

KENTUCKY

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Years 2019 - 2021

Date of Approval: Jun 19, 2019

Final CVSP

Part 1 - MCSAP Overview

1 - Introduction

The Motor Carrier Safety Assistance Program (MCSAP) is a Federal grant program that provides financial assistance to States to help reduce the number and severity of accidents and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved accidents, fatalities, and injuries through consistent, uniform, and effective CMV safety programs.

A State lead MCSAP agency, as designated by its Governor, is eligible to apply for grant funding by submitting a commercial vehicle safety plan (CVSP), in accordance with the provisions of [49 CFR 350.201](#) and [205](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before August 1 of each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. Currently, the State must submit a performance-based plan each year to receive MCSAP funds.

The FAST Act required the Federal Motor Carrier Safety Administration (FMCSA) to “prescribe procedures for a State to submit a multiple-year plan and annual updates thereto, under which the State agrees to assume responsibility for improving motor carrier safety by adopting and enforcing State regulations, standards, and orders that are compatible with the regulations, standards, and orders of the Federal Government on commercial motor vehicle safety and hazardous materials transportation safety.”

The online CVSP tool (eCVSP) outlines the State's CMV safety objectives, strategies, activities and performance measures and is organized into the following five parts:

- Part 1: MCSAP Overview
- Part 2: Crash Reduction and National Program Elements (FY 2019 - 2021)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2019 - 2021)
- Part 4: Financial Information (FY 2019)
- Part 5: Certifications and Documents

You will find that each of the five eCVSP parts listed above contains different subsections. Each subsection category will provide you with detailed explanation and instruction on what to do for completing the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a single year, a 3-year plan, or an Annual Update to a 3-year plan. As used within the eCVSP, the term ‘State’ means all the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

NEW FOR FY 2019:

Single Year and Multi-Year plans—For FY 2019, the primary difference in the single year and multi-year CVSP formats is that objectives, projected goals, and activities in the 3-year plan will cover an entire three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—Those States in Year 2 of a 3-year plan will be providing an Annual Update only. States will be able to review the project plan submitted in Year 1 and indicate whether anything needs to be updated for Year 2 via a Yes/No question provided in each Section of Parts 1-3. **NOTE: Answer carefully as there is one opportunity to check Yes/No and then the input is locked.**

- If Yes is indicated, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan.
- If No is indicated, the Year 1 information will not be editable and the user can move forward to the next section.
- The financial information and certifications will be updated each fiscal year.

All single year, multi-year, and annual update plans have been pre-populated with data and information from their FY 2018 plans. States must carefully review and update this information to reflect FY 2019 activities prior to submission to FMCSA.

In addition, States are reminded to **not** include any personally identifiable information (PII) in the CVSP. The final

CVSP approved by FMCSA is required to be posted to a public FMCSA website.

2 - Mission/Goal Statement

Instructions:

Briefly describe the mission or goal of the lead State commercial motor vehicle safety agency responsible for administering this Commercial Vehicle Safety Plan (CVSP) throughout the State.

NOTE: Please do not include information on any other FMCSA grant activities or expenses in the CVSP.

“To enforce state and Federal laws and regulations, placing emphasis on commercial vehicles, to encourage and promote a safe driving environment through safety education and awareness.”

Kentucky’s mission and goals support the United States Department of Transportation’s and the Federal Motor Carrier Safety Administration’s (FMCSA’s) fatality reduction goals. During calendar year (CY) 2013 this was to reduce roadway fatalities involving large trucks and buses per 100 million vehicle miles traveled (VMT) to 0.114 from 0.117 in 2012. For Kentucky, this goal translated to reducing CMV fatalities from the CY 2011 .160 rate to .157. Kentucky significantly surpassed that goal by seeing a reduction and rate of .145 and .146 in CY 2012 and 2013. Kentucky will continue to utilize activities of enforcement, public awareness and other traffic safety methods in an effort to reduce the fatality crash rate by .003 during the three year period covered during calendar years 2019 - 2021 by looking at crashes. A baseline is established utilizing crash data from calendar years 2013 - 2015 while supporting the primary mission of the Federal Motor Carrier Safety Administration (FMCSA) to reduce crashes, injuries and fatalities involving large trucks and buses.

Kentucky’s 2019 CVSP will continue to emphasize the five national program elements of Driver/Vehicle Inspections, Compliance Reviews, Traffic Enforcement, Public Education and Awareness and Data Collection and Reporting. The 2019 CVSP will also contain activities that follow the FY 2019 FMCSA national priorities with the exception of Oilfield Operations as Kentucky does not have any significant issues relating to oilfield operations. The continuing implementation of CSA has provided challenges and change within the KSP; resources have been redirected to deal with DataQ’s and compliance review changes and the KSP follows the guidance relating to the adjudicated citation policy.

With the modification to the MCSAP BASIC grant structure in 2017 and inclusion of the New Entrant program under the MCSAP umbrella, the 2019 CVSP will include Kentucky’s continued effort and dedication to the New Entrant program with a goal of reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new interstate motor carriers to ensure that they have effective safety management programs. Kentucky will also continue efforts to implement and sustain an intrastate New Entrant program which began being allowed with the 2017 FFY. The intrastate program will not interfere with Kentucky’s efforts regarding interstate carriers and will be developed as manpower allows.

Kentucky utilizes three sub-grantees to better address CMV enforcement in the respective jurisdictions, Lexington, Louisville, and Boone County. These three agencies provide omnipresence and increased enforcement in three largely populated areas that would suffer a lack of enforcement personnel without their assistance. With the restructuring of the FMCSA grants and having Innovative Technology Deployment (formerly CVISN) and PRISM operation and maintenance under the MCSAP umbrella in FFY 2017, the KSP has added the Kentucky Department of Transportation as a sub-grantee to provide funding to allow them to continue to manage those programs.

Kentucky long ago developed a Highway Safety Management Team; this team consists of an Executive Committee that includes individuals from the public as well as private sector. The Commissioner of the Department of Kentucky State Police (KSP) is one of the setting members on this panel. KSP provides input which becomes an integral part of setting enforcement plans and policy. There are eleven sub-committees, which address different areas of traffic safety, and these committees, task teams, report to the Executive Committee. The Emphasis Task Teams will review data, recommend strategies and implement solutions to reduce specific collision concerns. Kentucky is in the process of updating its Strategic Highway Safety Plan and Capt. Truesdell, CVE Division Operations is attending those meetings to provide CMV safety input. The plan will include several items to improve and impact traffic safety. While Kentucky’s fatality count for 2013 was at a 16 year low and 2014 continued a downward trend for CMV fatalities, Kentucky continues to look for ways to further reduce the needless loss of life on Kentucky’s highway, especially since Kentucky observed a rise in fatalities and crashes during CY 2015 and 2016. 2017 however saw an increase in VMT and a significant reduction in CMV fatalities hitting a record low for fatality rate, an estimated 49.3 compared to 48.6 during 2015. The vision of Kentucky is that “Through public and private partnerships, we can achieve the most improved and sustainable downward trend in highway fatalities and injuries in the nation”

Data source: FMCSA A&I crash statistics, J. E. Smoot, June 2018

3 - MCSAP Structure Explanation

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant.

NOTE: *Please do not include activities or expenses associated with any other FMCSA grant program.*

Kentucky will be entering its 30th year in the Motor Carrier Safety Assistance Program and transitions to a multi-year CVSP with this 2019 application. The Department of Kentucky State Police (KSP) under the Justice and Public Safety Cabinet is the lead MCSAP agency within the Commonwealth. The Department is broken into three divisions, Administrative, Operations and Technical Services, the Commercial Vehicle Enforcement function now falls within the Operations Division as a Troop. CVE has its central headquarters located in Frankfort, KY with six regions throughout the state. The current projected operation staffing is approximately 182 sworn and civilian personnel. This staffing is broken down as follows:

37 civilian inspectors most of which are assigned to fixed facilities where they perform safety inspections, enforce size and weight regulations, and enforce the highway use tax.

4 Additional inspectors that are assigned as New Entrant Auditors,

80 sworn officers that perform these same duties as above, both at scale facilities and through patrol operations, which includes officers and supervisors, additionally, officers conduct drug and criminal interdiction as well as traffic enforcement within the Commonwealth. Included in the 80 are compliance review officers, currently 4 that work within the Programs Branch.

There are 14 sworn personnel assigned to special duties that maintain certification and complete at least 32 level one inspections per year and charge MCSAP funding only when completing MCSAP eligible activities, these assignments range from Drivers Testing Personnel and those in training, DESI and Reconstruction.

Lastly KSP has 18 support staff that works within the KSP and utilize a percentage of grant funding.

Additionally, KSP has approximately 29 North American Standard trained troopers who perform level one and level three inspections.

Kentucky's program is comprehensive, encompassing all National Program elements outlined by FMCSA. In addition to routine inspection and enforcement operations, the KSP continues the program that was put into place in 2005 to conduct all New Entrant Safety Audits on Kentucky interstate motor carriers and will continue efforts to implement an Intrastate New Entrant program in FFY 2019.

All sworn personnel are trained in detecting and removing impaired drivers from the highways and are certified breath test operators. Additionally, all sworn officers are trained in drug interdiction programs. KSP has established a Special Operations section that is specialized in drug interdiction. CVE officers are assigned to this section and funded by MCSAP when doing MCSAP eligible activities. The drug interdiction unit, along with all of the other inspecting personnel within the department works to reduce the drug problem among CVE operations by looking for drug seizures and bulk cash seizures.

