

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

Fiscal Year	2019
NHTSA Grant Application	KENTUCKY - Highway Safety Plan - FY 2019
State Office	Kentucky Office of Highway Safety
Application Status	Submitted

Highway Safety Plan

1 Summary information

APPLICATION INFORMATION

Highway Safety Plan Name:	KENTUCKY - Highway Safety Plan - FY 2019
Application Version:	2.1

INCENTIVE GRANTS - The State is eligible to apply for the following grants. Check the grant(s) for which the State is applying.

S. 405(b) Occupant Protection:	Yes
S. 405(c) State Traffic Safety Information System Improvements:	Yes
S. 405(d) Impaired Driving Countermeasures:	Yes
S. 405(d) Alcohol-Ignition Interlock Law:	Yes
S. 405(d) 24-7 Sobriety Programs:	No
S. 405(e) Distracted Driving:	No
S. 405(f) Motorcyclist Safety Grants:	Yes
S. 405(g) State Graduated Driver Licensing Incentive:	No
S. 1906 Racial Profiling Data Collection:	Yes

STATUS INFORMATION

Submitted By:	Michael Schwendau
Submission On:	7/3/2018 3:07 PM

Submission Deadline (EDT):	7/9/2018 11:59 PM
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2 Highway safety planning process

Enter description of the data sources and processes used by the State to identify its highway safety problems, describe its highway safety performance measures, establish its performance targets, and develop and select evidence-based countermeasure strategies and projects to address its problems and achieve its performance targets.

Data Collection

The Kentucky Office of Highway Safety utilizes a data driven and process in selection of programs and grantees based on current activities, past performance, and the current data for the county or program. This process while driven by data also takes in consideration the availability of local partners and needs to effect change in the emphasis area for the Highway Safety Plan, Highway Safety Improvement Program and Strategic Highway Safety Plan.

- CRASH data from KYTC
- FARS data from NHTSA
- KYOPS data from Kentucky State Police, electronic citation system. This system provides crash factors of human, environmental, conditions and other information necessary for the citation system and CRASH system.

- KIPRC HEAT maps for impaired driving, occupant protection, teen crashes, motorcycle crashes, speeding and the overall all crash for a county. This data is based on injury rate, population and use of emergency medical services based on resident location.
- TOP40 crash analysis of the 120 Kentucky counties ranked by crash type, VMT and population. Based on speed, distraction, impairment, seatbelt use and crash rate in the county it occurs.
- Administrative Office of the Courts citations ranked against overtime citation rate.
- Needs of the community by coordinated partnership of the Impaired Driving Taskforce, Occupant Protection Taskforce, Motorcycle Safety Commission, and the Governors Executive Committee on Highway Safety.

Through a cooperative agreement with the Kentucky State Police, The Kentucky Office of Highway Safety (KOHS) has access to certain data from the CRASH database to use as the basis for its data analysis. The KOHS Traffic Records Coordinator is 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. Through analysis and geo-spacial analysis conducts problem identification for the purpose of establishing program and funding priorities.

Analysis

The Traffic Records Coordinator annually updates a matrix to evaluate data from Kentucky's 120 counties. This matrix utilizes data from the most recent three-year period to establish a ranking system for highway safety problems by county. Priority areas are established for reviewing funding proposals and for program delivery. This problem identification tool (included in the Appendix) tabulates data from each of the following data factors for each county:

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

The highway safety office in conjunction with the highway safety improvement program, meet to review and align five performance measures in accordance with FAST ACT. Based on a five-year rolling average an imputing current prior year data.

The matrix spreadsheet is set up to assign a ranking of 1-120 for each county in each of these categories. All of these rankings are combined into an overall ranking as well. Fatalities and incapacitating injuries were given more weight in determining the overall ranking. Counties with the lowest overall numerical rank have the greatest number of problems, while counties with the highest numerical rank have the lowest number of problems. For the upcoming year, the KOHS will target highway safety countermeasures in those counties that were ranked in the top 40 overall. The grant review committee is comprised of KOHS staff, Law Enforcement Liaisons and our NHTSA Regional program Manager. The review committee uses this matrix and the identification of priority counties as a tool in reviewing applications for highway safety project funding. Individual factor rankings were consulted to help determine the most suitable program area for particular project proposals. This was especially helpful for evaluating law enforcement proposals, which make up a large percentage of the applications received.

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

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

Performance Targets

When compiling data for analysis in determining our goals for each of the core outcome measures, the data were analyzed using yearly totals, five year moving averages and three-year moving averages. The trends and projected goals for each of the measures seemed to be more representative and attainable when using the five-year moving average using data.

Each of the target measures use a five point, five-year moving average, and each goal was determined by projecting the trend line ahead to determine goals. Taking into account data from the past and how the current trend is moving, this allows Kentucky to work towards sustaining, or moving towards, a downward trend.

Countermeasure and Project Selection

The Office of Highway Safety staff uses all of these documents to gain a better understanding of trends in traffic collisions and to help identify the most problematic areas and/or jurisdictions in the state. Demographic data and the most common factors contributing to crashes is also examined to determine the most at-risk populations and behaviors that should be addressed in the Performance Plan.

Upon completion of analysis, the shared data with program managers, taskforces and law enforcement liaisons is reviewed to develop counter measure strategies for each of the counties that have participating partners. Targets in the selection of strategies and activities are; considered by risk, need and programing assets available to effect change.

Identify the participants in the processes (e.g., highway safety committees, program stakeholders, community and constituent groups).

The following list of participant agencies, coalitions and vest interests in highway safety at various levels of planning, performance measure and target setting in the HSP process. These members also represent the Governors Executive Committee on Highway Safety (GECHS).

- Secretary of Transportation Cabinet
- KYC Planning Highway Safety Improvement Program
- KYTC Office of Information and Technology
- Kentucky Impaired Driving Taskforce
- Kentucky Occupant Protection Taskforce
- Kentucky Traffic Records Committee
- Kentucky Transportation Cabinet
- Kentucky State Police
- Kentuckians for Better Transportation
- Federal Highway Administration
- Federal Motor Carrier Safety Administration
- Kentucky Injury Prevention and Research Center
- Department of Public Health
- Eastern Kentucky University
- Office of the Attorney General
- University of Kentucky Transportation Center
- Kentucky Sheriff's Association
- Kentucky Association of Chiefs of Police
- Kentucky Board of Emergency Medical Services
- Kentucky Office of Insurance
- Kentucky Motor Transport Association
- Mothers Against Drunk Driving
- National Highway Traffic Safety Administration
- Kentucky Office of Alcoholic Beverage Control
- Kentucky Operation Lifesaver
- Kentucky Fire Commission
- Kentucky Farm Bureau
- AAA Kentucky
- Insurance Institute of Kentucky
- Kentucky Office of Highway Safety
- iCare Lexington

Enter description and analysis of the State's overall highway safety problems as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets, selecting countermeasure strategies, and developing projects.

Kentucky Highway Safety concerns

The KOHS has identified the following as principle highway safety concerns for the Commonwealth of Kentucky. They are as follows

1. Occupant Protection
 - a. Adult
 - b. Child
2. Impaired Driving
 - a. Alcohol
 - b. Drug

- 3. Aggressive Driving & Speeding
- 4. Distracted Driving
- 5. Motorcycle Safety
- 6. Bicycle and Pedestrian Safety

The goals for KOHS highway safety programs that will be applied to counter measure programs are as follows:

	2013	2014	2015	2016	2017	2019 Goal
Fatalities (5 year moving average)	731	707	707	730	737	737
Fatality Rate per 100M VMT (5 year moving average)	1.54	1.48	1.48	1.52	1.52	1.50
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	304	291	291	293	293	286
Serious Injuries (5 year moving average)	3,884	3,617	3,440	3,289	3,125	2,991
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving average)	173	169	173	174	167	167
Speeding – Related Fatalities (5 year moving average)	145	139	136	136	132	126
Motorcyclist Fatalities (5 year moving average)	89	89	88	96	92	92
Unhelmeted Motorcyclist Fatalities (5 year moving average)	55	55	56	62	59	59
Drivers Age 20 or Younger in Fatal Crashes (5 year moving average)	100	89	84	86	87	77
Pedestrian Fatalities (5 year moving average)	51	54	56	62	70	70
Bicyclist Fatalities (5 year moving average)	5	4	4	6	6	6

Occupant Protection

Occupant protection remains at the forefront of state issues to address. With over 55% of all crashes having unrestrained drivers and passengers. This is a leading cause of crash fatalities in all areas of the state. This is especially the case in rural roadway departure crashes. Kentucky has a high rate of teen drivers that are unrestrained as well, and the percentage remains at 50% of rolling average. Children under the age of 15 have a higher than national average representation in the data. This is the second leading cause of death in Kentucky’s children.

The KOHS will address this concern through participation in high visibility enforcement, sustained enforcement through occupant protection programs and child protection seat programs.

Impaired Driving

Impaired driving in the Commonwealth of Kentucky has begun to evolve. As alcohol impaired only drivers are steadily declining, there is an increase of poly intoxicated and drug impaired drivers indicated in the crash data. The KOHS is evolving the impaired driving program to address this issue with ARIDE and DRE program. Approximately 33-35% of all crashes have impairment as a behavioral issue.

The KHOS will address this concern through participation in high visibility enforcement, sustained enforcement through impaired driver enforcement programs, ARIDE and DRE education for law enforcement and police traffic service programs.

Aggressive Driving and Speeding

While there has a consistent decline in the trend of aggressive and speed related fatalities. Crash reports and citation data indicates that is a factor in over 32% of all crashes in state. The KOHS has developed a selective enforcement period during the summer driving season as well as sustained enforcement through police traffic services grants.

Distracted Driving

Distracted driving is a multi-layered issue in the Commonwealth of Kentucky of Kentucky. It is indicated in crash and citation data to be a behavioral factor in over 60% of the crashes. Due to the open nature of the definition of distracted driving, it is difficult to pin point what kind of distraction is leading the issue at the core of the problem.

The KOHS has developed a media behavioral norming message campaign to address this issue statewide and seeking partners to pilot more enforcement programs. Citation data also indicates that this risky behavior is often combined with lack of seat belt use and/or speeding. Through those other countermeasures the offices seek to reduce the number of serious injuries and fatalities as well.

Motorcycle Safety

The Commonwealth of Kentucky repealed the mandatory helmet law in 1996. Since the repeal there was a steady increase of Unhelmeted motorcycle fatalities, currently this is 61% of all crashes. There is indication in the data that the trend line will continue increase. Impaired riders remain at approximately 24% of crashes involved.

To address this, issue the KOHS utilizes all of its incentive funds to promote "Driver Awareness" of motorcycles, utilizes 402 funds for "Share Road" messaging. The KYTC transfers a portion of motorcycle registration fees and license fees to Department of Justice to the Motorcycle Safety Commission for the MSF based rider education program.

Bicycle and Pedestrian

The KOHS has continued a surveillance of the bicycle and pedestrian crashes in the Commonwealth of Kentucky. The trend in bicycle fatalities has remained low at less than 10 per year over the past five years on the trend line. However, the trend indicates that this will increase. Pedestrian fatalities have indicated steady marginal increases on the trend line. Overall the combined fatalities are at 11% of the state total.

Due the regional nature of the problem, the KOHS has engaged with community partnerships, the MPO's in Lexington, Louisville and Northern Kentucky, and KYTC Pedestrian Bicycle safety in Planning to address this issue.

Enter discussion of the methods for project selection (e.g., constituent outreach, public meetings, solicitation of proposals).

Project Selection

A formal letter is mailed and emailed 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 applications are 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. The grant review committee meet for several days in March to discuss and evaluate all proposals as a group. Grant proposals are evaluated for:

- Eligibility base on state wide ranking and risk
- Completeness
- Countermeasures
- Target measures
- Performance measures
- Ability of the project to address identified highway safety problems
- Past performance with other grants

The grant program managers submit a budget and enforcement plan for the region that address:

- TOP 40 Risk
- Available enforcement agencies and community partners
- Budget available
- Evolving needs

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 submitted for evaluation and recommendations made for modification. The committee's recommendations are forwarded to the Governor's Representative for Highway Safety for comment.

Enter list of information and data sources consulted.**Data Sources**

The grant committee, LEL's and KOHS staff, reviewed the following data sets and information as part of the grant review process:

- KYOPS Law enforcement data base
- CRASH Kentucky Collision Report Analysis System Highways
- HSIP KY Highway System Improvement Program
- KYBEMS Kentucky Board of EMS
- HEAT KIPRC epidemiology of crashes
- KOHS Grant Activity reporting spreadsheet
- GTS Program funds management
- FARS Fatality and Analysis Reporting System
- UKTC Collision Facts Annual Report
- KOHS TOP 40 Risk analysis report of statewide ranking
- UKTC Observed seat belt count report

Enter description of the outcomes from the coordination of the Highway Safety Plan (HSP), data collection, and information systems with the State Strategic Highway Safety Plan (SHSP).**Coordination outcomes**

The outcome of coordinating the Highway Safety Plan, Highway Safety Improvement Plan and the Strategic Highway Safety Plan give the Commonwealth of Kentucky a long term vision of serious injury and crash reduction. By aligning core target measures and expectations, the state should continue to trend down fatalities and serious injury crashes. However, due to an increase of VMT the exposure risk in several measures indicate that the state will either maintain or suppress those from increasing.

The coordination further engages the highway safety community in the state to maintain transportation safety as a core community need. By aligning the local and municipal programs and data shared through all sources. Planning and countermeasure selection can be made in a real time and correlated impact in the planning year as well as supporting the strategic vision of reduction towards zero death.

3 Performance report

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

Performance Measure Name	Progress
C-1) Number of traffic fatalities (FARS)	Not Met
C-2) Number of serious injuries in traffic crashes (State crash data files)	Met
C-3) Fatalities/VMT (FARS, FHWA)	Not Met
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Not Met
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	Met
C-6) Number of speeding-related fatalities (FARS)	Not Met
C-7) Number of motorcyclist fatalities (FARS)	Met
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Not Met
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Not Met
C-10) Number of pedestrian fatalities (FARS)	Not Met
C-11) Number of bicyclists fatalities (FARS)	Not Met
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	Not Met

C-1) Number of traffic fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Fatalities (5 year moving average)	731	707	707	730	737	737

The office did not meet the target, there were 45 more crash fatalities than forecast predicted. The increase was identified in unrestrained, speeding and pedestrian fatalities. There was also an increase of VMT for the state during this period, increasing risk exposure. Further review indicated many of the crashes happened outside of identified areas for enforcement and education.

C-2) Number of serious injuries in traffic crashes (State crash data files)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Serious Injuries (5 year moving average)	3,884	3,617	3,440	3,289	3,125	2,991

The office met target, there were 118 less serious injury crashes reported than forecast predicted. The decrease was in all categories of crash.

C-3) Fatalities/VMT (FARS, FHWA)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Fatality Rate per 100M VMT (5 year moving average)	1.54	1.48	1.48	1.52	1.52	1.50

The office did not meet target, there were .07 more fatalities per 100m VMT. While VMT increase, exposure to risk did as well.

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Unrestrained Passenger Vehicle Occupant Fatalities (all seating positions) (5 year moving average)	304	291	291	293	293	286

The office did not meet target, there were 15 more fatalities than forecast predicted. The increase has been identified in young drivers and drivers ages 25-45. The areas of increase had enforcement programs and media coverage.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Fatalities involving a driver or motorcycle operator with .08+ BAC (5 year moving	173	169	173	174	167	167

The office met target, there were 30 less impaired driver crashes reported than forecast predicted.

C-6) Number of speeding-related fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Speeding – Related Fatalities (5 year moving average)	145	139	136	136	132	126

The office did not meet target, there was 1 more speeding related fatal crash than forecast predicted.

C-7) Number of motorcyclist fatalities (FARS)

Progress: Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Motorcyclist Fatalities (5 year moving average)	89	89	88	96	92	92

The office met target, there was 7 less motorcycle related fatalities than predicted.

C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Unhelmeted Motorcyclist Fatalities (5 year moving average)	55	55	56	62	59	59

The office did not meet target, there were 6 more fatal Unhelmeted motorcycle fatal crashes reported than forecast predicted.

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Drivers Age 20 or Younger in Fatal Crashes (5 year moving average)	100	89	84	86	87	77

The office did not meet target, there were 6 more 20 and younger driver fatalities than the forecast predicted. The crashes were spread out from known clusters.

C-10) Number of pedestrian fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Pedestrian Fatalities (5 year moving average)	51	54	56	62	70	70

The office did not meet target, there were 20 more pedestrian fatal crashes reported than forecast predicted. The increase was noted in Jefferson and Fayette counties. Both counties have MPO projects, local programs and passive enforcement programs.

C-11) Number of bicyclists fatalities (FARS)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Bicyclist Fatalities (5 year moving average)	5	4	4	6	6	6

The office did not meet target, there was 1 more bicyclist fatality than forecast predicted. This issue having such low crash population is maintained as a suppression number.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Progress: Not Met

Enter a program-area-level report on the State's progress towards meeting State performance targets from the previous fiscal year's HSP.

FARS	2013	2014	2015	2016	2017	2019 Goal
Observed Seat Belt Usage Rate (front seat outboard for	85	86.1	86.7	86.5	86.8	87.8

The office did not meet the target of 90%, there was no change recorded in observed seat belt use. 2019 observed seat belt use will be conducted under a new distribution.

4 Performance plan

Open each performance measure listed below or click Add New to create additional non-core performance measures to provide a list of quantifiable and measurable highway safety performance targets that are data-driven, consistent with the Uniform Guidelines for Highway Safety Programs and based on highway safety problems identified by the State during the planning process.

Performance Measure Name	Target Period(Performance Target)	Target Start Year (Performance Target)	Target End Year (Performance Target)	Target Value(Performance Target)
C-1) Number of traffic fatalities (FARS)	5 Year	2015	2019	737.0
C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2015	2019	2,991.0
C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2015	2019	1.500
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2015	2019	286.0
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2015	2019	167.0
C-6) Number of speeding-related fatalities (FARS)	5 Year	2015	2019	126.0
C-7) Number of motorcyclist fatalities (FARS)	5 Year	2015	2019	92.0
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2015	2019	59.0
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2015	2019	77.0
C-10) Number of pedestrian fatalities (FARS)	5 Year	2015	2019	70.0
C-11) Number of bicyclists fatalities (FARS)	5 Year	2015	2019	6.0
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2015	2019	87.8

C-1) Number of traffic fatalities (FARS)

Is this a traffic records system performance measure?

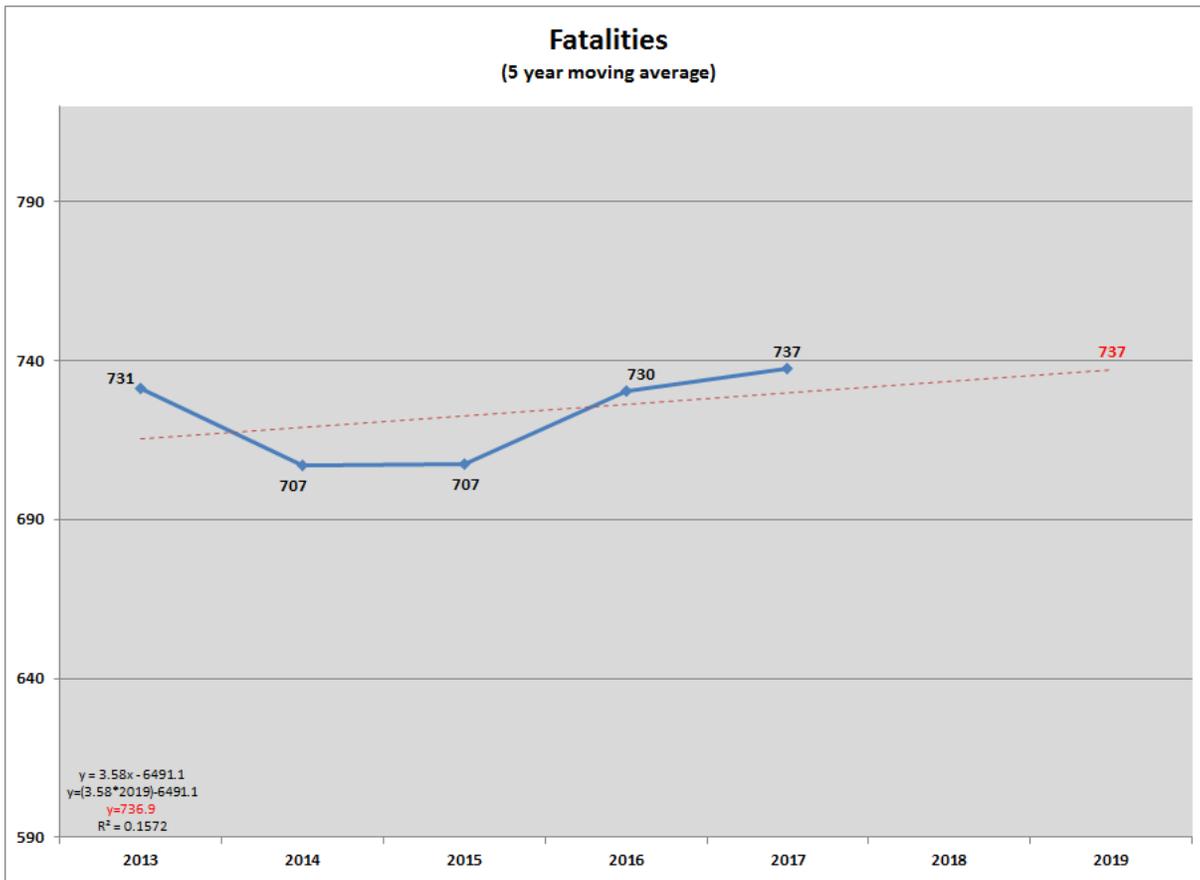
Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-1) Number of traffic fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 737.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The FARS five year rolling average indicates that the trend could exceed the indicated number. However, in aligning the HSIP core performance measure and OHS performance measure, the offices through analysis choose the target of 737. This is marginally higher than prior year of 730. This target based on forecasting is potentially obtainable.



C-2) Number of serious injuries in traffic crashes (State crash data files)

Is this a traffic records system performance measure?

