

KENTUCKY TRANSPORTATION CABINET

KENTUCKY OFFICE OF HIGHWAY SAFETY



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Kentucky Office of Highway Safety
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2012 HIGHWAY SAFETY PERFORMANCE PLAN

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

(October 1, 2011 – September 30, 2012)

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

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Note: This plan is subject to revision at any time during the twelve-month period from October 1, 2011 to September 30, 2012.

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INTRODUCTION

State Demographic Profile

Kentucky is geographically located in the upper Southeast region of the United States and is bordered by Missouri, Illinois, Indiana, Ohio, West Virginia, Virginia, and Tennessee. The U.S. Census estimates the 2010 population of Kentucky at 4,339,367 people, residing in an area over 39,728 square miles and 120 counties. Approximately 97% of Kentucky's land area is classified as rural, but about 58% of the population lives in urbanized areas. Approximately 86.3% of the population is white, 7.7% black, and 3.1% of Hispanic or Latino origin. One percent of the population is Asian. According to the Census, 23.5% of the population is under 18 years of age, 63.2 % is between the ages of 18-64, and 13.3% is age 65 or older. There are approximately 80,000 miles of public roads in Kentucky. Of those, 35% are state-maintained. In 2010 there were approximately 3,782,091 registered vehicles and 3,103,445 licensed drivers.

Executive Summary

This document serves as Kentucky's application for Section 402 State and Community Highway Safety funds for the 2012 federal fiscal year. This plan provides an outline for the coming year for improving the safety of Kentucky's roadways by providing an overview of safety data, detailing priority areas, setting goals and performance measures and describing specific projects to help decrease the loss of life and injuries resulting from motor vehicle crashes. The nature of the projects is varied, but they all concentrate on addressing the behavioral issues that lead to crashes and in turn, injuries and fatalities. Kentucky's primary program areas within the context of NHTSA funding are impaired driving, occupant protection and police traffic services.

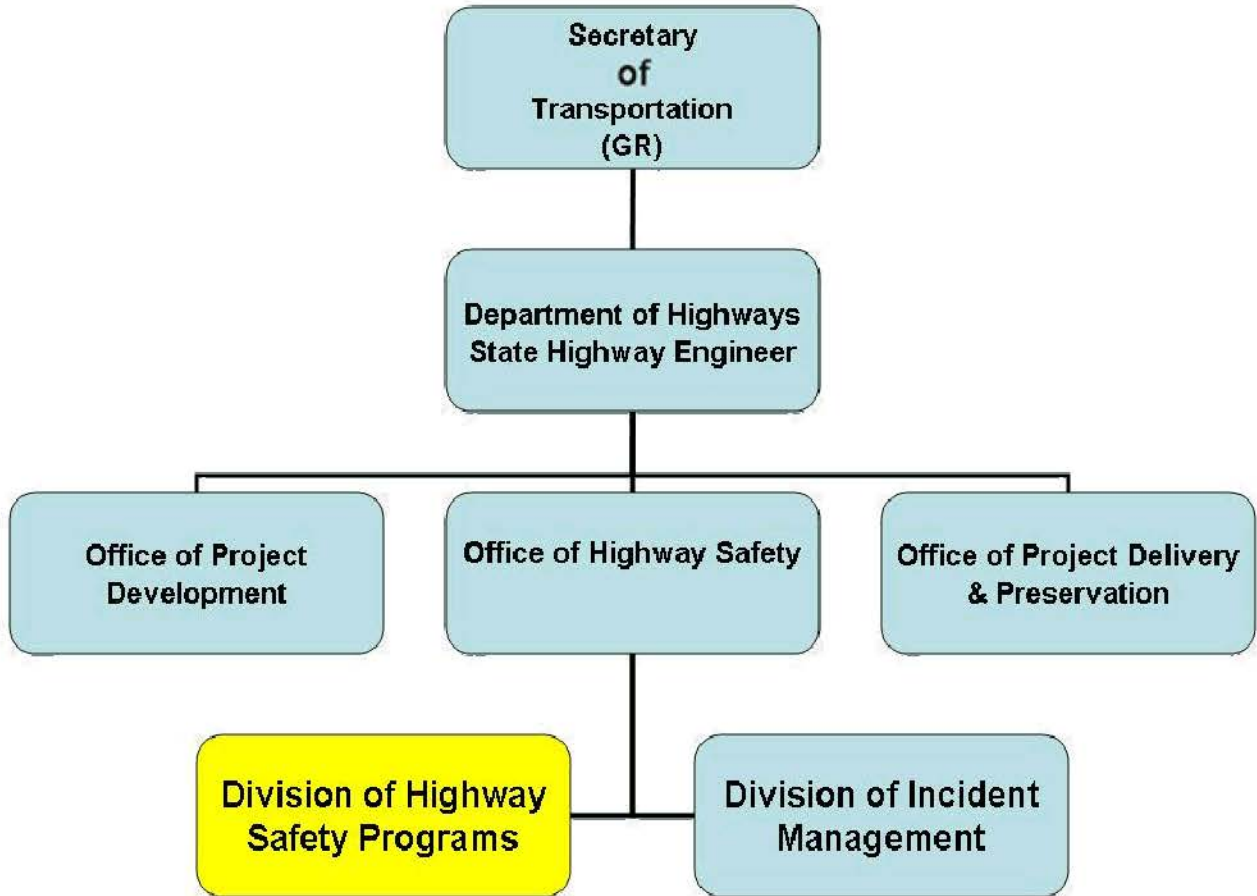
In November 2007 the Secretary of the Transportation Cabinet was appointed as the Governor's Representative for Highway Safety in Kentucky. In June 2008, Kentucky's State Highway Safety Office was reorganized by executive order from the Kentucky Office of Highway Safety in the Transportation Cabinet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

Mission Statement

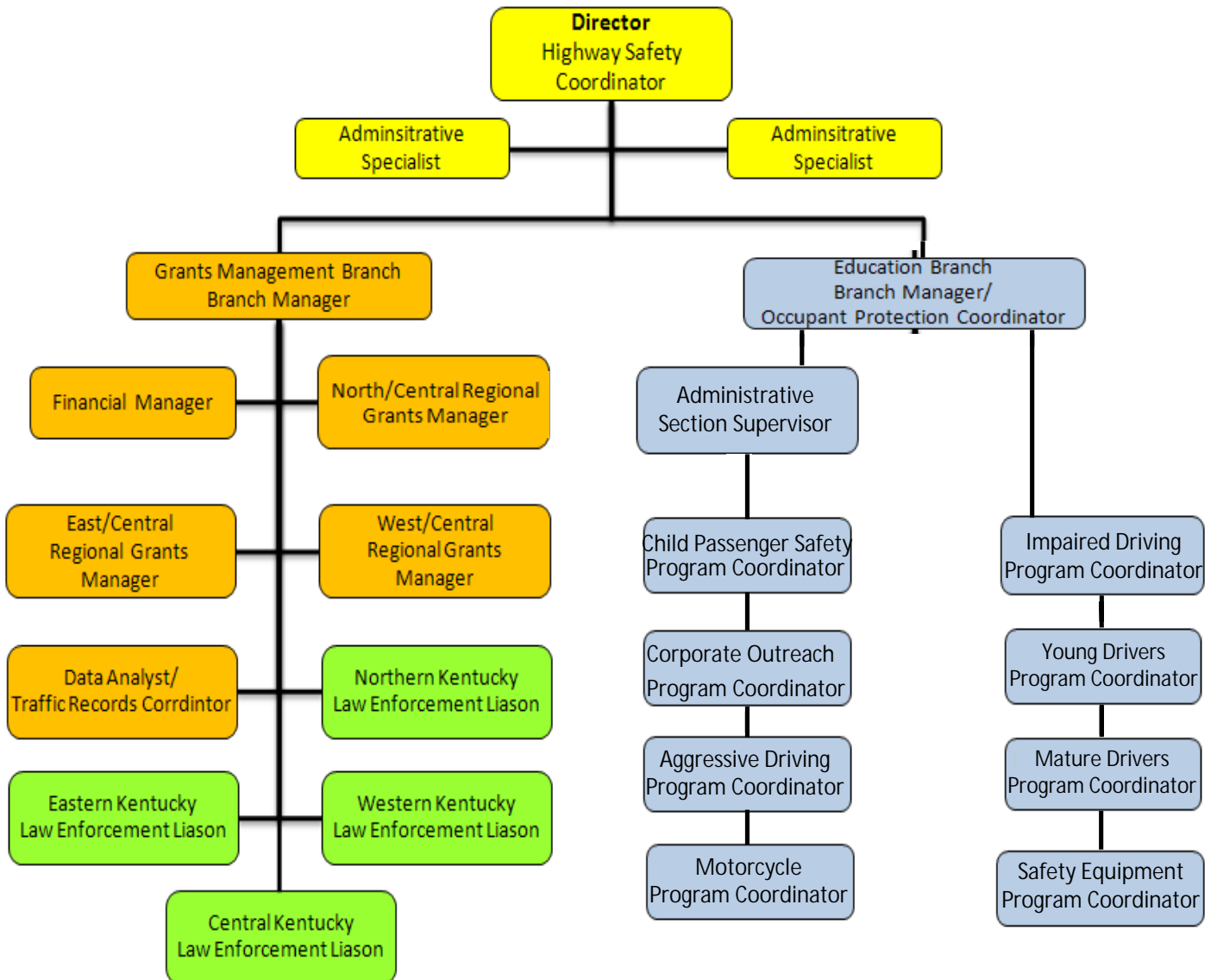
The mission of the Kentucky Office of Highway Safety is to be the vital link in the Commonwealth's chain of highway traffic safety by elevating the emphasis on highway and traffic safety. This mission is guided by the following vision statement: "through public and private partnerships, achieve the most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

Office of Highway Safety Organizational Charts

Kentucky Office of Highway Safety



Kentucky Office of Highway Safety
 Division of Highway Safety Programs



PART I: PERFORMANCE PLAN

A. Description of Problem Identification Process

Crash Data Collection and Analysis

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

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

The TSDS annually updates a matrix that has been used for the past several years to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period (2008-2010) to establish a ranking system for highway safety problems by county, so that priority areas can more easily be established for reviewing funding proposals and for program delivery. This problem identification tool (included in the **Appendix**) tabulates data from each of the following data factors for each county:

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

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

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

In addition to the data analysis conducted by the TSDS, the Kentucky Transportation Center of the University of Kentucky is contracted to conduct an annual review of crash data from the most recently available year, as well as the prior four-year period. The Kentucky Transportation Center uses this data to develop the following documents on an annual basis: Analysis of Traffic Crash Data in Kentucky and Kentucky Traffic Collision Facts. These documents contain the most comprehensive published collection and analysis of statewide crash data available including who is involved in crashes, what types of crashes, vehicles and roadways involved, where the crashes are taking place, when the crashes are taking place and why the crashes are occurring. The most recent document completed can be found at <http://transportation.ky.gov/Highway-Safety/Pages/Traffic-Collision-Facts-Book.aspx>

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

Governor's Executive Committee on Highway Safety

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

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

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

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

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

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

B. Summary Data Report on Highway Safety in Kentucky

General:

- In 2010, there were 127,790 crashes involving motor vehicles on Kentucky's public roadways. This is approximately a 1.2% increase from 2009. By comparison, the number of licensed drivers increased by 0.4% and the number of registered vehicles decreased by one percent.
- Kentucky has seen a decline in the number of fatalities each year since 2006, when they dropped from 985 to 913. The reduction continued in this past year, dropping from 791 in 2009 to 760 in 2010.

- The fatality rate per 100 million vehicle miles traveled (100m VMT) decreased from 1.67 in 2009 to 1.58 in 2010. Despite this decline, this rate is still much higher than the national rate (currently 1.09 per 100m VMT).
- Serious injuries have been declining for the past several years in Kentucky and were reduced in 2010 by 9.6% compared to 2009.

Impaired Driving:

- During the last three years, alcohol-related fatalities comprised an average of about 21% of all motor vehicle fatalities.
- The number of DUI cases filed with the court system decreased 12.3% in 2010, after having decreased 4.7% in 2009. The DUI conviction rate in Kentucky, however, rose by 0.7% in 2010 to a current rate of 86.1%. In some counties, however, this percentage is much lower.
- The following ten counties ranked highest in the number of alcohol-related collisions in 2010: Jefferson, Fayette, Kenton, Pike, Boone, Warren, Daviess, Campbell, Hardin and Madison

Occupant Protection:

- The statewide average seat belt usage rate (all front seat occupants) increased over the past year from 80.3% in 2010 to 82.2% in 2011. The usage rate for drivers increased from 81.0% in 2010 to 82.8% in 2011.
- The gap in seat belt usage has narrowed between Kentucky and the U.S. as a whole. Kentucky's rate is now 2.8 percentage points below the 2010 national average of 85%.
- Seat belt usage on local roads remains much lower than on interstates or other expressways. The 2011 Kentucky seat belt survey indicated a usage rate of 74.4% on collector roads, compared to 88% on interstates and other expressways.
- Usage is much lower in rural counties than in urban ones. The observed rate varied from a high of 87.2% in Fayette County to a low of 65.1% in Pike County.
- Overall usage of child restraints (both front and rear seats) for children under four years of age increased slightly from 96.4% in 2010 to 97.0% in 2011.
- While restraint usage in pickup trucks increased from 70% in 2010 to 71.7% in 2011, belt usage continues to be lower in pickups than in any other type of vehicle.
- Fifty-six percent of the vehicle occupants killed in 2010 in Kentucky were not restrained at the time of the collision.

Speeding:

- The number of speed-related crashes decreased by 1.8% from 2009 to 2010. Speeding-related fatalities increased by 3%, from 135 in 2009 to 139 in 2010.
- Speed is one of the most common contributing factors in fatal crashes in Kentucky (about 17% all fatal crashes in 2010 can be attributed to exceeding the posted speed limit or driving too fast for conditions).
- The majority of crashes involving unsafe speed occur in rural areas.

- The majority of Kentucky drivers travel at speeds above the regulatory speed limit. Increased speed decreases crash avoidance and increases crash severity.
- Speeding convictions decreased by 14.5% between 2009 and 2010. Speeding convictions per speed related crash also decreased from a rate of 9.95 in 2009 to 8.67 in 2010.

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 2010, 16-19-year old drivers were involved in about 16.2% of all crashes and 11.8% of fatal crashes, even though this age group makes up only 6.7% of licensed drivers in the state.

Motorcycles:

- The number of registered motorcycles in Kentucky increased slightly during the past year. There were 105,847 in 2010 compared with 104,687 in 2009.
- The number of fatal motorcycle crashes increased by 8.2%, from 85 in 2009 to 92 in 2010.
- Helmet usage among motorcyclists is approximately 52% in 2011, and Kentucky has no mandatory helmet law for adults.

C. Data Trends & Performance Goals/Objectives

Kentucky Performance Measures & Crash Data

Source: Kentucky CRASH System/UK Transportation Center

	2007	2008	2009	2010	2007-2009 Average	2008-2010 Average
Crash Rate per 100M VMT	260	262	267	265	263	265
Fatalities	864	826	791	760	827	792
Rural fatalities	525	483	473	429	494	462
Urban fatalities	339	343	318	331	333	331
Fatality Rate per 100M VMT	1.8	1.75	1.67	1.58	1.74	1.66
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)	382	381	356	319	373	352
Serious Injuries	5,082	4,620	4,491	4,057	4,731	4,389
Alcohol - related crashes	5,167	5,029	4,984	4,735	5,055	4,911
Fatalities involving a driver or motorcycle operator with .08+ BAC	212	200	165	139	192	168
Statewide DUI conviction rate	84.9	85.3	85.4	86.1	85.2	85.6
Speeding – Related Crashes	6,847	7,533	7,278	7,141	7,219	7,317
Speeding – Related Fatalities	132	154	135	131	140	143
Motorcyclist Fatalities	112	101	88	97	100	95
Unhelmeted Motorcyclist Fatalities	72	60	47	60	60	56
Drivers Age 20 or Younger in Fatal Crashes	138	122	133	115	132	125
Pedestrian Fatalities	44	67	39	61	50	56

Observed Seat Belt Usage Rate	2007	2008	2009	2010	2011
(front seat outboard for passenger vehicles)	71.8	73.3	79.7	80.3	82.2

Grant-Funded Enforcement Data

	FY 2007	FY 2008	FY 2009	FY 2010	FY07-09 Average	FY08-10 Average
Seat belt citations	33,002	31,626	36,674	29,001	33,767	32,434
DUI arrests	5,439	4,805	3,992	3,623	4,745	4,140
Speeding citations	47,979	44,472	46,492	40,619	46,314	43,861

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

Performance Goal Statements

Core Outcome Measures

1. To decrease fatalities 3% from the 2008-2010 calendar base year average of 792 to 768 by December 31, 2012; from 768 to 745 by December 31, 2013; and from 745 to 723 by December 31, 2014.
2. To decrease serious traffic injuries 5% from the 2008-2010 calendar base year average of 4,389 to 4,170 by December 31, 2012; from 4,170 to 3,961 by December 31, 2013; and from 3,961 to 3,763 by December 31, 2014.
3. To decrease fatalities/100M VMT 3% from the 2008-2010 calendar base year average rate of 1.66 to 1.61 by December 31, 2012; to 1.56 by December 31, 2013; and to 1.51 by December 31, 2014.
4. To decrease rural fatalities 2% from the 2008-2010 calendar base year average of 462 to 453 by December 31, 2012; from 453 to 444 by December 31, 2013; and from 444 to 435 by December 31, 2014.
5. To decrease urban fatalities 2% from the 2008-2010 calendar base year average of 331 to 324 by December 31, 2012; from 324 to 318 by December 31, 2013; and from 318 to 312 by December 31, 2014.
6. To decrease unrestrained passenger vehicle occupant fatalities in all seating positions 5% from the 2008-2010 calendar base year average of 352 to 334 by December 31, 2012; from 334 to 317 by December 31, 2013; and from 317 to 301 by December 31, 2014.
7. To decrease alcohol-impaired driving fatalities 5% from the 2008-2010 calendar base year average of 168 to 160 by December 31, 2012; from 160 to 152 by December 31, 2013; and from 152 to 144 by December 31, 2014.
8. To decrease speeding-related fatalities 5% from the 2008-2010 calendar base year average of 143 to 136 by December 31, 2012; from 136 to 129 by December 31, 2013; and to 123 by December 31, 2014.
9. To decrease motorcyclist fatalities 3% from the 2008-2010 calendar base year average of 95 to 92 by December 31, 2012; from 92 to 89 by December 31, 2013; and from 89 to 86 by December 31, 2014.
10. To decrease un-helmeted motorcyclist fatalities 5% from the 2008-2010 calendar base year average of 56 to 53 by December 31, 2012; from 53 to 50 by December 31, 2013; and from 50 to 48 by December 31, 2014.