KSP continues to fund three sub-grantees that are trained to complete NAS inspections: Louisville Metro Police Department, the Lexington Fayette Urban County Police and the Boone County Sheriff's Office; these agencies conduct MCSAP inspections and perform traffic enforcement activities. The utilization of the sub-grantees has been of great benefit in staffing their jurisdictions and relieving CVE of the burden of those large areas. Lexington currently has 28 certified level one inspectors while Louisville has 17 and Boone county 9. All three sub-grantees recently trained new inspectors this year.

KSP developed training for all officers within the state addressing the guidelines for reporting CMV crash data. Additionally as part of the above training all officers during the training received a commercial vehicle familiarization course including information on cabotage and Mexican carriers. This course was being presented regionally to provide training and assistance to police agencies that receive very little commercial vehicle enforcement training. While the course has not been taught recently we have placed much of the material on the KSP KYOPS website and PIO's continue to provide smaller blocks of instruction. CVE believes that providing this type of training to our traditional police agencies will provide an increased enforcement capability for those agencies as well as increase the reliability and completeness of commercial vehicle crash data.

In an effort to further increase data quality and to better be alerted to companies with FOOS orders, KY has migrated to the Iteris InSpec software suite which sets on Kentucky's CVIEW database for all inspectors. This software and access to our CVIEW allows real-time and automatic scanning for FOOS orders as well as other screening criteria. The change to this software package has increased FOOS enforcement to nearly a 100% identification rate.

In an effort to increase homeland security, Kentucky has increased the number of Hazardous Material inspections being performed since the terror attacks in September 2001. CVE continues to encourage both its personnel as well as sub-grantee personnel to maintain a 33 % Level 3 inspection ratio and to increase hazardous material vehicle inspections and also require that electronic CDL checks be completed on each driver contacted and verification of operating authority of motor carriers.

In addition to normal police enforcement activities, CVE performs Outreach and Public Education event such as:

- Farm Machinery Show in Louisville, February
- Mid America Truck Show in Louisville, March
- Kentucky State Fair in Louisville, August
- Various County Fairs
- Recruiting Seminars
- Kentucky's Truck Rodeo
- Public schools for "Teens and Trucks"

The FFY 2019 CVSP will take into account the National Priorities which are applicable to KY:

1. Passenger Carrier Safety - The KSP will continue with its efforts to address passenger carrier safety by completing terminal inspections since Kentucky has little to no end point destinations where they can be completed. The KSP plans on hosting a PVI Course to add to its current list of certified Motorcoach inspectors and will also make this course available to our sub-grantees.
2. Enforcement of OOS orders at roadside which has been a priority of the KSP and was the main reason that the KSP changed to the Iteris InSpect reporting software. The KSP is at or near a 100% catch rate.
3. Electronic Logging Devices - The KSP has taken advantage of the NTC training and was prepared to move into the ELD age of enforcement. Additionally, the KSP purchased thumb drives for inspectors to have available to assist in downloading ELD data. The KSP has two NAS Part A and B instructors on staff and they have been heavily involved in this endeavor.
4. Traffic Enforcement - The KSP continues to utilize its road officers for traffic enforcement on CMV's on both high crash corridors, by-pass routes on other roads that are identified by commanders where commercial vehicle enforcement is desired. The KSP does not utilize traffic enforcement on non CMV's or on CMV's without an inspection.
5. Special Emphasis Area

The KSP utilizes current and available statewide crash data to address the primary focus of MCSAP and that is reducing CMV crashes. Kentucky's CVSP and enforcement efforts are data driven and focus on high crash corridors with and other opportunities for safety improvement that commanders observe within their regions.

6. Other MCSAP Priority Areas

Compliance Reviews/Investigations

KSP continues to maintain a specialized group of officers to sustain this important focus.

Public Education/Awareness

KY continues its efforts to both educate and provide safety awareness messages to the public although this is one area that a decreased staffing level has affected. The addition of the Tens and Trucks programs in schools has been difficult to get schools to buy into and supply adequate time but KSP intends to continue the effort.

Data Collection and Quality

KY continues to lead in data quality and will continue to focus on maintaining green status while looking for ways to further improve its processes.

New Entrant Safety Audits

The KSP continues to staff dedicated inspectors within the Program Branch that concentrate on completing interstate audits. The reality of the decreased workload since beginning off-site audits has allowed the Programs Branch Supervisor to reduce the work force in this area without suffering a manpower issue. Additionally, with the reduced workload and the inclusion of intrastate audits into the MCSAP, the KSP will continue to look into the possibility of completing intrastate reviews while not allowing this to interfere or cause the interstate program to suffer.

ITD/PRISM – Beginning with the 2017 CVSP KY added the KY Transportation Cabinet as a sub-grantee to continue to manage these functions.

Funds are budgeted for the cabinet to continue this management.

4 - MCSAP Structure**Instructions:**

Complete the following tables for the MCSAP lead agency, each subrecipient and non-funded agency conducting eligible CMV safety activities.

The tables below show the total number of personnel participating in MCSAP activities, including full time and part time personnel. This is the total number of non-duplicated individuals involved in all MCSAP activities within the CVSP. (The agency and subrecipient names entered in these tables will be used in the National Program Elements —Roadside Inspections area.)

The national program elements sub-categories represent the number of personnel involved in that specific area of enforcement. FMCSA recognizes that some staff may be involved in more than one area of activity.

| Lead Agency Information | |
|--|--------------------------------|
| Agency Name: | KENTUCKY STATE POLICE |
| Enter total number of personnel participating in MCSAP activities | 182 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 164 |
| Traffic Enforcement Activities | 123 |
| Investigations* | 8 |
| Public Education and Awareness | 123 |
| Data Collection and Reporting | 182 |
| * Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Subrecipient Information | |
|--|--------------------------------|
| Agency Name: | LEXINGTON DIVISION OF POLICE |
| Enter total number of personnel participating in MCSAP activities | 28 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 28 |
| Traffic Enforcement Activities | 28 |
| Investigations* | 0 |
| Public Education and Awareness | 28 |
| Data Collection and Reporting | 28 |
| * Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Subrecipient Information | |
|--|--------------------------------|
| Agency Name: | LOUISVILLE POLICE |
| Enter total number of personnel participating in MCSAP activities | 17 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 17 |
| Traffic Enforcement Activities | 17 |
| Investigations* | 0 |
| Public Education and Awareness | 17 |
| Data Collection and Reporting | 17 |
| * Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Subrecipient Information | |
|--|--------------------------------|
| Agency Name: | BOONE COUNTY SHERIFF |
| Enter total number of personnel participating in MCSAP activities | 9 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 9 |
| Traffic Enforcement Activities | 9 |
| Investigations* | 0 |
| Public Education and Awareness | 9 |
| Data Collection and Reporting | 9 |
| * Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Subrecipient Information | |
|--|---------------------------------|
| Agency Name: | KENTUCKY TRANSPORTATION CABINET |
| Enter total number of personnel participating in MCSAP activities | 20 |
| National Program Elements | Enter # personnel below |
| Driver and Vehicle Inspections | 0 |
| Traffic Enforcement Activities | 0 |
| Investigations* | 0 |
| Public Education and Awareness | 0 |
| Data Collection and Reporting | 0 |
| * Formerly Compliance Reviews and Includes New Entrant Safety Audits | |

| Non-funded Agency Information | |
|---|---|
| Total number of agencies: | 0 |
| Total # of MCSAP Participating Personnel: | 0 |

Part 2 - Crash Reduction and National Program Elements

1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2019 - 2021 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2017, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.

Note: *For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures. Such measures include roadside inspections, traffic enforcement activity, investigation/review activity, and data quality by quarter for the current and past two fiscal years using the State Quarterly Report and CVSP Data Dashboard, and/or the CVSP Toolkit on the A&I Online website. The Data Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <http://ai.fmcsa.dot.gov/StatePrograms/Home.aspx>. A user id and password are required to access this system.*

In addition, States can utilize other data sources available on the A&I Online website as well as internal State data sources. It is important to reference the data source used in developing problem statements, baselines and performance goals/ objectives.

2 - CMV Crash Reduction

The primary mission of the Federal Motor Carrier Safety Administration (FMCSA) is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing commercial motor vehicle (CMV) related crashes.

Trend Analysis for 2013 - 2017

Instructions for all tables in this section:

Complete the tables below to document the State's past performance trend analysis over the past five measurement periods. All columns in the table must be completed.

- Insert the beginning and ending dates of the five most recent State measurement periods used in the Measurement Period column. The measurement period can be calendar year, Federal fiscal year, State fiscal year, or any consistent 12-month period for available data.
- In the Fatalities column, enter the total number of fatalities resulting from crashes involving CMVs in the State during each measurement period.
- The Goal and Outcome columns allow the State to show its CVSP goal and the actual outcome for each measurement period. The goal and outcome must be expressed in the same format and measurement type (e.g., number, percentage, etc.).
 - In the Goal column, enter the goal from the corresponding CVSP for the measurement period.
 - In the Outcome column, enter the actual outcome for the measurement period based upon the goal that was set.
- Include the data source and capture date in the narrative box provided below the tables.
- If challenges were experienced while working toward the goals, provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

ALL CMV CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). Other can include injury only or property damage crashes.