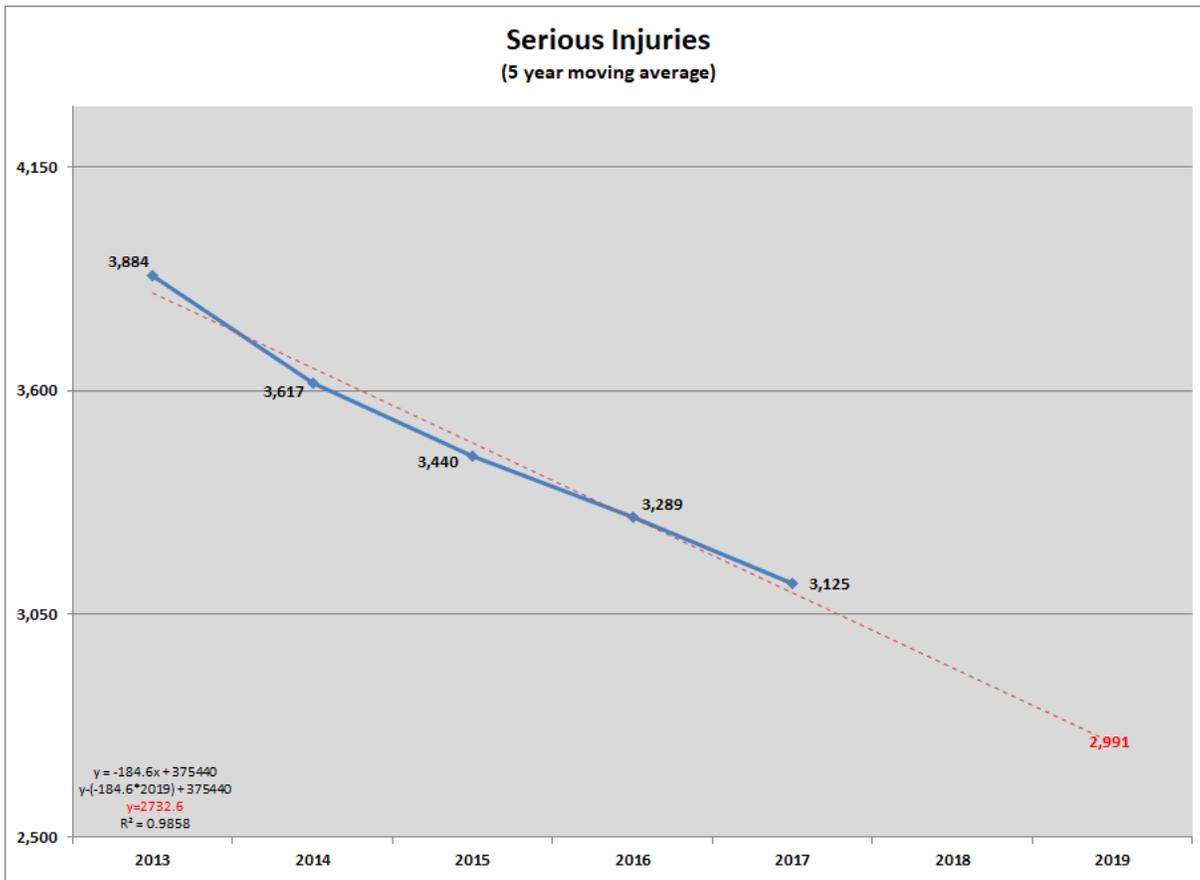
Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Emergency Medical Services/Injury Surveillance Systems

C-2) Number of serious injuries in traffic crashes (State crash data files)-2019
Target Metric Type: Numeric
Target Value: 2,991.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The number of serious injuries have continued to indicate a consistent downward trend. The HSIP and OHS have collaborated in analysis and setting this target as a core performance measure. The indicated goal is moderately lower than prior target.



C-3) Fatalities/VMT (FARS, FHWA)

Is this a traffic records system performance measure?

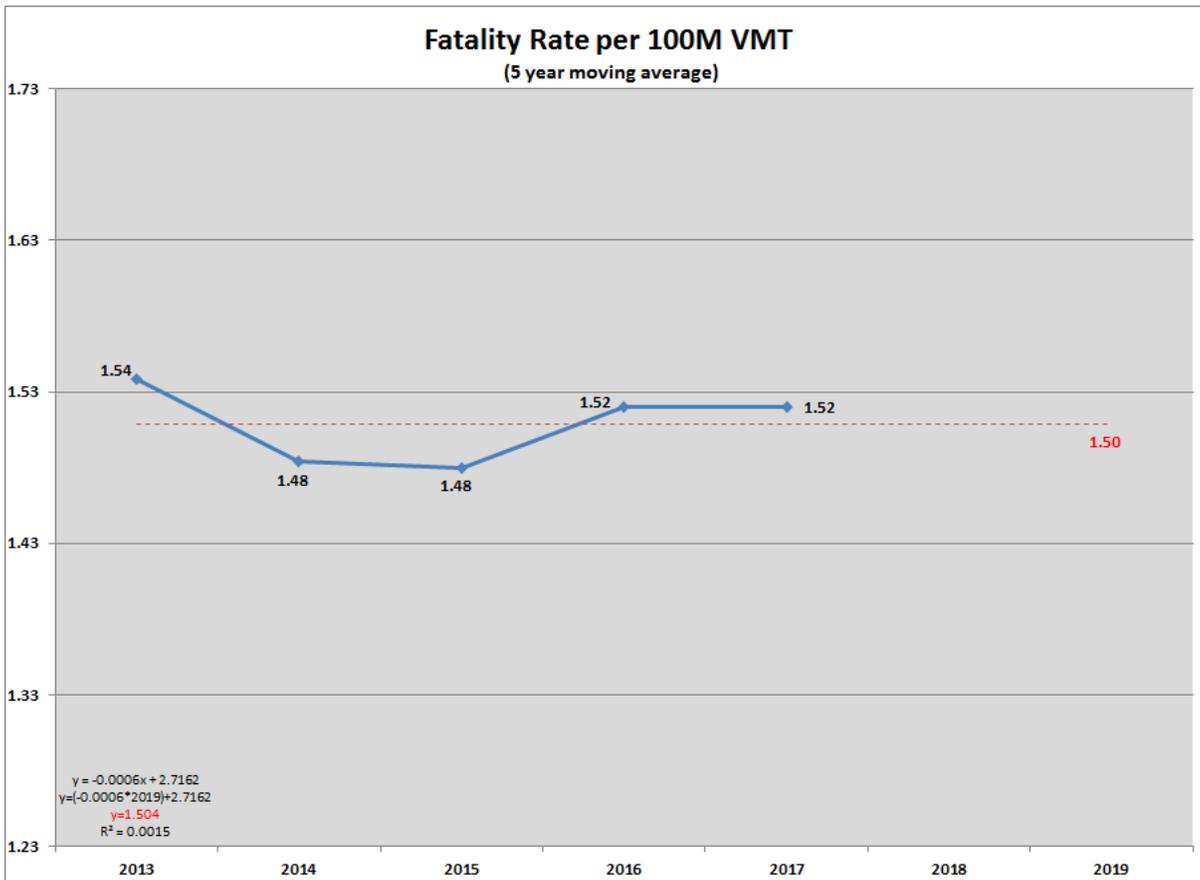
Yes

Primary performance attribute:	Timeliness
Core traffic records data system to be impacted:	Crash

C-3) Fatalities/VMT (FARS, FHWA)-2019
Target Metric Type: Numeric
Target Value: 1.500
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The fatality rate based on VMT does indicate a marginal reduction due to increased volume. But due to the earlier input of the 2013 low year there is potential for an increase following the FY2019 trends. The OHS and HSIP groups did a combined analysis and collaborated on the established target.



C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)

Is this a traffic records system performance measure?

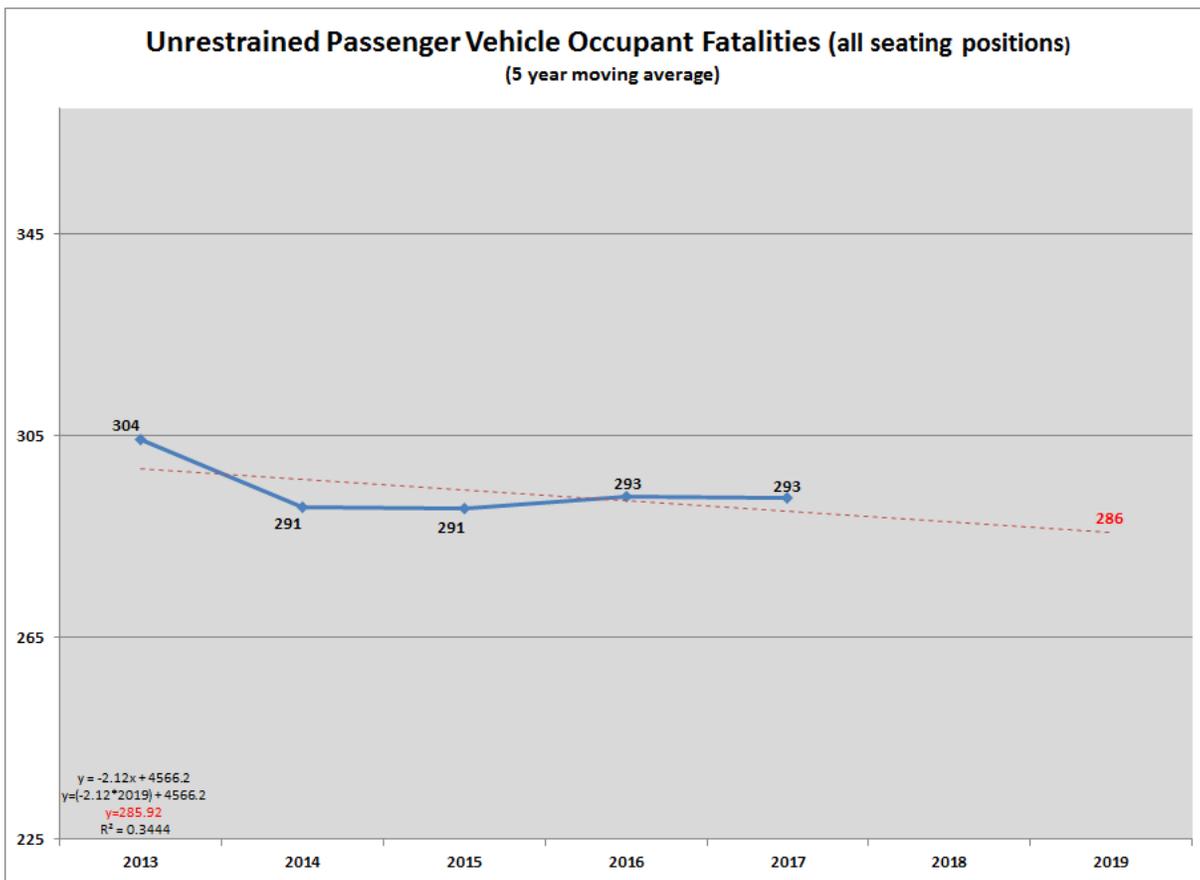
Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)-2019
Target Metric Type: Numeric
Target Value: 286.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The KOHS conducted analysis of unrestrained passengers in all positions and indicated that a moderate reduction to 285 is forecasted on a 5yr rolling average.



The following actions will be taken by the KOHS to foster occupant protection activities in the state:

- To educate the public about the provisions of Kentucky's primary seat belt law and the consequences of non-compliance. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To encourage law enforcement agencies to aggressively enforce the primary seat belt law and child seat and booster seat laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with low seat belt usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To participate in the National Highway Traffic Safety Administration's *Click It or Ticket / Drive Sober or Get Pulled Over* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- To promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- To promote agencies participation in the national Border to Border event for Click it or Ticket.
- To conduct nighttime occupant protection enforcement during the grant year. All full year grants are required to plan 50% of enforcement during night time hours based on local data. This strategy is one of our occupant protection emphasis area strategies in our SHSP.
- 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. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To host National Lifesavers Conference with an emphasis on occupant protection and other emphasis areas within the Strategic Highway Safety Plan. All agencies will be funded to send one representative to attend the conference, several agencies will assist with staffing and attend learning sessions.
- Grantees will conduct seat belt observational surveys to monitor seat belt usage in their city/county.
- To provide incentives/awards to law enforcement agencies/officers who excel in enforcing seat belt laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- To conduct a statewide observational seat belt survey during June and July in accordance with NHTSA guidelines.
- To continue the Governor's Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Maintain the Child Protection Seat program coordinators position through grant. This grant serves to aid in the education, training and event planning for CPS technicians statewide.
- To educate more parents, childcare workers, emergency personnel and others about how to correctly install child safety seats and ensure that all child passengers are properly restrained. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Maintain Occupant Protection task force to incorporate new strategies and activities identified from the OP assessment.

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)

Is this a traffic records system performance measure?

Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)-2019

Target Metric Type: Numeric

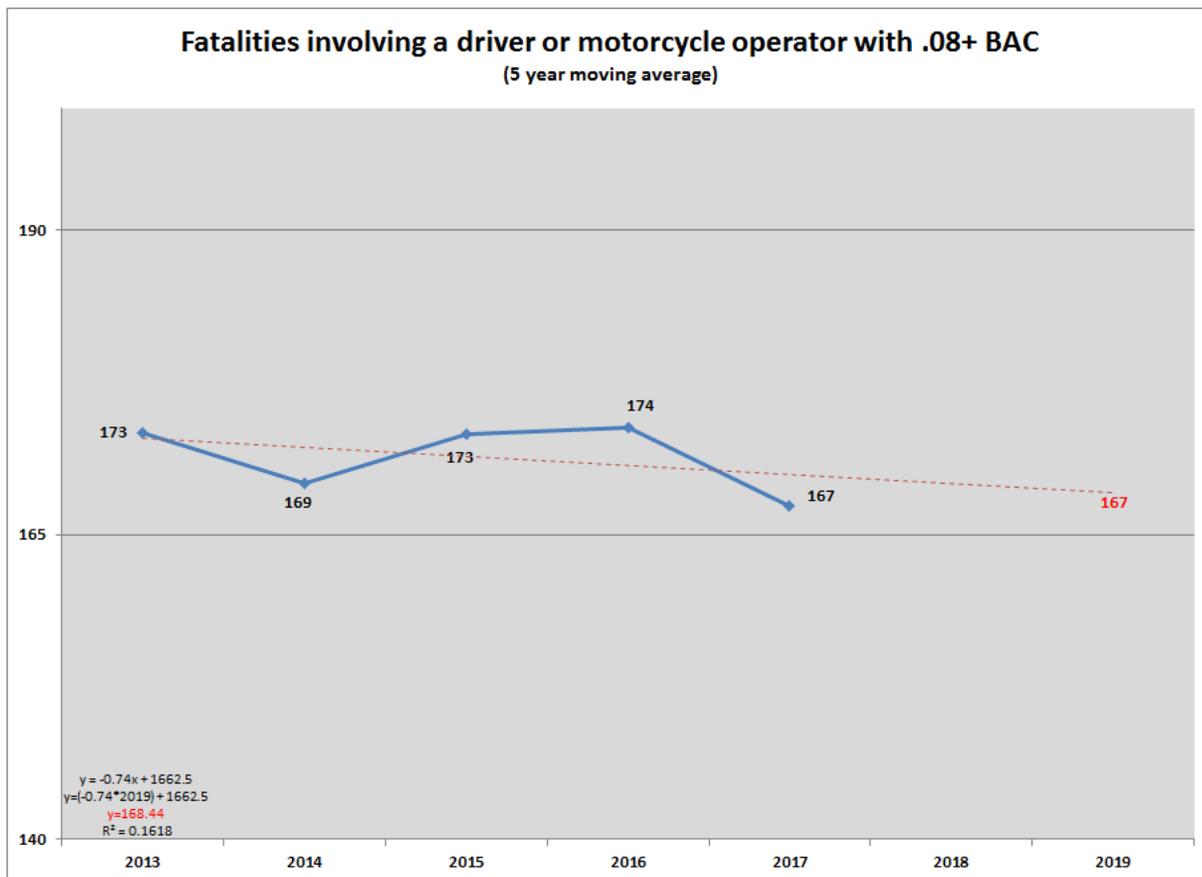
Target Value: 167.0

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

KOHS conducted an analysis of impaired (drug and alcohol) drivers and operators with BAC .08 and greater. The trending data indicates no change, this target has a low probability. We have established a target that is moderate in suppressing an increase in the numbers.



- To increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs and to aid them in detecting impaired drivers. This strategy is also within our impaired driving emphasis area strategies in Kentucky's Strategic Highway Safety Plan (SHSP).
- To provide needed equipment to aid state and local agencies in impaired driving efforts to include the following: video cameras for Kentucky State Police, preliminary breath testers, breathalyzers and check point safety equipment as necessary or requested.
- Pilot full time officer and cruiser with Frankfort Police Department as a Strategic Traffic Enforcement Program (STEP).
- 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 and encourage the passage of stronger laws by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis area strategies in our SHSP.
- To participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over /Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- To promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement through a series of area briefings throughout the state.
- To provide recognition awards to law enforcement 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. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.

- 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. This strategy is also one of our impaired driving emphasis area strategies in our SHSP
- To encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- To educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.
- To provide education and need of the Ignition Interlock program to the court judges and prosecutors of the effectiveness and need statewide.
- To hire a Judicial Outreach Liaison to assist the education of the courts.
- Maintain, provide assistance and information to the Kentucky Impaired Driving Task Force as a member.

C-6) Number of speeding-related fatalities (FARS)

Is this a traffic records system performance measure?

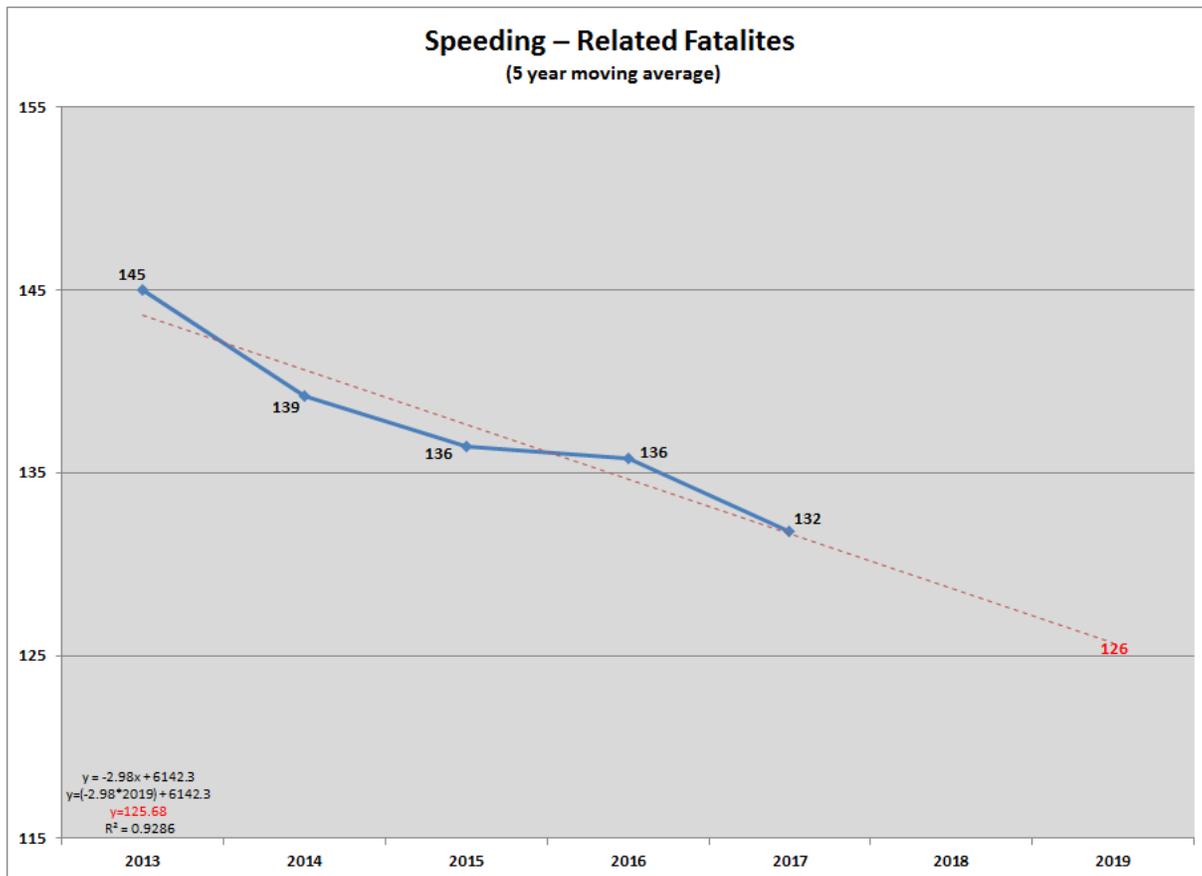
Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-6) Number of speeding-related fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 126.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The KOHS’ analysis of speed related fatalities a moderate but continued decrease in the number of drivers and operators involved in speed related crashes. The data indicates this is highly likely to be met.



C-7) Number of motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

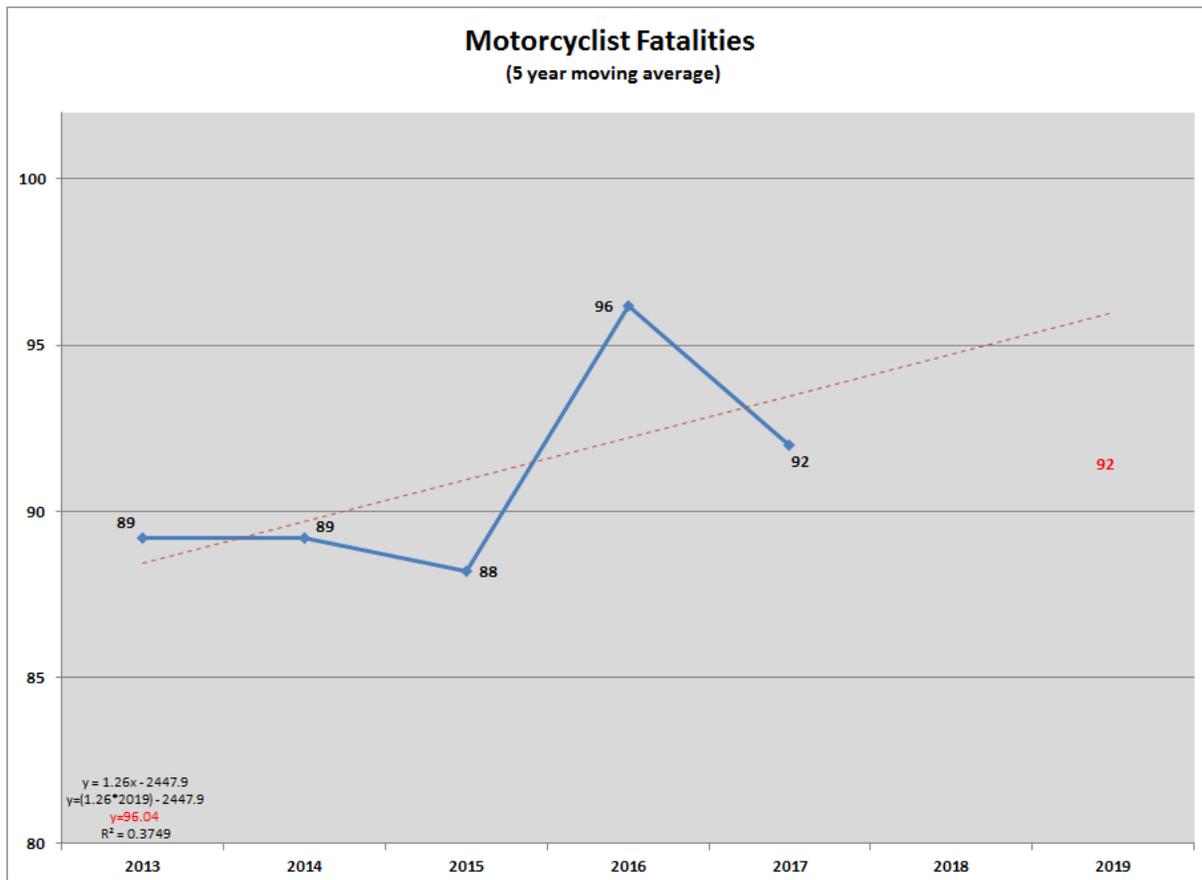
Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-7) Number of motorcyclist fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 92.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The analysis of motorcycles fatalities based on the FARS data indicates a nominal to marginal reduction of crash fatalities. the KOHS in further reviewing the data, have established a target to maintain a reduction but understand that the trend line indicates an increase is potential.



C-8) Number of unhelmeted motorcyclist fatalities (FARS)

Is this a traffic records system performance measure?