11. To decrease drivers age 20 or younger involved in fatal crashes by 5% from the 2008-2010 calendar base year average of 125 to 119 by December 31, 2012; from 119 to 113 by December 31, 2013; and from 113 to 107 by December 31, 2014.
12. To decrease pedestrian fatalities 5% from the 2008-2010 calendar base year average of 56 to 53 by December 31, 2012; from 53 to 50 by December 31, 2013; and from 50 to 48 by December 31, 2014.

Activity Measures

13. To increase the number of seat belt citations during grant-funded enforcement activities two percent from the 2008-2010 calendar base year average of 32,434 to 33,083 by December 31, 2012; from 33,083 to 33,744 by December 31, 2013; and from 33,744 to 34,419 by December 31, 2014.
14. To increase the number of DUI arrests during grant-funded enforcement activities two percent from the 2008-2010 calendar base year average of 4,140 to 4,223 by December 31, 2012; from 4,223 to 4,307 by December 31, 2013; and from 4,307 to 4,393 by December 31, 2014.
15. To increase the number of speeding citations during grant-funded enforcement activities two percent from the 2008-2010 calendar base year average of 43,861 to 44,738 by December 31, 2012; from 44,738 to 45,673 by December 31, 2013; and from 45,673 to 46,586 by December 31, 2014.

Core Behavior Measure

16. To increase statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2011 average usage rate of 82.2% to 84% by December 31, 2012; to 85% by December 31, 2013; and to 86% by December 31, 2014.

Attitudinal Measure

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

Performance Objectives

Impaired Driving

- To increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs.
- To provide law enforcement with the resources needed to aid them in detecting impaired drivers.
- To increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- To educate prosecutors and law enforcement on ways to more effectively manage DUI cases.
- To participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over* national campaign through saturation patrols, traffic safety checkpoints and media. The KOHS will send a letter along with a 2012 mobilization participation notification to every state and local law enforcement agency requesting their commitment to participate in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* enforcement mobilizations. All highway safety grantees are required to participate; however, we attempt to gain a commitment from every law enforcement agency to participate through regular patrol if they do not have funds available for overtime enforcement. Prior to the campaign, our Traffic Records Data Coordinator researches the data to determine which counties have the highest number of crashes, serious injury crashes and fatalities that are alcohol-related as well as determine the times of day these type of crashes are occurring. We will use our LEL network to contact every agency in those counties identified which does not currently have funds available for overtime. The LELs will also coordinate and conduct area briefings throughout the state to kick off the *Drive Sober or Get Pulled Over* mobilization.
- To provide incentives/awards to law enforcement agencies/officers that excel in apprehending impaired drivers.
- To provide training to state and local law enforcement officers to become certified/maintain certification as Drug Recognition Experts (DREs). This certification is an effective tool for recognizing and convicting persons driving impaired by drugs.
- To provide regional training opportunities for law enforcement officers to complete the Advanced Roadside Impaired Driving Enforcement (ARIDE) class, offered through the state's Drug Evaluation and Classification (DEC) program. This training allows officers to build on their SFST knowledge and skills to better identify drug impaired drivers.
- To educate judges about the benefits of alcohol ignition interlocks as a tool to combat impaired driving.

- To educate judges about the best practices in court processes and treatment strategies for DUI offenders who are referred to Drug Courts.
- To encourage the passage of stronger DUI laws in Kentucky
- To encourage the passage of requiring alcohol ignition interlocks in vehicles of DUI offenders
- To purchase lighting needed for a traffic safety checkpoint trailer to loan out to law enforcement agencies throughout the state.

Occupant Protection

- To educate the public about the provisions of Kentucky's primary seat belt law and the consequences of non-compliance.
- To encourage law enforcement agencies to aggressively enforce the primary seat belt law.
- To provide law enforcement agencies with the necessary resources to implement occupant protection enforcement and educational programs in counties with low usage rates.
- To participate in the National Highway Traffic Safety Administration's *Click It or Ticket* campaign focusing on occupant protection through saturation patrols, traffic safety checkpoints and media. The KOHS will send a letter along with a 2012 mobilization participation notification to every state and local law enforcement agency requesting their commitment to participate in both the *Click It or Ticket* and the *Drive Sober or Get Pulled Over* enforcement mobilizations. All highway safety grantees are required to participate, however we attempt to gain a commitment from every law enforcement agency to participate through regular patrol if they do not have funds available for overtime enforcement. Prior to the campaign, our Traffic Records Data Coordinator will research data to determine which counties have a high number of unbelted fatalities and also those counties having low seat belt usage rates. We will use our LEL network to contact every agency in those counties who do not currently have a highway safety grant to encourage them to participate in the *Click It or Ticket* mobilization through regular patrol as well as make funds available to them for overtime enforcement through a mini-grant program so they can increase their enforcement through saturation patrols and traffic safety checkpoints. The LELs will also coordinate and conduct area briefings to kick off the *Click It or Ticket* mobilization in each of the 12 districts throughout the state.
- To encourage nighttime occupant protection enforcement during the grant year.
- To increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. We will target messages to those segments of the population and to geographic areas with the lowest usage rates.

- To encourage the passage of stronger occupant protection laws for children (specifically, those over 40” tall, who are not adequately protected under the current child restraint law) by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations.
- To encourage grantees to conduct seat belt observational surveys to monitor seat belt usage in their city/county.
- To provide incentives/awards to law enforcement agencies/officers that excel in enforcing seat belt laws.
- Kentucky researchers will redesign the statewide observational seat belt survey to meet new NHTSA guidelines. The new survey will be conducted at sites throughout the state during June and July 2012.
- To educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats.

Police Traffic Services

- To provide law enforcement agencies with the resources necessary to implement speed and other enforcement programs.
- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities.
- To coordinate a statewide *Obey the Sign or Pay the Fine* campaign during the month of July focusing on speeding, impaired driving and occupant protection through saturation patrols, traffic safety checkpoints and media.
- To encourage all law enforcement agencies to follow guidelines established for vehicular pursuits issued by the IACP (23 USC 402 (b) (1) (E) during our regional workshops as well as through our LEL network.

Motorcycle Program

- To use media and educational materials to educate motorcyclists about the life saving benefits of wearing helmets.
- To use media to increase motorists’ awareness of the need to look out for motorcyclists and to “share the road” with motorcyclists.

D. Process for Establishing Performance Goals

The Kentucky Office of Highway Safety staff analyzed the data for calendar year 2007 through 2010 for each performance measure required by NHTSA and GHSA as well as other measures selected by KOHS. KOHS compared the 2007-2009 average with the 2008- 2010 averages to measure the increase or decrease in each performance measure to determine the degree of change that can be expected by December 31, 2012, as well as long range goals through December 31, 2014.

E. Process for Developing Programs and Projects

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

A formal letter is mailed to every state and local law enforcement agency throughout the state as well as other organizations involved in highway safety. This letter serves as the official notice of funding availability of highway safety grants for the upcoming federal grant year. The Kentucky Office of Highway Safety selects projects for funding each year following submittal of applications by eligible state and local public agencies and non-profit groups. Law Enforcement Liaisons are instrumental in contacting and encouraging agencies in these high priority areas to apply for grants and assist them with their application. The grant application is made available on the Kentucky Office of Highway Safety's web site, along with basic instructions for submission.

Once all applications are received, they are divided among the grant review committee's members to review and note recommendations. In June, the grant review committee meets for several days to discuss and evaluate all proposals as a group. The committee is comprised of Kentucky Office of Highway Safety staff, Law Enforcement Liaisons and the NHTSA Regional Program Manager. Grant proposals are evaluated for eligibility, completeness, and the ability of the project to address identified highway safety problems. Other factors are also given consideration, such as whether or not the proposed project is located in a high-priority county, the agency's past participation in highway safety mobilizations, as well as their prior performance as a grantee (if applicable). Project budgets are also evaluated and recommendations made for modification, if necessary. The committee's recommendations are then forwarded to the Governor's Representative for Highway Safety for final approval.

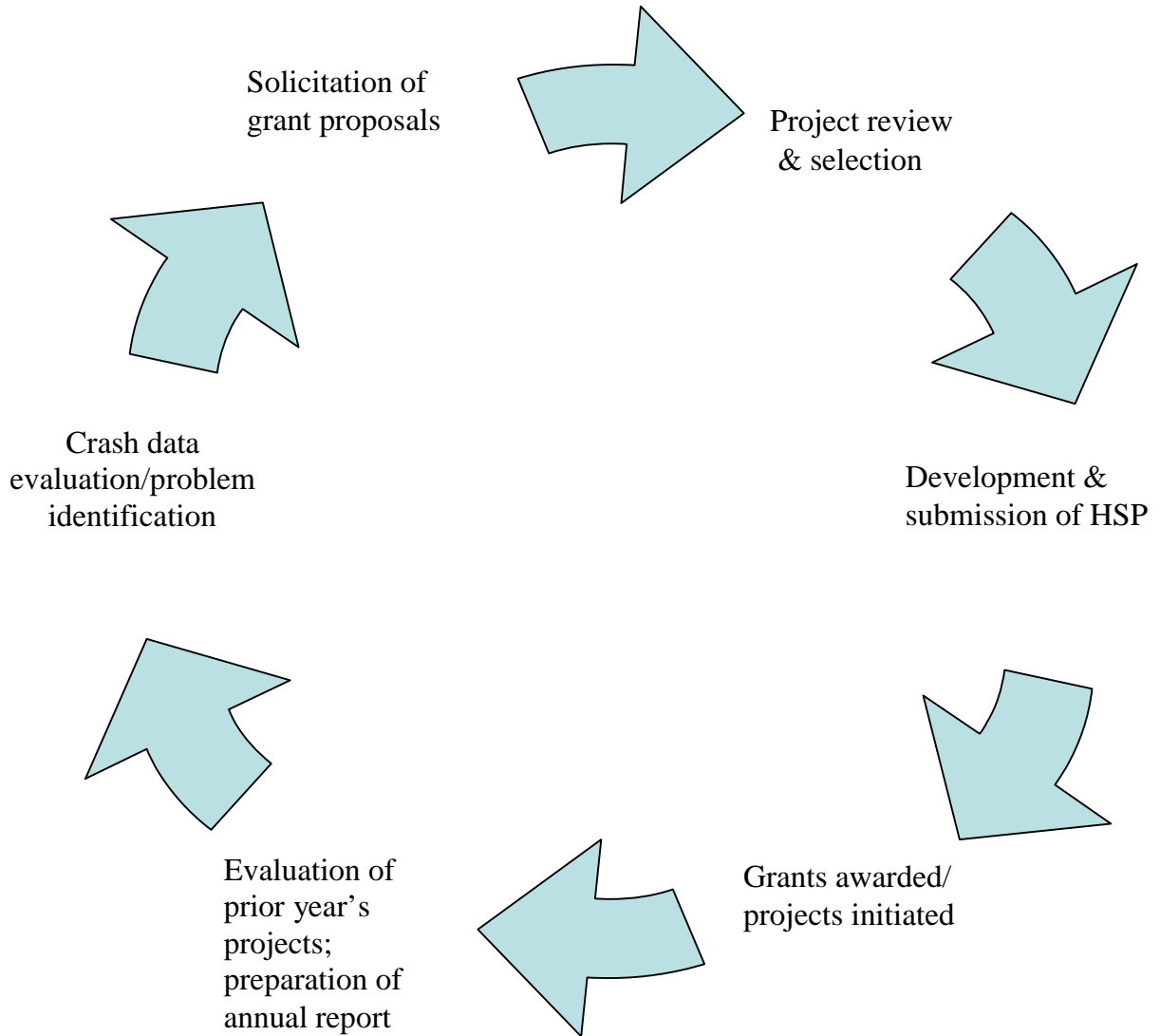
For Fiscal Year 2012, a total of 156 external grant applications were received. 130 of these were enforcement proposals, 20 were educational or other projects, and six were data project proposals. Kentucky Office of Highway Safety review, Traffic Records Data Committee review, and final review by the Governor's Representative for Highway Safety resulted in approval of 113 enforcement proposals, 20 educational/other proposals and four data improvement proposals. Projects not funded were due to non-participation in mobilizations, past activity or request determined to be ineligible.

Below is a summary of the number and types of projects that are proposed for funding in FFY 2011.

Program Area	Total
Section 402	
Planning & Administration	1
Alcohol Countermeasures/Impaired Driving	31
Occupant Protection	36
Police Traffic Services	56
Pedestrian/Bicycle Safety	1
Safe Communities	2
Roadway Safety	1
Accident Investigation	1
Driver Education	0
Traffic Records	2
Community Traffic Safety Program	1
Motorcycle Safety	1
Section 402 Total	133
Section 405 Total	*70
Section 406 Total	0
Section 408 Total	4
Section 410 Total	5
Section 2010 Total	1
TOTALS	213

*Estimated number of mini-grants for FFY 2012 May *Click It or Ticket*

Overview of the Highway Safety Grants Planning Process



PART II: HIGHWAY SAFETY PLAN

Impaired Driving Program

Project Number: AL-12-01

Project Title: Alcohol Public Information and Education (Kentucky Office of Highway Safety)

Description: The Kentucky Office of Highway Safety will purchase educational materials to distribute in highway safety programs and events at schools and in communities across the state. Materials will also be distributed to Alcohol Countermeasures grantees. All purchased items will be printed with an impaired driving message.

Budget: \$10,000

Project Number: AL-12-02

Project Title: Alcohol Networking (Kentucky Office of Highway Safety)

Description: These funds will be used to cover travel and training expenses for partners (non-Kentucky Office of Highway Safety personnel) to attend professional conferences or meetings related to the impaired driving program. They may also be used for expenses for meetings or training events sponsored by the Kentucky Office of Highway Safety.

Budget: \$5,000

Project Number: AL-12-03

Project Title: Governor's Impaired Driving Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue the practice of holding an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in arresting impaired drivers during the previous federal fiscal year.

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

Project Number: AL-12-04

Project Title: Kentucky Crime Prevention Coalition Youth Alcohol Coordinator

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

Budget: \$92,968

Project Number: AL-12-05 through AL-12-34

Project Title: Local Law Enforcement Impaired Driving Countermeasures Projects

Description: These grants will fund 30 local law enforcement agencies' overtime enforcement programs focused on DUI in each of the following counties: Boyd, Jefferson, Ohio, Madison, Bullitt, Pulaski, Trigg, Taylor, Boone, Kenton, Daviess, Franklin, Johnson, Laurel, Anderson, Fayette, Rowan, Nelson, Campbell, Johnson, Hardin, and Spencer counties. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for the agencies to send an officer to the 2012 Kentucky Lifesavers Conference.

Budget: \$654,754.50

Project Number: K8-12-01

Project Title: Department of Criminal Justice Training

Description: This continuation project will be used to provide certification and recertification of Kentucky law enforcement officers to attain/maintain credentials as Drug Recognition Experts (DREs). DRE candidates are carefully selected to ensure that they are suitable for the program and that they have the support of their agency and county prosecutor. This project will provide resources to conduct two DRE courses, up to ten recertification courses, and six Advanced Roadside Impaired Driving Enforcement (ARIDE) courses. The grant will also allow a group of DRE instructors to attend the national DRE Conference. With Kentucky's increasing number of drug-related DUIs and crashes, this program is an essential component of Kentucky's strategy to reduce impaired driving. The training curriculum, which is provided by the International Association of Chiefs of Police, includes classroom instruction, written tests and supervised evaluation of subjects. Those certified by this program are able to conduct standardized and systematic evaluations of drug-impaired individuals and provide reliable testimony in court. The grant will pay for the DRE Program Coordinator's salary, instructors' and students' expenses, materials for the courses, and certification/recertification training.

Budget: \$143,150.00 (410 funds)

Project Number: K8-12-02

Project Title: Breath Alcohol Intoxilyzer 8000 Deployment

Description: Kentucky State Police will utilize these funds to replace 30 aging Intoxilyzer 5000 breath alcohol instruments with Intoxilyzer 8000 models at jails and other sites throughout the state that serve all law enforcement agencies. At least one such breath testing device is maintained per county and there are currently 150 active sites. It is estimated that 23% of the current KSP-owned devices are in a state of disrepair, with limited availability of replacement parts. Approximately 45% of the state's inventory of Intoxilyzer 5000 units have been in service for ten years, which is within the estimated life expectancy range for this equipment.