Goal measurement as defined by your State: Large Truck Fatal Crashes per 100M VMT

If you select 'Other' as the goal measurement, explain the measurement used in the text box provided:

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|--|------------|------------|--------|---------|
| Begin Date | End Date | | | |
| 01/01/2017 | 12/31/2017 | 68 | 0.17 | 0.1370 |
| 01/01/2016 | 12/31/2016 | 87 | 0.1670 | 0.1760 |
| 01/01/2015 | 12/31/2015 | 86 | 0.1460 | 0.1770 |
| 01/01/2014 | 12/31/2014 | 67 | 0.1470 | 0.14 |
| 01/01/2013 | 12/31/2013 | 87 | 0.1670 | 0.1480 |

MOTORCOACH/PASSENGER CARRIER CRASHES

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g. large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

KY has not identified any significant issues.

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|---|------------|------------|------|---------|
| Begin Date | End Date | | | |
| 01/01/2017 | 12/31/2017 | 0 | | |
| 01/01/2016 | 12/31/2016 | 3 | | |
| 01/01/2015 | 12/31/2015 | 4 | | |
| 01/01/2014 | 12/31/2014 | 3 | | |
| 01/01/2013 | 12/31/2013 | 0 | | |

Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

Hazardous material is anything that is listed in the hazardous materials table or that meets the definition of any of the hazard classes as specified by Federal law. The Secretary of Transportation has determined that hazardous materials are those materials capable of posing an unreasonable risk to health, safety, and property when transported in commerce. The term hazardous material includes hazardous substances, hazardous wastes, marine pollutants, elevated temperature materials, and all other materials listed in the hazardous materials table.

For the purposes of the table below, HM crashes involve a release/spill of HM that is part of the manifested load. (This does not include fuel spilled from ruptured CMV fuel tanks as a result of the crash).

Select the State's method of measuring the crash reduction goal as expressed in the corresponding CVSP by using the drop-down box options: (e.g., large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, other, or N/A).

Goal measurement as defined by your State: N/A

If you select 'Other' or 'N/A' as the goal measurement, explain the measurement used in the text box provided:

KY has not identified any significant issues.

| Measurement Period (Include 5 Periods) | | Fatalities | Goal | Outcome |
|---|------------|------------|------|---------|
| Begin Date | End Date | | | |
| 01/01/2017 | 12/31/2017 | 1 | | |
| 01/01/2016 | 12/31/2016 | 2 | | |
| 01/01/2015 | 12/31/2015 | 6 | | |
| 01/01/2014 | 12/31/2014 | 3 | | |
| 01/01/2013 | 12/31/2013 | 3 | | |

Enter the data sources and capture dates of the data listed in each of the tables above.

KYOPS, June 2018, John E Smoot

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.**Motorcoach**

Kentucky has limited to no end destination locations which provides some difficulty in completing motorcoach inspections, KSP does however continue to focus on details that include terminal inspections and others as available. KSP plans on training additional motorcoach inspectors both within our agency and our subgrantees to assist with attrition.

Kentucky has improved the level of contacts with passenger carriers significantly over the last several years, during 2011 KSP completed 57 motorcoach inspections, 89 in 2012 and very significantly increased to 206 during 2013, 131 during 2014 and 91 during CY 2015, 80 during CY 2016 and 32 during CY 2017. Attrition has created a decrease and hence the reason for the planned course. KSP has initiated carrier based terminal inspections, reviewed curb side operations in Lexington and now requires all commercial bus traffic to enter the scale facilities.

Hazardous Materials

Kentucky maintains a consistent hazardous materials inspection program and trains all of its CVE troop inspectors in the investigation of hazardous materials vehicles as well as cargo tank and bulk packaging. The KSP provided the majority of its inspectors an opportunity to go through the General Roadside Hazardous Materials course as a refresher during 2016 and 2017. Additionally, the KSP provided the same type of refresher training in the areas of Cargo Tank during 2017 and will do so with Other Bulk Packaging during FFY 2019. Kentucky added a state specific goal for 2015 and continues that program goal into FFY 2019 in its two largest counties which had significantly more crashes involving commercial vehicles carrying hazardous materials than the other counties within the state. Kentucky completed 6,871 hazardous materials inspections during CY 2017, which is slightly less than 10% of the CVE Divisions inspections. KSP will work to achieve at least a 10% ratio.

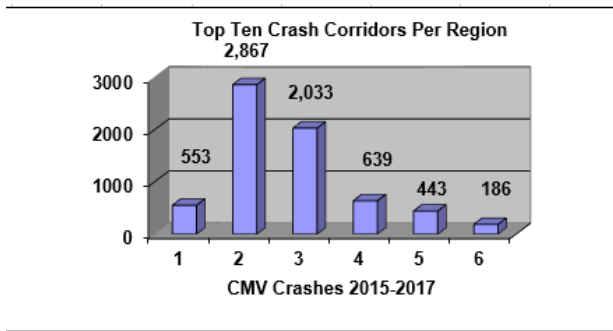
Narrative Overview for FY 2019 - 2021**Instructions:**

The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total number of fatalities or CMV crashes), based on a rate (e.g., fatalities per 100 million VMT), etc.

Problem Statement Narrative: Describe the identified problem, include baseline data and identify the measurement method.

The Commercial Vehicle Enforcement Troop is divided into six regions statewide each commanded by a regional commander responsible for his/her region. Each region has its own specific crash problem areas as identified within this CVSP by crash data. CVE implemented region specific objectives during FFY 2007 and crash reduction on these high crash corridors was a priority. CVE has observed significant results in reduction of crashes. The success and reduction of crashes on many of the previously identified corridors provides a need to shift emphasis, KSP has identified with 2015-2017 crash data new high crash corridors within each region and these corridors are modified based on the most current three year data, additionally, CVE commanders will monitor crash data within their respective regions to identify areas that need additional attention. The below table indicates percentages of crashes on high crash corridors for each region.

| Region Crash Data Per Corridor 2015 - 2017 | | | | | | |
|--|------------|------------|--------------|-------------|-------------|------------|
| | Region One | Region Two | Region Three | Region Four | Region Five | Region Six |
| % Crashes on top 10 High Crash Corridors | 23.8% | 44.7% | 37.3% | 57.8% | 29.6% | 42.8% |
| % Crashes on Non High Crash Corridors | 76.1% | 55.2% | 62.9% | 42.1% | 70.3% | 57.1% |
| % Crashes on top 15 High Crash Corridors | 29.6% | 51.1% | 45.5% | 66.2% | 36.3% | 49.7% |
| % Crashes on Non High Crash Corridors | 70.32% | 48.8% | 54.4% | 33.7% | 63.6% | 50.2% |



| Region1 | 2 | 3 | 4 | 5 | 6 |
|---------|-----|-----|-----|-----|----|
| 95 | 553 | 564 | 143 | 172 | 48 |
| 95 | 368 | 408 | 109 | 49 | 25 |
| 74 | 364 | 236 | 106 | 39 | 23 |
| 62 | 352 | 145 | 49 | 32 | 17 |
| 49 | 239 | 140 | 46 | 29 | 15 |
| 43 | 222 | 124 | 45 | 27 | 15 |
| 36 | 209 | 105 | 40 | 25 | 15 |
| 35 | 189 | 105 | 36 | 24 | 10 |
| 33 | 187 | 104 | 34 | 23 | 10 |
| 31 | 184 | 102 | 31 | 23 | 8 |
| 29 | 93 | 97 | 27 | 23 | 8 |
| 29 | 89 | 96 | 19 | 20 | 6 |
| 27 | 84 | 90 | 17 | 19 | 6 |
| 26 | 76 | 86 | 15 | 19 | 5 |
| 25 | 73 | 82 | 14 | 19 | 5 |

Enter the data source and capture date:

KYOPS, June 2018, John E Smoot

Projected Goal for FY 2019 - 2021:

In the table below, state the crash reduction goal for each of the three fiscal years. The method of measurement should be consistent from year to year. For example, if the overall crash reduction goal for the three year period is 12 percent, then each annual goal could be 4 percent.

| Fiscal Year | Annual Crash Reduction Goals |
|-------------|------------------------------|
| 2019 | 1 |
| 2020 | 1 |
| 2021 | 1 |

3% over the three year period with annual benchmark goals of 1%.

Program Activities for FY 2019 - 2021: States must indicate the activities, and the amount of effort (staff hours, inspections, traffic enforcement stops, etc.) that will be resourced directly for the program activities purpose.

Program Activity Plan:

Program Strategy:

Enforcement – Increased contact and enforcement in high crash areas. Region commanders may modify enforcement corridors based on quarterly activity.

Program Activity/Plan:

Commanders for each region will base their activities on the top ten high crash corridors as identified within each regions crash corridors for the three

year period 2015 - 2017. Those top ten crash corridors are shown for each region below along with each regions program/activity measure. A higher percentage of enforcement activities, inspections and citations should occur on these corridors versus non identified corridors. Commanders will utilize routine patrol for inspection activity and traffic enforcement, high visibility blitzes and other activities as they deem necessary. Commanders will increase enforcement presence on top crash locations as determined by need from previous quarter activity. KSP will monitor the numbers of inspections and citations to verify compliance with the plan of action.