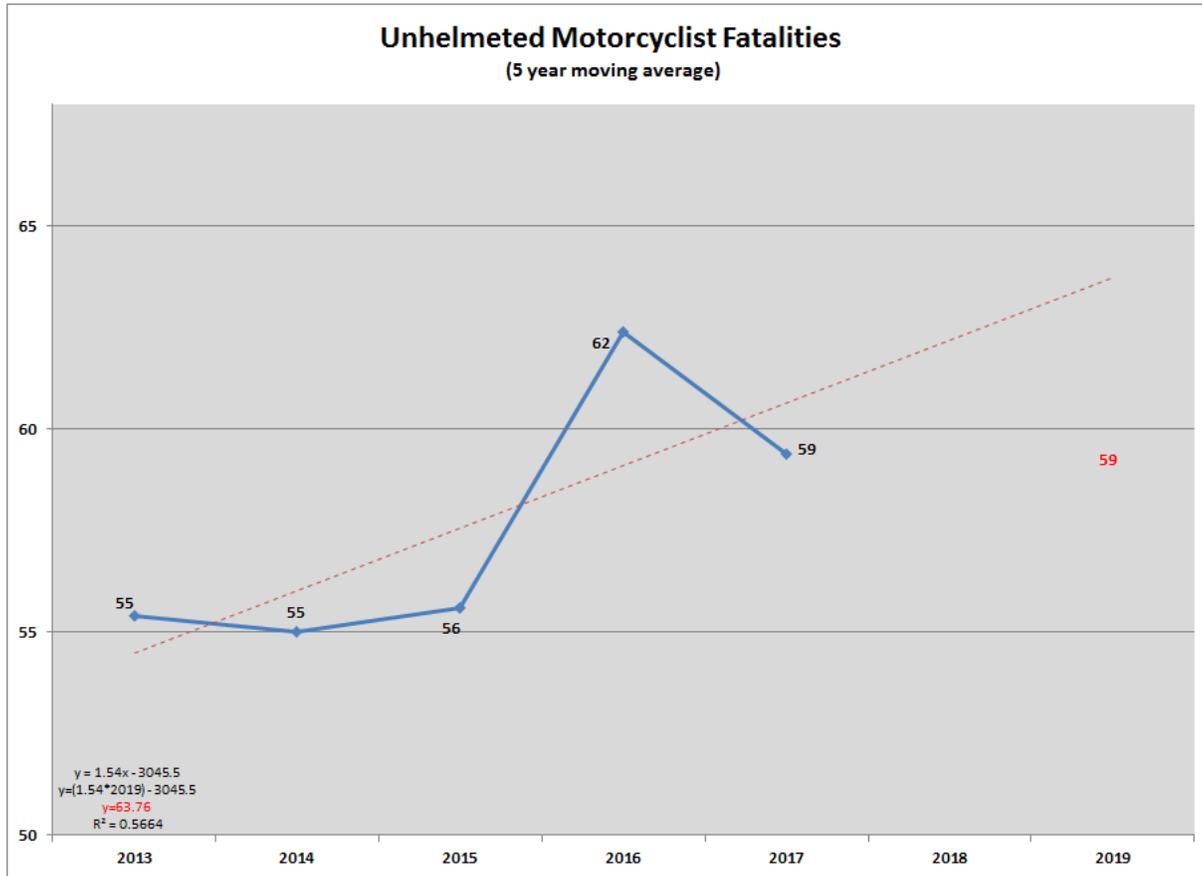
Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-8) Number of unhelmeted motorcyclist fatalities (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 59.0
 Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The KOHS analysis of unhelmeted motorcycle crash fatalities indicated that the rolling average is reducing, however is is more than likely that the number of fatal crashes will increase. The KOHS has established a target that maintains the target at 59 in order to suppress an increase in fatal numbers.



C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)

Is this a traffic records system performance measure?

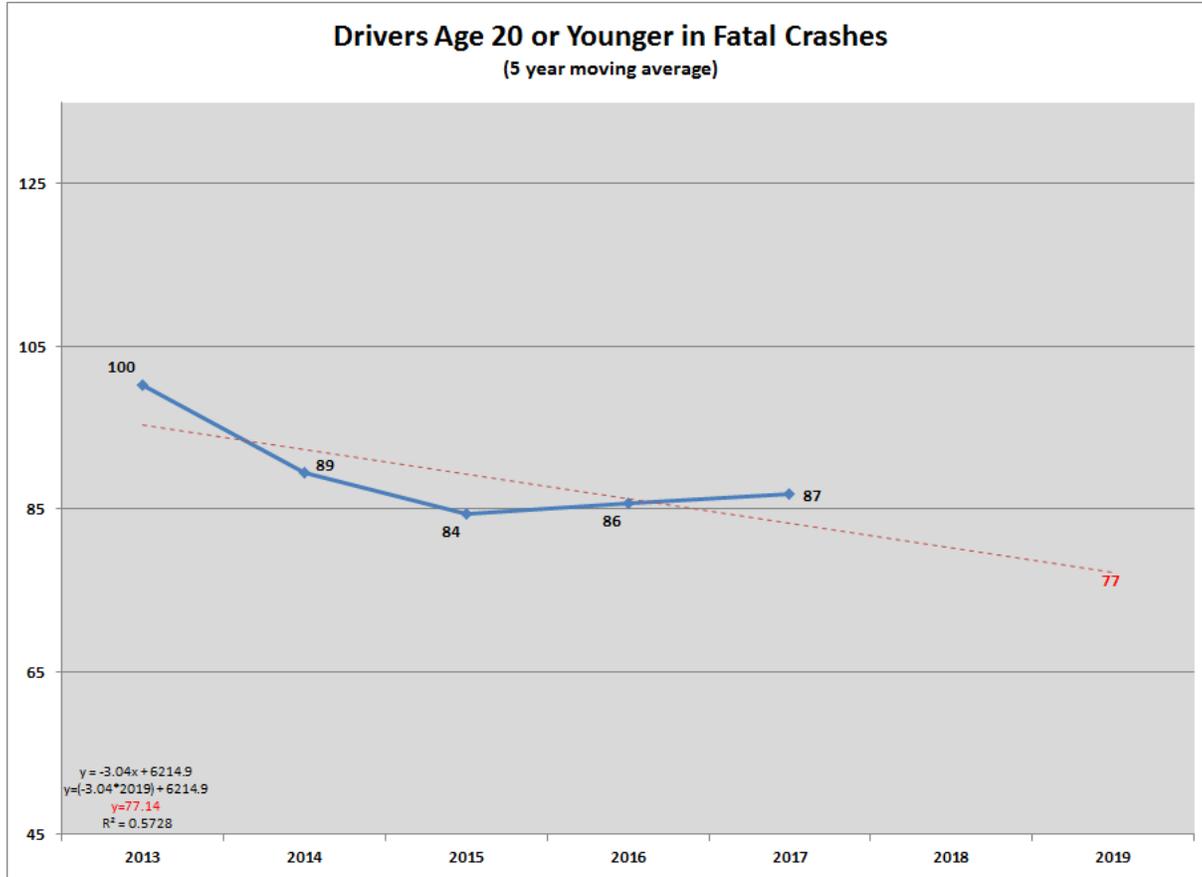
Yes

Primary performance attribute:	Completeness
Core traffic records data system to be impacted:	Crash

C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)-2019
 Target Metric Type: Numeric
 Target Value: 77.0
 Target Period: 5 Year
 Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The KOHS analysis of young driver fatalities indicates a trend that should reduce over the next year, however even with a marginal increase of fatalities. The KOHS has established a target of 77 fatalities in the young driver area. based on trend line analysis and forecasting.



C-10) Number of pedestrian fatalities (FARS)

Is this a traffic records system performance measure?

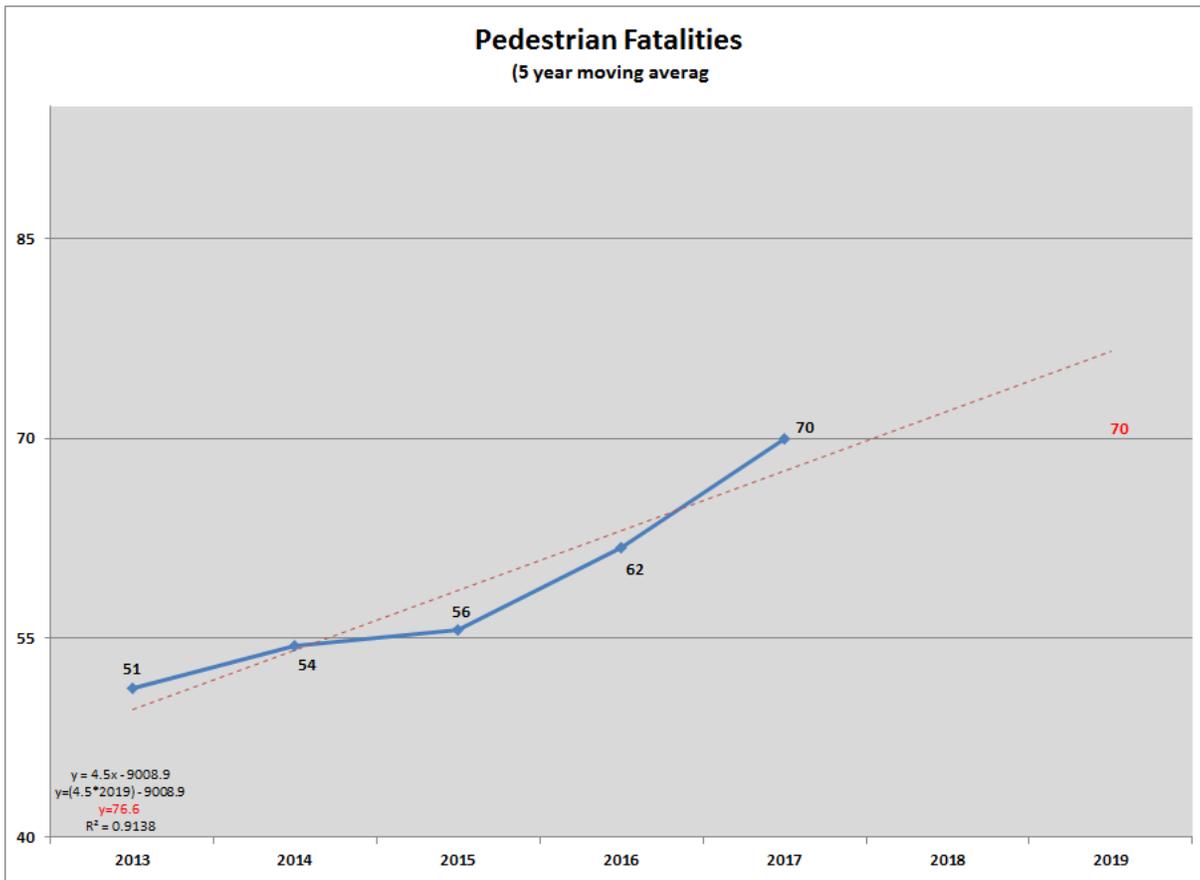
Yes

Primary performance attribute:	Accuracy
Core traffic records data system to be impacted:	Crash

C-10) Number of pedestrian fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 70.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The HSIP and OHS programs conducted analysis in collaboration of pedestrian crashes and have established a target of 70 fatalities. However, the this is a suppression number based on the linear trend. further analysis indicates a likely increase.



C-11) Number of bicyclists fatalities (FARS)

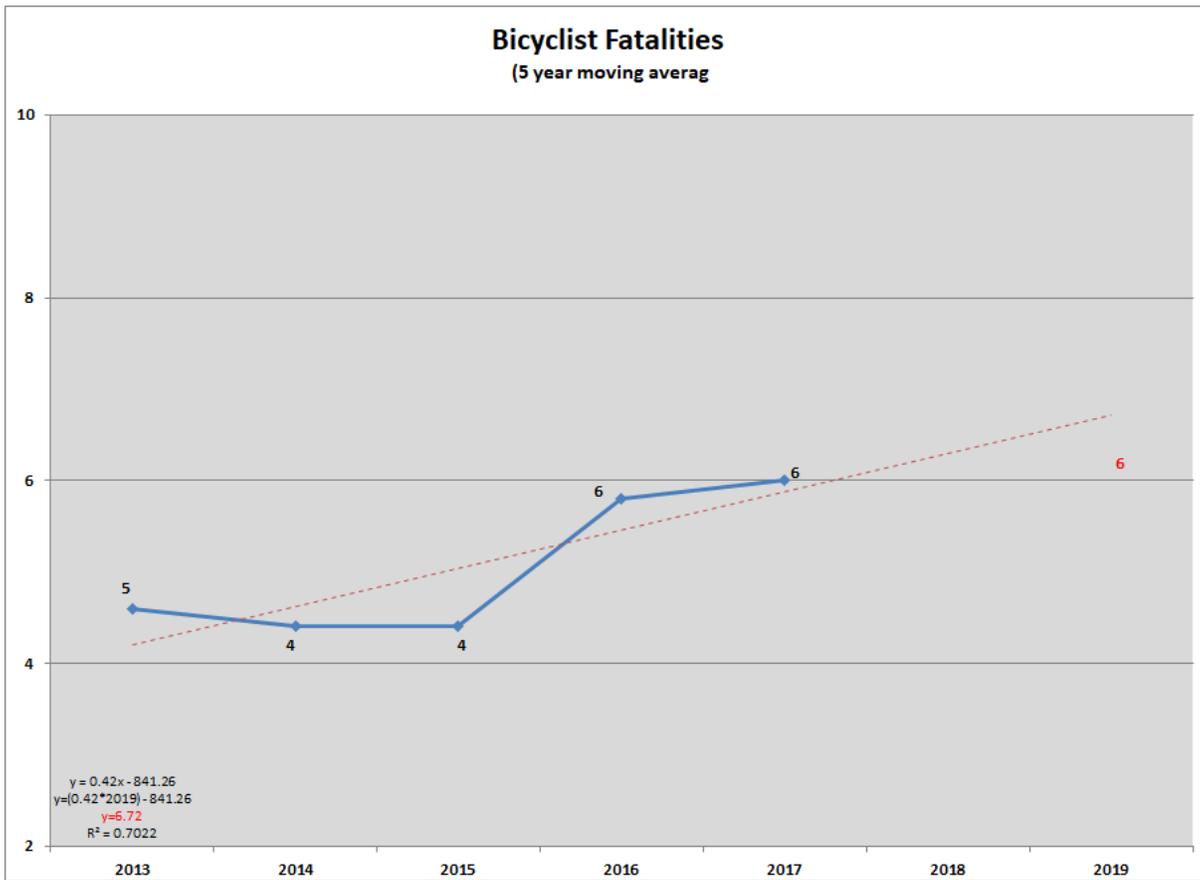
Is this a traffic records system performance measure?

No

C-11) Number of bicyclists fatalities (FARS)-2019
Target Metric Type: Numeric
Target Value: 6.0
Target Period: 5 Year
Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The OHS and HSIP in collaboration have established a bicycle fatalities target of 6. This is a suppression target based on prior performance. The linear trend line indicates a marginal increase. However, in order to achieve the core performance goals of FHWA the two programs set the target at 6. This combined with pedestrian becomes a core performance measure for the HSIP target.



The KOHS will take the following actions to foster change in the reduction of bicycle fatalities and serious injury:

- Continue monitoring the at risk population through serious injury report and develop media and information to distribute statewide.
- Collaborate with community partnerships in affected communities and areas to reduce the number of crashes.
- Provide feedback and information to the Kentucky Transportation Cabinet Division of Plannings, Bike & Ped coordinator on current issues and national programs
- Collaborate with Brain Injury Alliance of Kentucky of promotion of bicycle helmet usage for all riders.
- Support legislation to promote awareness and safety countermeasures for interaction between vehicle traffic and bicycle riders.

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)

Is this a traffic records system performance measure?

No

B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)-2019

Target Metric Type: Numeric

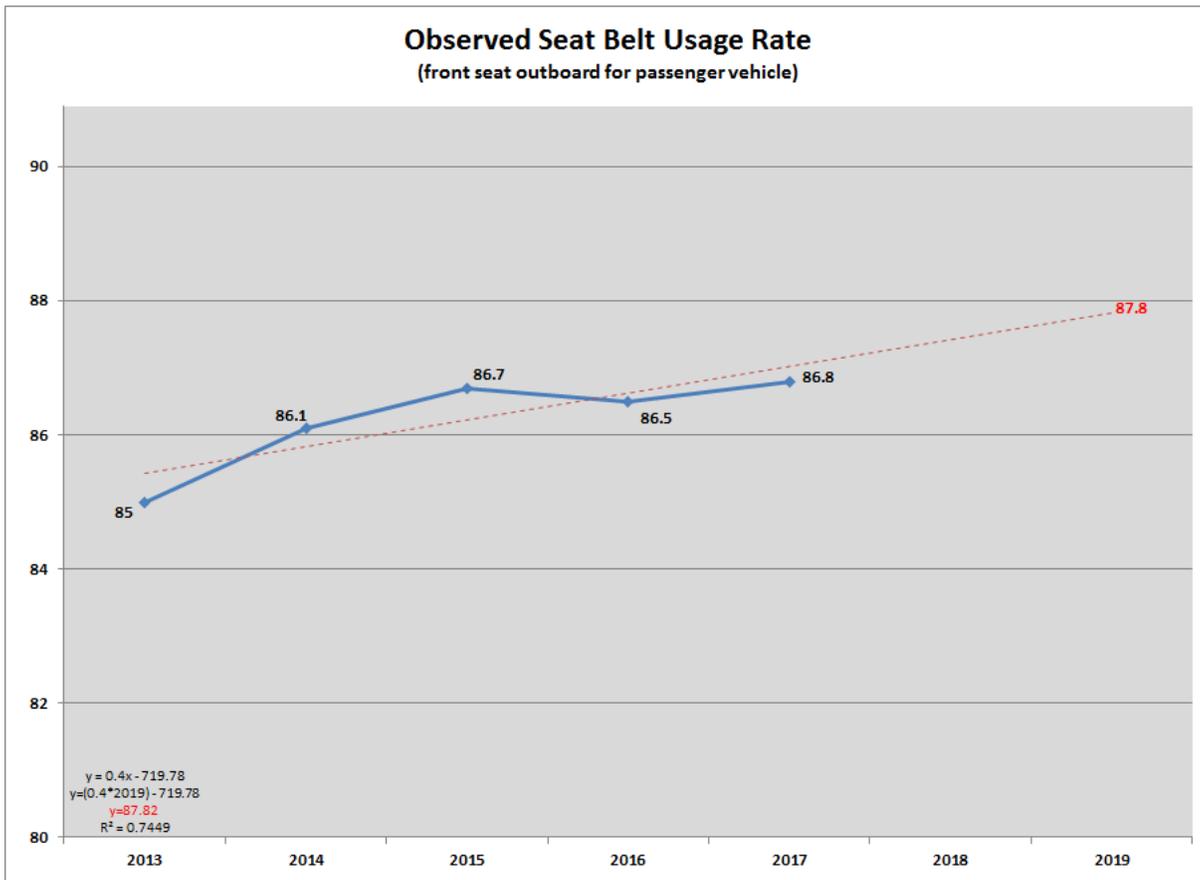
Target Value: 87.8

Target Period: 5 Year

Target Start Year: 2015

Enter justification for each performance target that explains how the target is data-driven, including a discussion of the factors that influenced the performance target selection.

The KOHS and UKTC analysis of the observed seatbelt counts have indicated that there should be a marginal increase in usage. As the percentage of drivers using seatbelts increase in the observed report, it will be come increasingly difficult to move large percentages in the change. We are anticipating an increase of 1% in FY 19.



The following actions will be taken by the KOHS to foster change in the observed seat belt count:

- Provide media and information to the driving public state wide to affect change in seat belt usage.
- Utilize current data and information to identify new at risk populations and address them as funding allows.
- Participate in "Click It or Ticket" national enforcement mobilization.
- Communicate the "Click It or Ticket" national enforcement message during the prescribed time.
- To promote agencies participation in the national Border to Border event for Click it or Ticket.
- To conduct nighttime occupant protection enforcement during the grant year. All full year grants are required to plan 50% of enforcement during night time hours based on local data. This strategy is one of our occupant protection emphasis area strategies in our SHSP.

State HSP performance targets are identical to the State DOT targets for common performance measures (fatality, fatality rate, and serious injuries) reported in the HSIP annual report, as coordinated through the State SHSP.

Check the box if the statement is correct. Yes

Enter grant-funded enforcement activity measure information related to seat belt citations, impaired driving arrests and speeding citations.

A-1) Number of seat belt citations issued during grant-funded enforcement activities*

Fiscal year	2017
Seat belt citations	20621

A-2) Number of impaired driving arrests made during grant-funded enforcement activities

Fiscal year	2017
Impaired driving arrests	2750

A-3) Number of speeding citations issued during grant-funded enforcement activities*

Fiscal year	2017
Speeding citations	30103

5 Program areas

Program Area Hierarchy

1. Distracted Driving
 - Distracted Driving Media
 - Distracted Driving Paid Media
 - FAST Act 405e Comprehensive Distracted Driving
 - FAST Act 405e Comprehensive Distracted Driving
2. Impaired Driving (Drug and Alcohol)
 - ID Planning and Administration
 - Traffic Safety Resource Prosecutor
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
 - ID Enforcement Program
 - KSP Nighthawk ID Driving Enforcement & Equipment
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
 - Local Law Enforcement ID programs
 - FAST Act 405d Impaired Driving Mid
 - FAST Act 405d Impaired Driving Mid
 - Communication Campaign
3. Non-motorized (Pedestrians and Bicyclist)
4. Occupant Protection (Adult and Child Passenger Safety)
 - OP Planning and Administration
 - Observed Seatbelt Count
 - FAST Act 405b OP Low
 - FAST Act 405b OP Low
 - KOHS Occupant Protection Taskforce Manager
 - FAST Act 405b OP Low
 - FAST Act 405b OP Low
 - Child Protection Seat Programs Manager
 - FAST Act 405b OP Low
 - FAST Act 405b OP Low
 - OP Enforcement Program
 - Local Law Enforcement OP programs
 - FAST Act 405b OP Low
 - FAST Act 405b OP Low
 - KSP OP Enforcement program
 - FAST Act 405b OP Low
 - FAST Act 405b OP Low
 - Occupant Protection Program Assessment (NHTSA Facilitated)
 - CPS Technician Training Classes
 - KOHS Child Protection Seat Program
 - Communication Campaign
 - Occupant Protection Paid Media
 - FAST Act 405b OP Low
 - FAST Act 405b OP Low
 - Child Restraint System Inspection Station(s)
 - KOHS Child Protection Seat Program
 - FAST Act 405b OP Low
5. Motorcycle Safety
 - Motorcycle Rider Training
 - Communication Campaign
 - Motorcycle Safety
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Motorcycle Safety Paid Media
 - FAST Act 405f Motorcycle Programs
 - FAST Act 405f Motorcycle Programs
6. Traffic Records
 - Traffic Records and GIS management
 - Traffic Records Manager
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - Improves integration between one or more core highway safety databases
 - Traffic Records Strategic Plan & Implementation
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program

- o KSP Crash Data Dictionary
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - Improves completeness of a core highway safety database
 - o KY Emergency Medical Services Information System
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - o UKTC Data Quality Improvement
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - o KSP Advanced Collision Reconstruction
 - FAST Act 405c Data Program
 - FAST Act 405c Data Program
 - o KIPRC Improving Motor Vehicle Crash Related Trauma Data Quality and Completeness
 - FAST Act 405c Data Program
 - Improves accessibility of a core highway safety database
 - o KY Traffic Safety Data Service
 - FAST Act 405c Data Program
- 7. Police Traffic Services
 - Police Traffic Administration and Planning
 - o UK Crash Analysis
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - o Law Enforcement Liasons program
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - o Life Savers Conference
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - Police Traffic Services Enforcement
 - o 402 Police Traffic Services Half Year
 - FAST Act NHTSA 402
 - o 402 Police Traffic Services Full Year
 - FAST Act NHTSA 402
 - Law Enforcement Outreach Liaison
- 8. Racial Profiling Data Collection
 - 1906 Racial Profiling
 - o 1906 Racial Profiling
- 9. Planning & Administration
 - (none)
 - o High Visibility Paid Media
 - FAST Act NHTSA 402
 - o Planning and Administration
 - FAST Act NHTSA 402
 - FAST Act NHTSA 402
 - o KOHS Program Management
 - FAST Act NHTSA 402

5.1 Program Area: Distracted Driving

Program area type Distracted Driving

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The KOHS has conducted crash analysis of the KYOPS crash reporting, KYTC crash reports and FARS to implement a distracted driving program that addresses the core issues.

