Title: Highway Safety Data Improvement Program

Project Description: If awarded, these funds will allow Kentucky to evaluate, improve and link its highway safety data and traffic records system according to the priorities outlined in the Kentucky Strategic Traffic Records Plan formulated by the Kentucky Traffic Records Advisory Committee of the Governor's Executive Committee on Highway Safety. Funded activities will encompass a number of projects that will ultimately improve the quality and efficiency of Kentucky's overall traffic records systems.

Budget: \$471,000

Crash Data Program: Budget Summary

Project Number	Project Title	Budget	Budget Source
K9-07-01	Highway Safety Data Improvement Program	\$471,000	408
Total All Funds		\$471,000	

STATE CERTIFICATIONS AND ASSURANCES

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

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

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

Certifications and Assurances

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The State will provide a drug-free workplace by:

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

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

BUY AMERICA ACT

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

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the

department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

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

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

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

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

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

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

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

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

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

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

Instructions for Lower Tier Certification

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

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

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

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

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year **2007** highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

APPENDIX