(Region One)

| COUNTY | ROUTE | NUMBER OF CRASHES 2010-2012 | NUMBER OF CRASHES 2011-2013 | NUMBER OF CRASHES 2012-2014 | NUMBER OF CRASHES 2013-2015 | NUMBER OF CRASHES 2014-2016 | NUMBER OF CRASHES 2015-2017 |
|-----------|-----------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| HENDERSON | US0041 | 70 | 75 | 88 | 93 | 91 | 95 |
| MCCRACKEN | I 0024 | 69 | 81 | 75 | 77 | 83 | 95 |
| CHRISTIAN | I 0024 | 60 | 68 | 57 | 62 | 62 | 74 |
| LYON | I 0024 | 45 | 53 | 58 | 80 | 71 | 62 |
| DAVISS | US0060 | 74 | 69 | 56 | 60 | 52 | 49 |
| MARSHALL | I 0024 | 31 | 26 | 33 | 42 | 47 | 43 |
| MCCRACKEN | US0060 | 25 | 24 | 28 | 36 | 36 | 36 |
| HOPKINS | WK9001/69 | 30 | 26 | 18 | 12 | 31 | 35 |
| CALLOWAY | US0641 | 28 | 25 | 30 | 30 | 28 | 33 |
| HOPKINS | EB9004 | 58 | 62 | 57 | 57 | 41 | 31 |

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 23 % of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2017 activity indicates a total of 11,286 inspections and 2,658 citations for region one, based on this baseline and percentage plan, calendar year 2019 activity should conclude with approximately 2,595 inspections and 611 citations on the identified high crash corridors for this region, which is 23% of total activity.

(Region Two)

| COUNTY | ROUTE | NUMBER OF CRASHES 2010-2012 | NUMBER OF CRASHES 2011-2013 | NUMBER OF CRASHES 2012-2014 | NUMBER OF CRASHES 2013-2015 | NUMBER OF CRASHES 2014-2016 | NUMBER OF CRASHES 2015-2017 |
|-----------|--------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| JEFFERSON | I 0065 | 460 | 451 | 466 | 489 | 551 | 553 |
| HARDIN | I 0065 | 196 | 195 | 198 | 262 | 326 | 368 |
| JEFFERSON | I 0064 | 245 | 230 | 262 | 319 | 377 | 364 |
| JEFFERSON | I 0264 | 234 | 244 | 250 | 311 | 354 | 352 |
| HART | I 0065 | 160 | 166 | 178 | 254 | 261 | 239 |
| JEFFERSON | | 185 | 185 | 195 | 223 | 242 | 222 |
| BULLITT | I 0065 | 148 | 166 | 253 | 272 | 268 | 209 |
| WARREN | I 0065 | 144 | 148 | 152 | 166 | 177 | 189 |
| JEFFERSON | I 0071 | 126 | 131 | 129 | 155 | 183 | 187 |
| JEFFERSON | I 0265 | 128 | 128 | 125 | 157 | 165 | 184 |

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 44% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2017 activity indicates a total of 14,604 inspections and 1,922 citations for region two based on this baseline and percentage plan, calendar year 2019 activity should conclude with approximately 6,425 inspections and 845 citations on the identified high crash corridors for this region, which is 44% of total activity.

(Region Three)

| COUNTY | ROUTE | NUMBER OF CRASHES 2010-2012 | NUMBER OF CRASHES 2011-2013 | NUMBER OF CRASHES 2012-2014 | NUMBER OF CRASHES 2013-2015 | NUMBER OF CRASHES 2014-2016 | NUMBER OF CRASHES 2015-2017 |
|----------|--------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| KENTON | I 0075 | 371 | 393 | 375 | 432 | 499 | 564 |
| BOONE | I 0075 | 295 | 312 | 298 | 339 | 358 | 408 |
| FAYETTE | I 0075 | 161 | 166 | 199 | 227 | 240 | 236 |
| FAYETTE | KY0004 | 112 | 109 | 115 | 134 | 145 | 145 |
| OLDHAM | I 0071 | 93 | 103 | 126 | 154 | 161 | 140 |
| FAYETTE | | 110 | 108 | 125 | 125 | 135 | 124 |
| FAYETTE | US0027 | 106 | 97 | 98 | 103 | 102 | 105 |
| CARROLL | I 0071 | 56 | 55 | 76 | 81 | 96 | 105 |
| GALLATIN | I 0071 | 90 | 105 | 107 | 116 | 115 | 104 |
| HENRY | I 0071 | 52 | 61 | 81 | 105 | 111 | 102 |

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 37% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2017 activity indicates a total of 15,993 inspections and 2,067 citations for region three, based on this baseline and percentage plan, calendar year 2019 activity should conclude with approximately 5,917 inspections and 764 citations on the identified high crash corridors for this region, which is 37% of total activity.

(Region Four)

| COUNTY | ROUTE | NUMBER OF CRASHES 2010-2012 | NUMBER OF CRASHES 2011-2013 | NUMBER OF CRASHES 2012-2014 | NUMBER OF CRASHES 2013-2015 | NUMBER OF CRASHES 2014-2016 | NUMBER OF CRASHES 2015-2017 |
|------------|---------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| ROCKCASTLE | I 0075 | 96 | 96 | 110 | 132 | 156 | 143 |
| LAUREL | I 0075 | 92 | 98 | 89 | 94 | 103 | 109 |
| WHITLEY | I 0075 | 110 | 109 | 95 | 107 | 113 | 106 |
| KNOX | US0025E | 34 | 33 | 34 | 41 | 44 | 49 |
| LAUREL | KY0080 | 38 | 33 | 39 | 41 | 48 | 46 |
| PULASKI | US0027 | 30 | 28 | 26 | 23 | 40 | 45 |
| BELL | US0025E | 25 | 27 | 25 | 23 | 33 | 40 |
| LAUREL | US0025E | 25 | 21 | 24 | 23 | 32 | 36 |
| LAUREL | US0025 | 37 | 30 | 27 | 33 | 32 | 34 |
| PULASKI | KY0080 | 29 | 27 | 23 | 26 | 25 | 31 |

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 57% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2017 activity indicates a total of 20,566 inspections and 2,409 citations for region four, based on this baseline and percentage plan, calendar year 2019 activity should conclude with approximately 11,722 inspections and 1,373 citations on the identified high crash corridors for this region, which is 57% of total activity.

(Region Five)

| COUNTY | ROUTE | NUMBER OF CRASHES 2010-2012 | NUMBER OF CRASHES 2011-2013 | NUMBER OF CRASHES 2012-2014 | NUMBER OF CRASHES 2013-2015 | NUMBER OF CRASHES 2014-2016 | NUMBER OF CRASHES 2015-2017 |
|------------|--------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| MADISON | I 0075 | 110 | 114 | 136 | 141 | 157 | 172 |
| JESSAMINE | US0027 | 31 | 35 | 42 | 48 | 54 | 49 |
| CLARK | I 0064 | 47 | 39 | 36 | 37 | 41 | 39 |
| BOYD | US0060 | 34 | 32 | 30 | 24 | 23 | 32 |
| BOYD | US0023 | 40 | 44 | 46 | 40 | 32 | 29 |
| BOYD | I 0064 | 25 | 21 | 23 | 31 | 29 | 27 |
| MONTGOMERY | US0060 | 24 | 29 | 32 | 29 | 30 | 25 |
| CARTER | I 0064 | 48 | 49 | 44 | 41 | 33 | 24 |
| MONTGOMERY | I 0064 | 31 | 26 | 21 | 17 | 20 | 23 |
| MADISON | US0025 | 15 | 19 | 23 | 26 | 24 | 23 |

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 29% of the total region activity. Data will be gathered from

Kentucky's crash and citation database. As a baseline, calendar year 2017 activity indicates a total of 10,099 inspections and 635 citations for region five, based on this baseline and percentage plan, calendar year 2019 activity should conclude with approximately 2,928 inspections and 184 citations on the identified high crash corridors for this region, which is 29% of total activity.

(Region Six)

| COUNTY | ROUTE | NUMBER OF CRASHES 2010-2012 | NUMBER OF CRASHES 2011-2013 | NUMBER OF CRASHES 2012-2014 | NUMBER OF CRASHES 2013-2015 | NUMBER OF CRASHES 2014-2016 | NUMBER OF CRASHES 2015-2017 |
|---------|--------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|
| PIKE | US0023 | 76 | 68 | 57 | 51 | 47 | 48 |
| FLOYD | US0023 | 41 | 38 | 27 | 35 | 29 | 25 |
| PERRY | KY0015 | 25 | 19 | 15 | 18 | 19 | 23 |
| PIKE | KY0194 | 47 | 35 | 24 | 25 | 25 | 17 |
| PIKE | US0460 | 41 | 43 | 34 | 24 | 17 | 15 |
| PIKE | US0119 | 36 | 35 | 29 | 21 | 14 | 15 |
| LETCHER | US0119 | 29 | 27 | 28 | 27 | 21 | 15 |
| PERRY | KY0080 | 19 | 13 | 11 | 4 | 6 | 10 |
| JOHNSON | US0023 | 15 | 14 | 15 | 15 | 14 | 10 |
| LETCHER | KY0015 | 18 | 10 | 8 | 9 | 10 | 8 |

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 42% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2017 activity indicates a total of 4,679 inspections and 215 citations for region six, based on this baseline and percentage plan, calendar year 2019 activity should conclude with approximately 1,965 inspections and 90 citations on the identified high crash corridors for this region, which is 42% of total activity.