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

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

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	2,991.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	77.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving Media

5.1.1 Countermeasure Strategy: Distracted Driving Media

Program area Distracted Driving

Countermeasure strategy Distracted Driving Media

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity should be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries. Funding for this project will be through NHTSA incentive program funds.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The fund source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
FESX-2019-DDM	Distracted Driving Paid Media	

5.1.1.1 Planned Activity: Distracted Driving Paid Media

Planned activity name Distracted Driving Paid Media
 Planned activity number FESX-2019-DDM
 Primary countermeasure strategy

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations

and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project will fund behavioral norming messaging statewide, with an emphasis on counties with higher than average rates of distracted driving crashes based on the TOP 40 analysis and KIPRC HEAT maps.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Distracted Driving Media

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
	2019	FAST Act 405e Comprehensive Distracted Driving	405e Community Traffic Safety (FAST)	\$130,000.00	\$26,000.00	
	2019	FAST Act 405e Comprehensive Distracted Driving	405e Community Traffic Safety (FAST)	\$130,000.00	\$26,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2 Program Area: Impaired Driving (Drug and Alcohol)

Program area type Impaired Driving (Drug and Alcohol)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The KOHS analysis of the KYOPS enforcement data, CRASH data, trauma registry and KIPRC HEAT maps. Indicate that alcohol and drugged driving is still a core issue. Alcohol related fatalities have decreased significantly by 42 less impaired fatal crashes, this remains to be at approximately 23% of all fatal crashes in the state. The rate of impaired driving citations and crashes continue to trend up, especially with drug involved impairment. The impaired driving crash issue is especially high in rural areas where they are predominately single vehicle lane departures resulting in fatalities.

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

The KOHS Impaired Driving programs will employ the following:

- Increase enforcement throughout the year in counties and cities with high numbers of alcohol-related crashes by providing law enforcement agencies with the resources they need to implement strict DUI enforcement programs and to aid them in detecting impaired drivers. This strategy is also within our impaired driving emphasis area strategies in Kentucky's Strategic Highway Safety Plan (SHSP).
- Provide equipment to aid state and local agencies in impaired driving efforts to include the following: video cameras, preliminary breath testers, breathalyzers and lighting/generators to be used at traffic safety checkpoints.
- Increase public awareness of the DUI problem and the consequences for offenders, especially among those most likely to drink and drive.
- Educate prosecutors and law enforcement on ways to more effectively manage DUI cases and encourage the passage of stronger laws by providing information and statistics about this topic to lawmakers, safety advocates and grassroots organizations. This strategy is also within our impaired driving emphasis area strategies in our SHSP.
- Participate in the National Highway Traffic Safety Administration's *Drive Sober or Get Pulled Over /Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- Promote the *Drive Sober or Get Pulled Over* mobilization to law enforcement through a series of area briefings throughout the state.
- Provide incentives/awards to law enforcement agencies/officers that excel in apprehending impaired drivers.
- Provide training to state and local law enforcement officers to become certified/maintain certification as Drug Recognition Experts (DREs). This certification is an effective tool for recognizing and convicting persons driving impaired by drugs. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- Provide regional training opportunities for law enforcement officers to complete the Advanced Roadside Impaired Driving Enforcement (ARIDE) class, offered through the state's Drug Evaluation and Classification (DEC) program. This training allows officers to build on their SFST knowledge and skills to better identify drug impaired drivers. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- Continue to work with legislatures and encourage the passage of stronger DUI laws in Kentucky. This strategy is also one of our impaired driving emphasis area strategies in our SHSP.
- Educate and increase public awareness about the benefits of requiring alcohol ignition interlocks in vehicles of DUI offenders.
- Continue education and advocacy for improving the Ignition Interlock Device law to all offender.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	2,991.0

2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	167.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	77.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	ID Planning and Administration
2019	ID Enforcement Program
2019	Communication Campaign

5.2.1 Countermeasure Strategy: ID Planning and Administration

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID Planning and Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity should be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.2.1.1 Planned Activity: Traffic Safety Resource Prosecutor

Planned activity name	Traffic Safety Resource Prosecutor
Planned activity number	M5HVE-2019-TSRP
Primary countermeasure strategy	ID Planning and Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Grant will provide ninth-year funding for the full-time position of Traffic Safety Resource Prosecutor (TSRP) through Kentucky's Office of the Attorney General. This specialized attorney is an experienced prosecutor who is an expert on Kentucky's traffic and DUI laws. In the upcoming year, the TSRP will conduct a minimum of three regional traffic safety-related trainings for law enforcement/prosecutors, including one focused on vehicular homicide and one on drugged driving. He will also conduct a presentation of a trial advocacy topic relating to prosecuting highway safety infractions at the state's annual prosecutors conference. In addition, the TSRP will continue to advise prosecutors on technical matters related to DUI and other traffic safety issues, serving as a liaison between law enforcement, prosecutors, and the Office of Highway Safety. He will continue a mentoring program between new and experienced prosecutors, provide DUI training for new law enforcement recruits, and maintain a web page containing a wealth of reference materials for law enforcement and prosecutors. NHTSA is supportive of TSRPs and has developed a manual to assist them in their work, which is particularly valuable to less experienced prosecutors and judges handling DUI cases.

Enter intended subrecipients.

Kentucky Attorney Generals Office

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$200,000.00	\$40,000.00	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$200,000.00	\$40,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2 Countermeasure Strategy: ID Enforcement Program

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy ID Enforcement Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity should be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-HY	402 Police Traffic Services Half Year	Police Traffic Services Enforcement
PT-2019-FY	402 Police Traffic Services Full Year	Police Traffic Services Enforcement

5.2.2.1 Planned Activity: KSP Nighthawk ID Driving Enforcement & Equipment

Planned activity name KSP Nighthawk ID Driving Enforcement & Equipment

Planned activity number M5HVE-2019-KSPNH

Primary countermeasure strategy ID Enforcement Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Kentucky State Police will conduct selective traffic enforcement at key locations in each of 16 KSP post areas. Based on crash data, enforcement efforts will be concentrated in established statewide priority areas and in counties with high numbers of alcohol-related crashes. KSP will partner with local agencies in saturation and checkpoint activities and will increase public awareness of these DUI enforcement efforts. This grant will fund overtime enforcement focused on apprehending impaired drivers; fuel costs, equipment (PBTs and in-car video cameras). According to NHTSA's Countermeasures that Work, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. Kentucky State Police conducts the majority of the total traffic checkpoints in Kentucky. The purchase of PBTs will help the agency to achieve their objective to increase DUI arrests (PBTs are rated as a 4-star countermeasure) and the video cameras have proven to be effective in prosecution of DUI cases.

Enter intended subrecipients.

This program will be directed to Kentucky State Police to conduct enforcement statewide.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$525,000.00	\$105,000.00	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$525,000.00	\$105,000.00	\$525,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.2.2 Planned Activity: Local Law Enforcement ID programs

Planned activity name Local Law Enforcement ID programs
 Planned activity number M5HVE-2019-IDEP
 Primary countermeasure strategy ID Enforcement Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund grants to allow local law enforcement agencies' overtime enforcement programs focused on impaired driving in each counties identified in our crash analysis of impaired drivers and operators. In addition to funds for overtime salaries/benefits and fuel costs, many of these agencies will also receive funds to purchase traffic enforcement equipment (such as preliminary breath testing devices, in-car video cameras, and/or radars). According to NHTSA's Countermeasures that Work, 7th edition, publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving. KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring. Maps are provided to each law enforcement agency indicating the roadways having the highest number of impaired driving crashes. They are instructed to devote the majority of their overtime on these targeted roadways.

Enter intended subrecipients.

These funds will be directed to state, county and local law enforcement to conduct enforcement programs.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$537,600.00	\$107,520.00	
2019	FAST Act 405d Impaired Driving Mid	405d Impaired Driving Mid (FAST)	\$537,600.00	\$107,520.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.2.3 Countermeasure Strategy: Communication Campaign

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity should be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was

select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The fund source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.3 Program Area: Non-motorized (Pedestrians and Bicyclist)

Program area type Non-motorized (Pedestrians and Bicyclist)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The KOHS has maintained surveillance of the Bicycle and Pedestrian fatality and serious injuries through out the state. How ever due to the regional nature of the non-motorized crash problem, currently the KOHS works with the top three areas of the state, Jefferson (Louisville), Fayette (Lexington) and Boone/Kenton counties (Greater Cincinnati/Northern Kentucky). Through coalitions, focus groups, and partnerships to assist those MPO programs and regional advocates towards improving non-motorized safety issues. As well as participating with the Kentucky Transportation Cabinets Planning departments Bicycle Pedestrian program, in developing policy and procedures for enhancements when projects can effectively impact bicycle and pedestrian safety concerns. The KOHS will execute programs when federal funds are made available to the office.

The KOHS participates within in these partnerships by soft matching data analysis, road safety assessments and communications planning & messaging. With the states overall fatality county for bike ped rising, the office has been actively engaging with partners and communities that are at risk. The target set for the KOHS FY 2019 application was established in collaboration with the Transportation Cabinets Highway Safety Improvement Program (HSIP) under the guidance of the FAST ACT rules. The target sought is to maintain or suppress the number of fatalities and serious injuries related to bicycle and pedestrian safety.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	70.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	6.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
No records found.	

No Countermeasures selected for the Program Area

5.4 Program Area: Occupant Protection (Adult and Child Passenger Safety)

Program area type Occupant Protection (Adult and Child Passenger Safety)

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The KOHS conducts analysis of FARS, CRASH and KYOPS to identify high risk counties, regions and cities that indicate an above average unrestrained crash history. These counties are ranked and identified in the KOHS TOP 40. The Child Passenger Safety program is analyzed in reviewing data from Kentucky Department Health, poverty risk counties, KYOPS crash reports, KOHS TOP 40 crash analysis and input from the CPS program coordinator based on needs assessment in reviewing grant applications.

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

Teen Driving Occupant Protection High Risk

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

Teen Driving Crashes				
	2014	2015	2016	2017
KY 15-19 Pop	284,753	286,795	287,950	287,950
TTL Teen Driver Crashes	18,288	19,729	20,605	20,200
KY Ttl Crahses	127,326	136,338	141,236	133,032
% Teen Crashes/KY Ttl Crashes	14.36%	14.47%	14.59%	15.18%
% of 15-19 Pop	6.42%	6.88%	7.16%	7.02%
Teen Fatal Crashes	23	20	26	30
% Unbelted Fatality Teen Driver	57%	30%	27%	37%
Unbelted Teen Driver	13	6	7	11

KOHS will employ the following strategies towards the reduction and increased awareness of the fatality rate of teen drivers:

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

Rural Road Way Occupant Protection High Risk

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

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

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

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

Where:

X = 1

Y = 1/R

R = Statewide average frequency of K+A crashes per mile of such roadways over a 5 year period

For the purposes of meeting the guidance from FHWA and in support of the Commonwealth of Kentucky’s SHSP. This definition will be adopted as the HRRR definition for use by the HSIP group when reviewing HRRR crashes and project development. Based on this definition, Kentucky’s fatality rate based on rural vs. urban environments:

Environment	2012	2013	2014	2015	2016	% of Total Crashes
Rural	447	352	373	411	400	55%
Urban	299	286	299	350	363	45%
Total	746	638	672	761	763	
Rural Crashes	45,223	44,966	46,307	48,515	49,833	36%
Urban Crashes	76,621	78,292	81,019	87,823	90,714	64%
KY Total Crashes	121,844	123,258	127,326	136,338	140,547	

KOHS has select High Risk Rural Roads due to the over representation of fatal crash rate against the total crash number.

KOHS will employ the following strategies:

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

Night Time Occupant Protection Enforcement

The overall nighttime occupant protection is of a concern due to the number of fatal accidents that occur at night time are over represented by nighttime fatalities and that a large percentage on average occur on road class designated as High Risk Rural Roads as cited in the Kentucky Strategic Highway Safety Plan.

Time of Day	2012	2013	2014	2015	2016	% of Crashes
Day	416	354	340	375	460	58%
Night	274	234	269	321	296	42%
Total	690	588	609	696	756	
Fatal Unbelted						% of Crashes
Day	134	110	112	109	109	53%
Night	113	85	100	109	109	47%
Total	247	195	212	218	218	
KY All Crashes						% of Crashes
Day	89,402	87,308	88,999	96,524	100,419	71%
Night	34,577	34,978	37,128	38,506	40,128	29%
Total	123,979	122,286	126,127	135,030	140,547	

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

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

The Occupant Protection programs will employ the following activities and programs to further address occupant protection concerns in Kentucky:

- Maintain and grow the OP task force to incorporate new strategies and activities identified from the stakeholders, GECHS and OP assessment.
- Educate the public about the provisions of Kentucky's primary seat belt law and the consequences of non-compliance. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Encourage law enforcement agencies to aggressively enforce the primary seat belt law and child seat and booster seat laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Provide law enforcement agencies and other partners with the necessary resources to implement occupant protection enforcement and educational programs in counties with low seat belt usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Participate in the National Highway Traffic Safety Administration's *Click It or Ticket / Drive Sober or Get Pulled Over* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / impaired driving emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- Promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- Nighttime occupant protection enforcement during the grant year. This strategy is one of our occupant protection emphasis area strategies in our SHSP.
- Increase public awareness about the lifesaving benefits of seat belts, child safety seats and booster seats. We will target messages to those segments of the population and to geographic areas with the lowest usage rates. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Host Kentucky Lifesavers Conference with an emphasis on occupant protection and other emphasis areas within the Strategic Highway Safety Plan. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Encourage grantees to conduct seat belt observational surveys to monitor seat belt usage in their city/county.
- Provide incentives/awards to law enforcement agencies/officers who excel in enforcing seat belt laws. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Conduct a statewide observational seat belt survey during June and July 2017 in accordance with NHTSA guidelines.
- Host Governor's Occupant Protection Awards ceremony. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- Educate parents, childcare workers, emergency personnel and others about how to correctly install child safety seats and ensure that all child passengers are properly restrained. This strategy is also one of our occupant protection emphasis area strategies in our SHSP.
- No 405B section funds will be allotted for the purchase of car seats.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	2,991.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	286.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	87.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	OP Planning and Administration
2019	OP Enforcement Program
2019	Occupant Protection Program Assessment (NHTSA Facilitated)
2019	CPS Technician Training Classes
2019	Communication Campaign
2019	Child Restraint System Inspection Station(s)

5.4.1 Countermeasure Strategy: OP Planning and Administration

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Planning and Administration

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-2019-KOPTF	KOHS Occupant Protection Taskforce Manager	OP Planning and Administration
M2HVE-2019-CPSPM	Child Protection Seat Programs Manager	OP Planning and Administration

5.4.1.1 Planned Activity: KOHS Occupant Protection Taskforce Manager

Planned activity name KOHS Occupant Protection Taskforce Manager

Planned activity number M2HVE-2019-KOPTF

Primary countermeasure strategy OP Planning and Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project creates an in house position and serves as the single statewide resource person to assist the management staff, grants staff and education staff regarding the occupant protection (OP, seat belts) and child passenger safety (CPS), motorcycle safety, aggressive driving, and distracted driving programs. The position responsibilities include long and short range program planning, grant development, budget development and oversight. They will provide technical assistance to the Kentucky Occupant Protection Taskforce (KOPTF), Kentucky Injury Prevention and Research Center Committee Chair, grantees, staff and law makers.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Planning and Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$80,000.00	\$16,000.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$80,000.00	\$16,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.2 Planned Activity: Child Protection Seat Programs Manager

Planned activity name Child Protection Seat Programs Manager

Planned activity number M2HVE-2019-CPSPM

Primary countermeasure strategy OP Planning and Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The project creates a full time position to manager the Child Protection Seats program and is to plan, implement and evaluate the activities of the Kentucky Safe Kids and serve as an expert on child passenger safety. These functions are directly related to the agency's mission to protect and promote health and prevent disease and injury. The coordinator will assist the Kentucky Office of Highway Safety (KOHS) and other health departments in conducting child safety seat checkups, instruct and certify new CPS technicians throughout the state, and to distribute child safety seats to the public if they are not able to afford them. The NHTSA's 7th edition of Countermeasures That Work gives child restraint distribution programs a 2-star effectiveness rating. The project director plans to provide occupant protection education to school children and to the general public by conducting programs such as Ghost Outs, Mock Crash/Trials, D-2 simulators, and Rollover Simulators which according to NHTSA's 7th edition of Countermeasures That Work handbook has an effectiveness rating of 3 stars

Enter intended subrecipients.

Kosair's Childrens Hospital

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	OP Planning and Administration

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$137,000.00	\$27,400.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$137,000.00	\$27,400.00	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.1.3 Planned Activity: Observed Seatbelt Count

Planned activity name Observed Seatbelt Count
Planned activity number M2HVE-2019-OBSB
Primary countermeasure strategy OP Planning and Administration

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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 2018 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.

Enter intended subrecipients.

University of Kentucky Transportation Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$80,450.00	\$16,090.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$80,450.00	\$16,090.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.2 Countermeasure Strategy: OP Enforcement Program

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy OP Enforcement Program

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.4.2.1 Planned Activity: Local Law Enforcement OP programs

Planned activity name Local Law Enforcement OP programs
Planned activity number M2HVE-2019-OPEP
Primary countermeasure strategy OP Enforcement Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program promotes local agencies to work overtime enforcement focusing on occupant protection in counties identified in crash analysis. In addition to funds for overtime salaries/benefits and fuel costs, grant budgets will include funding for equipment that is needed in order to reach grant goals. According to NHTSA's Countermeasures that Work, 7th edition, sustained enforcement programs focused on seat belt use laws have a 3-star effectiveness rating. Short-term, high visibility belt enforcement periods such as Click it or Ticket merit 5-stars. A combination of publicized short-term enforcement and nighttime enforcement is rated 4 stars. KOHS law enforcement grantees are required to engage in all of the above strategies. Grant contracts specify that at least 50% of overtime enforcement hours must be during nighttime hours (1500 – 0300). As described in Part A of this document, KOHS ensures effective and proper implementation of all enforcement activities through careful project selection and monitoring.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$314,850.00	\$62,970.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$314,850.00	\$62,970.00	\$314,850.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
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No records found.

5.4.2.2 Planned Activity: KSP OP Enforcement program

Planned activity name KSP OP Enforcement program

Planned activity number M2HVE-2019-KSPOP

Primary countermeasure strategy OP Enforcement Program

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project will fund overtime focused on seat belt enforcement during the months of October, November, March and July. Special emphasis will be in the top 25 counties with the lowest seat belt usage and in areas where there are high numbers of fatal and injury crashes. The grant will also allow 50 troopers/CVE officers to become trained & certified as Child Passenger Safety technicians through SAFE KIDS. As noted above, short-term, high visibility belt enforcement periods such as this are a 5-star-rated activity.

Enter intended subrecipients.

This program will be directed to Kentucky State Police to conduct enforcement statewide.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$142,660.00	\$28,532.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$142,660.00	\$28,532.00	\$142,660.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.3 Countermeasure Strategy: Occupant Protection Program Assessment (NHTSA Facilitated)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Occupant Protection Program Assessment (NHTSA Facilitated)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The KOHS had an Occupant Protection Program assessment in February of 2015, the office as submitted a request to NHTSA region 3 office for a new assessment during FY 2019. The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures. The purpose of the assessment is to review the occupant protection program at an executive level in order to make the necessary programmatic and administrative changes to the program to increase the effectiveness and efficiency.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.4.4 Countermeasure Strategy: CPS Technicain Training Classes

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy CPS Technicain Training Classes

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-2019-CPS	KOHS Child Protection Seat Program	CPS Technician Training Classes

5.4.4.1 Planned Activity: KOHS Child Protection Seat Program

Planned activity name KOHS Child Protection Seat Program
 Planned activity number M2HVE-2019-CPS
 Primary countermeasure strategy CPS Technician Training Classes

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

this project will funds county health departments, non-profits and other agencies that are certified by Safet Kids America to preform education, training and safety seat inspections.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	CPS Technician Training Classes
2019	Child Restraint System Inspection Station(s)

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.5 Countermeasure Strategy: Communication Campaign

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.4.5.1 Planned Activity: Occupant Protection Paid Media

Planned activity name	Occupant Protection Paid Media
Planned activity number	M2HVE-2019-OPPM
Primary countermeasure strategy	Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

OP media project and funds will be used to develop and run a statewide occupant protection media campaign supporting the national Click it or Ticket campaign in May. Creative elements will feature law enforcement officers in low seat belt usage rate counties and/or counties with a high rate of unrestrained fatalities and/or injuries. The following media formats will be considered for reaching target audiences in each county: network and cable television, radio, digital, out-of-home elements such as window/mirror clings at bars/restaurants, gas pump toppers and clings at gas stations, and messaging at sporting venues.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$180,000.00	\$36,000.00	
2019	FAST Act 405b OP Low	405b Low HVE (FAST)	\$180,000.00	\$36,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.4.6 Countermeasure Strategy: Child Restraint System Inspection Station(s)

Program area Occupant Protection (Adult and Child Passenger Safety)

Countermeasure strategy Child Restraint System Inspection Station(s)

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

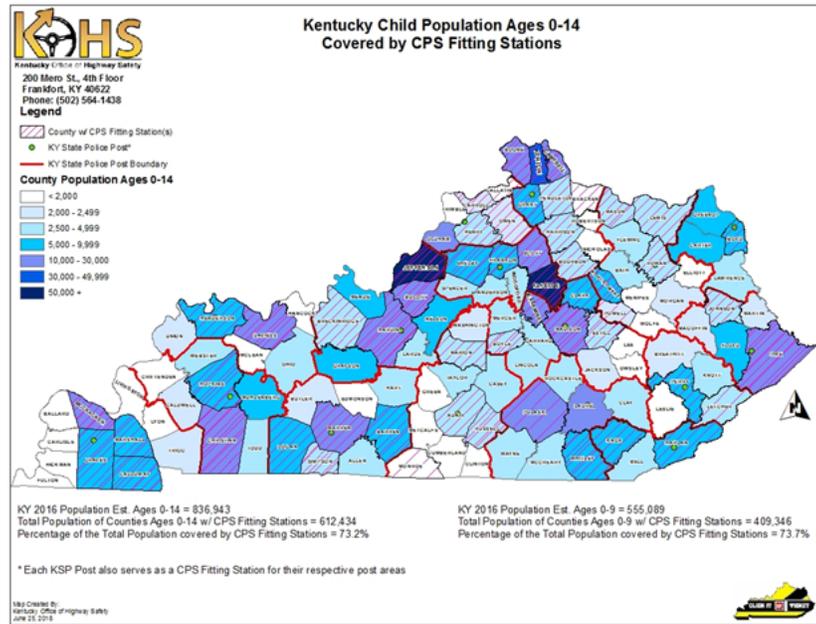
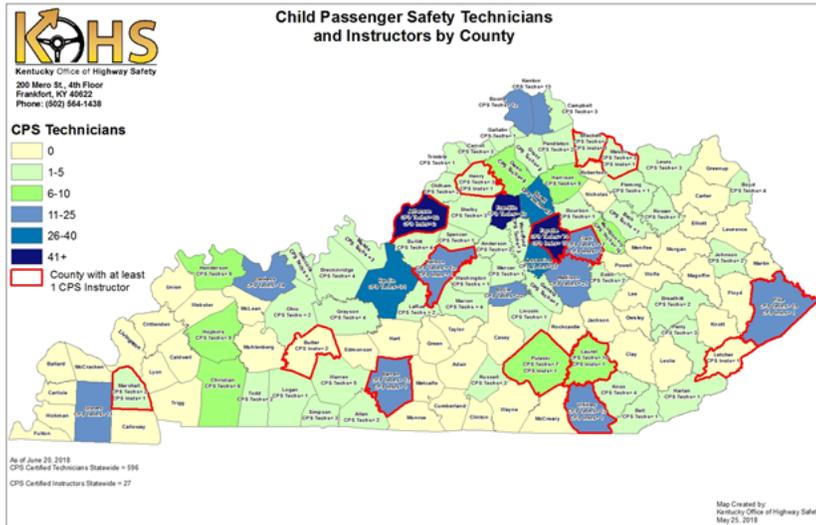
No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures. The KOHS established through the CPS program a network of 581 technicians to serve the states fitting station needs. These stations are located in 42 counties. There are currently 28 instructors that full fill the training needs across the state. This is coordinate through the offices CPS coordinator position in partnership with Kosairs Children's Hospital.