Replacement of dysfunctional units will allow law enforcement officers from state and local agencies to more efficiently conduct breath alcohol tests on DUI arrest subjects, which is more cost-effective than blood testing for alcohol impairment.

Budget: \$194,100 (410 Funds)

Project Number: K8-12-03

Project Title: Kentucky Crime Prevention Coalition Youth Program

Description: This project will fund the expenses for a two-day Underage Drinking Prevention and Traffic Safety Conference for middle and high school students in Kentucky. The goal of this conference is to provide students the tools and resources needed to be effective student leaders focusing on highway safety.

Budget: \$12,960

Project Number: K8-12-04

Project Title: Office of the Attorney General – Traffic Safety Resource Prosecutor

Description: This project provides sixth-year funding for the position of a full-time Traffic Safety Resource Prosecutor (TSRP). This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI-related laws. The TSRP will coordinate a minimum of three regional trainings on a variety of legal issues related to traffic safety that may include: trial advocacy in traffic safety cases, use of effective trial techniques, current legislative overview, use of expert witnesses, physiological effects of drugs and alcohol, common defenses, training on repeat offender prosecution and sobriety tests, vehicle forfeiture and immobilization

issues, and communication skills and pre-trial issues in DUI cases. An additional training offered statewide will focus on DUI vehicular homicide. All of these training events will be available to all state prosecutors, and will place emphasis on a team approach with law enforcement. In addition, the TSRP is a mentor to new prosecutors and provides training for new law enforcement recruits regarding DUI at the Department of Criminal Justice Training facility.

Budget: \$183,009 (410 Funds)

Project Number: K8-12-05

Project Title: Kentucky State Police Nighthawk Impaired Driving Enforcement

Description: Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement efforts will be concentrated in identified safety corridors and in counties with high numbers of alcohol-related crashes. KSP will partner with local agencies in saturation and checkpoint activities and will increase public awareness of these DUI enforcement efforts. This grant will pay for overtime enforcement pay, fuel costs, equipment and funds to send law enforcement to the 2012 Kentucky Lifesavers Conference.

Budget: \$433,375 (410 Funds)

Project Number: K8-12-06

Project Title: Administrative Office of the Courts Traffic Safety Judicial College

Description: To increase District Judges' knowledge regarding ignition interlocks as a tool to combat impaired driving as well as best practices in court processes and treatment strategies for DUI offenders who are referred to Drug Courts.

Budget: \$25,000 (410 Funds)

Project Number: K8-12-07

Project Title: Traffic Safety Checkpoint Trailer-Lighting (KOHS)

Description: These funds will be used to purchase lighting for a traffic safety checkpoint Trailer that will be loaned out to law enforcement agencies throughout the state.

Budget: \$20,000 (410 Funds)

Project Number: K4PM-12-01

Project Title: Impaired Driving and Occupant Protection Paid Media

Description: These funds will be used to pay an in-house contract with the Kentucky Speedway to promote seat belt usage and to deter impaired driving. The Kentucky Speedway will provide trackside billboards, concourse signage, pedestrian tunnel signage, and public service announcements during each event; funds will also be used to develop and run a statewide media campaign to coincide with the national *Click It or Ticket* media campaign in November 2011.

Budget: \$328,545.42 (406 funds)

Project Number: K8PM-12-03

Project Title: Impaired Driving Paid Media

Description: These funds will be used to develop and run statewide media campaigns to coincide with the national *Drive Sober or Get Pulled Over* campaign in December 2011 and August 2012. In addition, anti-DUI advertising will be purchased during other high-risk times of the year to sustain the message. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads, and messaging at sporting venues. Media markets that serve areas where there are a high number of alcohol-related crashes will be targeted. These funds will also pay a portion of an in-house contract with the University of Kentucky to promote seat belt usage and to deter impaired driving through live

announcements during home games, our Click It or Ticket and Drive Sober or Get Pulled Over logos on backlit video boards, video walls, advertising panels, as well as filmed endorsements from coaches, network commercials and commercials during radio broadcasts of the games.

Budget: \$950,000 (410 Funds)

Occupant Protection Program

Project Number: OP-12-01

Project Title: Occupant Protection Public Information and Education (Kentucky Office of Highway Safety)

Description: The Kentucky Office of Highway Safety will purchase educational materials to be distributed to local law enforcement for special events or educational programs to increase awareness about occupant protection. All items will be printed with the *Click It or Ticket* messaging.

Budget: \$10,000

Project Number: OP-12-02

Project Title: Occupant Protection Networking (Kentucky Office of Highway Safety)

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

Budget: \$5,000

Project Number: OP-12-03

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

Description: In 2012, Kentucky will hold the eighth consecutive Kentucky Lifesavers Conference. The conference will offer a wide range of sessions in the areas of engineering, education, enforcement, and emergency response. Grant funds will cover planning and coordination, conference facility rental, meals, speaker fees, etc.

Budget: \$40,000

Project Number: OP-12-04

Project Title: Occupant Protection Enforcement Awards

Description: The Kentucky Office of Highway Safety will continue an awards ceremony and luncheon to recognize law enforcement agencies and officers who have excelled in enforcing Kentucky seat belt laws.

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

Project Number: OP-12-05

Project Title: Kentucky Transportation Center Seat Belt Usage Surveys

Description: Researchers will conduct observational surveys at selected sites in a sample of counties using a NHTSA-approved methodology. Observations will be conducted in the early summer of 2012, beginning immediately after the *Click it or Ticket* campaign. Data will be used to calculate an average statewide seat belt usage rate for all front seat occupants. Complete results of the survey will be published in a summary report.

Budget: \$80,450

Project Number: OP-12-06 through OP-12-08

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

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

Budget: \$334,812

Project Number: OP-12-09

Project Title: Kentucky Crime Prevention Coalition—Northern LEL

Description: This grant will fund a part time Law Enforcement Liaison 30 hours per week to serve as a field agent to the Kentucky Office of Highway Safety, providing services to a 19-county area in Northern and Central Kentucky. 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 Office of Highway Safety, assist in monitoring law enforcement agency grantees' performance, and help coordinate traffic safety-related activities between agencies. Grant includes personnel costs, travel/training expenses, equipment and educational materials.

Budget: \$114,104

Project Number: OP-12-10

Project Title: Kentucky Crime Prevention Coalition – Materials Clearinghouse

Description: This continuing project will provide funding to purchase educational materials with a highway safety message focusing on occupant protection for local agencies to distribute during elementary and middle school highway safety programs.

Budget: \$15,360

Project Number: OP-12-11

Project Title: Kosair Children's Hospital CPS Program

Description: This continuing grant will provide partial funding for a Registered Nurse as a CPS specialist/instructor as well as a part-time Health Educator who will work from Kosair Children's Hospital in Louisville, providing CPS instruction assistance throughout the state. In the upcoming year, the CPS Specialist and the Health Educator will provide permanent fitting stations in Jefferson County and several surrounding counties, provide assistance for the special needs car seat services for health agencies statewide, offer continuing education classes to nursing staff, offer continuing education opportunities for technicians statewide and will host car seat classes for parents of infants. The grant will cover 25% of the time for the CPS coordinator, and a part-time salary for a Health Educator, travel/training, public information and education materials, child restraint check up supplies and orthopedic seats for special needs children.

Budget: \$51,200

Project Number: OP-12-12 through OP-12-27; OP-12-29 through OP-12-38

Project Title: Local Law Enforcement Occupant Protection Programs

Description: These grants will allow 26 local agencies to work overtime enforcement focusing on occupant protection in the following counties: Campbell, Jefferson, Anderson, Marshall, Bourbon, Butler, Carter, Breckenridge, Pulaski, Kenton, Simpson, Harlan, Mercer, Henderson, Breathitt, Knott, Lawrence, McCreary, Caldwell, Russell, Logan, Shelby, Pulaski and Woodford. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2012 Kentucky Lifesavers Conference.

Budget: \$338,652

Project Number: OP-12-28

Project Title: Kentucky State Police

Description: This project will fund overtime focused on seat belt enforcement during the months of November 2011, March 2012 and July 2012. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes.

Budget: \$82,500

Project Number: OP-12-39

Project Title: Marshall County Health Department CPS Program

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

Budget: \$21,500

Project Number: OP-12-40

Project Title: T J Samson Hospital

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

Budget: \$5,500

Project Number: K2PM-12-01

Project Title: Occupant Protection Paid Media

Description: These funds will be used to develop & run a statewide occupant protection media campaign supporting the national *Click it or Ticket* campaign in May 2012. The following media formats will be considered for reaching target audiences: network & cable television, radio, billboards and other print ads, and messaging at sporting venues.

Budget: \$175,000 (405 funds)

Project Number: K4PM-12-01

Project Title: Impaired Driving and Occupant Protection Paid Media

Description: These funds will be used to pay an in-house contract with the Kentucky Speedway to promote seat belt usage and to deter impaired driving. The Kentucky Speedway will provide trackside billboards, concourse signage, pedestrian tunnel signage, and public service announcements during each event; funds will also be used to develop and run a statewide media

campaign to coincide with the national *Click It or Ticket* media campaign in November 2011.
Budget: \$328,545.42 (406 funds)

Project Number: K2-12-01 thru K2-12-70

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

Description: These grants will allow 70 state and local agencies to work overtime enforcement focusing on occupant protection during the *Click It or Ticket* enforcement mobilization in May/June 2012. Areas identified and approved by NHTSA as the seat belt survey sites as well as those areas having low seat belt use rates will be contacted regarding a mini-grant funding opportunity to increase enforcement efforts during the campaign.

Budget: \$275,000

Police Traffic Services Program

Project Number: PT-12-01

Project Title: PTS Public Information and Education (Kentucky Office of Highway Safety)

Description: The Kentucky Office of Highway Safety will purchase educational materials to distribute for highway safety programs and events at schools and in communities across the state. Materials will also be distributed to Police Traffic Services grantees. All purchased items will be printed with highway safety messages related to all program areas.

Budget: \$5,000

Project Number: PT-12-02

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

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

Budget: \$10,000

Project Number: PT-12-03 through PT-12-27; PT-12-29 through PT-12-57

Project Title: Local Law Enforcement Police Traffic Services Programs

Description: These grants will allow 54 local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the following counties: Boone, Marshall, Campbell, Christian, Pike, Harrison, Boyle, Lyon, Kenton, Hardin, Pendleton, Franklin, Scott, Graves, Muhlenberg, Hopkins, Jessamine, Fayette, Laurel, Jefferson, Harlan, Madison, McCracken, Bullitt, Calloway, Oldham, Bourbon, Bell, Pulaski, Greenup, Shelby, Spencer, Taylor, Trigg, Fayette, Warren, Wolfe, and Clark counties. In addition to funds for overtime salaries and benefits, many of these agencies will also receive funds for the purchase of traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, or radars). Additionally, grant budgets will include funding for personnel to attend the 2012 Kentucky Lifesavers Conference.

Budget: \$960,562

Project Number: PT-12-28

Project Title: Kentucky State Police SPEED Selective Traffic Enforcement Program

Description: KSP will use a selective enforcement approach directed toward violations that contribute to fatality and serious injury crashes. Enforcement will be throughout the state, but with special emphasis on the top 25 counties, particularly Pike County, in which there are few

other highway safety partners. Enforcement will also be focused on roadways that have the highest number of speeding-related crashes, fatalities and injuries. This grant will pay for overtime enforcement pay, fuel costs, and new radars.

Budget: \$422,640

Project Number: PT-12-58

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

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

Budget: \$20,000

Project Number: PM-12-01

Project Title: Speeding Paid Media

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

Budget: \$175,000 (402 funds)

Planning & Administration Program

Project Number: PA-12-01

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

Description: This grant will fund 50% of the salaries & benefits and travel & training expenses for the Branch Manager and Financial Manager of the Office's Division of Highway Safety Programs, Grants Management Branch. In addition, it will fund 50% of the expenses for office supplies, equipment, postage, and GHSA and professional dues for the Grants Management Branch. The remaining 50% is funded by the state with required matching funds.

Budget: \$100,000

Project Number: K4PA-12-01

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

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

Budget: \$196,091.57 (406 Funds)

Community Traffic Safety Program

Project Number: CP-11-01

Project Title: Program Management (Kentucky Office of Highway Safety)

Description: This grant will fund the salaries & benefits and travel & training expenses for each of the three Grant Program Managers.

Budget: \$190,000

Motorcycle Safety Program

Project Number: MC-12-01

Project Title: Motorcycle Safety Awareness Project

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

Budget: \$135,000

Project Number: K6-12-01

Project Title: Motorcycle Safety Awareness Project

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

Budget: \$155,958.33 (2010 Funds)

Safe Communities Program

Project Number: SA-12-01

Project Title: Cumberland Valley Area Development District Highway Safety Program

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

Budget: \$30,900

Project Number: SA-12-02

Project Title: Madison County Traffic Safety Education Program

Description: This project, coordinated by the Madison County Health Department, will continue to implement a long-standing program of traffic safety education in the community through programs and outreach at local schools and colleges, Health Department clinics, Madison County

Safety City, and community events. The Health Department's safety education program director will head the Madison County Safety Coalition and will continue to collaborate with a number of civic and educational organizations, law enforcement agencies, the faith-based community and other groups, including Be a Children's Champion, the Madison County Extension Service, SAFE KIDS, and Eastern Kentucky University Baccalaureate Nursing Program. Educational and outreach efforts will seek to reach all segments of the population and will emphasize the following areas: seat belt and child passenger restraint usage, impaired driving, distracted driving, young drivers, and bicycle/pedestrian safety. The project includes gathering local seat belt usage data through quarterly observational surveys and maintaining CPS fitting stations at health department clinics in Berea and Richmond.

Budget: \$57,500 (salaries and benefits for safety education team & educational materials)

Pedestrian & Bicycle Safety Program

Project Number: PS-12-01

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

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

Budget: \$57,594

Accident Investigation Program

Project Number: AI-12-01

Project Title: KSP Accident Reconstruction Program

Project Description: This grant will provide funding to the Kentucky State Police's Traffic Accident Reconstruction Unit to cover the recurring expense of purchasing Crash Data Recovery (CDR) updates to complete two CDR toolkits. These updates allow crash reconstruction specialists to supplement their expertise with information from CDR "black box" technology – information that is increasingly sought after by prosecutors in criminal investigations. Funding will also allow training of selected personnel in utilizing and analyzing the data contained in the updates.

Budget: \$6,000

Roadway Safety Program

Project Number: RS-12-01

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

Description: The University of Kentucky Transportation Center will continue to analyze data from the statewide CRASH (Collision Report Analysis for Safer Highways) database to develop two publications that are widely used by highway safety professionals and researchers. *Analysis of Traffic Crash Data in Kentucky* is a compilation of five years of statewide and county crash data, organized into dozens of reference tables. *Kentucky Collision Facts* presents characteristics of crashes for the most recent year (2011) and includes information such as driver age and sex, contributing factors, restraint usage in crashes, and types of vehicles involved.

Budget: \$60,000

Traffic Records Program

Project Number: TR-12-01

Project Title: Traffic Records Program Management (Kentucky Office of Highway Safety)

Description: Includes salaries & benefits and travel & training expenses for one staff member of the Office's Division of Highway Safety Programs. This specifically pays for personnel who supply traffic records analysis to all safety partners, internal and external.

Budget: \$60,000

Project Number: TR-12-02

Project Title: Traffic Records Networking (Kentucky Office of Highway Safety)

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

Budget: \$2,500

408 Data Incentive Program

Project Number: K9-12-01

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

Description: This project is an integrated modular system of the Kentucky Board of EMS, (KBEMS) and is designed to provide consistent, accurate and timely data collection for all Commonwealth EMS Service Providers, EMS First Responders and EMS training centers. A portion of this grant funding will be used to enhance the capabilities of the Teaching and Education Institutions (TEIs). These institutions are licensed and regulated by KBEMS and are the agencies that teach all new EMS personnel in Kentucky. It is also intended that the information gathered through KEMSIS will be studied and used to adjust the curriculum as needed.

Budget: \$179,600

Project Number: K9-12-03

Project Title: Kentucky Roadview software and PC workstation - KYTC Highway Asset Collection

Description: Mandli Communications, Inc. (Mandli) will provide five (5) additional Roadview software licenses and PC workstations to KYTC. These licenses and workstation will be used to collect additional assets the Cabinet is not currently collecting and verify assets already in place. The Cabinet has a delivery order in place for a second asset collection vehicle. With this vehicle more mileage will be recorded each year and a greater effort will be needed to collection assets from this mileage in a timely manner. The addition Roadview licenses and workstation will provide the platform to complete this task.

Budget: \$48,750

Project Number: K9-12-04

Project Title: Camera Upgrade - KYTC Highway Asset Collection

Description: Mandli Communications, Inc. (Mandli) will upgrade the existing KYTC imaging equipment to a new Prosilica camera system. The Prosilica system will feature cameras that capture images at a resolution of 2448 x 2050 pixels. The project will include an upgrade to the current peripheral processing unit (PPU), removal and installation of cabling, and removal and installation of the equipment rack. The new imaging system will be fully compatible with other subsystems installed within the current KYTC collection vehicle and current in-of• ce workstation software.