Performance Measurements and Monitoring: The State will monitor the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the performance measures and reporting results in the required Standard Form - Performance Progress Reports (SF-PPRs).

Describe how the State will conduct ongoing monitoring of progress in addition to quarterly reporting.

Performance Measurement:

The State will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the following data elements. Activity will be monitored quarterly utilizing activities of inspection, crash and citation data to identify that high crash corridors are being actively worked and to determine what modifications to enforcement activity needs to be realized. CVE utilizes KYOPS, the real-time state crash database, to review current and historical crash and citation data for determining problems and monitoring activities. CVE will expect to see a 3% decrease in collisions, on a three year average with the benchmark three year period being 2015 – 2017, by the end of FFY 2021, with incremental reductions in the 1% range per calendar year and with this reduction hoping to reduce crashes by the minimum proposed .001 reduction for calendar year 2019 and beyond.

3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2019 - 2021.

Note: *In completing this section, do NOT include border enforcement inspections. Border Enforcement activities will be captured in a separate section if applicable.*

Trend Analysis for 2013 - 2017

| Inspection Types | 2013 | 2014 | 2015 | 2016 | 2017 |
|--------------------------------|--------------|--------------|--------------|--------------|--------------|
| Level 1: Full | 33589 | 32700 | 24985 | 21794 | 33094 |
| Level 2: Walk-Around | 29007 | 27276 | 24819 | 21715 | 28726 |
| Level 3: Driver-Only | 29373 | 13282 | 11959 | 11933 | 20254 |
| Level 4: Special Inspections | 0 | 1 | 3 | 0 | 0 |
| Level 5: Vehicle-Only | 620 | 662 | 725 | 297 | 227 |
| Level 6: Radioactive Materials | 0 | 0 | 7 | 3 | 3 |
| Total | 92589 | 73921 | 62498 | 55742 | 82304 |

Narrative Overview for FY 2019 - 2021

Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program. Include the day-to-day routine for inspections and explain resource allocation decisions (i.e., number of FTE, where inspectors are working and why).

Enter a narrative of the State's overall inspection program, including a description of how the State will monitor its program to ensure effectiveness and consistency.

Commercial vehicle inspections are the foundation of the MCSAP, and not only help to ensure that unsafe vehicles and drivers are dealt with appropriately; these inspections also provide data which helps identify carriers that have unsafe operating practices, especially with the implementation of CSA. CVE is staffed with 37 civilian inspectors which are assigned to fixed facilities where they perform safety inspections; additionally CVE has approximately 86 sworn officers that perform these same duties both at scale facilities and through patrol operations with emphasis on the identified high crash corridors. There are 14 sworn personnel assigned to special duties that maintain certification and complete at least 32 level one inspections per year and charge MCSAP funding only when completing MCSAP eligible activities. Additionally, KSP has approximately 29 North American Standard trained troopers who perform level one and level three inspections. With all staffing and percentages utilizing MCSAP eligible activities the KSP shows approximately 69 FTE hours dedicated to the MCSAP activities, these FTE hours take into account that the civilian inspectors spend approximately 70% of their time on MCSAP eligible activities. Vehicle inspections are important in minimizing the risk attendant to the transportation of materials and passengers. Inspections can be instrumental in identifying national problems, such as fatigued drivers or specific mechanical violations that seem to occur nationally. In prior years an emphasis was placed on Level 1 inspections and that program has been and continues to be an effective tool in maintaining maintenance levels of vehicles. It is apparent though that the impact has leveled off as far as unsafe vehicle defects being identified on the roadside. To balance the effectiveness of level one inspections against the total value of all inspections, KSP will fulfill the FMCSA desire to have 33% of inspections fall within the level 3 category, teh KSP will not require the 33% among the sub-grantees due to thier limited focus and need for level 1 inspections. With the change to utilizing InSpect software for inspections KSP has addressed the national priority dealing with FOOS orders at roadside, every CMV is screened automatically upon initiating an inspection without the inspector having to leave the inspection software for another program. Additionally, KSP intends to continue efforts addressed to bypass routes as described below:

Program Strategy: Enforcement – CVE scale facilities have natural bypass routes that can be utilized by drivers to avoid going through scale facilities and therefore avoid the risk of obtaining an inspection at a scale facility. CVE will monitor these bypass routes for CMV activity and implement at a minimum level three inspections.

Program Activity Plan: CVE will monitor crash activity on these bypass routes and pay specific attention to those that show CMV crash activity. Additionally, all bypass routes will receive maintenance enforcement activity and evaluation.

Program Activity Measure: CVE will monitor activity on these routes quarterly to determine crash, inspection and citation data and results or need for modification to other routes. As provided in the data section of this document, corridors will be monitored for actual crash and citation activity to insure that those corridors indicating crash history are provided with active enforcement. KSP would expect corridors with the highest incidence of crashes to receive the highest number of documented activities. Monitoring & Evaluation: The goal of this particular activity is to remove unsafe vehicles from bypassing scale facilities in an effort to avoid violation detection. Evaluation of documented violations will be the initial primary tool however the goal of reduction of crashes and fatalities covers the big picture and meeting the identified goals that are within the CVSP will be the ultimate monitor.

Projected Goals for FY 2019 - 2021

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2019 - 2021. For FY 2019, there are separate tabs for the Lead Agency, Subrecipient Agencies, and Non-Funded Agencies—enter inspection goals by agency type. Enter the requested information on the first three tabs (as applicable). The Summary table totals are calculated by the eCVSP system.

To modify the names of the Lead or Subrecipient agencies, or the number of Subrecipient or Non-Funded Agencies, visit [Part 1, MCSAP Structure](#).

Note: Per the [MCSAP Comprehensive Policy](#), States are strongly encouraged to conduct at least 25 percent Level 1 inspections and 33 percent Level 3 inspections of the total inspections conducted. If the State opts to do less than these minimums, provide an explanation in space provided on the Summary tab.

MCSAP Lead Agency

Lead Agency is: KENTUCKY STATE POLICE

Enter the total number of certified personnel in the Lead agency: 170

| Projected Goals for FY 2019 - Roadside Inspections | | | | | |
|--|--------------|-------------|------------|--------------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 26500 | 2486 | 168 | 29154 | 35.84% |
| Level 2: Walk-Around | 21000 | 3553 | 10 | 24563 | 30.20% |
| Level 3: Driver-Only | 26700 | 829 | 18 | 27547 | 33.86% |
| Level 4: Special Inspections | 0 | 0 | 0 | 0 | 0.00% |
| Level 5: Vehicle-Only | 69 | 0 | 7 | 76 | 0.09% |
| Level 6: Radioactive Materials | 0 | 3 | 3 | 6 | 0.01% |
| Sub-Total Lead Agency | 74269 | 6871 | 206 | 81346 | |

MCSAP subrecipient agency

Complete the following information for each MCSAP subrecipient agency. A separate table must be created for each subrecipient.

Subrecipient is: LEXINGTON DIVISION OF POLICE

Enter the total number of certified personnel in this funded agency: 21

| Projected Goals for FY 2019 - Subrecipients | | | | | |
|---|-------------|------------|-----------|-------------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 825 | 75 | 0 | 900 | 59.45% |
| Level 2: Walk-Around | 238 | 50 | 0 | 288 | 19.02% |
| Level 3: Driver-Only | 226 | 50 | 0 | 276 | 18.23% |
| Level 4: Special Inspections | 0 | 0 | 0 | 0 | 0.00% |
| Level 5: Vehicle-Only | 0 | 0 | 50 | 50 | 3.30% |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0.00% |
| Sub-Total Funded Agencies | 1289 | 175 | 50 | 1514 | |

Subrecipient is: LOUISVILLE POLICE

Enter the total number of certified personnel in this funded agency: 18

| Projected Goals for FY 2019 - Subrecipients | | | | | |
|---|-------------|-----------|-----------|-------------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 700 | 50 | 0 | 750 | 51.72% |
| Level 2: Walk-Around | 600 | 0 | 0 | 600 | 41.38% |
| Level 3: Driver-Only | 100 | 0 | 0 | 100 | 6.90% |
| Level 4: Special Inspections | 0 | 0 | 0 | 0 | 0.00% |
| Level 5: Vehicle-Only | 0 | 0 | 0 | 0 | 0.00% |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0.00% |
| Sub-Total Funded Agencies | 1400 | 50 | 0 | 1450 | |

Subrecipient is: BOONE COUNTY SHERIFF

Enter the total number of certified personnel in this funded agency: 7

| Projected Goals for FY 2019 - Subrecipients | | | | | |
|---|------------|-----------|-----------|------------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 137 | 16 | 0 | 153 | 31.16% |
| Level 2: Walk-Around | 142 | 0 | 0 | 142 | 28.92% |
| Level 3: Driver-Only | 142 | 0 | 0 | 142 | 28.92% |
| Level 4: Special Inspections | 0 | 0 | 0 | 0 | 0.00% |
| Level 5: Vehicle-Only | 54 | 0 | 0 | 54 | 11.00% |
| Level 6: Radioactive Materials | 0 | 0 | 0 | 0 | 0.00% |
| Sub-Total Funded Agencies | 475 | 16 | 0 | 491 | |