The following table is a listing of the county, address, contact and times available for a CPS check.

COUNTY	LOCATION	ADDRESS	CITY	STATE	ZIP	PHONE	CONTACT	AVAILABILITY
Barren	Glasgow Police Department	101 Pin Oak Drive	Glasgow	KY	42141	270-651-6165	Det Mickey Atwood	By Appointment Only
Boone	Florence Fire/EMS	1152 Weaver Road	Florence	KY	41042	859-647-5600		By Appointment Only
Boone	Union Fire District	9611 US Hwy 42	Union	KY	41091	859-384-3342	Andy Wolf	Appointments prefer
Boyd	Ashland Police Department	201 17th Street	Ashland	KY	41101	606-327-2020		By Appointment Only
Boyle	Danville Fire Department	420 West Main St	Danville	KY	40422	859-238-1211	Battalion Chief	M-F 9am-5pm Drop
Bracken	Bracken County Health Department	429 Frankfort Street	Brooksville	KY	41004	606-735-2157	Donna Teegarden	By Appointment Only
Breckinridge	Breckinridge Health Department	220 S Hardin	Hardinsburg	KY	40143	270-756-5040		By Appointment Only
Bullitt	Mt Washington Fire Department	772 N Bardstown Road	Mt Washington	KY	40047	502-538-4222	Wayne Hodge	By Appointment Only
Campbell	Wilder Fire Department	402 Licking Pike	Wilder	KY	41071	859-431-1440	Tim Poe	By Appointment Only
Christian	Fort Campbell DES	6254 Desert Storm Ave	Fort Campbell	KY	42223	931-980-6304		By Appointment Only
Christian	Hopkinsville Fire Department	116 W 1st Street	Hopkinsville	KY	42240	270-890-1400		By Appointment Only
Clark	Winchester Fire Department	44 N maple Street	Winchester	KY	40391	859-744-1587		By Appointment Only
Daviess	Owensboro Police Department	222 E 9th Street	Owensboro	KY	42303	270-993-0818	Adam Johnston	By Appointment Only
Daviess	Owensboro Health	1201 Pleasant Valley	Owensboro	KY	42304	270-688-4878	Janie Walther	By Appointment Only
Estill	Estill County Health Department	365 River Dr	Irvine	KY	40336	606-723-5181	Becky Crawford	By Appointment Only
Fayette	Lexington Fire Department	219 E 3rd Street	Lexington	KY	40508	859-455-7328		By Appointment Only
Fayette	Immanuel Baptist Church	3100 Bates Creek Rd	Lexington	KY	40502	859-323-1153	Safe Kids Fayette Co	By Appointment Only
Franklin	Franklin County Health Department	100 Glens Creek Rd	Frankfort	KY	40601	502-564-7647 X1	Amber Mathers	By Appointment Only
Franklin	KY State Police	1250 Louisville Rd	Frankfort	KY	40601	502-227-2221		By Appointment Only
Graves	Mayfield Fire Department	104 North 6th Street	Mayfield	KY	42066	270-251-6240		By Appointment Only

Grayson	Leitchfield Police Department	117 S Main St	Leitchfield	KY	42754	270-259-3850	Bryan Langdon	By Appointment Onl
Grayson	Grayson County Health Department	124 e White Oak St	Leitchfield	KY	42754	270-287-3205	Jenny Cummings	By Appointment Onl
Hardin	Radcliff Fire Department	604 S Wilson Road	Radcliff	KY	41060	270-351-1975	Tommy Crane	Appointments prefer
Hardin	Radcliff Police Department	220 Freedoms Way	Radcliff	KY	40160	270-351-4470		By Appointment Onl
Hardin	Elizabethtown Police Department	300 S Mulberry St	Elizabethtown	KY	42701	270-765-4125		By Appointment Onl
Hardin	Elizabethtown Fire Department	380 Ring Rd	Elizabethtown	KY	42701	270-765-2121		By Appointment Onl
Hardin	Lincoln Trail District Health Dept.	108 New Glendale Road	Elizabethtown	KY	47202	270-769-1601	Terrie Burgan	By Appointment Onl
Harrison	Cynthiana Fire Department	104 E Pleasant St	Cynthiana	KY	41031	859-234-7150		By Appointment Onl
Henderson	Henderson Fire Department	332 Washington Street	Henderson	KY	42420	270-831-1270		By Appointment Onl
Henderson	KY State Police	8298 Keach Dr	Henderson	KY	42420	270-826-3312		By Appointment Onl
Henry	KY State Police	160 Citation Lane	Campbellsburg	KY	40011	502-532-6363		By Appointment Onl
Hopkins	Madisonville Fire Department	98 E Center Street	Hopkinsville	KY	42431	270-824-2148	Daniel Kovac	By Appointment Onl
Jefferson	Family Health Center	2115 Portland Ave	Louisville	KY	40212	502-772-8588	Kristen Munro-Leighton	By Appointment Onl
Jefferson	Family Health Center	834 E Broadway	Louisville	KY	40204	502-569-2980	Lindsey Bramlett	By Appointment Onl
Jefferson	KY Transportation Cabinet-Dept. of Hwys	8310 Westport Rd	Louisville	KY	40242	502-210-5402	Amy Knipp	By Appointment Onl
Jefferson	Norton Children's Hospital	315 E Broadway	Louisville	KY	40202	502-629-7244	Kinzie Evrard	By Appointment Onl
Jefferson	Norton Children's Medical Center	4910 Chamberlain Lane	Louisville	KY	40241	502-446-5370	Jenna Cook	By Appointment Onl
Jefferson	Norton Women & Children's Hospital	4001 Dutchman's Lane	Louisville	KY	40207	502-629-7244	Kinzie Evrard	By Appointment Onl
Jefferson	Ujima Neighborhood Place	3610 Bohne Ave	Louisville	KY	40211	502-629-7244	Kinzie Evrard	By Appointment Onl
Jefferson	AAA	321 Whittington Parkway	Louisville	KY	40222	502-779-3610	Lynda Lambert	By Appointment Onl
Jefferson	Jeffersontown Police Dept.	10410 Taylorsville Rd	Louisville	KY	40299	502-267-0503		By Appointment Onl
Jessamine	Nicholasville Fire Department	1022 S Main Street	Nicholasville	KY	40356	859-885-5505		By Appointment Onl
Johnson	Johnson County Health Department	630 James Trimble Blvd	Paintsville	KY	41240	606-789-2584		By Appointment Onl
Kenton	Crescent Springs/Villa Hills Fire & EMS	777 Overlook Dr	Crescent Springs	KY	41017	859-341-3841	Angela Mouser	By Appointment Onl
Kenton	Lakeside Park/Crestview Hills Police	40 Towne Center Blvd	Crestview Hills	KY	41017	859-331-5368	Brad Degenhardt	By Appointment Onl
Kenton	Elsmere Fire Department	401 Garvey Ave	Elsmere	KY	41018	859-342-7505		By Appointment Onl
Kenton	Fot Mitchell Fire Department	2355 Dixie HwY	Fort Mitchell	KY	41017	859-331-1267	Chief Adam Fuller	By Appointment Onl
Kenton	Independence Fire District 1	1980 Delaware Crossing	Independence	KY	41051	859-363-0434		By Appointment Onl
Knox	Knox County Health Department	261 Hospital Dr	Barbourville	KY	40906	606-546-3486	Tammy Owens	By Appointment Onl
Laurel	KY State Police	11 State Police Rd	London	KY	40741	606-876-6622		By Appointment Onl
Laurel	Cumberland Valley Area Development District	342 Old Whitley Road	London	KY	40741	606-682-8743	Dreama Wright	By Appointment Onl
Lewis	Lewis County Helath Department	185 Commercial Drive	Vanceburg	KY	41189	606-796-2632	Katie Brannon	By Appointment Onl
Lincoln	Lincoln County Health Department	44 Health Way	Stanford	KY	40484	606-365-3106	Alphanso Miller	By Appointment Onl
Madison	Madison Coutry Health Department	1001 Ace Dr	Berea	KY		859-228-2044		By Appointment Onl
Madison	Richmond Fire Department	200 N Madison Ave	Richmond	KY	40475	859-623-1164		By Appointment Onl
Madison	Richmond Police Department	1721 Lexington Road	Richmond	KY	40476	859-623-1162		By Appointment Onl
Madison	KY State Police	699 Eastern Bypass	Richmond	KY	40475	606-783-9542		By Appointment Onl
Marshall	Marshall County Health Department	265 Slickback Rd	Benton	KY	42025	270-252-2725	Jenny Dortch	By Appointment Onl
Mason	Buffalo Trace District Health Department	130 E 2nd Street	Maysville	KY	41056	606-564-9447 X134	Bridget Lykins	By Appointment Onl
Mason	Maysville Fire Department	203 E 3rd Street	Maysville	KY	41056	606-564-9411		By Appointment Onl
Montgomery	Montgomery County Fire/EMS	805 Indian Mound Dr	Mt Sterling	KY	40353	859-498-1318	Albert Botts	M-F 8am-4pm
Nelson	Bardstown Fire Department	220 N 5th Street	Bardstown	KY	40004	502-349-6562	Scott Lawson	Appointments prefer
Pike	Pike County Health Department	119 River Drive	Pikeville	KY	41501	606-437-5500	Lena Smith	By Appointment Onl
Pike	Pikeville City Police	101 Division Street	Pikeville	KY	41501	606-437-5111		By Appointment Onl
Pike	KY State Police	109 Lorraine Street	Pikeville	KY	41501	606-433-7791		By Appointment Onl
Pike	Pikeville Fire Department	104 Chole Road	Pikeville	KY	41501	606-437-5125		By Appointment Onl
Pulaski	Somerset-Pulaski County EMS	301 Hail Knob Road	Somerset	KY	42503	606-679-6388		By Appointment Onl
Pulaski	Department of Highways	1660 South Hwy 27	Somerset	KY	42501	606-677-4017	Amber Hale	By Appointment Onl
Russell	Lake Cumberland District Health Department	211 Fruit of the Loom Dr	Jamestown	KY	42629	270-343-2181	Beverly Brockman	By Appointment Onl
Scott	Georgetown Fire Department	101 Airport Road	Georgetown	KY	40324	502-863-7831		By Appointment Onl
Shelby	Shelby County Fire Departemnt	200 Alpine Drive	Shelbyville	KY	40065	502-633-6648	Jennifer Stenger	By Appointment Onl
Shelby	Norton Children's Medical Associates	150 Frankfort Rd	Shelbyville	KY		502-629-7244	Kinzie Evrard	By Appointment Onl
Simpson	Franklin Police	100 South Court Street	Franklin	KY	42134	270-586-7167	Capt Kelly Mayfield	By Appointment Onl
Todd	Todd County Health Department	205 East McReynolds Dr	Elkton	KY	42220	270-265-2362		By Appointment Onl
Whitley	Corbin Fire Department	805 S Main Street	Corbin	KY	40701	606-523-6509		
Woodford	Versailles Fire Department	131 S Locust St	Versailles	KY	40383	859-873-5829		By Appointment Onl

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-2019-CPS	KOHS Child Protection Seat Program	Child Restraint System Inspection Station(s)
M2HVE-2019-CPS	KOHS Child Protection Seat Program	CPS Technicain Training Classes

5.4.6.1 Planned Activity: KOHS Child Protection Seat Program

Planned activity name KOHS Child Protection Seat Program

Planned activity number M2HVE-2019-CPS

Primary countermeasure strategy Child Restraint System Inspection Station(s)

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

Yes

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

this project will funds county health departments, non-profits and other agencies that are certified by Safet Kids America to preform education, training and safety seat inspections.

Enter intended subrecipients.

Various agencies and agents statewide to conduct CPS inspections and installations.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Child Restraint System Inspection Station(s)

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405b OP Low	405b Low Community CPS Services (FAST)	\$165,000.00	\$31,520.00	\$165,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5 Program Area: Motorcycle Safety

Program area type Motorcycle Safety

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The KOHS utilizes data from KYOPS enforcement and crash reporting, KYTC crash database, FARS analysis and its partnership with the Kentucky Motorcycle Safety Commission in order to address the counties and communities that have the highest incidents of motorcycle operator crashes or that have crashes involving a motorcycle.

The performance targets are established based on a 5 year rolling trend specifically relating to motorcycle crashes and then ranked into the total FARS fatalities and VMT rate.

The motorcycle safety program in Kentucky will address road sharing awareness to other vehicles, impaired operations of motorcycles and rider education. The KOHS conducted analysis of the motorcycle crash, fatal and serious injury history on a 5 year range. This data was ranked on a rolling average based on total number of crashes per county. The analysis is part of establishing the overall TOP 40 county's for risk statewide. Following the TOP 40 crash analysis; KOHS analyzed the the counties registrations and number of crashes involving other vehicles and impaired operators to assess the counties with highest risk for impaired crashes and awareness crash issues. KOHS will establish performance measures based on the data analysis of number of statewide fatal crash, number of motorcycle crashes involving another vehicle and number of motorcycle crashes with an impaired operator.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	167.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	92.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	59.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Motorcycle Rider Training
2019	Communication Campaign

5.5.1 Countermeasure Strategy: Motorcycle Rider Training

Program area Motorcycle Safety

Countermeasure strategy Motorcycle Rider Training

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk

populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.5.2 Countermeasure Strategy: Communication Campaign

Program area Motorcycle Safety

Countermeasure strategy Communication Campaign

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
MC-2019-402	Motorcycle Safety	Communication Campaign
M9MA-2019-MCPM	Motorcycle Safety Paid Media	Communication Campaign

5.5.2.1 Planned Activity: Motorcycle Safety

Planned activity name Motorcycle Safety
Planned activity number MC-2019-402
Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This program utilizes events and/or media to promote helmet usage and protective equipment, in addition to promoting the Kentucky Motorcycle Program safety classes sponsored by the Motorcycle Safety Foundation. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$85,000.00	\$17,000.00	\$85,000.00
2019	FAST Act NHTSA 402	Motorcycle Safety (FAST)	\$85,000.00	\$17,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.5.2.2 Planned Activity: Motorcycle Safety Paid Media

Planned activity name Motorcycle Safety Paid Media

Planned activity number M9MA-2019-MCPM

Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project creates public awareness through media 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. Public awareness will be concentrated in high-risk motorcycle crash areas across the state. This project supports the goals and strategies within the Motorcycle emphasis area of our Strategic Highway Safety Plan (SHSP).

Enter intended subrecipients.

This program will fund motorcycle safety awareness and share the road messaging.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Communication Campaign

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$65,000.00	\$13,000.00	
2019	FAST Act 405f Motorcycle Programs	405f Motorcyclist Awareness (FAST)	\$65,000.00	\$13,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6 Program Area: Traffic Records

Program area type Traffic Records

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	2,991.0
2019	C-3) Fatalities/VMT (FARS, FHWA)	5 Year	2019	1.500
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	286.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	167.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	126.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	92.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	59.0
2019	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	5 Year	2019	77.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	70.0
2019	C-11) Number of bicyclists fatalities (FARS)	5 Year	2019	6.0
2019	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	5 Year	2019	87.8

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Traffic Records and GIS management
2019	Improves integration between one or more core highway safety databases
2019	Improves completeness of a core highway safety database
2019	Improves completeness of a core highway safety database
2019	Improves accessibility of a core highway safety database

5.6.1 Countermeasure Strategy: Traffic Records and GIS management

Program area Traffic Records

Countermeasure strategy Traffic Records and GIS management

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and

maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.6.1.1 Planned Activity: Traffic Records Manager

Planned activity name	Traffic Records Manager
Planned activity number	M3DA-2019-TRC

Primary countermeasure strategy Traffic Records and GIS management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project establishes in house position through KYTC to include salaries & benefits, travel, training and office supply expenses for one staff member of the Office's Division of Highway Safety Programs. This specifically pays for personnel who supply traffic records analysis to all safety partners, internal and external.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$80,000.00	\$16,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$80,000.00	\$16,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2 Countermeasure Strategy: Improves integration between one or more core highway safety databases

Program area Traffic Records

Countermeasure strategy Improves integration between one or more core highway safety databases

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-KSPCDD	KSP Crash Data Dictionary	Improves integration between one or more core highway safety databases

5.6.2.1 Planned Activity: KSP Crash Data Dictionary

Planned activity name KSP Crash Data Dictionary

Planned activity number M3DA-2019-KSPCDD

Primary countermeasure strategy Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves integration between one or more core highway safety databases

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$39,500.00	\$7,900.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$39,500.00	\$7,900.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.2.2 Planned Activity: Traffic Records Strategic Plan & Implementation

Planned activity name Traffic Records Strategic Plan & Implementation
Planned activity number M3DA-2019-TRSP
Primary countermeasure strategy Improves integration between one or more core highway safety databases

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

A new Kentucky traffic records strategic plan was developed during FY2017 and put into place June 30th, 2017. The University of Kentucky Transportation Center, in co-operation with both the Kentucky Traffic Records Advisory Committee (KTRAC) and the KY Office of Highway Safety, will continue to analyze, identify, refine, improve, and monitor status of performance metrics from the Traffic Records Strategic Plan. This project will continue the development and implementation of procedures for regularly monitoring the quality of traffic records in Kentucky. The procedures and data collection will facilitate the efforts of the KTRAC data quality improvement sub-committee team to effectively review the existing traffic records system, identify potential improvements, and report to the KTRAC membership. The research will update and advance the Traffic Records Implementation Plan (TRIP), which is being developed to assist the Kentucky traffic records community in meeting the goals and objectives identified in the Strategic Plan.

Enter intended subrecipients.

University of Kentucky Transportation Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$76,195.90	\$15,239.18	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$76,195.90	\$15,239.18	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-UKDQ	UKTC Data Quality Improvement	Improves completeness of a core highway safety database

M3DA-2019-KSPACR

KSP Advanced Collision Reconstruction

Improves completeness of a core highway safety database

5.6.3.1 Planned Activity: UKTC Data Quality Improvement

Planned activity name UKTC Data Quality Improvement
Planned activity number M3DA-2019-UKDQ
Primary countermeasure strategy Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Provide analysis of KY trauma data, improve trauma data management system, and increase the number of hospitals reporting to KY Trauma Registry. The Kentucky Trauma Advisory Council will recruit four new hospitals as members of the trauma system. The new member hospitals will then initiate reporting to the state trauma registry. The Trauma registry staff will perform a comprehensive evaluation of the state's trauma data to assure that reported cases meet national criteria and are coded consistently. The results of this evaluation will be presented to the Trauma Advisory Council for review, and the council will provide guidance regarding potential quality improvements. The trauma registrars at each participating hospital will have two opportunities for in-person training and will be encouraged to consult with staff as needed in the course of the year. Because there is considerable turnover in trauma registrar staffing, newly appointed registrars will be given the opportunity to participate in training as soon as feasible. Feedback from the registrars will be incorporated into training evaluations and planning for future educational programming.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year

Countermeasure Strategy Name

2019	Improves completeness of a core highway safety database
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Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$95,671.00	\$19,134.20	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$95,671.00	\$19,134.20	

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.2 Planned Activity: KSP Advanced Collision Reconstruction

Planned activity name KSP Advanced Collision Reconstruction
Planned activity number M3DA-2019-KSPACR
Primary countermeasure strategy Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$35,800.00	\$7,160.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$35,800.00	\$7,160.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.3.3 Planned Activity: KY Emergency Medical Services Information System

Planned activity name KY Emergency Medical Services Information System
Planned activity number M3DA-2019-EMS
Primary countermeasure strategy Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project is a statewide initiative for collection, analysis, and integration of EMS System and Patient Care Data. The KEMSIS project is aimed to improve the accessibility and portability of patient care information between Kentucky EMS agencies and the KEMSIS system. The ultimate goal is to have 100% of EMS agencies electronically reporting their calls to the Kentucky Board of EMS database system. During the next fiscal year, the project will increase the completeness and quality of EMS incident reports by adopting and implementing national and state validation rules, conduct analysis and publish findings. The Kentucky Board of Emergency Medical Services will publish the findings of report analysis looking at such elements as seatbelt usage, alcohol and drug use indicators, and transport times. KBEMS will also strive to educate external stakeholders on the robustness of EMS data and make it an accessible tool through the use of data sharing agreements to query EMS data for items such as severity of injury, and also identify trends.

Enter intended subrecipients.

Kentucky Board of EMS

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00	\$15,000.00	
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$75,000.00	\$15,000.00	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.4 Countermeasure Strategy: Improves completeness of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves completeness of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-KIPRCMVCQC	KIPRC Improving Motor Vehicle Crash Related Trauma Data Quality and Completeness	Improves completeness of a core highway safety database

5.6.4.1 Planned Activity: KIPRC Improving Motor Vehicle Crash Related Trauma Data Quality and Completeness

Planned activity name KIPRC Improving Motor Vehicle Crash Related Trauma Data Quality and Completeness

Planned activity number M3DA-2019-KIPRCMVCQC

Primary countermeasure strategy Improves completeness of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

Yes

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves completeness of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source	Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
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2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$95,671.00	\$19,134.20	
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Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.5 Countermeasure Strategy: Improves accessibility of a core highway safety database

Program area Traffic Records

Countermeasure strategy Improves accessibility of a core highway safety database

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M3DA-2019-KTSDS	KY Traffic Safety Data Service	Improves accessibility of a core highway safety database
M3DA-2019-KTSDS	KY Traffic Safety Data Service	Improves accessibility of a core highway safety database

5.6.5.1 Planned Activity: KY Traffic Safety Data Service

Planned activity name KY Traffic Safety Data Service
Planned activity number M3DA-2019-KTSDS
Primary countermeasure strategy Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project creates an data assistance branch for the public, small communities and reserachers to have access to realtime, accurate data to address highway safety needs and concerns in their area. This project is mirrored off the University of Kansas model.

Enter intended subrecipients.

University of Kentucky Transportation Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act 405c Data Program	405c Data Program (FAST)	\$38,769.17	\$7,753.83	

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.6.5.2 Planned Activity: KY Traffic Safety Data Service

Planned activity name KY Traffic Safety Data Service
Planned activity number M3DA-2019-KTSDS
Primary countermeasure strategy Improves accessibility of a core highway safety database

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State’s problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State’s problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State’s most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	Improves accessibility of a core highway safety database

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7 Program Area: Police Traffic Services

Program area type Police Traffic Services

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing

countermeasure strategies.