Budget: \$42,714

Project Number: K9-12-05

Project Title: Expanded Kentucky Trauma Registry Data Collection and Analysis

Description: This project will support the inclusion of the expanded trauma data set, which is part of a uniform national data set in the statewide trauma registry report. Funding for federal fiscal year 2012 will support the completion of data reporting from the expanded state trauma registry, dissemination of findings from the registry data, and ongoing incorporation of newly verified trauma facilities into registry reports, providing a more complete and detailed account of traumatic injury and trauma care.

Budget: \$40,000

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
- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs
- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs
- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

Section 402 Requirements

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

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

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

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

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

- **National law enforcement mobilizations,**
- **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.**

(23 USC 402 (b)(1)(E));

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 USC 402(l)).

Other Federal Requirements

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

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

The same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations. 49 CFR 18.41.

Failure to adhere to these provisions may result in the termination of drawdown privileges.

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

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

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

Federal Funding Accountability and Transparency Act (FFATA)

The State will comply with FFATA guidance, OMB Guidance on FFATA Subward and Executive Compensation Reporting, August 27, 2010, (https://www.fsrs.gov/documents/OMB_Guidance_on_FFATA_Subaward_and_Executive_Compensation_Reporting_08272010.pdf) by reporting to FSRS.gov for each sub-grant awarded:

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

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

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

- Other relevant information specified by OMB guidance.

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794) and the Americans with Disabilities Act of 1990 (42 USC § 12101, *et seq.*; PL 101-336), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil

Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; The Civil Rights Restoration Act of 1987, which provides that any portion of a state or local entity receiving federal funds will obligate all programs or activities of that entity to comply with these civil rights laws; and, (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.

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

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace.
 2. The grantee's policy of maintaining a drug-free workplace.
 3. Any available drug counseling, rehabilitation, and employee assistance programs.
 4. The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 1. Abide by the terms of the statement.
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e. Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.

- f. Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1. Taking appropriate personnel action against such an employee, up to and including termination.
 - 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.
- g. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)) which contains the following requirements:

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

POLITICAL ACTIVITY (HATCH ACT).

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

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

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

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

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

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

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

RESTRICTION ON STATE LOBBYING

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

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

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

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

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

Government, the department or agency may terminate this transaction for cause or default.

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

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

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

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

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

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

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

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

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

- (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;
- (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;
- (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
- (d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

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

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms *covered transaction*, *debarred*, *suspended*, *ineligible*, *lower tier covered transaction*, *participant*, *person*, *primary covered transaction*, *principal*, *proposal*, and *voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.
5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded

from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

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

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

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

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

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

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

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

POLICY TO BAN TEXT MESSAGING WHILE DRIVING

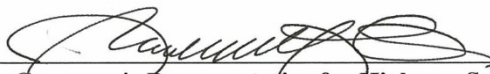
In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to:

- (1) Adopt and enforce workplace safety policies to decrease crashes caused by distracted driving including policies to ban text messaging while driving—
 - a. Company-owned or –rented vehicles, or Government-owned, leased or rented vehicles; or

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

ENVIRONMENTAL IMPACT

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



Governor's Representative for Highway Safety

Kentucky

State or Commonwealth

2012

For Fiscal Year

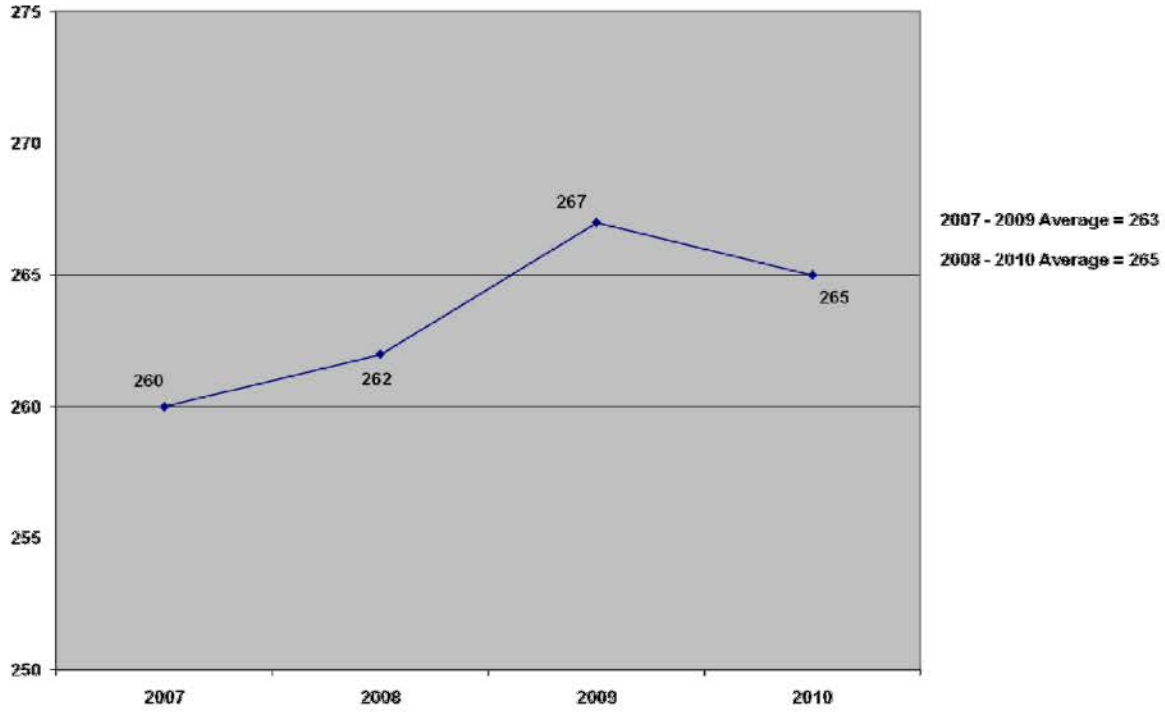
8/29/11

Date

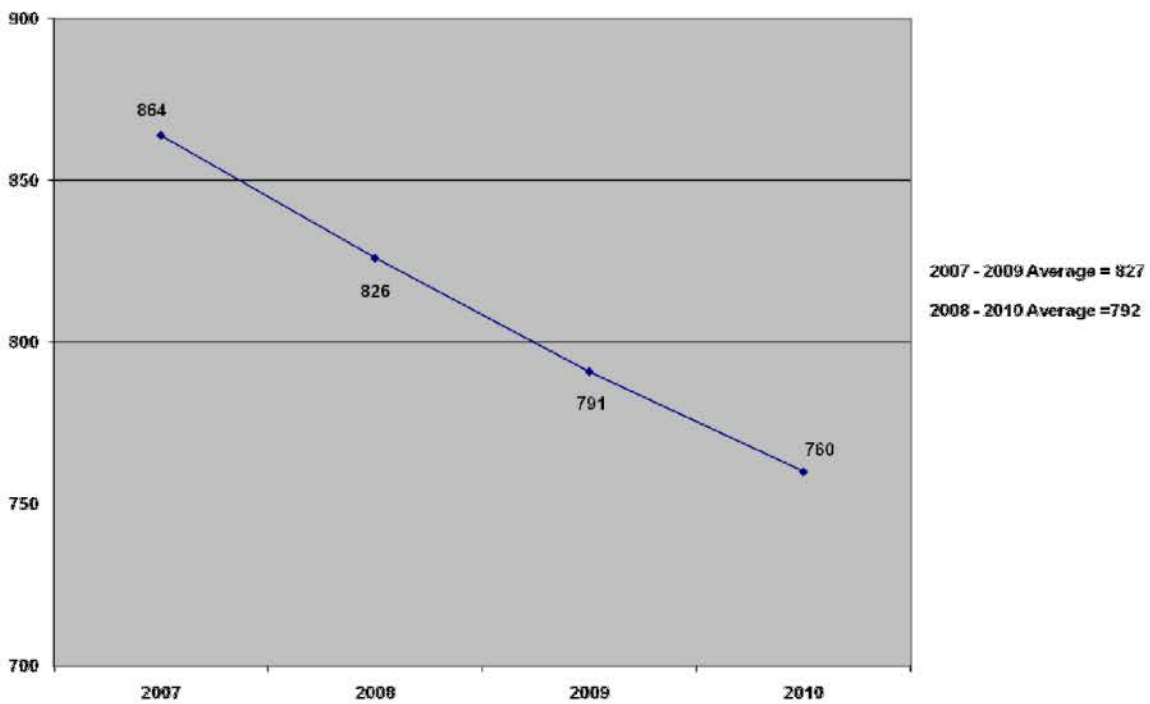
APPENDIX

CRASH DATA TRENDS

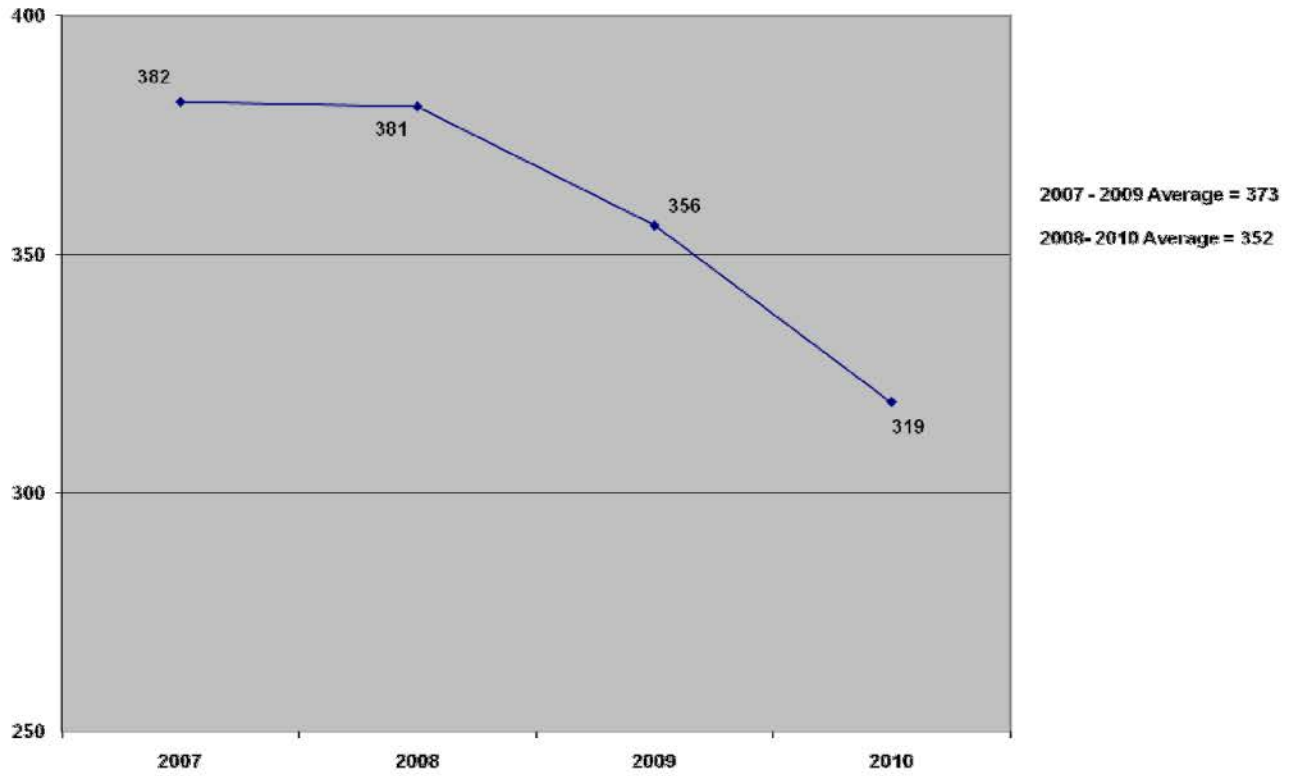
Crash Rate per 100 Million Vehicle Miles Traveled



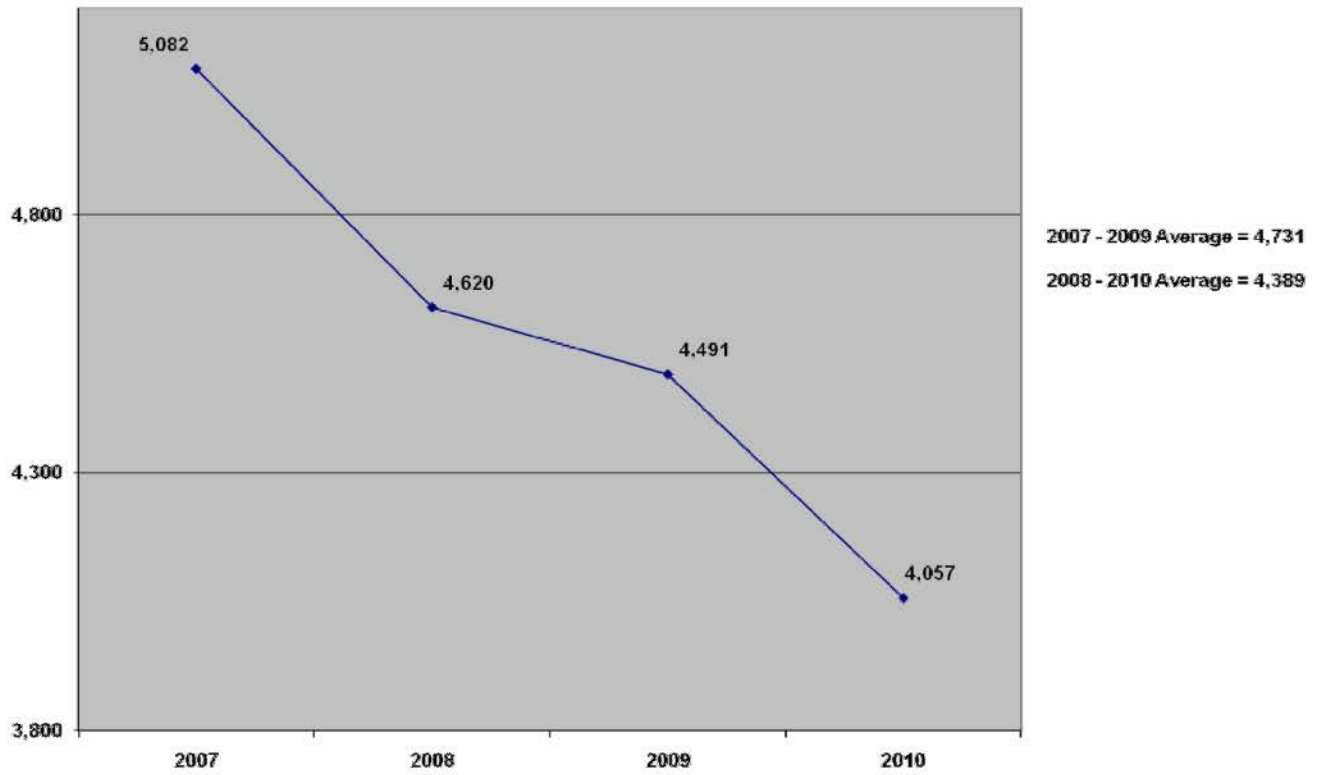
Fatalities



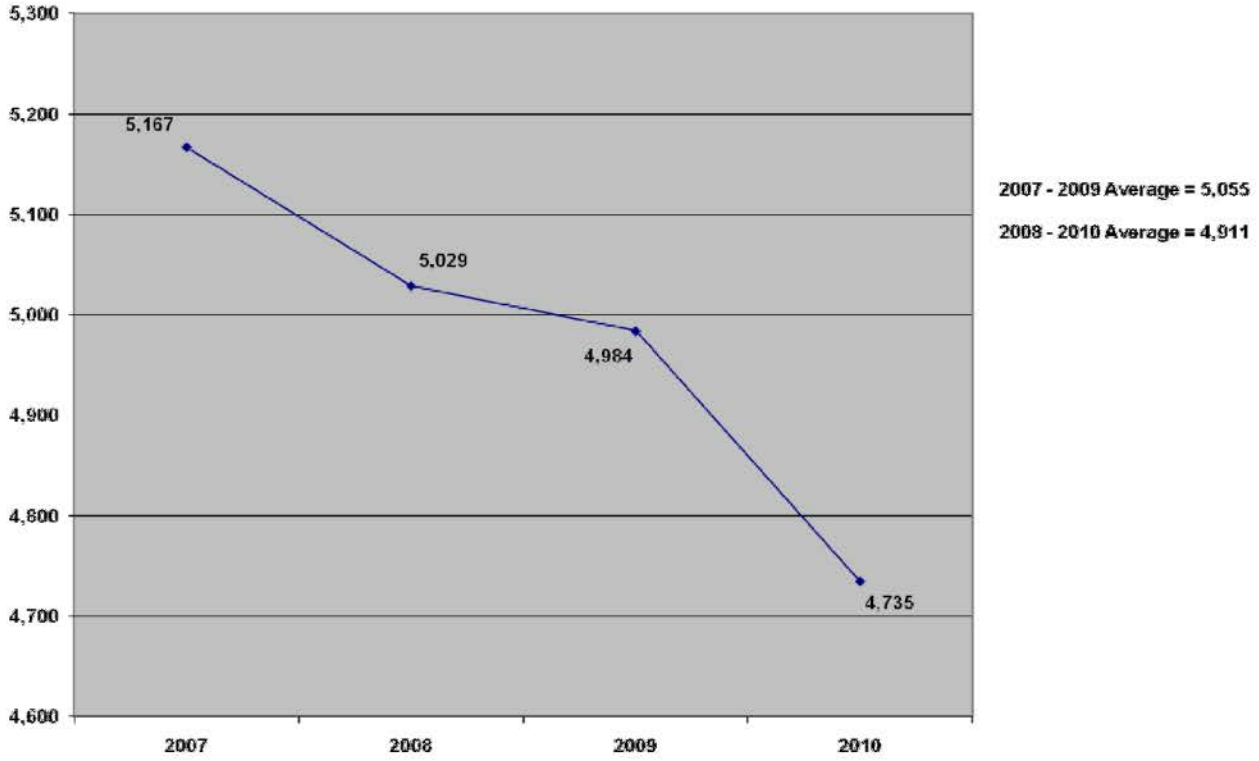
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions)