KENTUCKY TRANSPORTATION

Subrecipient is: CABINET**Enter the total number of certified personnel in this funded agency:** 0

| Projected Goals for FY 2019 - Subrecipients | | | | | |
|---|------------|----------|-----------|----------|---------------------|
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | | | | 0 | % |
| Level 2: Walk-Around | | | | 0 | % |
| Level 3: Driver-Only | | | | 0 | % |
| Level 4: Special Inspections | | | | 0 | % |
| Level 5: Vehicle-Only | | | | 0 | % |
| Level 6: Radioactive Materials | | | | 0 | % |
| Sub-Total Funded Agencies | 0 | 0 | 0 | 0 | |

Non-Funded Agencies

| | |
|--|---|
| Total number of agencies: | 0 |
| Enter the total number of non-funded certified officers: | 0 |
| Enter the total number of inspections projected for FY 2019: | 0 |

Summary

Projected Goals for FY 2019 - Roadside Inspections Summary

| Projected Goals for FY 2019 Summary for All Agencies | | | | | |
|---|--------------|-------------|------------|--------------|---------------------|
| MCSAP Lead Agency: KENTUCKY STATE POLICE | | | | | |
| # certified personnel: 170 | | | | | |
| Subrecipient Agencies: BOONE COUNTY SHERIFF , KENTUCKY TRANSPORTATION CABINET, LEXINGTON DIVISION OF POLICE, LOUISVILLE POLICE | | | | | |
| # certified personnel: 46 | | | | | |
| Number of Non-Funded Agencies: 0 | | | | | |
| # certified personnel: 0 | | | | | |
| # projected inspections: 0 | | | | | |
| Inspection Level | Non-Hazmat | Hazmat | Passenger | Total | Percentage by Level |
| Level 1: Full | 28162 | 2627 | 168 | 30957 | 36.51% |
| Level 2: Walk-Around | 21980 | 3603 | 10 | 25593 | 30.18% |
| Level 3: Driver-Only | 27168 | 879 | 18 | 28065 | 33.10% |
| Level 4: Special Inspections | 0 | 0 | 0 | 0 | 0.00% |
| Level 5: Vehicle-Only | 123 | 0 | 57 | 180 | 0.21% |
| Level 6: Radioactive Materials | 0 | 3 | 3 | 6 | 0.01% |
| Total ALL Agencies | 77433 | 7112 | 256 | 84801 | |

Note: If the minimum numbers for Level 1 and Level 3 inspections are less than described in the [MCSAP Comprehensive Policy](#), briefly explain why the minimum(s) will not be met.

| Projected Goals for FY 2020 Roadside Inspections | Lead Agency | Subrecipients | Non-Funded | Total |
|--|-------------|---------------|------------|-------|
| Enter total number of projected inspections | 74269 | 3500 | 0 | 77769 |
| Enter total number of certified personnel | 180 | 59 | 0 | 239 |
| Projected Goals for FY 2021 Roadside Inspections | | | | |
| Enter total number of projected inspections | 74269 | 3500 | 0 | 77769 |
| Enter total number of certified personnel | 180 | 59 | 0 | 239 |

4 - Investigations

Describe the State's implementation of FMCSA's interventions model for interstate carriers. Also describe any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort. Data provided in this section should reflect interstate and intrastate investigation activities for each year.



The State does not conduct investigations. If this box is checked, the tables and narrative are not required to be completed and won't be displayed.

Trend Analysis for 2013 - 2017

| Investigative Types - Interstate | 2013 | 2014 | 2015 | 2016 | 2017 |
|--|-----------|------------|-----------|-----------|------------|
| Compliance Investigations | 35 | 58 | 22 | 17 | 56 |
| Cargo Tank Facility Reviews | | | | | |
| Non-Rated Reviews (Excludes CSA & SCR) | | | | | |
| CSA Off-Site | | | | | |
| CSA On-Site Focused/Focused CR | 27 | 51 | 19 | 16 | 47 |
| CSA On-Site Comprehensive | 8 | 7 | 3 | 1 | 9 |
| Total Investigations | 70 | 116 | 44 | 34 | 112 |
| Total Security Contact Reviews | | | 1 | 2 | 1 |
| Total Terminal Investigations | | | | | |

| Investigative Types - Intrastate | 2013 | 2014 | 2015 | 2016 | 2017 |
|--|------------|------------|-----------|------------|----------|
| Compliance Investigations | 134 | 53 | 44 | 63 | 3 |
| Cargo Tank Facility Reviews | | | | | |
| Non-Rated Reviews (Excludes CSA & SCR) | | | | | |
| CSA Off-Site | | | | | |
| CSA On-Site Focused/Focused CR | 131 | 53 | 44 | 61 | 2 |
| CSA On-Site Comprehensive | 3 | 0 | 0 | 2 | 1 |
| Total Investigations | 268 | 106 | 88 | 126 | 6 |
| Total Security Contact Reviews | | 6 | 3 | 6 | 2 |
| Total Terminal Investigations | | 0 | 1 | 0 | 6 |

Narrative Overview for FY 2019 - 2021**Instructions:**

Describe the State's implementation of FMCSA's interventions model to the maximum extent possible for interstate carriers and any remaining or transitioning compliance review program activities for intrastate motor carriers. Include the number of personnel assigned to this effort.

Projected Goals for FY 2019 - 2021

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2019 - 2021.

| Projected Goals for FY 2019 - 2021 - Investigations | | | | | | |
|---|------------|------------|------------|------------|------------|------------|
| Investigation Type | FY 2019 | | FY 2020 | | FY 2021 | |
| | Interstate | Intrastate | Interstate | Intrastate | Interstate | Intrastate |
| Compliance Investigations | 0 | 0 | 0 | 0 | 0 | 0 |
| Cargo Tank Facility Reviews | 0 | 0 | 0 | 0 | 0 | 0 |
| Non-Rated Reviews (Excludes CSA & SCR) | 0 | 0 | 0 | 0 | 0 | 0 |
| CSA Off-Site | 0 | 0 | 0 | 0 | 0 | 0 |
| CSA On-Site Focused/Focused CR | 41 | 4 | 41 | 4 | 41 | 4 |
| CSA On-Site Comprehensive | 7 | 2 | 7 | 2 | 7 | 2 |
| Total Investigations | 48 | 6 | 48 | 6 | 48 | 6 |
| Total Security Contact Reviews | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Terminal Investigations | 0 | 0 | 0 | 0 | 0 | 0 |

Add additional information as necessary to describe the carrier investigation estimates.

Please see below regarding data and methodology. As methods and data capture has changed some data is not retrievable in the format requested. * The 'CVE' data source comes from internal programs records kept from 2010 forward. The pre-2016 accuracy of this data is unknown. ** Much of the statistical breakdown of the 'CVE' data is uncertain because the 'CVE' data did not keep specific statistics on: CTFR's, non-rated reviews (excluding SCR's & CSA), SCR's, and terminal investigations. The only reliable way to obtain this information is to check each report individually which would be an extensive effort. *** From 2012 forward, these are now called 'CSA Onsite Comprehensive' **** Data mismatch between A&I and CVE Data. The mismatches are small and it is unknown which is more reliable. • FMCSA has us investigating mostly interstate carriers at approximately a 10:1 ratio to intrastate carriers. The current workload from FMCSA hasn't allowed a significant focus on intrastate carriers nor do we have the manpower to shift that focus. • As of June 31, 2018, one officer retired reducing our numbers to 3 sworn officers (full time investigators) and 1 inspector (part time investigator, full time safety auditor). • These numbers are projected with us at 3 full time investigators and 1 part time investigator. A new full time investigator, if recruited, will not be producing independent output for about 1 year so their numbers will not be included (numbers will be shared with another investigator during their training and FTO period). Full time investigator estimated output: 3 comprehensive investigations 18 focused investigations Assumptions: 3 full time compliance investigators each FY 3 comprehensive investigations per investigator per year (9 total per year) 1.5 investigations per month per investigator per year (18 per year - 3 comprehensives = 15 total focused. 15 focused x 3 investigators = 45 total focused. 18 investigations per year per investigator = 54 investigations total) 10% of activity designated intrastate

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.

Compliance review officers will work with the FMCSA to perform reviews on carriers with high BASIC rankings. CVE has historically utilized 6 full time investigators but will reduce that number to 3 full time personnel for CR duties and will maintain that level of strength with one part time investigator as described above. The KSP instituted a program for civil fines in compliance with FMCSA regulations.

CVE has modified the program plans to incorporate the changes brought about by CSA and are completing mostly focused reviews. CR personnel are assigned specifically to the CR program and supervised out of the Programs Branch. While these positions are considered and designed to be 100% Compliance Review staff, the reality is that there are many instances when they have to switch roles. Situations that can cause this switch are things like cancellations of appointments by carriers, lack of available CR activity within the investigators area or other deviations that would not be considered compliance review activity. When these switches occur the investigators time would be charged accordingly for that limited time and to the appropriate

program. Additionally these investigators may also assist in the New Entrant Program .