The office of highway safety has conducted analysis of fatalities, impaired driving, occupant protection and aggressive driving. Based on this analysis and ranking of the TOP 40. The KOHS has developed this program and performance targets for communities that have multiple driving behavioral and crash issues. These projects will:

- To provide law enforcement agencies with the resources necessary to implement speed and other enforcement programs. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To raise public awareness about the dangers and penalties for speeding through educational outreach activities and media opportunities. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.
- To coordinate a statewide summer enforcement campaign during the month of July focusing on speeding, impaired driving and occupant protection through saturation patrols, traffic safety checkpoints and media. This strategy is also one of our aggressive driving emphasis area strategies in our SHSP.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	2,991.0
2019	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	5 Year	2019	286.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	167.0
2019	C-6) Number of speeding-related fatalities (FARS)	5 Year	2019	126.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	92.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	59.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	Police Traffic Administration and Planning
2019	Police Traffic Services Enforcement
2019	Law Enforcement Outreach Liaison

5.7.1 Countermeasure Strategy: Police Traffic Administration and Planning

Program area Police Traffic Services

Countermeasure strategy Police Traffic Administration and Planning

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.7.1.1 Planned Activity: UK Crash Analysis

Planned activity name UK Crash Analysis

Planned activity number PT-2019-UKCA

Primary countermeasure strategy Police Traffic Administration and Planning

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

University of Kentucky Transportation Center

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click **Add New** to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$15,000.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$75,000.00	\$15,000.00	\$0.00

Major purchases and dispositions

Click **Add New** to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.2 Planned Activity: Law Enforcement Liasons program

Planned activity name Law Enforcement Liasons program
Planned activity number PT-2019-LEL
Primary countermeasure strategy Police Traffic Administration and Planning

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Kentucky Association Chiefs of Police

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$625,851.51	\$125,170.30	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$625,851.51	\$125,170.30	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.1.3 Planned Activity: Life Savers Conference

Planned activity name Life Savers Conference
Planned activity number PT-2019-KYLC
Primary countermeasure strategy Police Traffic Administration and Planning

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

The KOHS will fund the National Life Savers Conference in April 2019. The conference will be utilized to network, education and inform highway safety partners from across the country.

Enter intended subrecipients.

National Life Savers

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$20,000.00	\$0.00
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$100,000.00	\$20,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2 Countermeasure Strategy: Police Traffic Services Enforcement

Program area Police Traffic Services

Countermeasure strategy Police Traffic Services Enforcement

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.7.2.1 Planned Activity: 402 Police Traffic Services Half Year

Planned activity name 402 Police Traffic Services Half Year

Planned activity number PT-2019-HY

Primary countermeasure strategy Police Traffic Services Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds grants that will allow state and local agencies to work overtime enforcement focusing on occupant protection during the Click It or Ticket enforcement mobilization in May/June and impaired driving during Drive Sober or Get Pulled Over in August and December. Kentucky State Police will cover remaining areas outside the selected agencies. Short-term, high visibility belt enforcement programs such as these for Click it or Ticket are designated a 5-star rating in the NHTSA publication, Countermeasures That Work, 7th edition. It also indicates that publicized saturation patrol and sobriety checkpoint programs have a 4-5 star effectiveness rating in deterring impaired driving.

Enter intended subrecipients.

Agencies in various state, local and county level enforcement agencies will receive funds to conduct enforcement projects from March through October of the fiscal year.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID Enforcement Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$300,000.00	\$60,000.00	\$300,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.2.2 Planned Activity: 402 Police Traffic Services Full Year

Planned activity name 402 Police Traffic Services Full Year

Planned activity number PT-2019-FY

Primary countermeasure strategy Police Traffic Services Enforcement

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

Yes

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

Yes

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to

reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

Yes

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds grants that will allow local agencies to work overtime enforcement focusing on speeding or multiple traffic safety issues in the counties identified through crash analysis. The Kentucky State Police will cover all remaining 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). According to the NHTSA publication, Countermeasures That Work, 7th edition, high visibility enforcement campaigns targeted toward aggressive driving behaviors (including speeding) are rated with two stars, meaning their effectiveness is undetermined, though several cited studies have reported reductions in crashes or reductions in speeding or other violations through such programs. The publication notes that this type of campaign shows promising trends. In addition, "in car video equipment in patrol cars allows law enforcement to record aggressive driving actions and can enhance the ability to prosecute and convict offenders," and "laser speed measuring equipment can provide more accurate and reliable evidence of speeding." Maps are provided to each law enforcement agency indicating the roadways of their city/county having the highest number of speed crashes. They are instructed to devote the majority of their overtime hours on these targeted roadways.

Enter intended subrecipients.

State, Local and county law enforcement departments statewide.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	ID Enforcement Program

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Police Traffic Services (FAST)	\$887,030.00	\$177,406.00	\$887,030.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.7.3 Countermeasure Strategy: Law Enforcement Outreach Liaison

Program area Impaired Driving (Drug and Alcohol)

Countermeasure strategy Law Enforcement Outreach Liaison

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network

of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

Yes

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

Yes

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

The impact of the planned activity will be represented in the data performance measures. through reductions of crashes, fatalities and serious injuries, and other identified measures.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of problem identification and problem is correlated by crash and injury reporting in KYOPS and CRASH databases. The selected countermeasure strategy has been identified as the most effective measure to address the problem at a local, county and state level program. The performance target selected to measure impact of the program was select by its representation in the data.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The funding source for this countermeasure strategy was select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
No records found.		

5.8 Program Area: Racial Profiling Data Collection

Program area type Racial Profiling Data Collection

Will countermeasure strategies and planned activities be described in this plan to address the program area?

Yes

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

No

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The KOHS has identified that the linkage between citations, adjudication, and fatalities. While predominately crashes in Kentucky are of Caucasian ages 25 to 54 years of age statewide. The citation rate in urban vs. rural is not represented of the states demographic make up. Crash fatalities indicate that more than likely urban areas have a higher incidents of minority pedestrian fatalities, rural areas are higher poverty pedestrian fatalities based on location of crashes and social-economic make ups of the communities.

Racial mix of Crash					
Race	Total Collisions	2010 Census	% of Pop	% Collision v. Pop	% Collisions v. TTL
AMERICAN INDIAN/ALASKAN NATIVE	79	10,120	0.25%	1%	0.05%
ASIAN	672	48,930	1.21%	1%	0.39%
AFRICAN-AMERICAN	6,918	33,520	0.83%	21%	4.04%
HISPANIC	20	2,501	0.06%	1%	0.01%
NATIVE HAWAIIAN/PACIFIC ISLANDER	3	2,501	0.06%	0%	0.00%
NO RACE OR ETHNICITY STATED	79,083	55,551	1.38%	142%	46.22%
UNKNOWN NOT HISPANIC	1,292	75,208	1.86%	2%	0.76%
CAUCASIAN	83,052	3,809,537	94.35%	2%	48.53%
Total	171,119	4,037,868			

The KOHS will first monitor this data collection through CRASH and KYOPS to monitor the demographics. KOHS will work with AOC (Administrative Office of the Courts) to develop routine reporting in order to establish trends, identify training needs and media to address issues that indicate racial profiling.

Performance measures

Select at least one performance measure that is data-driven, that enables the State to track progress toward meeting the quantifiable annual target. For program areas where performance measures have not been jointly developed (e.g., distracted driving, drug-impaired driving) for which States are using HSP funds, the State shall develop its own performance measures and performance targets that are data-driven.

Performance Measures in Program Area

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)

2019	C-2) Number of serious injuries in traffic crashes (State crash data files)	5 Year	2019	2,991.0
2019	C-10) Number of pedestrian fatalities (FARS)	5 Year	2019	70.0

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies to submit for program area.

Countermeasure Strategies in Program Area

Fiscal Year	Countermeasure Strategy Name
2019	1906 Racial Profiling

5.8.1 Countermeasure Strategy: 1906 Racial Profiling

Program area Racial Profiling Data Collection

Countermeasure strategy 1906 Racial Profiling

Innovative countermeasure strategies are countermeasure strategies which have not yet been proven effective in the highway safety arena but show potential based on limited practical application. Justification of innovative countermeasure strategies can be based on past successes when applied to other behavioral safety problems.

Is this countermeasure strategy innovative?

No

Is this countermeasure strategy part of the planned high visibility enforcement strategies that support national mobilizations? § 1300.11(d)(6)

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the seat belt enforcement criterion? § 1300.21(e)(3) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the high risk population countermeasure programs criterion? § 1300.21(e)(4) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan required under § 1300.21(d)(1)]

No

Is this countermeasure strategy part of the State occupant protection grant application (§ 405(b)) under the comprehensive occupant protection program criterion? § 1300.21(e)(5)(ii)(B) [Countermeasure strategies (such as enforcement, education, communication, policies/legislation, partnerships/outreach), at the level of detail required under § 1300.11(d), designed to achieve the performance targets of the strategic plan]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this countermeasure strategy part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this countermeasure strategy part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Countermeasure strategy description

To describe the program area countermeasure strategy that will help the State complete its program and achieve specific performance targets, complete the following:

Enter assessment of the overall projected traffic safety impacts of the countermeasure strategy chosen and of the planned activities to be funded.

This project is being established to utilize current data sources from Administrative Office of the Courts (AOC), KYOPS and CRASH reporting to post a public facing report of racial make up of emphasis area citations, crashes and crash rates. The project will identify training needs statewide with law enforcement. This project will also promote a connection with the AOC in the traffic records data management group.

Enter description of the linkage between program area problem identification data, performance targets, identified countermeasure strategy and allocation of funds to planned activities.

The linkage of the program to the identified data, is that collection of racial make up takes place during citation, adjudication, and crash. Under current statute, this information is public. By presenting it routinely via the internet and promoting its access. It makes the information publicly accessible and creates transparency of the information collected.

Evidence of effectiveness

Enter a rationale for selecting the countermeasure strategy and funding allocation for each planned activity.

The rationale of the project to create a open public resource fo statewide access to citation, crash and adjudication of the impaired driver, aggressive driver, distracted driver, occupant protection and child protection safety seat data. This information by being public will assist the KOHS in consideration and communication with the affected communities.

Planned activities

Select existing planned activities below and/or click Add New to enter and select planned activities that the State will conduct to support the countermeasure strategies within each program area to address its problems and achieve its performance targets.

Planned activities in countermeasure strategy

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
1906-2019-Raical Profiling	1906 Racial Profiling	1906 Racial Profiling

5.8.1.1 Planned Activity: 1906 Racial Profiling

Planned activity name	1906 Racial Profiling
Planned activity number	1906-2019-Raical Profiling
Primary countermeasure strategy	1906 Racial Profiling

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

Yes

Enter description of the planned activity.

To create a public facing reporting tool for statewide reference and transparency of information collected from KYOPS, AOC and CRASH. To provide training to law enforcement agencies state wide as need identified by crash, rates, and fatalities.

Enter intended subrecipients.

Various agencies for training needs as identified by data. State agencies to create reporting and public facing dashboard.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
2019	1906 Racial Profiling

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
No records found.					

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9 Program Area: Planning & Administration

Program area type Planning & Administration

Will countermeasure strategies and planned activities be described in this plan to address the program area?

No

Is this program area part of the State occupant protection program area plan for a 405(b) application that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems, at the level of detail required under § 1300.11(c) and (d)?

Yes

Problem identification

Enter description and analysis of the State's highway safety problems (for this program area) as identified through an analysis of data, including but not limited to fatality, injury, enforcement, and judicial data, to be used as a basis for setting performance targets and developing countermeasure strategies.

The planning and administration of the Kentucky Office of Highway safety will utilize program funds to support paid media campaigns, program management positions, and administrative expenses. The paid media campaigns will be for venues and messaging that is not allowable under incentive funds or has a multiple behavior messages. The administrative funding will pay for in and out of state travel for professional development, conferences, training and monitoring of projects as necessary. Monitoring visits are contingent upon risk assessment.

Planned Activities in the Planning & Administration

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PM-2019-HVPM	High Visibility Paid Media	Communication Campaign
PA-2019-402	Planning and Administration	Highway Safety Office Program Management
CP-2019-KYPM	KOHS Program Management	Highway Safety Office Program Management

5.9.1 Planned Activity: High Visibility Paid Media

Planned activity name High Visibility Paid Media
 Planned activity number PM-2019-HVPM
 Primary countermeasure strategy Communication Campaign

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

This project funds paid media programs that are behavioral norming messages off cycle from the national message periods. These funds will be used to promote safe driving behaviors in occupant protection, impaired driving and aggressive driving.

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Paid Advertising (FAST)	\$185,000.00	\$37,000.00	\$185,000.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.2 Planned Activity: Planning and Administration

Planned activity name Planning and Administration
Planned activity number PA-2019-402
Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4)
 [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2)
 [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

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

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$250,000.00	\$50,000.00	\$0.00
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$250,000.00	\$50,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

5.9.3 Planned Activity: KOHS Program Management

Planned activity name KOHS Program Management
 Planned activity number CP-2019-KYPM
 Primary countermeasure strategy Highway Safety Office Program Management

Is this planned activity part of the evidence-based traffic safety enforcement program (TSEP)? § 1300.11(d)(5)

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child restraint inspection stations? § 1300.21(d)(3) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification]

No

Is this planned activity part of the State occupant protection grant application (§ 405(b)) for child passenger safety technicians? § 1300.21(d)(4) [Planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification, at the level of detail required under § 1300.11(d)]

No

Is this planned activity part of the State traffic safety information system improvements grant application (§ 405(c)) for the State traffic records strategic plan? § 1300.22(b)(2)(iii) [Planned activities, at the level of detail required under § 1300.11(d), that implement a recommendation(s) from the State's most recent highway safety data and traffic records system assessment]

No

Is this planned activity part of the impaired driving countermeasure grant application (§ 405(d)) for spending grant funds on impaired driving activities as a high-range State? § 1300.23(f)(1)(ii) [Planned activities, at the level of detail required under § 1300.11(d), for spending grant funds on impaired driving activities listed in § 1300.23(j)(4) that must include high-visibility enforcement efforts]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the motorcyclist awareness program criterion? § 1300.25(f) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest]

No

Is this planned activity part of the State motorcyclist safety grant application (§ 405(f)) under the impaired driving program criterion? § 1300.25(h)(2) [Planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest]

No

Is this planned activity part of the State racial profiling data collection grant application (§ 1906)? § 1300.28(b)(2) [Planned activities, at the level of detail required under § 1300.11(d), supporting the assurances that the State will undertake activities during the fiscal year of the grant to comply with the requirements of § 1300.28(b)(1)]

No

Enter description of the planned activity.

Project will fund management positions with in the highway safety office at 100% NHTSA funds

Enter intended subrecipients.

Countermeasure strategies

Select existing countermeasure strategies below and/or click Add New to enter and select countermeasure strategies that the planned activity will support.

Countermeasure strategies in planned activities

Fiscal Year	Countermeasure Strategy Name
No records found.	

Funding sources

Click Add New to enter federal funding source, eligible use of funds, and estimates of funding amounts, amount for match and local benefit.

Source Fiscal Year	Funding Source	Eligible Use of Funds	Estimated Funding Amount	Match Amount	Local Benefit
2019	FAST Act NHTSA 402	Planning and Administration (FAST)	\$350,000.00	\$70,000.00	\$0.00

Major purchases and dispositions

Click Add New to enter equipment with a useful life of more than one year and an acquisition cost of \$5,000 or more.

Item	Quantity	Price Per Unit	Total Cost	NHTSA Share per unit	NHTSA Share Total Cost
No records found.					

6 Evidence-based Traffic Safety Enforcement Program (TSEP)

Evidence-based traffic safety enforcement program (TSEP) information

Identify the planned activities that collectively constitute an evidence-based traffic safety enforcement program (TSEP).

Planned activities in the TSEP:

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-HY	402 Police Traffic Services Half Year	Police Traffic Services Enforcement
PT-2019-FY	402 Police Traffic Services Full Year	Police Traffic Services Enforcement
M5HVE-2019-KSPNH	KSP Nighthawk ID Driving Enforcement & Equipment	ID Enforcement Program

M5HVE-2019-IDEP	Local Law Enforcement ID programs	ID Enforcement Program
M2HVE-2019-OPEP	Local Law Enforcement OP programs	OP Enforcement Program
M2HVE-2019-KSPOP	KSP OP Enforcement program	OP Enforcement Program

Analysis

Enter analysis of crashes, crash fatalities, and injuries in areas of highest risk.

The KOHS conducts critical analysis of the statewide traffic safety crash issues and ranks them according to estimated population, total crashes, fatalities, injuries, fatality rate per 100mvm traveled, impaired driving collisions, unbelted fatalities, speeding collisions, commercial vehicle collisions and motorcycle collisions. This list is then scored based on empirical percentages to derived a weighed score of risk. The scores are then ranked by each category and then a total score ranking is given. This method delivers a TOP 40 counties of greatest risk for each category as well as an overall all TOP 40.

The TOP 40 establish's a high risk list for enforcement, education and media funding. By using this method the office of highway safety will conduct activities that have impact on 70% of the states 4.2m population at risk at any given time. This methodology has been at the core of programming in the KOHS since 2006. The KOHS has also added another lay of data review by the addition of the KIPRC (Kentucky Injury Prevention Research Center) HEAT maps on crash Epidemiology. This layer looks at county residences of those involved with crashes, those counties identified in the 3rd and 4th quartiles are given emphasis for media and enforcement programs. Often this counties overlap with the TOP 40 analysis. See attached PDFs 2017 Ranking TSEP and 2017 HEAT maps.

Top 40 Highway Safety Counties

2014-2016 Data

County name	Rank	Previous Rank
JEFFERSON	1	1
FAYETTE	2	2
DAVISS	3	3
MCCRACKEN	4	7
HARDIN	5	4
KENTON	6	5
WARREN	7	6
CAMPBELL	8	11
BULLITT	9	9
BOONE	10	8
JESSAMINE	11	16
PIKE	12	13
WHITLEY	13	21
GRAVES	14	14
PULASKI	15	18
MADISON	16	12
SHELBY	17	23
SCOTT	18	15
CHRISTIAN	19	10
LAUREL	20	19
BOYD	21	17
BARREN	22	24
CLARK	23	35
HENDERSON	24	22
KNOX	25	27
FRANKLIN	26	33
ROWAN	27	31
NELSON	28	25
MARSHALL	29	26
HOPKINS	30	20
OLDHAM	31	28
FLOYD	32	30
CLAY	33	34
BELL	34	32
MONTGOMERY	35	36
OHIO	36	41
PERRY	37	39
GRAYSON	38	40
MUHLENBERG	39	38
WOODFORD	40	37

Enter explanation of the deployment of resources based on the analysis performed.

The funding source for this countermeasure strategies were select for the activity based on the overall rank of the problem area, funding needs of programs and availability of incentive funds as primary source before utilizing 402 funds. Allocation of funds is representative of scope of activity and availability of programing assets to address planned activity. The enforcement programs are sustained through out the fiscal year and were allocated based on the needs analysis conducted in conjunction with consideration of available agencies to preform the work.

Enter description of how the State plans to monitor the effectiveness of enforcement activities, make ongoing adjustments as warranted by data, and update the countermeasure strategies and projects in the Highway Safety Plan (HSP).

The state will monitor the effectiveness of the activities and make on going adjustments through month reporting of the agencies activities. Furthermore the office of highway safety will conduct a minimum of two site visits with the program managers for that region and the regional law enforcement liaisons will meet with command or operation staff that monitor, manage and report department activities. Based on risk analysis of the departments, the office of highway safety will conduct more in depth monitoring based on the grants score on the risk analysis form.

7 High Visibility Enforcement

High-visibility enforcement (HVE) strategies

Planned HVE strategies to support national mobilizations:

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
OP Enforcement Program
Law Enforcement Outreach Liaison
ID Enforcement Program
Earned Media
Communication Campaign

HVE activities

Select specific HVE planned activities that demonstrate the State's support and participation in the National high-visibility law enforcement mobilizations to reduce alcohol-impaired or drug impaired operation of motor vehicles and increase use of seat belts by occupants of motor vehicles.

HVE Campaigns Selected

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-HY	402 Police Traffic Services Half Year	Police Traffic Services Enforcement
PT-2019-FY	402 Police Traffic Services Full Year	Police Traffic Services Enforcement
M5HVE-2019-KSPNH	KSP Nighthawk ID Driving Enforcement & Equipment	ID Enforcement Program
M5HVE-2019-IDEP	Local Law Enforcement ID programs	ID Enforcement Program
M2HVE-2019-OPEP	Local Law Enforcement OP programs	OP Enforcement Program
M2HVE-2019-KSPOP	KSP OP Enforcement program	OP Enforcement Program

8 405(b) Occupant Protection Grant

Occupant protection information

405(b) qualification status: Lower seat belt use rate State

Occupant protection plan

Submit State occupant protection program area plan that identifies the safety problems to be addressed, performance measures and targets, and the countermeasure strategies and planned activities the State will implement to address those problems.

Program Area
Occupant Protection (Adult and Child Passenger Safety)
Planning & Administration

Police Traffic Services

Participation in Click-it-or-Ticket (CIOT) national mobilization

Select or click Add New to submit the planned participating agencies during the fiscal year of the grant, as required under § 1300.11(d)(6).

Agencies planning to participate in CIOT

Agency
Ashland Police Department
Barbourville Police Department
Benton Police Department
Boone County Sheriff's Office
Calloway County Sheriff's Office
Campbell County Police Department
Campbellsville Police Department
Catlettsburg Police Department
Cave City Police Department
Christian County Sheriff's Office
Clark County Sheriff's Office
Covington Police Department
Danville Police Department
Daviess County Sheriff's Office
Eddyville Police Department
Maysville Police Department
Mt Sterling Police Department
Newport Police Department
Owensboro Police Department
Paducah Police Department
Paris Police Department
Pineville Police Department
Prestonsburg Police Department
Raceland Police Department
Somerset Police Department
Warren County Sheriff's Office
Williamsburg Police Department
Ballard County Sheriff's Office
Crittenden County Sheriff's Office
Mt Washington Police Department
Oldham County Police Department
Pikeville Police Department
Richmond Police Department
Versailles Police Department
Kentucky State Police
Allen County Sheriff's Office
Bourbon County Sheriff's Office
Boyd County Sheriff's Office
Burnside Police Department

Cadiz Police Department
Marshall County Sheriff's Office
Mayfield Police Department
McCracken County Sheriff's Office
Morehead Police Department
Murray Police Department
Nelson County Sheriff's Office and Bardstown Police Department
Nicholasville Police Department
Pike County Sheriff's Office
Radcliff Police Department
Scott County Sheriff's Office
Shelbyville Police Department
Southgate Police Department
Villa Hills Police Department
Wilder Police Department
Williamstown Police Department

Enter description of the State's planned participation in the Click-it-or-Ticket national mobilization.

The Commonwealth of Kentucky will participate in the national "Click It or Ticket" enforcement program with all law enforcement grants (both full year and half year). The Kentucky Office of Highway Safety will promote, participate, and inform the public of the program by:

- Promote the *Click It or Ticket* mobilization to law enforcement through a series of area briefings throughout the state.
- Participate in the National Highway Traffic Safety Administration's *Click It or Ticket* campaigns focusing on saturation patrols, traffic safety checkpoints and media. This strategy is also one of our occupant protection / emphasis area strategies in our SHSP. All grantees are required to participate in mobilizations regardless of their problem area.
- *Click It or Ticket* activities will include focusing on saturation patrols, traffic safety checkpoints, and Border to Border checkpoints with partner agencies from surrounding states.
- Enforcement will be will be monitored and reported from all state law enforcement agencies during the CIOT program period.
- It is required that departments utilize 50% of all received funding in the 405B Occupant protection program conduct enforcement during data driven defined night time hours.
- The KOHS will conduct a statewide paid media campaign that will inform the public of the enforcement and life changing consequences of failure to adhere to the primary seatbelt law.