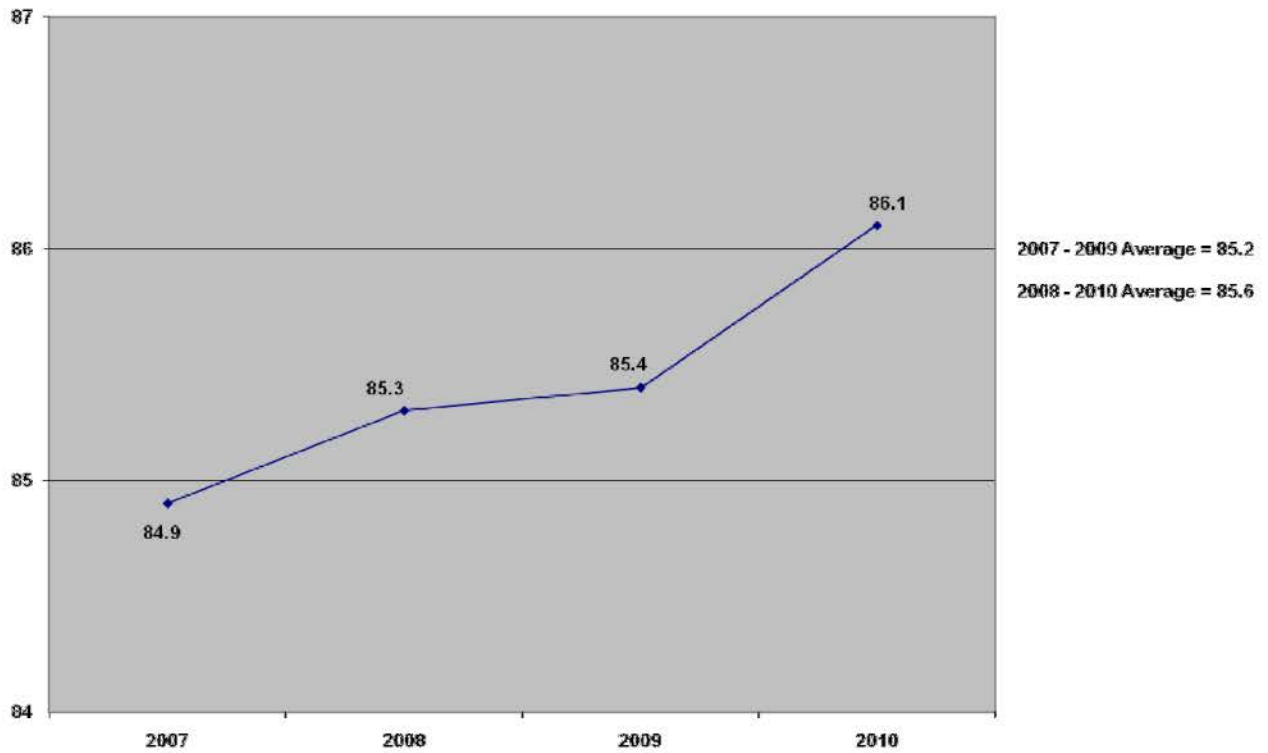
Serious Injuries



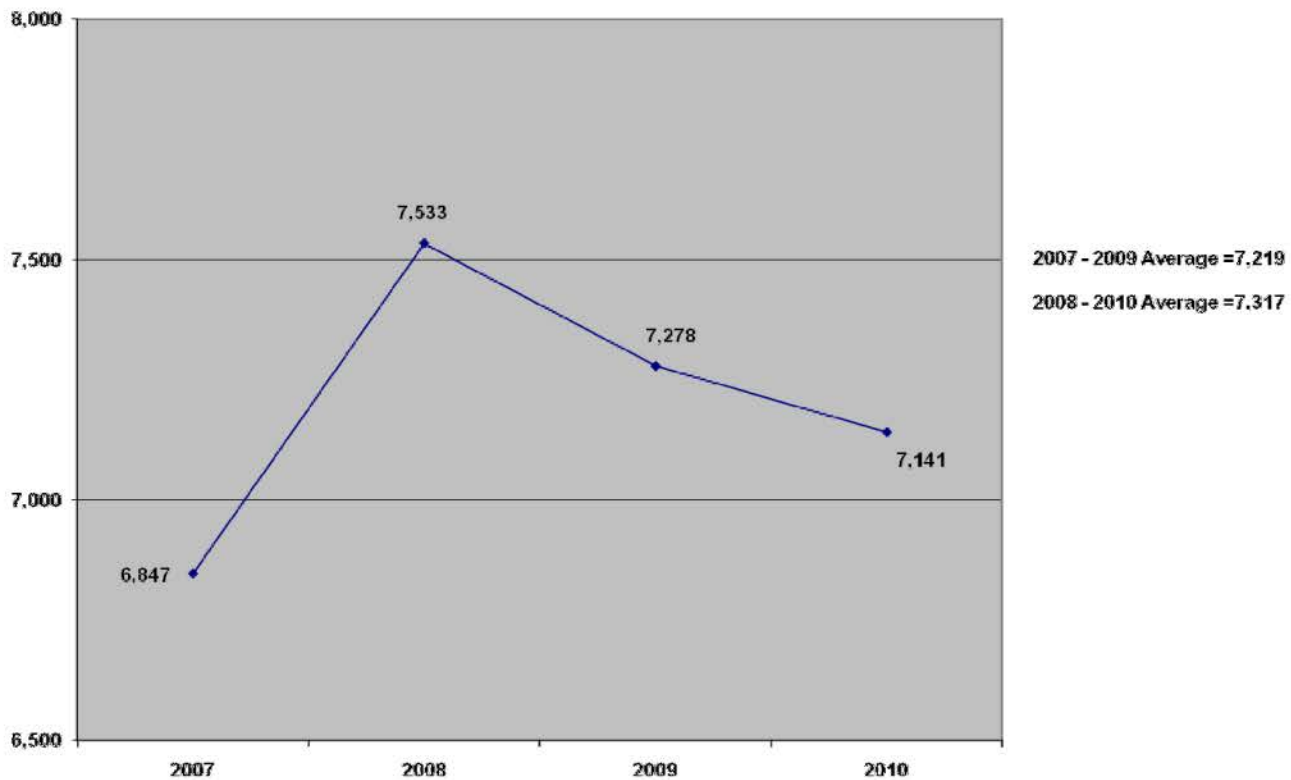
Alcohol Related Crashes



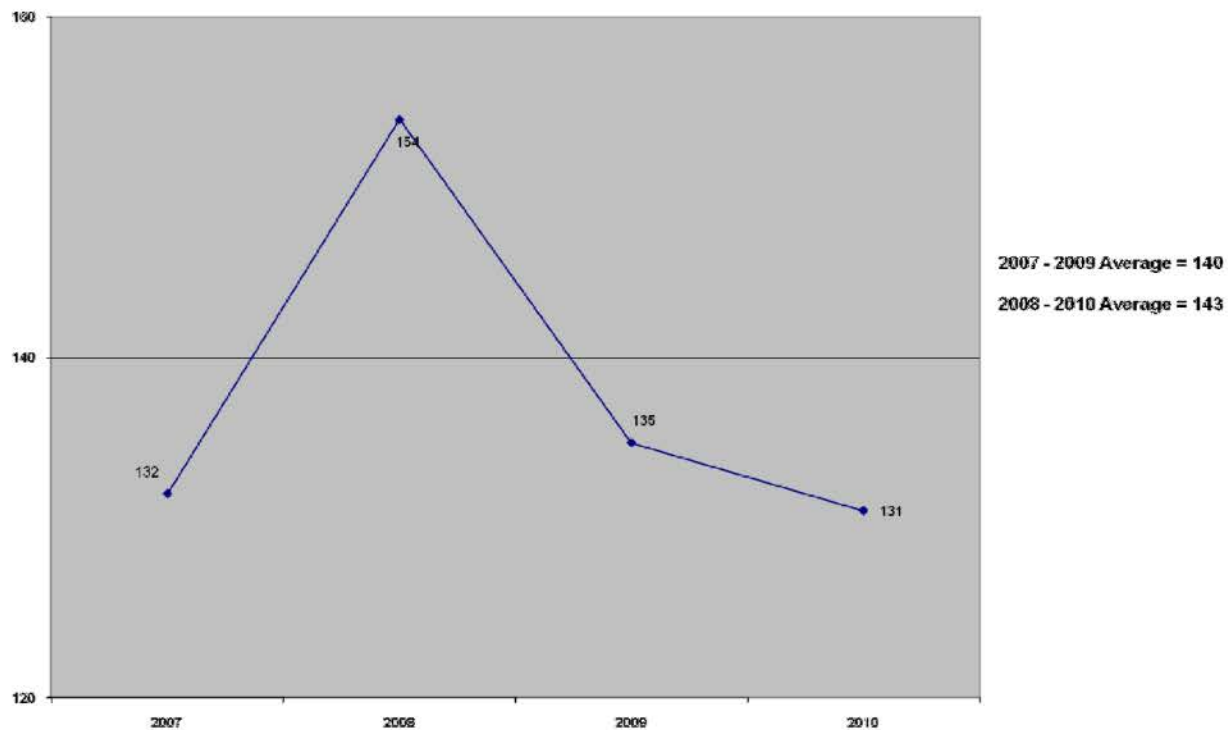
Statewide DUI Conviction Rate



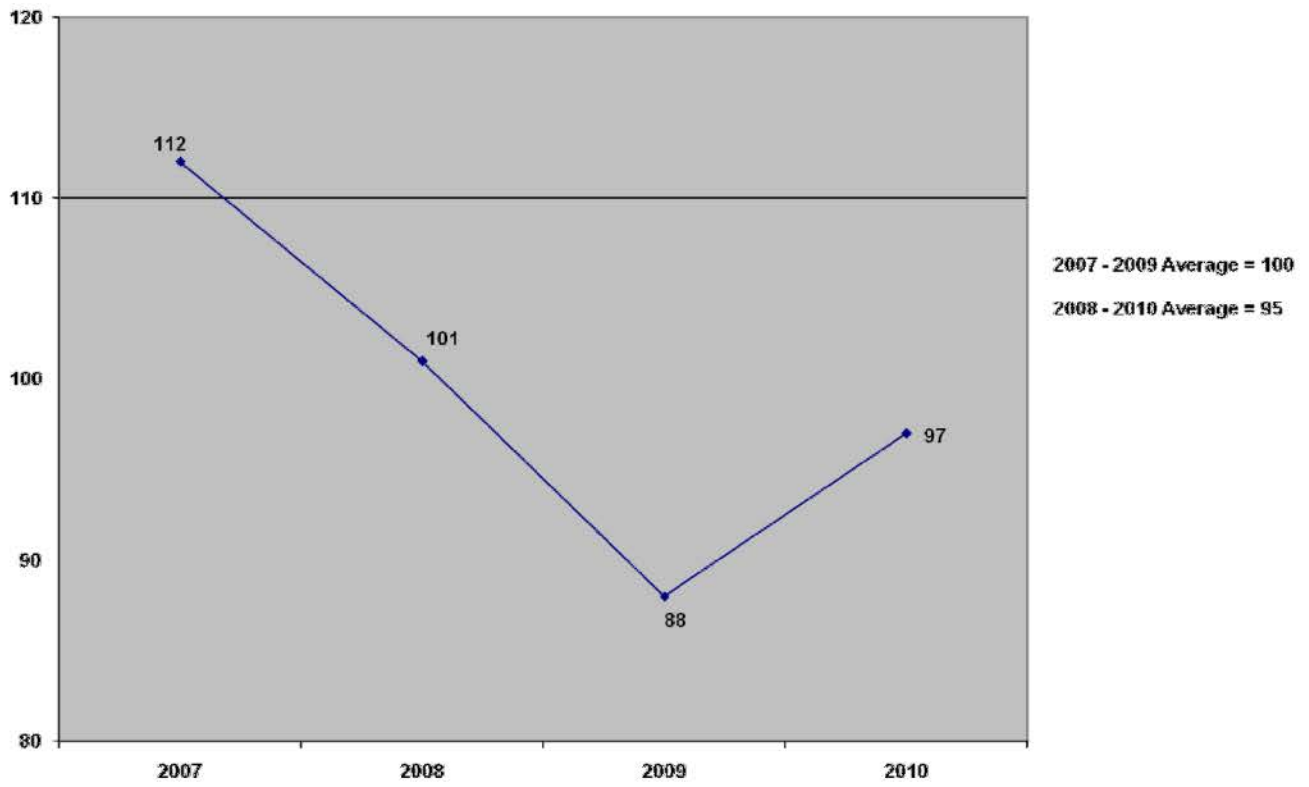
Speeding – Related Crashes



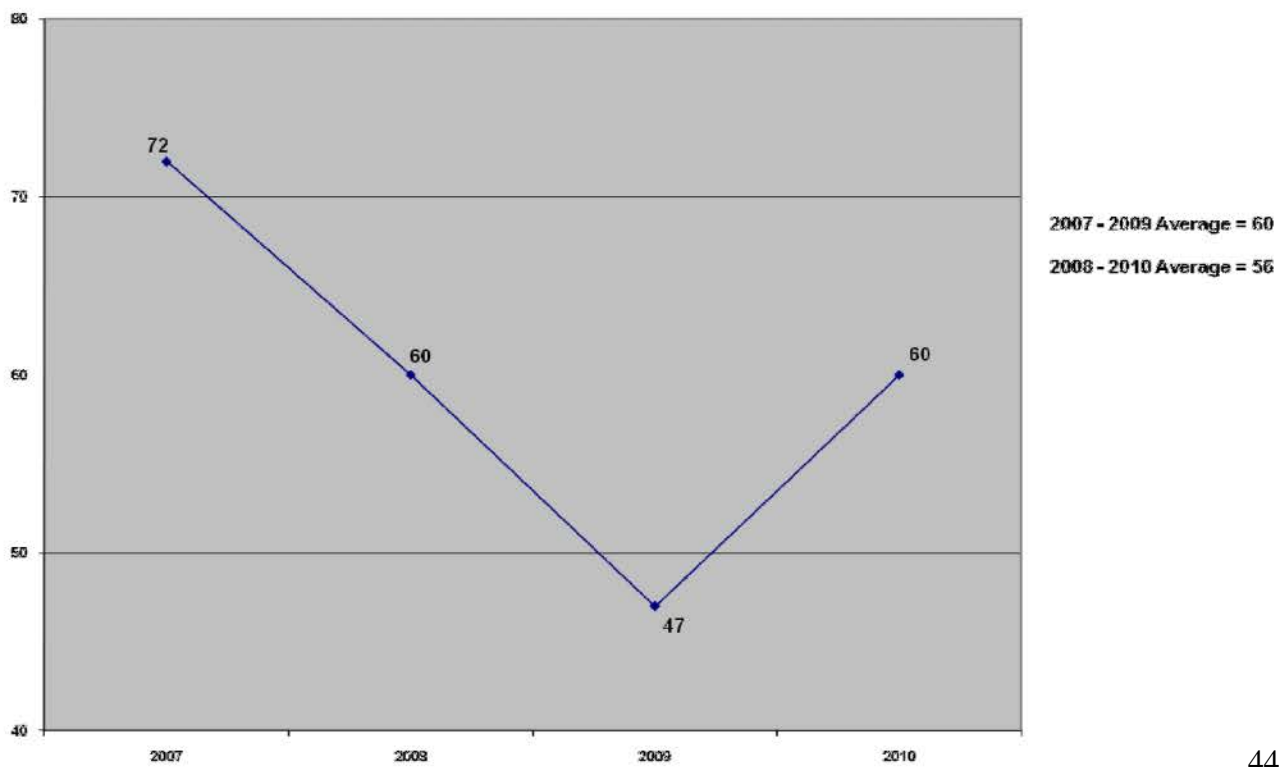
Speeding – Related Fatalities



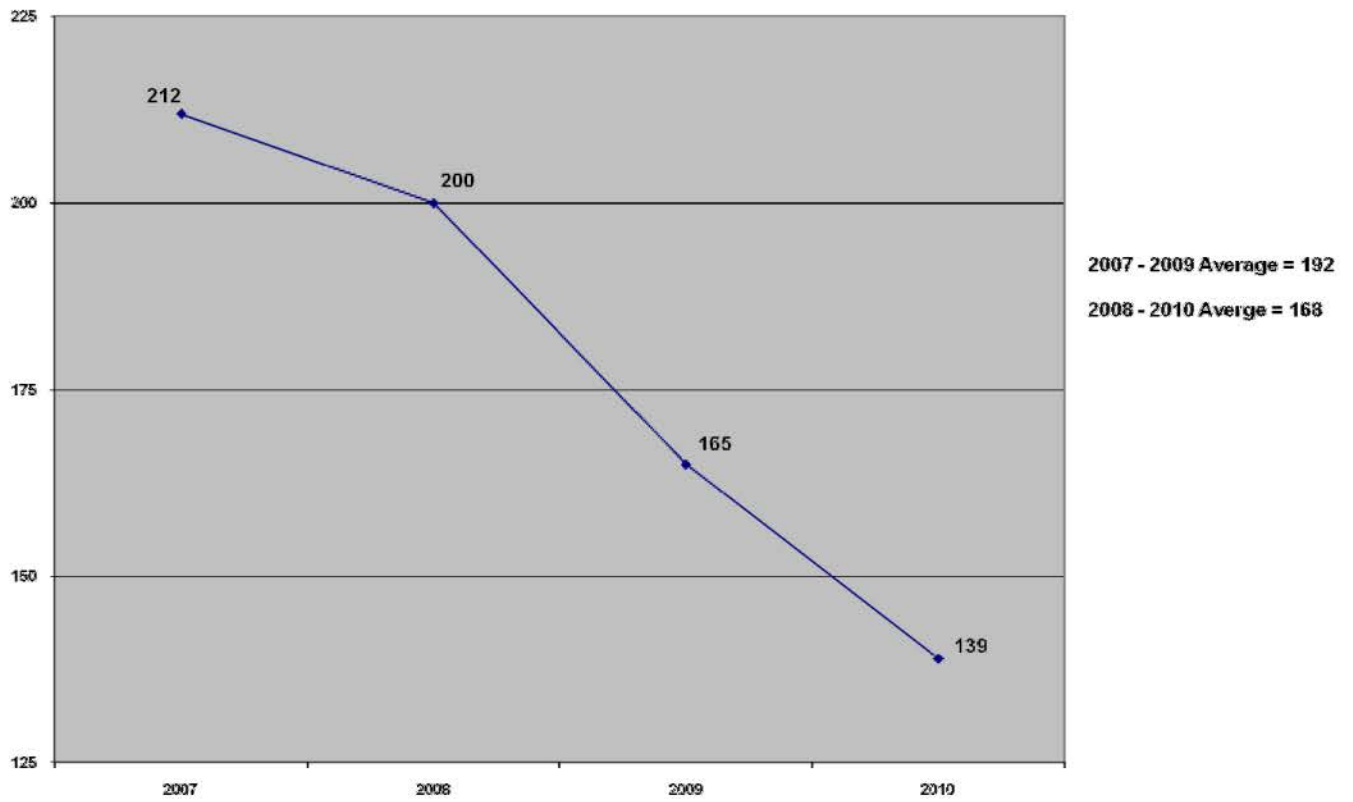
Motorcyclist Fatalities



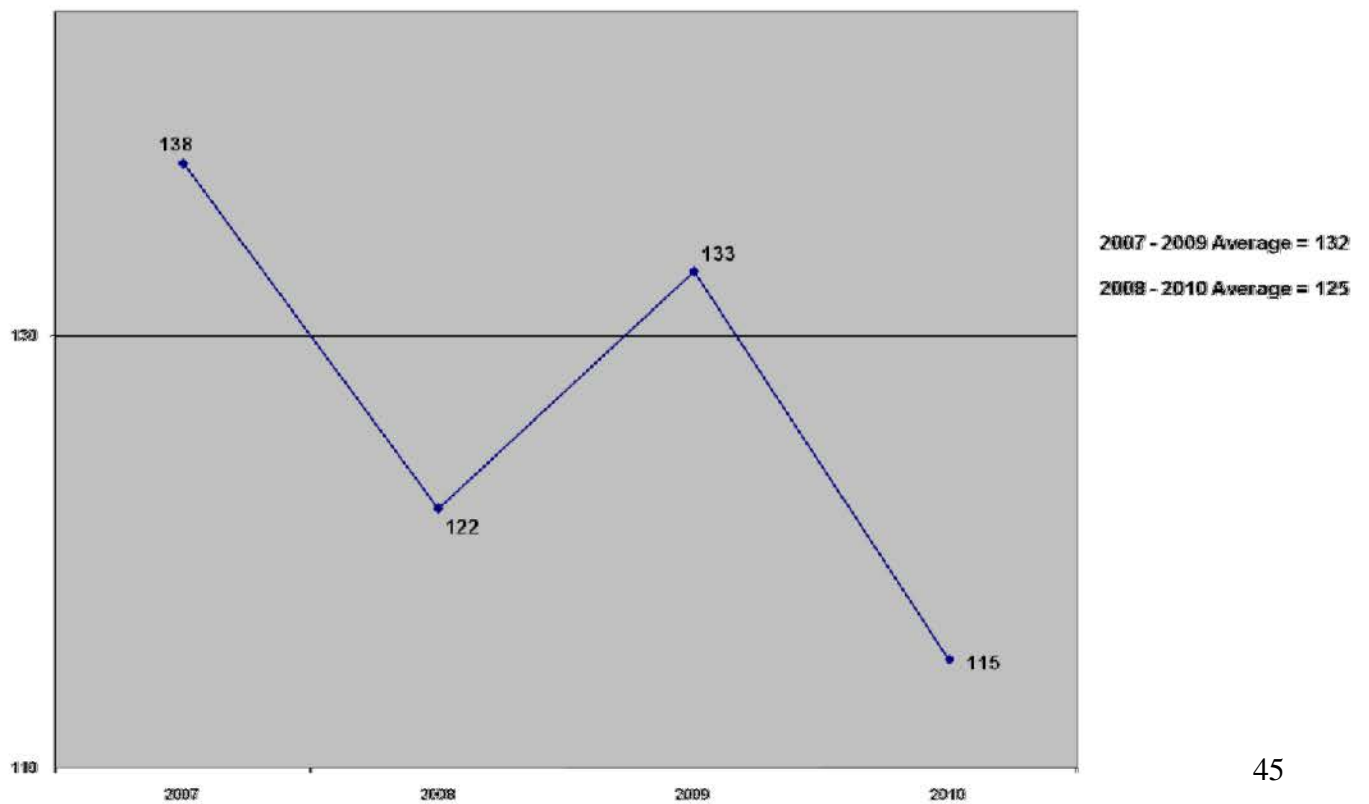
Unhelmeted Motorcyclist Fatalities



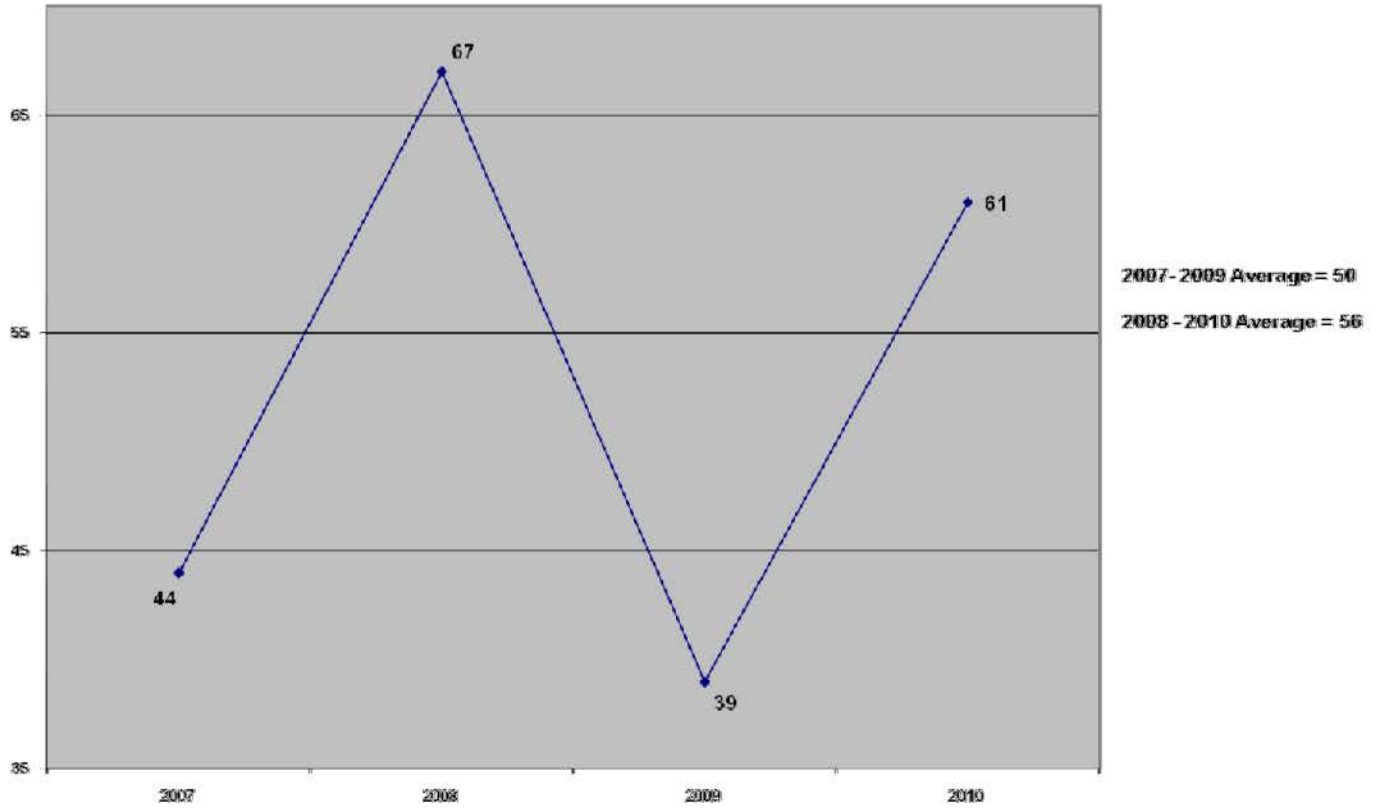
Fatalities Involving a Driver or Motorcycle Operator with .08+ BAC



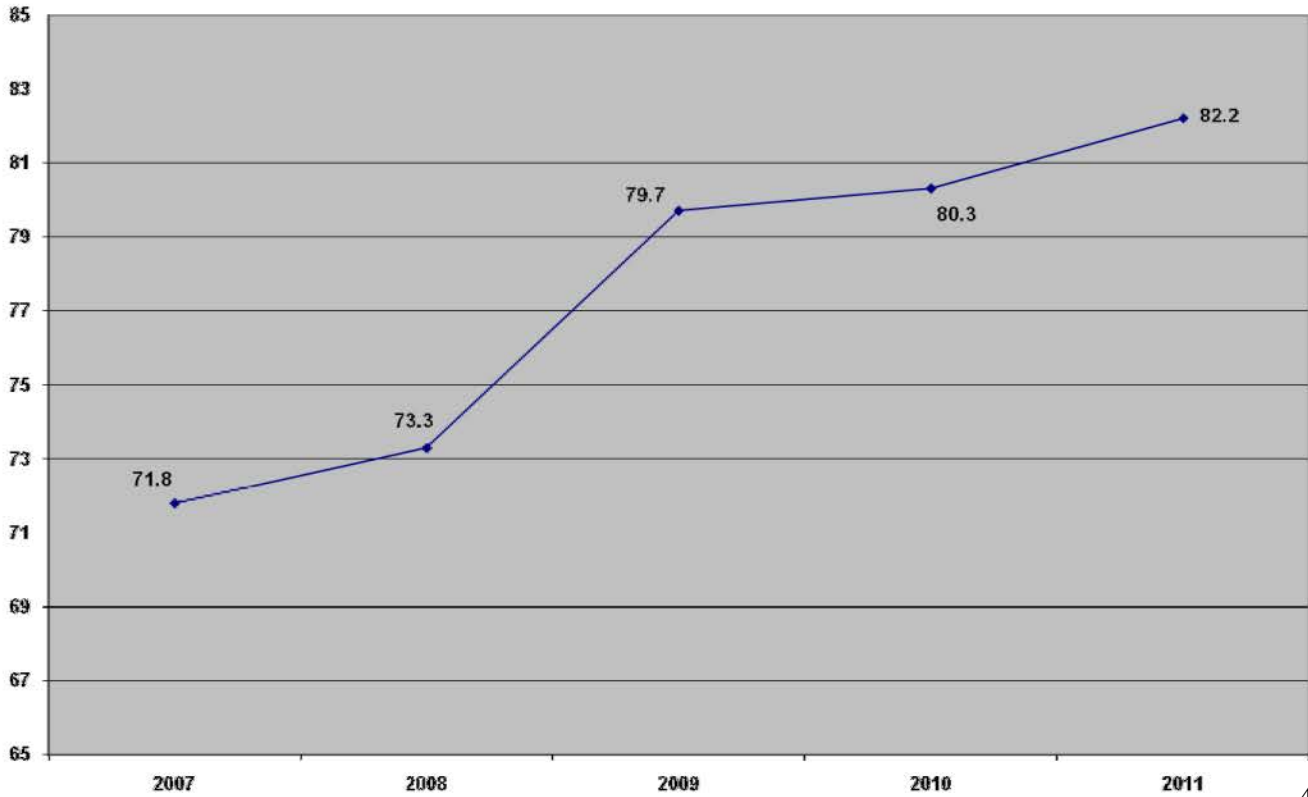
Drivers Age 20 or Younger in Fatal Crashes



Pedestrian Fatalities



Observed Seat Belt Usage Rate



2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ADAIR	62	70	65	76	82	72	65	86	83	88	10469.2	81
ALLEN	59	58	69	89	62	55	86	69	59	52	9902.4	74
ANDERSON	54	62	99	77	106	71	106	73	61	64	11363.1	90
BALLARD	110	94	105	84	23	84	119	102	59	84	11988.9	96
BARREN	26	22	8	33	77	26	80	33	26	20	4714.7	27
BATH	92	105	55	108	111	92	86	96	103	97	12873.2	105
BELL	38	42	24	52	42	38	65	67	43	39	6252.8	41
BOONE	4	4	10	11	108	6	104	4	3	4	3443.6	13

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
BOURBON	56	52	51	77	73	46	22	49	72	57	8221.1	57
BOYD	18	13	39	15	35	15	101	20	18	14	4079.5	20
BOYLE	36	33	51	51	50	49	38	34	49	32	6358.6	43
BRACKEN	106	107	109	109	101	108	1	75	105	97	13127.4	108
BREATHITT	74	76	55	72	41	62	12	106	90	68	8968.9	64
BRECKINRIDGE	58	77	36	26	2	76	30	90	79	82	6510.8	45
BULLITT	11	16	9	10	56	14	85	25	8	12	3074.6	12
BUTLER	84	102	95	105	115	94	21	92	110	91	12941.9	106

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CALDWELL	89	69	109	112	119	96	106	64	55	88	13651.3	110
CALLOWAY	30	27	17	38	34	32	100	31	48	28	5282.0	32
CAMPBELL	8	8	48	17	92	8	86	7	13	13	4499.9	24
CARLISLE	117	113	109	115	79	112	113	106	86	112	14896.1	118
CARROLL	98	71	77	84	113	57	27	80	45	57	10088.0	77
CARTER	40	46	32	66	112	47	52	56	50	61	7974.5	56