The 35% rate mentioned earlier for officer MCSAP function is a benchmark of basic MCSAP road personnel and does not apply to CR personnel. During calendar year 2017 the KSP completed 56 reviews, The KSP expects to complete 48 reviews as described above during FFY 2019 and beyond. Due to its investigators completing the EIT course, a national priority, and now assisting the FMCSA with interstate carriers that may increase.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress toward the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program, as well as outputs.

Performance Measure:

The number of compliance reviews performed on carriers with high BASICS ratings.

Number of carriers identified, reviewed and fined.

CVE has a compliance and enforcement program coordinator to coordinate the compliance review section and civil penalties section. The compliance review manager will report quarterly to the MCSAP coordinator activities to be included in the quarterly report to the local office of the FMCSA. The program coordinator reviews each officers work for quality and completeness prior to them being uploaded to the FMCSA. CVE provides training updates quarterly to CR investigators and CVE utilizes the coordinator and an experienced CR investigator to obtain training and to provide the needed updates to CVE investigators.

5 - Traffic Enforcement

Traffic enforcement means documented enforcement activities of State or local officials. This includes the stopping of vehicles operating on highways, streets, or roads for moving violations of State or local motor vehicle or traffic laws (e.g., speeding, following too closely, reckless driving, and improper lane changes).

Trend Analysis for 2013 - 2017

Instructions:

Please refer to the [MCSAP Comprehensive Policy](#) for an explanation of FMCSA's traffic enforcement guidance. Complete the tables below to document the State's safety performance goals and outcomes over the past five measurement periods.

1. Insert the beginning and end dates of the measurement period being used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12-month period for which data is available).
2. Insert the total number CMV traffic enforcement stops with an inspection, CMV traffic enforcement stops without an inspection, and non-CMV stops in the tables below.
3. Insert the total number of written warnings and citations issued during the measurement period. The number of warnings and citations are combined in the last column.

| State/Territory Defined Measurement Period (Include 5 Periods) | | Number of Documented CMV Traffic Enforcement Stops with an Inspection | Number of Citations and Warnings Issued |
|--|------------|---|---|
| Begin Date | End Date | | |
| 01/01/2017 | 12/31/2017 | 10249 | 8678 |
| 01/01/2016 | 12/31/2016 | 11201 | 8898 |
| 01/01/2015 | 12/31/2015 | 11853 | 9690 |
| 01/01/2014 | 12/31/2014 | 7424 | 6303 |
| 01/01/2013 | 12/31/2013 | 6693 | 5851 |

☒ The State does not conduct CMV traffic enforcement stops without an inspection. If this box is checked, the "CMV Traffic Enforcement Stops without an Inspection" table is not required to be completed and won't be displayed.

☒ The State does not conduct documented non-CMV traffic enforcement stops and was not reimbursed by the MCSAP grant (or used for State Share or MOE). If this box is checked, the "Non-CMV Traffic Enforcement Stops" table is not required to be completed and won't be displayed.

Enter the source and capture date of the data listed in the tables above.

Safety Net Data, June/July 2018, John E Smoot

Narrative Overview for FY 2019 - 2021

Instructions:

Describe the State's proposed level of effort (number of personnel) to implement a statewide CMV (in conjunction with and without an inspection) and/or non-CMV traffic enforcement program. If the State conducts CMV and/or non-CMV traffic enforcement activities only in support of the overall crash reduction goal, describe how the State allocates traffic

enforcement resources. Please include number of officers, times of day and days of the week, specific corridors or general activity zones, etc. Traffic enforcement activities should include officers who are not assigned to a dedicated commercial vehicle enforcement unit, but who conduct eligible commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State must conduct these activities in accordance with the [MCSAP Comprehensive Policy](#).

The large truck causation study indicates a need for increased driver focus. Traffic Enforcement activities are a tool in addressing driver behavior at the time it occurs. Accompanying inspections often reveal additional violations and the information gathered as a result of these activities is entered into the carriers profile in the national database. Traffic Enforcement prevents crashes and removes unsafe vehicles/drivers from the road. CVE is staffed with approximately 86 sworn officers that perform patrol operations as well as completing fixed facility inspections. With all staffing and percentages utilizing MCSAP eligible activities the KSP shows approximately 27 FTE hours dedicated to roadside traffic enforcement MCSAP activities. During patrol operations these officers primary responsibility is to provide traffic enforcement efforts with the emphasis on commercial motor vehicles. CVE has not been utilizing the non-CMV enforcement monies due to other high priority funding in previous years. Kentucky does not intend to utilize MCSAP funds for non-CMV enforcement during FFY 2019.

Traffic enforcement is a daily function of our CMV units and their focus is on CMV activity with an inspection, however if passenger car enforcement is required by our CMV inspectors they will take the appropriate enforcement without charging that time to the MCSAP grant. To reduce CMV crashes and fatalities throughout Kentucky by increasing the use of mobile patrol units to increase traffic enforcement and inspection activity to ensure vehicles, both commercial and non-commercial operate safely around commercial vehicles. CVE is utilizing crash information from the Kentucky crash reporting system to identify high crash areas within each region and anticipates by utilizing additional traffic enforcement in these areas that crashes can be reduced by 3% for the three year period ending 2021 from the benchmark set by 2015 – 2017 data, see crash data. Each region will have its own baseline established by the crash data shown in the data tables, for purposes here region one will begin with 686 crashes, region two 1,910 crashes, region three 1,750 crashes, region four 348 crashes, region five 474 crashes, and region six 144 crashes based on 2017 data. Specific manpower allocation is fixed in some methods by region staff levels. Commanders utilize scheduling based on manpower available and assign duties per high crash corridors and other activities as required.

Program Strategy: Enforcement – CVE officers are being instructed to increase the focus on stopping CMV's that are in violation of traffic laws or are likely to have CMV violations.

Program Activity Plan: Encourage an increase in the number of roadside inspections particularly Level two and three inspections. CVE intends to utilize Incentive funding projects for overtime programs to increase contacts but will require a higher activity index by officers during regular tours of duty.

Commanders will utilize activity reports and KY-OPS crash database as management tools. Recognize personnel who demonstrate consistent activity in quality and contacts. Provide recognition through CVE awards program and other established methods.

Program Activity Measure: CVE will monitor activity monthly and expect a .25% increase quarterly over the same quarter of the previous year. A detailed activity report will be supplied to the CVE Command Staff, to monitor region activity. Commanders discuss region activity and performance standards with each region they command.

Monitoring & Evaluation: CVE requires Captains to provide quarterly reports and these are supplemented with crash number reviews for each region. Specific high crash corridors are reviewed for activity and information forwarded to commanders for mobilization of personnel in the upcoming quarter. Commanders will take a more proactive evaluation their regions by utilizing the KY-OPS on-line crash data retrieval system.

Projected Goals for FY 2019 - 2021

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2019 - 2021. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.

| | | | Enter Projected Goals (Number of Stops only) | | |
|----------------------------------|----------------------------------|--|---|---------|---------|
| Yes | No | Traffic Enforcement Activities | FY 2019 | FY 2020 | FY 2021 |
| <input checked="" type="radio"/> | <input type="radio"/> | CMV with Inspection | 11200 | 11200 | 11200 |
| <input type="radio"/> | <input checked="" type="radio"/> | CMV without Inspection | | | |
| <input type="radio"/> | <input checked="" type="radio"/> | Non-CMV | | | |
| <input checked="" type="radio"/> | <input type="radio"/> | Comprehensive and high visibility in high risk locations and corridors (special enforcement details) | 36 | 36 | 36 |

In order to be eligible to utilize Federal funding for Non-CMV traffic enforcement, the [FAST Act](#) requires that the State must maintain an average number of safety activities which include the number of roadside inspections, carrier investigations, and new entrant safety audits conducted in the State for Fiscal Years 2004 and 2005.

The table below displays the information you input into this plan from the roadside inspections, investigations, and new entrant safety audit sections. Your planned activities must at least equal the average of your 2004/2005 activities.

| FY 2019 Planned Safety Activities | | | | |
|-----------------------------------|----------------|---------------------------|---------------------------|----------------------------|
| Inspections | Investigations | New Entrant Safety Audits | Sum of FY 2019 Activities | Average 2004/05 Activities |
| 84801 | 54 | 472 | 85327 | 83436 |

Describe how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

The KSP includes traffic enforcement and inspection activities in its quarterly reporting and commanders are encouraged to monitor, evaluate and correct deficiencies in enforcement and activity. The KSP does not utilize MCSAP funding for non-CMV activities or for CMV stops without an inspection.

6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility in [49 CFR 350.201 \(aa\)](#). States must achieve full participation by October 1, 2020. FMCSA defines “fully participating” in PRISM, for the purpose of determining eligibility for MCSAP funding, as when a State’s or Territory’s International Registration Plan (IRP) or CMV registration agency suspends or revokes and denies registration if the motor carrier responsible for safety of the vehicle is under any Federal OOS order and denies registration if the motor carrier possess an inactive or de-active USDOT number for motor carriers operating CMVs in commerce that have a Gross Vehicle Weight (GVW) of 26,001 pounds or more. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(aa\) \(cc\)](#)). For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of full participation in PRISM, O&M costs are eligible expenses. O&M expenses must be included and described in the Spending Plan section per the method these costs are handled in the State’s accounting system (e.g., contractual costs, other costs, etc.).