Child restraint inspection stations

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection Program Assessment (NHTSA Facilitated)
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating an active network of child passenger safety inspection stations and/or inspection events based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-2019-CPSPM	Child Protection Seat Programs Manager	OP Planning and Administration
M2HVE-2019-CPS	KOHS Child Protection Seat Program	Child Restraint System Inspection Station(s)
M2HVE-2019-CPS	KOHS Child Protection Seat Program	CPS Technicain Training Classes

Enter the total number of planned inspection stations and/or events in the State.

Planned inspection stations and/or events: 110

Enter the number of planned inspection stations and/or inspection events serving each of the following population categories: urban, rural, and at-risk.

Populations served - urban 263527

Populations served - rural 291527

Populations served - at risk 409346

CERTIFICATION: The inspection stations/events are staffed with at least one current nationally Certified Child Passenger Safety Technician.

Child passenger safety technicians

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Occupant Protection Program Assessment (NHTSA Facilitated)
CPS Technicain Training Classes
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), for recruiting, training and maintaining a sufficient number of child passenger safety technicians based on the State's problem identification.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-2019-CPSPM	Child Protection Seat Programs Manager	OP Planning and Administration
M2HVE-2019-CPS	KOHS Child Protection Seat Program	Child Restraint System Inspection Station(s)
M2HVE-2019-CPS	KOHS Child Protection Seat Program	CPS Technicain Training Classes

Enter an estimate of the total number of classes and the estimated total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

Estimated total number of classes 18

Estimated total number of technicians 42

Maintenance of effort

ASSURANCE: The lead State agency responsible for occupant protection programs shall maintain its aggregate expenditures for occupant protection programs at or above the level of such expenditures in fiscal year 2014 and 2015.

Qualification criteria for a lower seat belt use rate State

To qualify for an Occupant Protection Grant in a fiscal year, a lower seat belt use rate State (as determined by NHTSA) must submit, as part of its HSP, documentation demonstrating that it meets at least three of the following additional criteria. Select application criteria from the list below to display the associated requirements.

- Primary enforcement seat belt use statute Yes
- Occupant protection statute Yes
- Seat belt enforcement Yes

High risk population countermeasure program Yes
 Comprehensive occupant protection program No
 Occupant protection program assessment No

Primary enforcement seat belt use statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State's statute(s) demonstrates that the State has enacted and is enforcing occupant protection statutes that make a violation of the requirement to be secured in a seat belt or child restraint a primary offense.
 - KRS 189.125

Occupant protection statute

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- Requirement for occupants to be secured in a seat belt.
 - KRS 18.125 Primary Seat Belt Law
- Requirement for occupants to be secured in an age appropriate child restraint.
 - KRS 189.125 Primary Seat Belt law sec 3:4
- Coverage of all passenger motor vehicles.
 - KRS 189.125 Primary Seatbelt Law
- Minimum fine of at least \$25.
 - KRS 189.990 Fines and Penalties

Click Add New to provide legal citations for exemption(s) to the State's seat belt and child restraint requirements.

Citation	Amended Date
KRS 189.125	7/15/2016

Seat belt enforcement

Submit countermeasure strategies, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
OP Enforcement Program
Occupant Protection Program Assessment (NHTSA Facilitated)
CPS Technician Training Classes
Communication Campaign
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d)(5), demonstrating that the State conducts sustained enforcement (i.e., a program of recurring efforts throughout the fiscal year of the grant to promote seat belt and child restraint enforcement), and that based on the State's problem identification, involves law enforcement agencies responsible for seat belt enforcement in geographic areas in which at least 70 percent of either the State's unrestrained passenger vehicle occupant fatalities occurred or combined fatalities and serious injuries occurred.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M2HVE-2019-OPEP	Local Law Enforcement OP programs	OP Enforcement Program
M2HVE-2019-OBSB	Observed Seatbelt Count	OP Planning and Administration

M2HVE-2019-KSPOP	KSP OP Enforcement program	OP Enforcement Program
M2HVE-2019-KOPTF	KOHS Occupant Protection Taskforce Manager	OP Planning and Administration
M2HVE-2019-CPS	KOHS Child Protection Seat Program	Child Restraint System Inspection Station(s)
M2HVE-2019-CPS	KOHS Child Protection Seat Program	CPS Technicain Training Classes

High risk population countermeasure programs

Submit countermeasure strategies, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Countermeasure Strategy Name
Police Traffic Services Enforcement
OP Enforcement Program
Law Enforcement Outreach Liaison
CPS Technicain Training Classes
Communication Campaign
Communication Campaign
Child Restraint System Inspection Station(s)

Submit planned activities, at the level of detail required under § 1300.11(d), demonstrating that the State will implement data-driven programs to improve seat belt and child restraint use for at least two of the following at-risk populations: (i) Drivers on rural roadways; (ii) Unrestrained nighttime drivers; (iii) Teenage drivers; (iv) Other high-risk populations identified in the occupant protection program area plan.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
PT-2019-HY	402 Police Traffic Services Half Year	Police Traffic Services Enforcement
PT-2019-FY	402 Police Traffic Services Full Year	Police Traffic Services Enforcement
M2HVE-2019-OPEP	Local Law Enforcement OP programs	OP Enforcement Program
M2HVE-2019-KSPOP	KSP OP Enforcement program	OP Enforcement Program
M2HVE-2019-KOPTF	KOHS Occupant Protection Taskforce Manager	OP Planning and Administration
M2HVE-2019-CPSPM	Child Protection Seat Programs Manager	OP Planning and Administration
M2HVE-2019-CPS	KOHS Child Protection Seat Program	Child Restraint System Inspection Station(s)
M2HVE-2019-CPS	KOHS Child Protection Seat Program	CPS Technicain Training Classes

9 405(c) - State Traffic Safety Information System Improvement Grant

Traffic records coordinating committee (TRCC)

Submit at least three meeting dates of the TRCC during the 12 months immediately preceding the application due date.

Meeting Date
9/25/2017
12/11/2017
1/25/2018
6/1/2018

Enter the name and title of the State's Traffic Records Coordinator

Name of State's Traffic Records Coordinator: Nathan Dean

Title of State's Traffic Records Coordinator: Traffic Safety Records Manager, Kentucky Office of Highway Safety

Enter a list of TRCC members by name, title, home organization and the core safety database represented, provided that at a minimum, at least one member represents each of the following core safety databases: (A) Crash; (B) Citation or adjudication; (C) Driver; (D) Emergency medical services or injury surveillance system; (E) Roadway; and (F) Vehicle.

KTRAC (TRCC) Membership:

Christopher VanBrackel

Officer
Lexington-Fayette Police Department
Database – Crash, Citation/Adjudication

Josh Wentz

Systems Consultant IT
KY Transportation Cabinet
Division of Planning
Database –Roadway

Brad Frazier

Traffic Engineer
City of Lexington, KY
Database – Roadway, Crash

Brent Sweger

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

Carla Crane

Executive Director
KY Office of Health Policy
Database – EMS/Injury Surveillance

Chad Shive

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

David Holland

Sergeant
KY State Police, Criminal ID and Records

Database – Crash, Citation/Adjudication

Eric Green

Research Engineer
UK, KY Transportation Center

Database – Crash, Roadway

Paul Phillips

Director of Field Operations
Kentucky Board of Emergency Medical Services

Database – EMS/Injury Surveillance

Jamie Fiepke

President/CEO
KY Motor Transport Association
Database – Vehicle

Elizabeth Lucas

Director, Implementation & Court Services
KY Administrative Office of the Courts

Database – Citation/Adjudication

Larry Newton

Lieutenant/Commander
KY State Police, Criminal ID and Records

Drew Chandler

Database Administrator
Kentucky Board of Emergency Medical Services
Database – EMS/Injury Surveillance

Andy Rush

Transportation Planner
Louisville Metropolitan Planning Organization
Database – Crash, Roadway

Matthew Cole

Director, Driver Licensing Division
KY Transportation Cabinet
Database – Driver

Tim Moore

Sargent
KY State Police, Criminal ID and Records
Database – Crash, Citation/Adjudication

Chadwick Mills

Crash Reconstructionist
KY State Police, Operations Division
Database – Crash

Chandra Venettozzi

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

Ed Harding

Systems Consultant IT
KY Transportation Cabinet,
Enterprise Data Services Branch

Database – Crash, Roadway, Vehicle, Driver

Kathy Schifflett

Research Consultant
KY Administrative Office of the Courts

Database – Citation/Adjudication

Godwin Onodu

Assistant Director, Division of Motor Vehicles
KY Transportation Cabinet

Database – Vehicle

Mike Vaughn

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

Jeff Wolfe

Director, Division of Traffic Operations
KY Transportation Cabinet

Database – Crash, Roadway

John Smoot

Federal Program Coordinator
KY State Police, Commercial Veh. Enforcement

Database – Crash, Citation/Adjudication**Jon Totty**

Engineer
Palmer Engineering
Database – Roadway, Crash

Keith Dotson

Division of Planning
KY Transportation Cabinet
Database – Roadway

Ken Agent

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

Peter Rock

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

Michael Singleton

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

Linda Goodman

Division Administrator
Federal Motor Carrier Safety Association
Database – Vehicle

Ben Blandford

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

Rick Taylor

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

Srinivasa Gutti

Engineer, Division of Planning
KY Transportation Cabinet

Database – Roadway**Timothy Cleary**

Officer
Elizabethtown Police Department
Crash, Citation/Adjudication

Terry Runner

Law Enforcement Training Instructor
Department of Criminal Justice Training

Database – Crash, Citation/Adjudication**Len O'Connell**

Research Investigator
UK, KY Transportation Center
Database – Roadway, Crash

Ryan Fisher

Branch Manager, Highway Safety
KY Transportation Cabinet
Database – Crash

Monica Robertson

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

KTRAC (TRCC) Executive and Technical Subcommittee and Chairs/Coordinators:**Database – Crash, Citation/Adjudication****Julia Costich**

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

John Moore

Director, Division of Planning
KY Transportation Cabinet
Database – Roadway

Jennifer Edwards

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

Michael Neal

Branch Manager, Division of Driver Licensing
KY Transportation Cabinet
Database – Driver

Nathan Dean

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

Stephanie Williams

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

Reginald Souleyrette

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

Ryan Tenges

Safety Engineer
Federal Highway Administration
Database – Roadway, Crash

Terry Bunn

Director
UK, KY Injury Prevention & Research Center

Database – EMS/Injury Surveillance**Todd Morrison**

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

Tony Young

Highway Safety Specialist
Federal Highway Administration

Database – Crash**Michael Schwendau**

Assistant Director, Highway Safety
KY Transportation Cabinet
Database – Crash

Matt McCoy

Program Manager, Highway Safety
KY Transportation Cabinet
Database – Crash

Jason Siwula

Assistant State Highway Engineer
KY Transportation Cabinet
Database – Roadway, Crash

Ed Harding – KTRAC Co-Chair

Crash Subcommittee

Eric Green – Co-Chair

Sgt. Tim Moore – Co-Chair

Roadway Subcommittee

Keith Dotson – Chair

Josh Wentz – Co-Chair

Driver Subcommittee

Matthew Cole – Co-Chair

Michael Neal – Co-Chair

EMS and Injury Surveillance Subcommittee

Michael Singleton – Co-Chair

Drew Chandler – Co-Chair

Monica Robertson – Co-Chair

Nathan Dean – KTRAC Co-Chair

KY Traffic Records Systems Assessment/Need

Mike Vaughn – Co-Chair

Reginald Souleyrette – Co-Chair

Ben Blandford – Co-Chair

Vehicle Subcommittee

Godwin Onodu – Chair

Stephanie Williams – Co-Chair

Citation/Adjudication Subcommittee

Elizabeth Lucas – Co-Chair

Kathy Schiflett – Co-Chair

State traffic records strategic plan

Upload a Strategic Plan, approved by the TRCC, that— (i) Describes specific, quantifiable and measurable improvements, as described in paragraph (b)(3) of this section, that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; (ii) Includes a list of all recommendations from its most recent highway safety data and traffic records system assessment; (iii) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under § 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress; and (iv) Identifies which recommendations identified under paragraph (b)(2)(ii) of this section the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

Documents Uploaded

KEMSIS_SupportingDoc.pdf

CRASH-Inj-Rdwy_Integration_SupportingDoc.pdf

KY_Assessment Recommendations status June 1 2018 .pdf

TraumaReg_SupportingDoc.pdf

RampVolumes_SupportingDoc.pdf

NHTSA20170615-KY-Final Report.pdf

Kentucky Traffic Records Strategic Plan 2017-2021.pdf

Enter a direct copy of the section of the State traffic records strategic plan that lists all recommendations from the State's most recent highway safety data and traffic records system assessment.

Strategic Planning Recommendations have been cited in the Kentucky Strategic Traffic Records Plan. The recommendations have been assessed and given quantitative performance matrix for tracking. Strengthen the TRCC's abilities for strategic planning to reflect best practices identified in the Traffic Records Program Assessment Advisory. The TRCC will work with the Kentucky Transportation Center to create an implementation plan that will facilitate the completion of a wide range of database reforms. The TRCC will emphasize more accurate and complete data gathering including the writing of data dictionaries as recommended.

Crash Recommendations

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available a comprehensive data dictionary will be composed. The integration goal is to identify appropriate links between the driver and vehicle databases and the crash file. The crash database has two goals that increase data quality: increase the percent of crashes locatable with roadway location method above the current level of 94.6% and reduce missing critical data elements by 10%.

Vehicle Recommendations

- Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

As noted above, an effort will be made to increase links with the crash database.

Driver Recommendations

- Improve the data dictionary for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available a comprehensive data dictionary will be constructed.

Roadway Recommendations

- Improve the applicable guidelines for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data dictionary for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available, the roadway database will produce a comprehensive data dictionary. To improve data quality, officials at the roadway database have adopted these goals: implement a facility data audit methodology as an accuracy check of the highway information system and a methodology to check statewide centerline coverage.

Citation / Adjudication Recommendations

- Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/ process flows for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

If funding is available, citation/adjudication will assemble a comprehensive data dictionary.

EMS / Injury Surveillance Recommendations

- Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

EMS has the goal of increasing the percent of appropriate records in the EMS file linked to other database systems. To do so it will identify links and funding opportunities. EMS has adopted two goals for augmenting data quality: increase the percent of records with no errors in critical data elements and raise the percent of first responders recording use of seatbelts from current 70 percent to above 90 percent.

Data Use and Integration Recommendations

- Improve the traffic records systems capacity to integrate data to reflect best practices identified in the Traffic Records Program Assessment Advisory.

The TRCC will assist its databases in their efforts to increase linkages across databases.

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State intends to address in the fiscal year, the countermeasure strategies and planned activities, at the level of detail required under 23 C.F.R. 1300.11(d), that implement each recommendation, and the performance measures to be used to demonstrate quantifiable and measurable progress.

The following recommendations have been cited in the Kentucky Strategic Traffic Records plan. The TRCC has established quantitative performance measures to track each in there appropriate category. The recommendations are as follows;

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-2019-TRSP	Traffic Records Strategic Plan Implementation	Continue to analyze, identify, refine, improve, and monitor status of performance metrics from t Records Strategic Plan. This project will continue the development and implementation of proce regularly monitoring the quality of traffic records in Kentucky.
M3DA-2019-KSPCDD	CRASH Data Dictionary	Development of a formal crash data dictionary that included each data element and a description validation edits.
M3DA-2019-OCGR	Online Civilian Collision Reporting	Implement functionality that will give the public the ability to complete the Kentucky Civilian T Collision Report electronically from a KSP hosted website. In addition, functionality will be imp ensure the collected civilian collision information is available from within the CRASH Web Por appropriate report distribution as well as advanced data analytics.
M3DA-2019-IAADIR	Investigation of the Accuracy of Alcohol and Drug Involvement	Investigate crash types (run off road, head-on, etc.), crash narratives, and contributing factors (ti distraction, etc.) associated with known alcohol and drug related crashes to develop an algorithm

	Reporting	determining an accurate indication of all drug and alcohol crashes. The algorithm would be based on crashes with known alcohol and drug use, and applied to all crashes to confirm the likelihood of and/or drugs being involved.
M3DA-2019-KIPRC	Improving Motor Vehicle Crash-Related Trauma Data Quality & Completeness	Improve trauma data management system, and increase the number of hospitals reporting to KY Registry. The Kentucky Trauma Advisory Council will recruit four new hospitals as members of the system. The new member hospitals will then initiate reporting to the state trauma registry. The Registry staff will perform a comprehensive evaluation of the state's trauma data to assure that they meet national criteria and are coded consistently.
M3DA-2019-EMS	KY Emergency Medical Services Information System (KEMSIS)	Statewide initiative for collection, analysis, and integration of EMS System and Patient Care Data. The KEMSIS project is aimed to improve the accessibility and portability of patient care information from Kentucky EMS agencies and the KEMSIS system. The ultimate goal is to have 100% of EMS agencies electronically reporting their calls to the Kentucky Board of EMS database system. During the next year, the project will increase the completeness and quality of EMS incident reports by adopting and implementing national and state validation rules, conduct analysis and publish findings.

The TRCC will assist its databases in their efforts to increase linkages across databases.

Submit the planned activities, at the level of detail required under § 1300.11(d), that implement recommendations.

***Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.**

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure Strategy
M3DA-2019-TRSP	Traffic Records Strategic Plan & Implementation	Improves integration between one or more core highway safety databases
M3DA-2019-TRC	Traffic Records Manager	Traffic Records and GIS management
M3DA-2019-EMS	KY Emergency Medical Services Information System	Improves completeness of a core highway safety database
M3DA-2019-UKDQ	UKTC Data Quality Improvement	Improves completeness of a core highway safety database
M3DA-2019-KSPACR	KSP Advanced Collision Reconstruction	Improves completeness of a core highway safety database
M3DA-2019-KSPCDD	KSP Crash Data Dictionary	Improves integration between one or more core highway safety databases
M3DA-2019-KIPRCMVCQC	KIPRC Improving Motor Vehicle Crash Related Trauma Data Quality and Completeness	Improves completeness of a core highway safety database

Enter a direct copy of the section of the State traffic records strategic plan that identifies which recommendations the State does not intend to address in the fiscal year and explains the reason for not implementing the recommendations.

The KOHS and Traffic Records Coordination Committee have not recommended that any recommendations that are not being addressed during FY 2019. Each of the recommendation areas have projects assigned to them, or have been completed during FY 2018, or are being addressed in match by the traffic records implementation plan.

Quantitative improvement

Enter a direct copy of the section of the State traffic records strategic plan that describes specific, quantifiable and measurable improvements, as described in 23 C.F.R. 1300.22(b)(3), that are anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases. Specifically, the State must demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing a written description of the performance measures that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated.

The Traffic Records Strategic plan has quantifiable improvement in emergency management service and injury surveillance and roadway, per the methodology set forth under the model performance measures for state traffic records systems.

1. Kentucky Emergency Medical Information System (KEMSIS)
 - o This is an ongoing project to ensure completeness of the patient care information and supports the NEMSIS system inputs. This system provides updates of patient care and linkages to hospital care information.
2. Kentucky Trauma Registry
 - o This is an ongoing project to address completeness, accuracy and timeliness of trauma registry care at 28 of the state's level I-IV trauma centers.

3. Ramp Crash Reconciliation and Estimation of Missing Ramp Volumes – Annual Average Daily Traffic (AADT)

- o This project address accuracy and completeness of crash information. This project analyzes the ramp cashes to ensure GIS placement is correct .

Extracts of these projects have been attached to the 405c application as pdf documents for reference.

Kentucky Emergency Medical Information System (KEMSIS)

Submitted by: Drew Chandler, KY Board of EMS

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: The number of agencies submitting patient care information to the Kentucky Emergency Medical Services Information System (KEMSIS)
Relevant Project(s) in the State's Strategic Plan	Continually improve EMS and injury Data quality, accessibility, and timeliness. Objective: Improve completeness and accessibility of EMS data for Traffic Safety applications by establishing a statewide, computerized reporting system for EMS ambulance runs.
Improvement(s) Achieved or Anticipated	As of April 1, 2018 there are 215 EMS agencies reporting data to the Kentucky Emergency Medical Information System (KEMSIS). This is a major increase from the 8 agencies reporting in 2013, and representative of all licensed ambulance services in the Commonwealth.
Specification of how the Measure is calculated / estimated	The measure is determined by the actual number of Kentucky EMS agencies submitting EMS run records to KEMSIS.
Date and Baseline Value for the Measure	From April 1, 2016 thru April 1, 2017– There were 769,001 data records submitted of EMS services ambulance run data in Kentucky reported into the Kentucky Emergency Medical Services Information System database (KEMSIS). The data records collected, were from the 215 EMS agencies submitting data into KEMSIS.
Date and Current Value for the Measure	From April 1, 2017 thru April 1 2018—There were 807,513 data records submitted of EMS services ambulance run data in Kentucky reported into the Kentucky Emergency Medical Services Information System database (KEMSIS). The data records collected, were from the 219 EMS agencies submitting data into KEMSIS.

Kentucky Trauma Registry

Submitted by: Julia Costich, KY Injury Prevention and Research Center

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input checked="" type="checkbox"/> EMS/INJURY OTHER specify:
Performance	<input checked="" type="checkbox"/> ACCURACY <input checked="" type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS

Area(s) to be Impacted	<input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION <input type="checkbox"/> OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: Number of hospitals and cases reporting to KY Trauma Registry
Relevant Project(s) in the State's Strategic Plan	Continually improve EMS and injury data quality, accessibility, and timeliness
Improvement(s) Achieved or Anticipated	Increase the number of facilities reporting data to the Kentucky Trauma Registry from 28 in the baseline period to 31 by September 30, 2018
Specification of how the Measure is calculated / estimated	The measure counts the number of facilities reporting to KY Trauma Registry and providing records to the vendor that maintains the central KY Trauma Registry repository data
Date and Baseline Value for the Measure	Baseline (Jan 1-Dec 31 2017) – Trauma registry data reported by 28 participating facilities
Date and Current Value for the Measure	Performance period (Jan 1-Dec 31 2018) – 30 participating facilities, 27 of which are reporting trauma registry data. Three facilities have suspended reporting while issues are resolved in the health systems to which they belong. The increased attention to data quality may have reduced the total count by suppressing inappropriate entries.