CASEY	72	72	87	53	15	66	116	90	76	82	9884.4	73
CHRISTIAN	10	12	12	9	47	13	71	9	10	11	2634.5	7

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
CLARK	31	25	42	102	120	28	45	32	33	28	8354.5	59
CLAY	50	59	17	13	1	43	26	46	63	49	3943.7	19
CLINTON	102	110	60	111	74	108	29	113	103	109	12564.5	102
CRITTENDEN	103	92	95	69	7	101	16	99	86	79	10134.5	78
CUMBERLAND	115	117	116	117	117	117	1	109	113	109	14593.7	117
DAVISS	7	6	24	6	33	7	55	12	9	7	2343.7	6
EDMONSON	91	97	87	81	37	91	1	93	95	97	10608.3	83
ELLIOTT	104	114	87	105	11	99	16	118	116	97	12074.8	97

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
ESTILL	77	83	77	87	40	76	27	80	111	79	10486.3	82
FAYETTE	2	2	2	2	60	2	55	2	2	2	1624.0	3
FLEMING	78	86	69	99	88	79	30	103	106	88	11701.5	93
FLOYD	25	26	13	25	53	12	54	21	20	24	3600.5	14
FRANKLIN	17	18	45	34	100	17	69	14	30	19	5450.4	36
FULTON	114	109	105	97	24	107	30	101	90	94	12160.6	98
GALLATIN	109	81	55	91	109	84	71	85	38	85	10996.8	87
GARRARD	68	63	87	86	58	87	77	63	97	50	10879.6	86

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
GRANT	44	34	32	34	78	50	55	27	17	30	5386.1	33
GRAVES	29	31	39	38	69	31	69	26	37	23	5592.7	37
GRAYSON	43	43	48	40	45	41	14	52	50	53	5962.2	38
GREEN	94	106	87	110	76	112	40	116	106	103	13353.6	109
GREENUP	28	39	51	49	71	43	38	35	65	31	6610.2	48
HANCOCK	107	108	99	112	95	114	55	109	72	107	13791.3	111
HARDIN	6	7	5	3	67	10	53	8	6	7	2094.7	4
HARLAN	35	45	15	46	25	36	13	40	40	43	4617.9	25

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
<i>NUMERIC WEIGHT (assigned)</i>	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
HARRISON	60	47	69	60	13	45	118	47	75	64	8621.0	61
HART	61	55	15	62	94	61	81	53	19	57	7387.2	50
HENDERSON	22	17	24	20	43	21	75	24	15	18	3822.9	17
HENRY	73	66	65	43	48	69	97	38	33	64	7822.8	54
HICKMAN	118	119	105	114	75	118	55	114	114	118	14585.3	116
HOPKINS	20	19	21	41	105	23	86	13	23	21	5397.3	34
JACKSON	86	90	77	48	4	80	77	71	92	68	8892.3	63
JEFFERSON	1	1	1	1	52	1	36	1	1	1	1179.9	1

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
JESSAMINE	19	20	45	18	17	18	98	15	35	22	4367.3	22
JOHNSON	48	56	77	63	59	36	113	72	56	87	9588.0	70
KENTON	3	3	24	4	97	3	55	3	4	5	2773.3	9
KNOTT	67	65	45	30	9	62	37	77	54	85	6512.3	46
KNOX	32	44	17	27	20	48	40	37	56	40	4499.1	23
LARUE	82	79	77	81	85	82	73	82	72	97	11249.3	88
LAUREL	16	14	6	12	51	16	68	15	11	16	2822.7	10
LAWRENCE	70	75	60	87	91	68	46	98	58	68	10217.4	79

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT <i>(calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT <i>(assigned)</i>	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
LEE	111	115	105	99	30	108	1	111	116	112	12594.5	103
LESLIE	95	112	73	93	57	101	16	108	67	112	11289.6	89
LETCHER	49	53	36	22	8	42	83	49	28	76	5446.9	35
LEWIS	80	103	95	64	27	93	86	112	81	117	11377.3	91
LINCOLN	45	57	23	50	26	59	86	41	65	47	6566.1	47
LIVINGSTON	101	93	65	56	14	76	102	77	97	53	9303.1	66
LOGAN	39	48	39	74	99	53	14	56	44	53	7710.6	53
LYON	108	87	95	81	114	96	111	68	52	76	12167.5	99

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MCCRACKEN	12	10	21	5	31	10	40	10	16	6	2139.4	5
MCCREARY	63	78	60	46	12	69	1	61	109	57	7243.4	49
MCLEAN	100	100	99	99	81	103	1	105	92	103	12460.9	101
MADISON	9	9	7	14	84	9	44	5	12	7	2676.5	8
MAGOFFIN	87	91	99	96	96	67	106	58	68	94	12347.6	100
MARION	57	61	69	94	83	35	1	93	78	68	9749.9	72
MARSHALL	34	36	32	31	70	25	40	28	29	25	4732.9	28
MARTIN	88	101	116	115	118	81	55	86	83	107	13940.2	112

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MASON	65	40	73	58	44	40	46	45	42	42	7416.1	52
MEADE	41	60	24	28	10	51	99	65	83	37	6027.6	39
MENIFEE	116	116	116	102	21	115	1	116	119	103	12967.6	107
MERCER	53	51	77	68	65	62	73	51	69	43	9060.8	65
METCALFE	99	88	77	91	54	104	46	89	94	109	11768.6	94
MONROE	93	104	109	98	87	104	106	99	100	115	14173.1	115
MONTGOMERY	42	32	36	42	36	24	11	39	46	27	4862.4	30
MORGAN	79	79	87	61	19	75	30	58	102	91	9353.0	67

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
MUHLENBERG	33	37	32	43	66	52	55	44	36	43	6116.5	40
NELSON	23	24	17	21	29	20	50	22	41	35	3700.9	15
NICHOLAS	113	111	99	117	93	116	1	114	114	120	14068.3	114
OHIO	51	50	42	37	46	53	51	48	38	61	6269.1	42
OLDHAM	15	30	60	36	98	34	65	29	31	35	6399.4	44
OWEN	96	99	109	105	61	106	30	97	106	68	12699.8	104
OWSLEY	119	118	116	120	103	119	113	119	118	115	16210.9	120
PENDLETON	76	64	55	54	5	88	102	61	70	47	8280.6	58

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
<i>NUMERIC WEIGHT (assigned)</i>	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
PERRY	37	28	30	29	28	19	10	42	22	33	3867.0	18
PIKE	13	11	3	7	22	4	46	10	7	10	1607.1	2
POWELL	83	84	109	65	55	94	30	103	88	68	10817.1	85
PULASKI	14	15	10	19	68	22	76	19	27	17	3789.0	16
ROBERTSON	120	120	120	119	32	120	120	120	120	118	15599.7	119
ROCKCASTLE	71	54	60	55	110	65	82	30	32	61	8486.3	60
ROWAN	52	35	42	74	107	39	22	42	53	53	7828.2	55
RUSSELL	66	67	65	95	104	72	86	83	81	91	11676.9	92

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

PERCENT WEIGHT (calculated based on numeric weight)	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
SCOTT	21	21	48	16	64	28	105	18	14	15	4848.6	29
SHELBY	24	23	30	23	86	27	84	17	25	26	4922.5	31
SIMPSON	69	49	77	58	102	56	77	55	20	50	8759.3	62
SPENCER	64	82	87	66	18	84	16	76	111	79	9546.7	69
TAYLOR	47	41	77	71	90	58	86	69	63	41	9663.9	71
TODD	90	89	73	89	38	88	55	65	77	76	10375.9	80
TRIGG	85	73	51	72	72	74	86	83	79	64	9902.8	75
TRIMBLE	105	97	99	69	6	98	22	73	97	68	9957.0	76

2008-2010 INDIVIDUAL FACTOR RANKINGS (1 = most problems, 120 = least problems)

<i>PERCENT WEIGHT (calculated based on numeric weight)</i>	4.3%	0.0%	17.4%	26.1%	8.7%	8.7%	8.7%	8.7%	8.7%	8.7%		
NUMERIC WEIGHT (assigned)	0.5	0.0	2.0	3.0	1.0	1.0	1.0	1.0	1.0	1.0		Top 25 County
County name	ESTIMATED POPULATION	TOTAL CRASHES	FATALITIES	INCAP INJURIES	FAI RATE PER 100MVM	IMPAIRED DRIVING COLLISIONS	BELTED FATALITIES PERCENT	SPEED COLLISIONS	CMV COLLISIONS	MOTORCYCLE COLLISIONS	WEIGHTED SCORE	OVERALL RANK (1 - 120)
UNION	75	68	77	56	16	59	16	54	62	43	7388.2	51
WARREN	5	5	4	8	89	5	95	6	5	3	2878.9	11
WASHINGTON	97	84	55	80	39	88	96	88	89	94	10803.4	84
WAYNE	55	74	87	77	80	100	111	60	95	103	11898.5	95
WEBSTER	81	96	109	102	116	111	106	93	70	97	14025.2	113
WHITLEY	27	29	24	23	63	33	64	35	24	38	4693.7	26
WOLFE	112	95	73	43	3	82	117	79	100	68	9464.3	68
WOODFORD	46	38	13	32	49	30	22	23	47	33	4212.9	21

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/ (Decre)	Current Balance	Share to Local
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2012-01-00-00	KOHS Planning & Admin	\$.00	\$100,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
Planning and Administration Total			\$.00	\$100,000.00	\$.00	\$100,000.00	\$100,000.00	\$.00
Alcohol								
	AL-2012-01-00-00	KOHS PI & E	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	AL-2012-02-00-00	KOHS Alcohol Networking	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	AL-2012-03-00-00	KOHS Impaired Driving Awards	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	AL-2012-04-00-00	KCPC-Statewide Youth Alcohol Coordinator	\$.00	\$.00	\$.00	\$92,968.00	\$92,968.00	\$92,968.00
	AL-2012-05-00-00	Ashland P.D.	\$.00	\$.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	AL-2012-06-00-00	Audobon Park P.D.	\$.00	\$.00	\$.00	\$13,296.50	\$13,296.50	\$13,296.50
	AL-2012-07-00-00	Beaver Dam P.D.	\$.00	\$.00	\$.00	\$10,239.00	\$10,239.00	\$10,239.00
	AL-2012-08-00-00	Berea P.D.	\$.00	\$.00	\$.00	\$16,378.00	\$16,378.00	\$16,378.00
	AL-2012-09-00-00	Bullitt County Sheriff	\$.00	\$.00	\$.00	\$19,021.00	\$19,021.00	\$19,021.00
	AL-2012-10-00-00	Burnside P.D.	\$.00	\$.00	\$.00	\$10,705.00	\$10,705.00	\$10,705.00
	AL-2012-11-00-00	Cadiz P.D.	\$.00	\$.00	\$.00	\$8,500.00	\$8,500.00	\$8,500.00
	AL-2012-12-00-00	Campbellsville P.D.	\$.00	\$.00	\$.00	\$20,065.00	\$20,065.00	\$20,065.00
	AL-2012-13-00-00	Catlettsburg P.D.	\$.00	\$.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	AL-2012-14-00-00	Cinci/Northern KY Intl Airport P.D.	\$.00	\$.00	\$.00	\$14,731.00	\$14,731.00	\$14,731.00
	AL-2012-15-00-00	Covington P.D.	\$.00	\$.00	\$.00	\$44,500.00	\$44,500.00	\$44,500.00
	AL-2012-16-00-00	Daviess County Sheriff	\$.00	\$.00	\$.00	\$11,500.00	\$11,500.00	\$11,500.00
	AL-2012-17-00-00	Frankfort P.D.	\$.00	\$.00	\$.00	\$76,565.00	\$76,565.00	\$76,565.00
	AL-2012-18-00-00	Jeffersontown P.D.	\$.00	\$.00	\$.00	\$32,156.00	\$32,156.00	\$32,156.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incr/ (Decre)	Current Balance	Share to Local	
	AL-2012-19-00-00	Johnson County Sheriff	\$.00	\$.00	\$.00	\$9,439.00	\$9,439.00	\$9,439.00	
	AL-2012-20-00-00	Laurel County Sheriff	\$.00	\$.00	\$.00	\$35,000.00	\$35,000.00	\$35,000.00	
	AL-2012-21-00-00	Lawrenceburg P.D.	\$.00	\$.00	\$.00	\$23,910.00	\$23,910.00	\$23,910.00	
	AL-2012-22-00-00	Lexington-Fayette P.D.	\$.00	\$.00	\$.00	\$92,500.00	\$92,500.00	\$92,500.00	
	AL-2012-23-00-00	Louisville Metro P.D.	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00	
	AL-2012-24-00-00	Middlesboro P.D.	\$.00	\$.00	\$.00	\$9,000.00	\$9,000.00	\$9,000.00	
	AL-2012-25-00-00	Morehad P.D.	\$.00	\$.00	\$.00	\$9,413.00	\$9,413.00	\$9,413.00	
	AL-2012-26-00-00	Morehead State University P.D.	\$.00	\$.00	\$.00	\$8,500.00	\$8,500.00	\$8,500.00	
	AL-2012-27-00-00	Nelson County Sheriff	\$.00	\$.00	\$.00	\$20,500.00	\$20,500.00	\$20,500.00	
	AL-2012-28-00-00	Northern KY University P.D.	\$.00	\$.00	\$.00	\$4,100.00	\$4,100.00	\$4,100.00	
	AL-2012-29-00-00	Owensboro P.D.	\$.00	\$.00	\$.00	\$47,280.00	\$47,280.00	\$47,280.00	
	AL-2012-30-00-00	Paintsville P.D.	\$.00	\$.00	\$.00	\$11,304.00	\$11,304.00	\$11,304.00	
	AL-2012-31-00-00	Radcliff P.D.	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00	
	AL-2012-32-00-00	Shively P.D.	\$.00	\$.00	\$.00	\$28,700.00	\$28,700.00	\$28,700.00	
	AL-2012-33-00-00	St. Matthews P.D.	\$.00	\$.00	\$.00	\$22,952.00	\$22,952.00	\$22,952.00	
	AL-2012-34-00-00	Taylorsville P.D.	\$.00	\$.00	\$.00	\$4,500.00	\$4,500.00	\$4,500.00	
	Alcohol Total		\$.00	\$.00	\$.00	\$782,722.50	\$782,722.50	\$747,722.50	
	Motorcycle Safety								
	MC-2012-01-00-00	KOHS Motorcycle Safety	\$.00	\$.00	\$.00	\$135,000.00	\$135,000.00	\$.00	
	Motorcycle Safety Total		\$.00	\$.00	\$.00	\$135,000.00	\$135,000.00	\$.00	
	Occupant Protection								
	OP-2012-01-00-00	KOHS Occupant Protection PI & E	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00	
	OP-2012-02-00-00	KOHS Occupant Protection Networking	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00	
	OP-2012-03-00-00	Kentucky Lifesavers Conference	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00	

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	OP-2012-04-00-00	KOHS Occupant Protection Awards	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	OP-2012-05-00-00	UK Safety Belt Usage Surveys	\$.00	\$.00	\$.00	\$80,450.00	\$80,450.00	\$.00
	OP-2012-06-00-00	KACP - Central LEL	\$.00	\$.00	\$.00	\$115,854.00	\$115,854.00	\$115,854.00
	OP-2012-07-00-00	KACP - Eastern LEL	\$.00	\$.00	\$.00	\$107,950.00	\$107,950.00	\$107,950.00
	OP-2012-08-00-00	KACP - Western LEL	\$.00	\$.00	\$.00	\$111,008.00	\$111,008.00	\$111,008.00
	OP-2012-09-00-00	KCPC - Northern LEL	\$.00	\$.00	\$.00	\$114,104.00	\$114,104.00	\$114,104.00
	OP-2012-10-00-00	KCPC - Materials Clearinghouse	\$.00	\$.00	\$.00	\$15,360.00	\$15,360.00	\$15,360.00
	OP-2012-11-00-00	Kosair Childrens Hospital - CPS Program	\$.00	\$.00	\$.00	\$51,200.00	\$51,200.00	\$51,200.00
	OP-2012-12-00-00	Alexandria P.D.	\$.00	\$.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	OP-2012-13-00-00	Anchorage P.D.	\$.00	\$.00	\$.00	\$9,000.00	\$9,000.00	\$9,000.00
	OP-2012-14-00-00	Anderson County Sheriff	\$.00	\$.00	\$.00	\$22,350.00	\$22,350.00	\$22,350.00
	OP-2012-15-00-00	Benton P.D.	\$.00	\$.00	\$.00	\$8,500.00	\$8,500.00	\$8,500.00
	OP-2012-16-00-00	Bourbon County Sheriff	\$.00	\$.00	\$.00	\$12,408.00	\$12,408.00	\$12,408.00
	OP-2012-17-00-00	Butler County Sheriff	\$.00	\$.00	\$.00	\$9,100.00	\$9,100.00	\$9,100.00
	OP-2012-18-00-00	Carter County Sheriff	\$.00	\$.00	\$.00	\$8,013.00	\$8,013.00	\$8,013.00
	OP-2012-19-00-00	Cloverport P.D.	\$.00	\$.00	\$.00	\$7,410.00	\$7,410.00	\$7,410.00
	OP-2012-20-00-00	Ferguson P.D.	\$.00	\$.00	\$.00	\$7,601.00	\$7,601.00	\$7,601.00
	OP-2012-21-00-00	Fort Mitchell P.D.	\$.00	\$.00	\$.00	\$11,500.00	\$11,500.00	\$11,500.00
	OP-2012-22-00-00	Franklin P.D.	\$.00	\$.00	\$.00	\$8,200.00	\$8,200.00	\$8,200.00
	OP-2012-23-00-00	Harlan P.D.	\$.00	\$.00	\$.00	\$15,900.00	\$15,900.00	\$15,900.00
	OP-2012-24-00-00	Harrodsburg P.D.	\$.00	\$.00	\$.00	\$10,400.00	\$10,400.00	\$10,400.00
	OP-2012-25-00-00	Henderson P.D.	\$.00	\$.00	\$.00	\$25,350.00	\$25,350.00	\$25,350.00
	OP-2012-26-00-00	Jackson P.D.	\$.00	\$.00	\$.00	\$11,000.00	\$11,000.00	\$11,000.00
	OP-2012-27-00-00	Kenton County P.D.	\$.00	\$.00	\$.00	\$25,250.00	\$25,250.00	\$25,250.00

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	OP-2012-28-00-00	KSP - Occupant Protection	\$.00	\$.00	\$.00	\$82,500.00	\$82,500.00	\$.00
	OP-2012-29-00-00	Knott County Sheriff	\$.00	\$.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	OP-2012-30-00-00	Louisa P.D.	\$.00	\$.00	\$.00	\$12,270.00	\$12,270.00	\$12,270.00
	OP-2012-31-00-00	McCreary County Sheriff	\$.00	\$.00	\$.00	\$11,300.00	\$11,300.00	\$11,300.00
	OP-2012-32-00-00	Princeton P.D.	\$.00	\$.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	OP-2012-33-00-00	Russell Springs P.D.	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00
	OP-2012-34-00-00	Russellville P.D.	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00
	OP-2012-35-00-00	Shelbyville P.D.	\$.00	\$.00	\$.00	\$12,500.00	\$12,500.00	\$12,500.00
	OP-2012-36-00-00	Somerset P.D.	\$.00	\$.00	\$.00	\$30,600.00	\$30,600.00	\$30,600.00
	OP-2012-37-00-00	Versailles City P.D.	\$.00	\$.00	\$.00	\$25,500.00	\$25,500.00	\$25,500.00
	OP-2012-38-00-00	Woodford County Sheriff	\$.00	\$.00	\$.00	\$12,500.00	\$12,500.00	\$12,500.00
	OP-2012-39-00-00	Marshall Co. Health Department CPS	\$.00	\$.00	\$.00	\$21,500.00	\$21,500.00	\$21,500.00
	OP-2012-40-00-00	T J Samson Hospital	\$.00	\$.00	\$.00	\$5,500.00	\$5,500.00	\$5,500.00
	Occupant Protection Total		\$.00	\$.00	\$.00	\$1,119,078.00	\$1,119,078.00	\$881,128.00
	Pedestrian/Bicycle Safety							
	PS-2012-01-00-00	Kosair Childrens Hospital - BIKES	\$.00	\$.00	\$.00	\$57,594.00	\$57,594.00	\$57,594.00
	Pedestrian/Bicycle Safety Total		\$.00	\$.00	\$.00	\$57,594.00	\$57,594.00	\$57,594.00
	Police Traffic Services							
	PT-2012-01-00-00	KOHS Police Traffic Services PI & E	\$.00	\$.00	\$.00	\$5,000.00	\$5,000.00	\$.00
	PT-2012-02-00-00	KOHS Police Traffic Services Networking	\$.00	\$.00	\$.00	\$10,000.00	\$10,000.00	\$.00
	PT-2012-03-00-00	Boone County Sheriff	\$.00	\$.00	\$.00	\$42,509.00	\$42,509.00	\$42,509.00
	PT-2012-04-00-00	Calvert City P.D.	\$.00	\$.00	\$.00	\$10,573.00	\$10,573.00	\$10,573.00
	PT-2012-05-00-00	Campbell County P.D.	\$.00	\$.00	\$.00	\$42,738.00	\$42,738.00	\$42,738.00
	PT-2012-06-00-00	Christian County Sheriff	\$.00	\$.00	\$.00	\$15,500.00	\$15,500.00	\$15,500.00