Ramp Crash Reconciliation and Estimation of Missing Ramp Volumes – Annual Average Daily Traffic (AADT)

Submitted by: Eric Green, University of Kentucky, KY Transportation Center

System to be Impacted	<input type="checkbox"/> CRASH <input type="checkbox"/> DRIVER <input type="checkbox"/> VEHICLE <input checked="" type="checkbox"/> ROADWAY <input type="checkbox"/> CITATION/ADJUDICATION <input type="checkbox"/> EMS/INJURY OTHER specify:
Performance Area(s) to be Impacted	<input checked="" type="checkbox"/> ACCURACY <input type="checkbox"/> TIMELINESS <input checked="" type="checkbox"/> COMPLETENESS <input type="checkbox"/> ACCESSIBILITY <input type="checkbox"/> UNIFORMITY <input type="checkbox"/> INTEGRATION <input type="checkbox"/> OTHER specify:
Performance Measure used to track Improvement(s)	Narrative Description of the Measure: Percent of ramp segments with AADT
Relevant Project(s) in the State's Strategic Plan	Ramp Crash Reconciliation and Estimation of Missing Ramp Volumes – Annual Average Daily Traffic (AADT)

Improvement(s)	Completeness of ramp volume. Accuracy of ramp crash location.
Achieved or Anticipated	Increase the percentage of ramp segments with AADT.
Specification of how the Measure is calculated / estimated	Count the number of segments with a null value for traffic volume (AADT) compared to those segments with an estimated value.
Date and Baseline Value for the Measure	June 2017 – Highway Information System Traffic Flow file contained 2,450 total ramp segments - 604 (25%) of these segments lacked AADT.
Date and Current Value for the Measure	June 2018 - 2017 – An AADT estimate is now available for all of the 2,450 (100%) Highway Information System Traffic Flow file segments.

Upload supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

Documents Uploaded
KEMESIS_SupportingDoc.pdf
CRASH-Inj-Rdwy_Integration_SupportingDoc.pdf
KY_Assessment Recommendations status June 1 2018 .pdf
TraumaReg_SupportingDoc.pdf
RampVolumes_SupportingDoc.pdf
NHTSA20170615-KY-Final Report.pdf
Kentucky Traffic Records Strategic Plan 2017-2021.pdf

State highway safety data and traffic records system assessment

Enter the date of the assessment of the State's highway safety data and traffic records system that was conducted or updated within the five years prior to the application due date and that complies with the procedures and methodologies outlined in NHTSA's "Traffic Records Highway Safety Program Advisory" (DOT HS 811 644), as updated.

Date of Assessment: 6/16/2017

Requirement for maintenance of effort

ASSURANCE: The lead State agency responsible for State traffic safety information system improvements programs shall maintain its aggregate expenditures for State traffic safety information system improvements programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

10 405(d) Impaired Driving Countermeasure Grant

Impaired driving assurances

Impaired driving qualification - Mid-Range State

ASSURANCE: The State shall use the funds awarded under 23 U.S.C. 405(d)(1) only for the implementation and enforcement of programs authorized in 23 C.F.R. 1300.23(j).

ASSURANCE: The lead State agency responsible for impaired driving programs shall maintain its aggregate expenditures for impaired driving programs at or above the average level of such expenditures in fiscal years 2014 and 2015.

Authority to operate

Enter a direct copy of the section of the statewide impaired driving plan that describes the authority and basis for the operation of the Statewide impaired driving task force, including the process used to develop and approve the plan and date of approval.

The Kentucky Impaired Driving Taskforce reviewed the following plan on May 24, 2017. The Kentucky Governor's Executive Committee on Highway Safety (GECHS) recommended the plan for approval. The GECHS approved the Kentucky Impaired Driving Plan on June 14, 2017.

The Kentucky Impaired Driving Taskforce (KIDTF) was created May 5, 2015 to foster leadership, commitments and coordination on impaired driving issues. This group is responsible for developing and recommending the Impaired Driving plan to the GECHS for approval, under the direction of the Secretary of the Transportation Cabinet. The KIDTF takes into consideration the information supplied by the Traffic Records Coordination Committee (TRCC), Traffic Safety Resource Prosecutor (TSRP), stakeholders input and guidance of the GECHS in coordinating the impaired driving plan.

The Kentucky Impaired Driving Taskforce was created under the direction of the Secretary of the Transportation Cabinet is the Governors Highway Safety Representative (GR) November 13, 2013. In accordance with MAP-21 guidelines. There in establishing the KIDTF. Membership of the KIDTF is by appointment by the GECHS. The KIDTF is directed to meet quarterly; develop and provide for approval a comprehensive plan for impaired driving enforcement; and report to the GECHS all activities and outputs of any developed work groups, assignments and tasks given. Members will serve on the taskforce without compensation. The Transportation Cabinet will provide travel expenses and subsistence's in accordance with state policy and laws.

The Kentucky Office of Highway Safety (KOHS) grant review committee will review the recommended enforcement program areas based on the number of fatalities, fatality rate, serious injuries and serious injury rate average against the county 100m vehicle miles travelled (VMT) then ranked against the state wide measures and state wide 100m VMT. Each of the Kentucky Regional Program Managers (PM) and Regional Law Enforcement Liaisons (LEL) assemble a regional strategic plan and budget and present it to the KOHS grant review committee.

The KOHS grant review committee is comprised of the following representatives:

- Executive Director
- Assistant Director
- Traffic Records Coordinator
- Grant Financial Manager
- Grants Branch Manager

The KIDTF will review, recommend and approve the Kentucky Office of Highway Safety Impaired Driving enforcement budget and plan prior to submission to the National Highway Safety Administration Regional office.

Strategic Planning

The KIDTF acting as a subcommittee of the GECHS, will utilize the Governor's Highway Safety Associations recommendations towards implementing and improving Kentucky's impaired driving enforcement and prevention initiatives. The KIDTF will:

- I. Streamline communications between the various agencies,
- II. Make recommendations for the improvement for the prevention, education, enforcement and adjudication of offenders,
- III. Ensure that measurable goals and reasonable progress is made in the implantation of the recommendations,
- IV. Establish performance measures aligned to the Strategic Highway Safety Plan (SHSP), and
- V. Review for approval by the GECHS the annual Highway Safety Plan 405 Impaired Driving enforcement plan.

To bring down the rate and number of Kentucky impaired driving fatalities below the national average of fatalities per 100m miles travelled, the Kentucky Office of Highway Safety Programs branch has developed a statewide plan to reduce the number of impaired driving related crashes, injuries and fatalities by using a sustained enforcement effort.

This plan takes a comprehensive approach using city, county and state law enforcement agencies, KOHS program managers, Kentucky ABC, community agencies, media, and the use of DRE's. The KOHS Impaired Driving Taskforce manager, state DRE coordinator and LEL's will take the lead on statewide planning, management and coordination. The four grant region managers and the LEL's will ensure the compliance of this plan.

The guidance and analysis in determining locations of impaired driving is based on FARS data (crash time, location, day of week), Kentucky Operations Reporting (KYOPS) and epidemiology of crash victims by county of residence.

Counties targeted for increase impaired driving enforcement are determined by the KOHS TOP 40 ranking. This method is a percentile rank based on; census population of county, total crashes, fatalities, serious injury, fatal and injury rate per 100m VMT, impaired driving collisions, unbelted fatalities percentile, speed collisions, commercial vehicle collisions and motorcycle collisions. Each factor has a numeric assignment and calculated based on numeric weight.

KOHS will conduct year round enforcement grants in all of the TOP 40 counties annually and enhanced enforcement through peak enforcement months. The grant agencies shall participate in the national blitz's in mid-August through Labor Day, Thanksgiving through New Year's Eve, Sustained enforcement will be enhanced with half year grant program for agencies to increase enforcement May through October.

Communications

Media campaigns will support all high visibility enforcement efforts. The media campaigns are to enhance the enforcement efforts and tailored to counties with the greatest need for intervention. The KOHS will utilize paid media pre and post run dates of the NHTSA media campaigns. The target audience for KOHS's impaired driving message in order of greatest importance are:

- I. Binge Drinkers
- II. Males (ages 26 -50)
- III. Young Males (ages 18-25)
- IV. Discontented Blue-Collars
- V. Middle-Class Risk Takers
- VI. Inexperienced Social Drinkers
- VII. Responsible Drinkers
- VIII. Socially Accountable Drinkers

Strategies and Countermeasures

The KIDTF will employ countermeasures and strategies to address impaired driving issues on a state, county and local level based on the most current data and input from the partnership of stakeholders. These programs will be data driven and have to meet specific outcomes or performance measures. These countermeasure include enforcement, education and communications. KIDTF will also innovate ideas into pilot programs in order to adapt to the needs of the communities statewide or in partnership with the KIDTF stakeholders, GECHS, NHTSA, FHWA and KYTC.

Enforcement

The KIDTF will engage law enforcement on the local, county and state level on the enforcement of impaired drivers. Through saturation patrols, sustained enforcement programs and prevention programs to mitigate the number of fatalities, serious injuries and collisions that occur. KOHS will administer and monitor the activity and outcome of the enforcement programs. The KOHS in partnership with The Department of Criminal Justice Training (DOJCT) will provide access and opportunities that are accredited courses for the law enforcement community state wide.

Education

The KIDTF in partnership with all stake holders proved opportunities for local, county and state level to enhance current knowledge, promote best practices, advice of changes to statutes and provide expert knowledge. KOHS will meet and promote safety concerns with the legislative representatives on the Transportation Committees in both the House of Representatives and Kentucky Senate on behalf of the KIDTF and GECHS. The partnership in coordination will maintain, innovate and promote educational opportunities to enhance the knowledge of all stakeholders up to including; law enforcement training, adjudication and justice training, safe sales of alcohol, parent education, community leaders, highway safety partners and others.

Data Collection and Analysis

The KIDTF will utilized data analysis and data driven process in formulating informed decisions on the best application for funding, education, communication and ongoing performance monitoring. The KOHS will perform these tasks on the behalf of the KIDTF and involved other data base stakeholders from the Traffic Records Community for specialized reviews, query's and projects in support of monitoring the impaired driving concerns statewide.

Input the date that the Statewide impaired driving plan was approved by the State's task force.

Date impaired driving plan approved by task force: 6/14/2017

Task force member information

Enter a direct copy of the list in the statewide impaired driving plan that contains names, titles and organizations of all task force members, provided that the task force includes key stakeholders from the State highway safety agency, law enforcement and the criminal justice system (e.g., prosecution, adjudication, probation) and, as determined appropriate by the State, representatives from areas such as 24-7 sobriety programs, driver licensing, treatment and rehabilitation, ignition interlock programs, data and traffic records, public health and communication.

Stakeholder	Agency	Organizational Function
Thomas Lockridge	Attorney General's Office	Traffic Safety Resource Prosecutor; KIDTF Chairman
Matt McCoy	Kentucky Office of Highway Safety	Impaired Driving Taskforce Coordinator, EKY Regional Program Manger
Cheryl Parker	AAA	Regional Liaison Ohio and Kentucky; Government Services and Public

		Education
Dr. Gregory Davis	University of Kentucky Health	Director of Forensic Consultation Services; Department of Pathology, Toxicology; College of Medicine
Greg Dennison	Kentucky Office of Highway Safety	Law Enforcement Liaison Western Kentucky
Troy Dye	Kentucky Office of Highway Safety	Law Enforcement Liaison Northern Kentucky
Tiffany Duvall	Kentucky Office of Highway Safety	Impaired Driving education, Interlock program coordinator
Jerry Pigman	University of Kentucky Transportation Center	Director of Programs, Data analysis
Rob Richardson	Kentucky Association of Chiefs of Police; LEL	Drug Recognition Expert program coordinator and training
Dr. Noelle Hunter	Kentucky Office of Highway Safety	Executive Director; Incident Management Director
Rosalind Donald	Mothers Against Drunk Drivers	Executive Director, Victims Advocate and Court Monitoring for DUI
Michael Schwendau	Kentucky Office of Highway Safety	Strategic Highway Safety Plan Coordinator, Assistant Director KOHS
Bill Naff	NHTSA	Region 3 Program Manager; Kentucky
Laura Sudkamp	Kentucky State Police	Lab Director, Toxicology program
Maj.	Kentucky State Police	East Troop Operations Commander
Maj.	Kentucky State Police	West Troop Operations Commander
Vacant	Kentucky Alcohol Beverage Commission	Enforcement Programs
Ali Edelstein	Kentucky Distillers Association	Director of Social Responsibility
Dr. Ashley Bush	Kentucky Injury and Prevention Research	Epidemiology
Dr. Terry Bunn	Kentucky Injury and Prevention Research	Executive Director; Chief Researcher

Strategic plan details

Select whether the State will use a previously submitted Statewide impaired driving plan that was developed and approved within three years prior to the application due date.

Click link to view Highway Safety Guidelines No. 8

<http://icsw.nhtsa.gov/nhtsa/whatsup/tea21/tea21programs/pages/ImpairedDriving.htm>

Continue to use previously submitted plan

Yes

ASSURANCE: The State continues to use the previously submitted Statewide impaired driving plan.

11 405(d) Alcohol-Iginition Interlock Law

Alcohol-ignition interlock laws

Open each requirement below to provide legal citations to demonstrate that the State statute meets the requirement.

- The State has enacted and is enforcing a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for an authorized period of not less than 6 months.
 - KRS 189A.340 Ignition interlock devices and licenses

12 405(f) Motorcyclist Safety Grant

Motorcycle safety information

To qualify for a Motorcyclist Safety Grant in a fiscal year, a State shall submit as part of its HSP documentation demonstrating compliance with at least two of the following criteria. Select application criteria from the list below to display the associated requirements.

Motorcycle rider training course	Yes
Motorcyclist awareness program	Yes
Reduction of fatalities and crashes	No
Impaired driving program	Yes
Reduction of impaired fatalities and accidents	No
Use of fees collected from motorcyclists	Yes

Motorcycle rider training course

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency:	Kentucky Department of Criminal Justice and Training
State authority name/title:	Davis Paine, Executive Director, Office of the Secretary

Select the introductory rider curricula that has been approved by the designated State authority and adopted by the State.

Approved curricula:	(i) Motorcycle Safety Foundation Basic Rider Course
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CERTIFICATION: The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted the selected introductory rider curricula.

Enter a list of the counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the grant and the number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records, provided the State must offer at least one motorcycle rider training course in counties or political subdivisions that collectively account for a majority of the State's registered motorcycles.

County or Political Subdivision	Number of registered motorcycles
ADAIR	1082
ALLEN	1192
ANDERSON	1536
BALLARD	545
BARREN	2504
BATH	891
BELL	1258
BOONE	8523
BOURBON	1190
BOYD	3900

BOYLE	1450
BRACKEN	639
BREATHITT	1113
BRECKINRIDGE	1354
BULLITT	5750
BUTLER	764
CALDWELL	1009
CALLOWAY	2640
CAMPBELL	5049
CARLISLE	291
CARROLL	1078
CARTER	1788
CASEY	959
CHRISTIAN	4190
CLARK	2287
CLAY	1374
CLINTON	587
CRITTENDEN	618
CUMBERLAND	481
DAVISS	5438
EDMONSON	677
ELLIOTT	562
ESTILL	1040
FAYETTE	12772
FLEMING	988
FLOYD	2392
FRANKLIN	2519
FULTON	289
GALLATIN	724
GARRARD	1268
GRANT	2149
GRAVES	2300
GRAYSON	1714
GREEN	668
GREENUP	2804
HANCOCK	815
HARDIN	9334
HARLAN	1912
HARRISON	1525
HART	1027
HENDERSON	2901
HENRY	1163
HICKMAN	350
HOPKINS	3617
JACKSON	861
JEFFERSON	29246

JESSAMINE	2682
JOHNSON	1386
KENTON	9413
KNOTT	921
KNOX	1944
LARUE	1013
LAUREL	4607
LAWRENCE	1175
LEE	493
LESLIE	768
LETCHER	1679
LEWIS	872
LINCOLN	1722
LIVINGSTON	819
LOGAN	1640
LYON	538
MADISON	5015
MAGOFFIN	697
MARION	1132
MARSHALL	2301
MARTIN	778
MASON	1181
MCCRACKEN	5689
MCCREARY	967
MCLEAN	637
MEADE	1950
MENIFEE	444
MERCER	1324
METCALFE	613
MONROE	542
MONTGOMERY	1758
MORGAN	796
MUHLENBERG	2241
NELSON	2519
NICHOLAS	484
OHIO	1895
OLDHAM	2836
OWEN	765
OWSLEY	464
PENDLETON	1022
PERRY	2265
PIKE	5141
POWELL	845
PULASKI	3866
ROBERTSON	209
ROCKCASTLE	1130

ROWAN	1329
RUSSELL	1006
SCOTT	2948
SHELBY	2262
SIMPSON	1062
SPENCER	1134
TAYLOR	1706
TODD	1066
TRIGG	1150
TRIMBLE	795
UNION	1108
WARREN	6236
WASHINGTON	661
WAYNE	1312
WEBSTER	1074
WHITLEY	3058
WOLFE	563
WOODFORD	1246

Enter the total number of registered motorcycles in State.

259991

Motorcyclist awareness program

Enter the name and organization of the head of the designated State authority over motorcyclist safety issues.

State authority agency: Kentucky Office of Highway Safety
 State authority name/title: Erin Eggen/ Public Information Officer and Media Programs

CERTIFICATION: The State’s motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.

Select one or more performance measures and corresponding performance targets developed for motorcycle awareness that identifies, using State crash data, the counties or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	167.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	92.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	59.0

Enter the counties or political subdivisions within the State with the highest number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving another motor vehicle
ADAIR	2
ALLEN	3

ANDERSON	10
BALLARD	3
BARREN	21
BATH	3
BELL	8
BOONE	76
BOURBON	8
BOYD	31
BOYLE	10
BRACKEN	4
BREATHITT	1
BRECKINRIDGE	5
BULLITT	26
BUTLER	2
CALDWELL	8
CALLOWAY	14
CAMPBELL	31
CARLISLE	1
CARROLL	4
CARTER	3
CASEY	4
CHRISTIAN	31
CLARK	15
CLAY	8
CLINTON	4
CRITTENDEN	8
CUMBERLAND	4
DAVISS	43
EDMONSON	3
ELLIOTT	3
ESTILL	4
FAYETTE	114
FLEMING	3
FLOYD	7
FRANKLIN	23
FULTON	1
GALLATIN	8
GARRARD	1
GRANT	14
GRAVES	15
GRAYSON	8
GREEN	2
GREENUP	11
HANCOCK	2
HARDIN	47
HARLAN	4

HARRISON	7
HART	4
HENDERSON	17
HENRY	6
HICKMAN	5
HOPKINS	22
JACKSON	2
JEFFERSON	282
JESSAMINE	16
JOHNSON	6
KENTON	46
KNOTT	3
KNOX	8
LARUE	5
LAUREL	26
LAWRENCE	4
LEE	1
LESLIE	1
LETCHER	13
LEWIS	4
LINCOLN	4
LIVINGSTON	2
LOGAN	6
LYON	4
MADISON	28
MAGOFFIN	2
MARION	8
MARSHALL	11
MARTIN	1
MASON	3
MCCRACKEN	38
MCCREARY	5
MCLEAN	2
MEADE	8
MERCER	1
METCALFE	4
MONTGOMERY	9
MORGAN	2
MUHLENBERG	15
NELSON	17
NICHOLAS	3
OHIO	17
OLDHAM	18
OWEN	3
PENDLETON	10
PERRY	11

PIKE	18
POWELL	9
PULASKI	25
ROBERTSON	1
ROCKCASTLE	11
ROWAN	11
RUSSELL	6
SCOTT	20
SHELBY	17
SIMPSON	7
SPENCER	5
TAYLOR	10
TODD	4
TRIGG	5
TRIMBLE	4
UNION	1
WARREN	59
WASHINGTON	2
WAYNE	1
WEBSTER	4
WHITLEY	22
WOLFE	3
WOODFORD	11

Enter total number of motorcycle crashes (MCC) involving a motorcycle and another motor vehicle.

Total # of MCC crashes involving another motor vehicle: 1627

Submit countermeasure strategies that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select countermeasure strategies to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Motorcycle Rider Training
ID Enforcement Program
Communication Campaign
Communication Campaign

Submit planned activities that demonstrate that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest. The State shall select planned activities to address the State’s motorcycle safety problem areas in order to meet the performance targets identified above.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M9MA-2019-MCPM	Motorcycle Safety Paid Media	Communication Campaign

Impaired driving program

Select one or more performance measures and corresponding performance targets developed to reduce impaired motorcycle operation. Each performance measure and performance target shall identify the impaired motorcycle operation problem area to be addressed. Problem identification must include an analysis of motorcycle crashes involving an impaired operator by county or political subdivision.

Fiscal Year	Performance Measure Name	Target Period(Performance Target)	Target End Year	Target Value(Performance Target)
2019	C-1) Number of traffic fatalities (FARS)	5 Year	2019	737.0
2019	C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	5 Year	2019	167.0
2019	C-7) Number of motorcyclist fatalities (FARS)	5 Year	2019	92.0
2019	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	5 Year	2019	59.0

Submit the countermeasure strategies demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

*Reminder: When associating a countermeasure strategy to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Countermeasure Strategy Name
Motorcycle Rider Training
ID Enforcement Program
Communication Campaign
Communication Campaign

Submit the planned activities demonstrating that the State will implement data-driven programs designed to reach motorcyclists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (i.e., the majority of counties or political subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

*Reminder: When associating a planned activity to an incentive grant, you must ensure sufficient detail is provided to satisfy the additional incentive grant criteria, where applicable.

Planned activity unique identifier	Planned Activity Name	Primary Countermeasure
M9MA-2019-MCPM	Motorcycle Safety Paid Media	Communication Campaign

Enter counties or political subdivisions with motorcycle crashes (MCC) involving an impaired operator. Such data shall be from the most recent calendar year for which final State crash data are available, but data no older than three calendar years prior to the application due date.

County or Political Subdivision	# of MCC involving an impaired operator
ADAIR	1
ANDERSON	1
BALLARD	1
BATH	1
BELL	1
BOONE	4
BOYD	2
BOYLE	1
CALLOWAY	2
CASEY	2
CLARK	1
CLAY	1
CLINTON	1
FAYETTE	6

FLOYD	1
FRANKLIN	2
GRAVES	1
GREENUP	1
HARDIN	1
HARRISON	1
HENDERSON	1
HOPKINS	3
JEFFERSON	9
JOHNSON	1
KENTON	5
KNOTT	1
LAUREL	3
LAWRENCE	1
LETCHER	1
LEWIS	1
MADISON	4
MARION	1
MCCRACKEN	2
MEADE	1
METCALFE	1
NELSON	2
OHIO	1
PERRY	3
PIKE	1
RUSSELL	2
SCOTT	2
SPENCER	1
TAYLOR	1
UNION	1
WARREN	5
WOODFORD	1

Enter total number of motorcycle crashes involving an impaired operator.

Total # of MCC involving an impaired operator 87

Use of fees collected from motorcyclists for motorcycle programs

A State shall have a process under which all fees collected by the State from motorcyclists for the purposes of funding motorcycle training and safety programs are used for motorcycle training and safety programs. A State may qualify under this criterion as either a Law State or a Data State.

Use of fees criterion

Law State

+ Enter legal citations for each law state criteria.

- The State law or regulation requiring that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.
 - KRS 15.38 KYTC MC registrations and fees
- The State law appropriating funds demonstrates that for the current fiscal year, for requiring all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.
 - KRS 15.358 Motorcycle Safety Education Funds

13 1906 Racial Profiling Data Collection Grants

Racial profiling data collection grant

Is the State applying as an official documents or assurance State? (Note: The State is not eligible for a grant as an assurance State if the State has received a grant as an assurance State for two fiscal years after October 1, 2015.)

Official documents

Official documents

Select what type of official documents will be uploaded that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

- Law No
- Regulation Yes
- Binding policy directive Yes
- Letter from the Governor No
- Court order No
- Other No

Upload official documents that demonstrate that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads.

Documents Uploaded
KY Supreme court NR_OpenRecordsPolicy_081117.pdf
KRS 61.878 Certain public records exempted from inspection except on order of court.pdf

14 Certifications, Assurances, and Highway Safety Plan PDFs

Documents Uploaded
Certification& Assurances 2019 HSP.pdf
2017-RANKING_SHEET TSEP.pdf
TOP 40 2017 data.pdf
KIPRC HEAT maps MVC.pdf