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	PT-2012-07-00-00	Coal Run Village P.D.	\$.00	\$.00	\$.00	\$12,900.00	\$12,900.00	\$12,900.00
	PT-2012-08-00-00	Cold Spring P.D.	\$.00	\$.00	\$.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2012-09-00-00	Cynthiana P.D.	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2012-10-00-00	Danville P.D.	\$.00	\$.00	\$.00	\$17,000.00	\$17,000.00	\$17,000.00
	PT-2012-11-00-00	Eddyville P.D.	\$.00	\$.00	\$.00	\$10,400.00	\$10,400.00	\$10,400.00
	PT-2012-12-00-00	Edgewood P.D.	\$.00	\$.00	\$.00	\$9,547.00	\$9,547.00	\$9,547.00
	PT-2012-13-00-00	Elizabethtown P.D.	\$.00	\$.00	\$.00	\$22,500.00	\$22,500.00	\$22,500.00
	PT-2012-14-00-00	Erlanger P.D.	\$.00	\$.00	\$.00	\$18,500.00	\$18,500.00	\$18,500.00
	PT-2012-15-00-00	Falmouth P.D.	\$.00	\$.00	\$.00	\$11,175.00	\$11,175.00	\$11,175.00
	PT-2012-16-00-00	Florence P.D.	\$.00	\$.00	\$.00	\$24,126.00	\$24,126.00	\$24,126.00
	PT-2012-17-00-00	Fort Wright P.D.	\$.00	\$.00	\$.00	\$11,489.00	\$11,489.00	\$11,489.00
	PT-2012-18-00-00	Franklin County Sheriff	\$.00	\$.00	\$.00	\$18,500.00	\$18,500.00	\$18,500.00
	PT-2012-19-00-00	Georgetown P.D.	\$.00	\$.00	\$.00	\$16,250.00	\$16,250.00	\$16,250.00
	PT-2012-20-00-00	Graves County Sheriff	\$.00	\$.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2012-21-00-00	Greenville P.D.	\$.00	\$.00	\$.00	\$11,400.00	\$11,400.00	\$11,400.00
	PT-2012-22-00-00	Hardin County Sheriff	\$.00	\$.00	\$.00	\$5,500.00	\$5,500.00	\$5,500.00
	PT-2012-23-00-00	Hopkins County Sheriff	\$.00	\$.00	\$.00	\$20,760.00	\$20,760.00	\$20,760.00
	PT-2012-24-00-00	Hopkinsville P.D.	\$.00	\$.00	\$.00	\$24,760.00	\$24,760.00	\$24,760.00
	PT-2012-25-00-00	Independence P.D.	\$.00	\$.00	\$.00	\$21,432.00	\$21,432.00	\$21,432.00
	PT-2012-26-00-00	Jessamine County Sheriff	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2012-27-00-00	Kenton County Sheriff	\$.00	\$.00	\$.00	\$13,519.00	\$13,519.00	\$13,519.00
	PT-2012-28-00-00	Kentucky State Police -PTS Speed	\$.00	\$.00	\$.00	\$477,640.00	\$477,640.00	\$.00
	PT-2012-29-00-00	Lakeside Park-Crestview Hills P.D.	\$.00	\$.00	\$.00	\$9,500.00	\$9,500.00	\$9,500.00
	PT-2012-30-00-00	Lexington-Fayette P.D.Speed Enforcement	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$25,000.00

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	PT-2012-31-00-00	London P.D.	\$.00	\$.00	\$.00	\$24,500.00	\$24,500.00	\$24,500.00
	PT-2012-32-00-00	Louisville Metro P.D. Speed Enforcement	\$.00	\$.00	\$.00	\$100,500.00	\$100,500.00	\$100,500.00
	PT-2012-33-00-00	Loyall P.D.	\$.00	\$.00	\$.00	\$7,383.00	\$7,383.00	\$7,383.00
	PT-2012-34-00-00	Madison County Sheriff	\$.00	\$.00	\$.00	\$33,500.00	\$33,500.00	\$33,500.00
	PT-2012-35-00-00	Marshall County Sheriff	\$.00	\$.00	\$.00	\$20,500.00	\$20,500.00	\$20,500.00
	PT-2012-36-00-00	McCracken County Sheriff	\$.00	\$.00	\$.00	\$9,000.00	\$9,000.00	\$9,000.00
	PT-2012-37-00-00	Mt. Washington P.D.	\$.00	\$.00	\$.00	\$8,500.00	\$8,500.00	\$8,500.00
	PT-2012-38-00-00	Murray P.D.	\$.00	\$.00	\$.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2012-39-00-00	Oldham County P.D.	\$.00	\$.00	\$.00	\$40,500.00	\$40,500.00	\$40,500.00
	PT-2012-40-00-00	Paducah P.D.	\$.00	\$.00	\$.00	\$45,793.00	\$45,793.00	\$45,793.00
	PT-2012-41-00-00	Paris P.D.	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2012-42-00-00	Pineville P.D.	\$.00	\$.00	\$.00	\$8,000.00	\$8,000.00	\$8,000.00
	PT-2012-43-00-00	Pulaski County Sheriff	\$.00	\$.00	\$.00	\$17,250.00	\$17,250.00	\$17,250.00
	PT-2012-44-00-00	Raceland P.D.	\$.00	\$.00	\$.00	\$7,100.00	\$7,100.00	\$7,100.00
	PT-2012-45-00-00	Richmond P.D.	\$.00	\$.00	\$.00	\$29,600.00	\$29,600.00	\$29,600.00
	PT-2012-46-00-00	Scott County Sheriff	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2012-47-00-00	Shelby County Sheriff	\$.00	\$.00	\$.00	\$11,000.00	\$11,000.00	\$11,000.00
	PT-2012-48-00-00	Shepherdsville P.D.	\$.00	\$.00	\$.00	\$18,500.00	\$18,500.00	\$18,500.00
	PT-2012-49-00-00	Spencer County Sheriff	\$.00	\$.00	\$.00	\$7,614.00	\$7,614.00	\$7,614.00
	PT-2012-50-00-00	Taylor County Sheriff	\$.00	\$.00	\$.00	\$13,208.00	\$13,208.00	\$13,208.00
	PT-2012-51-00-00	Taylor Mill P.D.	\$.00	\$.00	\$.00	\$10,500.00	\$10,500.00	\$10,500.00
	PT-2012-52-00-00	Trigg County Sheriff	\$.00	\$.00	\$.00	\$10,429.00	\$10,429.00	\$10,429.00
	PT-2012-53-00-00	University of Kentucky P.D.	\$.00	\$.00	\$.00	\$6,500.00	\$6,500.00	\$6,500.00
	PT-2012-54-00-00	Warren County Sheriff	\$.00	\$.00	\$.00	\$18,607.00	\$18,607.00	\$18,607.00

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	PT-2012-55-00-00	West Point P.D.	\$.00	\$.00	\$.00	\$ 5,500.00	\$ 5,500.00	\$ 5,500.00
	PT-2012-56-00-00	Wolfe County P.D.	\$.00	\$.00	\$.00	\$ 3,500.00	\$ 3,500.00	\$ 3,500.00
	PT-2012-57-00-00	Clark County Sheriff	\$.00	\$.00	\$.00	\$ 17,000.00	\$ 17,000.00	\$ 17,000.00
	PT-2012-58-00-00	UK - Attitudes & Awareness Survey	\$.00	\$.00	\$.00	\$ 20,000.00	\$ 20,000.00	\$.00
	Police Traffic Services Total		\$.00	\$.00	\$.00	\$ 1,473,202.00	\$ 1,473,202.00	\$ 960,562.00
	Traffic Records							
	TR-2012-01-00-00	Traffic Records Position	\$.00	\$.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$.00
	TR-2012-02-00-00	KOHS Traffic Records Networking	\$.00	\$.00	\$.00	\$ 2,500.00	\$ 2,500.00	\$.00
	Traffic Records Total		\$.00	\$.00	\$.00	\$ 62,500.00	\$ 62,500.00	\$.00
	Accident Investigation							
	AI-2012-01-00-00	KSP Accident Reconstruction	\$.00	\$.00	\$.00	\$ 6,000.00	\$ 6,000.00	\$.00
	Accident Investigation Total		\$.00	\$.00	\$.00	\$ 6,000.00	\$ 6,000.00	\$.00
	Community Traffic Safety Project							
	CP-2012-01-00-00	KOHS Program Management Positions	\$.00	\$.00	\$.00	\$ 190,000.00	\$ 190,000.00	\$.00
	Community Traffic Safety Project Total		\$.00	\$.00	\$.00	\$ 190,000.00	\$ 190,000.00	\$.00
	Driver Education							
	DE-2012-HP-00-00	Undesignated	\$.00	\$.00	\$.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00
	Driver Education Total		\$.00	\$.00	\$.00	\$ 20,000.00	\$ 20,000.00	\$ 20,000.00
	Driver Licensing							
	DL-2012-00-00-00	402 State Match	\$.00	\$ 850,000.00	\$.00	\$.00	\$.00	\$.00
	Driver Licensing Total		\$.00	\$ 850,000.00	\$.00	\$.00	\$.00	\$.00
	Roadway Safety							
	RS-2012-01-00-00	UK - Crash Analysis	\$.00	\$.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$.00
	Roadway Safety Total		\$.00	\$.00	\$.00	\$ 60,000.00	\$ 60,000.00	\$.00

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Safe Communities								
	SA-2012-01-00-00	Cumberland Valley Area Development Dist.	\$.00	\$.00	\$.00	\$30,900.00	\$30,900.00	\$30,900.00
	SA-2012-02-00-00	Madison County Health Dept.	\$.00	\$.00	\$.00	\$57,500.00	\$57,500.00	\$57,500.00
	Safe Communities Total		\$.00	\$.00	\$.00	\$88,400.00	\$88,400.00	\$88,400.00
Paid Advertising								
	PM-2012-01-00-00	Paid Media Campaign	\$.00	\$.00	\$.00	\$175,000.00	\$175,000.00	\$175,000.00
	Paid Advertising Total		\$.00	\$.00	\$.00	\$175,000.00	\$175,000.00	\$175,000.00
	NHTSA 402 Total		\$.00	\$950,000.00	\$.00	\$4,269,496.50	\$4,269,496.50	\$2,930,406.50
405 OP SAFETEA-LU								
	K2-2012-00-00-00	405 State Match	\$.00	\$337,500.00	\$.00	\$.00	\$.00	\$.00
	K2-2012-HP-00-00	CIOT - Undesignated	\$.00	\$.00	\$.00	\$275,000.00	\$275,000.00	\$100,000.00
	405 Occupant Protection Total		\$.00	\$337,500.00	\$.00	\$275,000.00	\$275,000.00	\$100,000.00
405 Paid Media								
	K2PM-2012-01-00-00	Click It or Ticket Media Campaign	\$.00	\$.00	\$.00	\$175,000.00	\$175,000.00	\$175,000.00
	405 Paid Media Total		\$.00	\$.00	\$.00	\$175,000.00	\$175,000.00	\$175,000.00
	405 OP SAFETEA-LU Total		\$.00	\$337,500.00	\$.00	\$450,000.00	\$450,000.00	\$275,000.00
NHTSA 406								
	K4PA-2012-01-00-00	KOHS 406 Planning & Admin.	\$.00	\$.00	\$.00	\$196,091.57	\$196,091.57	\$.00
	406 Planning and Administration Total		\$.00	\$.00	\$.00	\$196,091.57	\$196,091.57	\$.00
406 Safety Belts Paid Media								
	K4PM-2012-01-00-00	Paid Media for OP/Impaired Driving/Speed	\$.00	\$.00	\$.00	\$328,545.42	\$328,545.42	\$328,545.42
	406 Safety Belts Paid Media Total		\$.00	\$.00	\$.00	\$328,545.42	\$328,545.42	\$328,545.42
	NHTSA 406 Total		\$.00	\$.00	\$.00	\$524,636.99	\$524,636.99	\$328,545.42
408 Data Program SAFETEA-LU								
	K9-2012-00-00-00	408 State Match	\$.00	\$63,000.00	\$.00	\$.00	\$.00	\$.00

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	K9-2012-01-00-00	KY Emergency Medical Svcs. Info. System	\$.00	\$.00	\$.00	\$179,600.00	\$179,600.00	\$.00
	K9-2012-03-00-00	KYTC-Roadview Software & PC Workstations	\$.00	\$.00	\$.00	\$48,750.00	\$48,750.00	\$.00
	K9-2012-04-00-00	KYTC Imaging Equipment Upgrade	\$.00	\$.00	\$.00	\$42,714.00	\$42,714.00	\$.00
	K9-2012-05-00-00	UK - Trauma Registry Reporting	\$.00	\$.00	\$.00	\$40,000.00	\$40,000.00	\$.00
	K9-2012-HP-00-00	408 Undesignated Data Improvements	\$.00	\$.00	\$.00	\$1,656,824.03	\$1,656,824.03	\$100,000.00
	408 Data Program Incentive Total		\$.00	\$63,000.00	\$.00	\$1,967,888.03	\$1,967,888.03	\$100,000.00
	408 Data Program SAFETEA-LU Total		\$.00	\$63,000.00	\$.00	\$1,967,888.03	\$1,967,888.03	\$100,000.00
	410 Alcohol SAFETEA-LU							
	K8-2012-00-00-00	410 State Match	\$.00	\$1,475,695.50	\$.00	\$.00	\$.00	\$.00
	K8-2012-01-00-00	DOCJT - DRE Program	\$.00	\$.00	\$.00	\$143,150.00	\$143,150.00	\$.00
	K8-2012-02-00-00	Kentucky State Police Lab - Intoxilyzers	\$.00	\$.00	\$.00	\$194,100.00	\$194,100.00	\$.00
	K8-2012-03-00-00	KCPC -Underage Drinking Prevention	\$.00	\$.00	\$.00	\$12,960.00	\$12,960.00	\$12,960.00
	K8-2012-04-00-00	Office of Attorney General - TSRP	\$.00	\$.00	\$.00	\$183,009.00	\$183,009.00	\$.00
	K8-2012-05-00-00	KSP - Impaired Driving Enforcement	\$.00	\$.00	\$.00	\$433,375.00	\$433,375.00	\$.00
	K8-2012-06-00-00	AOC - Impaired Driving Judicial College	\$.00	\$.00	\$.00	\$25,000.00	\$25,000.00	\$.00
	K8-2012-07-00-00	KOHS - Checkpoint Trailer Equipment	\$.00	\$.00	\$.00	\$20,000.00	\$20,000.00	\$.00
	K8-2012-HP-00-00	Undesignated Impaired Driving	\$.00	\$.00	\$.00	\$3,134,652.36	\$3,134,652.36	\$.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$1,475,695.50	\$.00	\$4,146,246.36	\$4,146,246.36	\$12,960.00
	410 Alcohol SAFETEA-LU Paid Media							
	K8PM-2012-01-00-00	Impaired Driving Paid Media	\$.00	\$.00	\$.00	\$950,000.00	\$950,000.00	\$950,000.00
	410 Alcohol SAFETEA-LU Paid Media Total		\$.00	\$.00	\$.00	\$950,000.00	\$950,000.00	\$950,000.00
	410 Alcohol SAFETEA-LU Total		\$.00	\$1,475,695.50	\$.00	\$5,096,246.36	\$5,096,246.36	\$962,960.00
	2010 Motorcycle Safety							
	K6-2012-01-00-00	Motorcycle Safety Media/Educational Mate	\$.00	\$.00	\$.00	\$155,958.33	\$155,958.33	\$155,958.33

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	K6-2012-HP-00-00	Undesignated	\$.00	\$.00	\$.00	\$100,000.00	\$100,000.00	\$.00
2010 Motorcycle Safety Incentive			\$.00	\$.00	\$.00	\$255,958.33	\$255,958.33	\$155,958.33
	Total							
	2010 Motorcycle Safety Total		\$.00	\$.00	\$.00	\$255,958.33	\$255,958.33	\$155,958.33
	NHTSA Total		\$.00	\$2,826,195.50	\$.00	\$12,564,226.21	\$12,564,226.21	\$4,752,870.25
	Total		\$.00	\$2,826,195.50	\$.00	\$12,564,226.21	\$12,564,226.21	\$4,752,870.25