Safety Technology Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year’s CVSP, please indicate that in the table below. Additionally, details must be in this section and in your Spending Plan.

| Technology Program | Current Compliance Level | Include O & M Costs? |
|--------------------|----------------------------|----------------------|
| ITD | Core CVISN Compliant | Yes |
| PRISM | Exceeds Full Participation | Yes |

Available data sources:

- [FMCSA website ITD information](#)
- [FMCSA website PRISM information](#)

Enter the agency name responsible for ITD in the State, if other than the Lead MCSAP Agency: Kentucky Transportation Cabinet

Enter the agency name responsible for PRISM in the State, if other than the Lead MCSAP Agency: Kentucky Transportation Cabinet

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative and Projected Goal:

If the State’s PRISM compliance is less than full participation, describe activities your State plans to implement to achieve full participation in PRISM.

N/A

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to implement full participation in PRISM.

N/A

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

N/A

7 - Public Education and Outreach

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's that operate around large trucks and buses.

Trend Analysis for 2013 - 2017

In the table below, provide the number of public education and outreach activities conducted in the past 5 years.

| Public Education and Outreach Activities | 2013 | 2014 | 2015 | 2016 | 2017 |
|---|-------------|-------------|-------------|-------------|-------------|
| Carrier Safety Talks | 122 | 72 | 64 | 78 | 32 |
| CMV Safety Belt Education and Outreach | 0 | 5 | 4 | 11 | 15 |
| State Trucking Association Meetings | 6 | 5 | 6 | 3 | 5 |
| State-Sponsored Outreach Events | 5 | 18 | 21 | 23 | 2 |
| Local Educational Safety Events | 73 | 24 | 25 | 37 | 6 |
| Teen Safety Events | 11 | 6 | 9 | 11 | 2 |

Narrative Overview for FY 2019 - 2021

Performance Objective: To increase the safety awareness of the motoring public, motor carriers and drivers through public education and outreach activities such as safety talks, safety demonstrations, etc.

Describe the type of activities the State plans to conduct, including but not limited to passenger transportation, hazardous materials transportation, and share the road safely initiatives. Include the number of personnel that will be participating in this effort.

Commercial vehicle collisions a great deal of the time involve non-commercial vehicles as the other unit involved and on many occasions as the at-fault unit. Public education and awareness activities are essential in advising the general public about sharing the road safely with commercial vehicles. These activities raise the awareness of drivers of all ages and social groups of their responsibility in sharing the road. This includes MCSAP partners at all levels. In addition to normal police enforcement activities, CVE performs Outreach and Public Education events:

- Farm Machinery Show in Louisville, February
- Mid America Truck Show in Louisville, March
- Kentucky State Fair in Louisville, August
- Various County Fairs
- Recruiting Seminars
- Kentucky Truck Rodeo
- Public Service Announcements regarding CVSA Initiatives

Performance Objective:

To perform outreach programs and educate drivers of passenger cars about CMV's by providing multiple in-person presentations to desired groups as well as other types of media and outreach materials. The KSP has had to reduce it's Public Information Officers, from a total of six, which was one per region to a total of two for the state and they do most of the division's public relations activities, however occasionally other staff may be involved in presentations or programs. KSP documented 133 programs during 2016 resulting in thousands of contacts but only 62 during 2017 due to attrition. . KSP will expect to make a similar impact consistent with 2017 during FFY 2019.

Program Activity Plan: At least four outreach presentations quarterly.

Utilize public information officers to inform both the media and general public regarding all areas that involve traffic safety, education and Commercial Vehicle Enforcement. CVE expects to make approximately 62 educational program presentations. Kentucky generally provides officers for the annual truck rodeo for the benefit of the trucking industry and the communication, cooperation and partnerships it develops.

KSP plans on continuing the Teens and Trucks in local schools during the 2018 – 2019 school year and hopes to provide at least 6 classes per region over the coming year and to expand the program in the following years. KSP has had difficulties partnering with schools as schools have found it difficult to

find the time for these courses however the KSP is not giving up on this program and will look for additional avenues during the upcoming years to provide this opportunity.

Projected Goals for FY 2019 - 2021

In the table below, indicate if the State intends to conduct the listed program activities, and the estimated number, based on the descriptions in the narrative above.

| | | | Performance Goals | | |
|----------------------------------|-----------------------|--|-------------------|---------|---------|
| Yes | No | Activity Type | FY 2019 | FY 2020 | FY 2021 |
| <input checked="" type="radio"/> | <input type="radio"/> | Carrier Safety Talks | 32 | 32 | 32 |
| <input checked="" type="radio"/> | <input type="radio"/> | CMV Safety Belt Education and Outreach | 15 | 15 | 15 |
| <input checked="" type="radio"/> | <input type="radio"/> | State Trucking Association Meetings | 6 | 6 | 6 |
| <input checked="" type="radio"/> | <input type="radio"/> | State-Sponsored Outreach Events | 2 | 2 | 2 |
| <input checked="" type="radio"/> | <input type="radio"/> | Local Educational Safety Events | 6 | 6 | 6 |
| <input checked="" type="radio"/> | <input type="radio"/> | Teen Safety Events | 8 | 8 | 8 |

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct monitoring of progress. States must report the quantity, duration and number of attendees in their quarterly SF-PPR reports.

Kentucky will maintain a high level of education and outreach activities and these are documented along with normal monthly and quarterly activity, while it is difficult to predict a performance target, KSP will expect the outcome to be consistent with the 62 documented programs of 2017. Attrition again has hampered the efforts to maintain PIO activity. Supervisors will review activity to assure that CVE is making a strong effort towards appropriate public awareness.

Region PIO's will be scheduling programs for the Teens and Trucks as schools provide available dates and times. As this will be third year for this program a benchmark for classes has not been established as challenges have been significant in that schools have found it difficult to schedule this, however the KSP is not giving up on this program and will continue to look for ways to reach teens within the state, we hope and anticipate reaching no less than 1,000 students during this next year.

8 - State Safety Data Quality (SSDQ)

The FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Safety Data Systems (SSDQ) if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).

SSDQ Compliance Status

Please verify the current level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs in this year's CVSP, select Yes. These expenses must be included in the Spending Plan section per the method these costs are handled in the State's accounting system (e.g., contractual costs, other costs, etc.).

| Technology Program | Current Compliance Level | Include O & M Costs? |
|--------------------|--------------------------|----------------------|
| SSDQ | Good | No |

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2019 - 2021.

| SSDQ Category | Current SSDQ Rating | Goal for FY 2019 | Goal for FY 2020 | Goal for FY 2021 |
|--------------------------------|---------------------|------------------|------------------|------------------|
| Crash Record Completeness | Good | Good | Good | Good |
| Fatal Crash Completeness | Good | Good | Good | Good |
| Crash Timeliness | Good | Good | Good | Good |
| Crash Accuracy | Good | Good | Good | Good |
| Crash Consistency | No Flag | No Flag | No Flag | No Flag |
| Inspection Record Completeness | Good | Good | Good | Good |
| Inspection VIN Accuracy | Good | Good | Good | Good |
| Inspection Timeliness | Good | Good | Good | Good |
| Inspection Accuracy | Good | Good | Good | Good |

Enter the date of the A & I Online data snapshot used for the "Current SSDQ Rating" column.

Data current as of May 25, 2018. Downloaded June 7, 2018

Narrative Overview for FY 2019 - 2021

Problem Statement Narrative: Describe any issues encountered for any SSDQ category not rated as "Good" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.). If the State is "Good" in all categories, no further narrative or explanation is necessary.

N/A

Program Activities for FY 2019 - 2021: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

N/A

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

The KSP monitors the performance measures on a quarterly basis or better and reports those results along with quarterly reporting. The commander of the Programs Branch which is responsible for data quality has included performance standards in the personnel evaluations of individuals that work closely with the data quality process.

9 - New Entrant Safety Audits

The FAST Act states that conducting interstate New Entrant safety audits is now a requirement to participate in the MCSAP ([49 CFR 350.201](#).) The Act allows a State to conduct intrastate New Entrant safety audits at the State's discretion. States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Note: The FAST Act also says that a State or a third party may conduct New Entrant safety audits. If a State authorizes a third party to conduct safety audits on its behalf, the State must verify the quality of the work conducted and remains solely responsible for the management and oversight of the New Entrant activities.

| Yes | No | Question |
|-----------------------|-----------------------|--|
| <input type="radio"/> | <input type="radio"/> | Does your State conduct Offsite safety audits in the New Entrant Web System (NEWS)? NEWS is the online system that carriers selected for an Offsite Safety Audit use to submit requested documents to FMCSA. Safety Auditors use this same system to review documents and communicate with the carrier about the Offsite Safety Audit. |
| <input type="radio"/> | <input type="radio"/> | Does your State conduct Group safety audits at non principal place of business locations? |
| <input type="radio"/> | <input type="radio"/> | Does your State intend to conduct intrastate safety audits and claim the expenses for reimbursement, state match, and/or Maintenance of Effort on the MCSAP Grant? |

Trend Analysis for 2013 - 2017

In the table below, provide the number of New Entrant safety audits conducted in the past 5 years.

| New Entrant Safety Audits | 2013 | 2014 | 2015 | 2016 | 2017 |
|---------------------------|------------|------------|------------|------------|------------|
| Interstate | 545 | 752 | 787 | 535 | 397 |
| Intrastate | 0 | 0 | 0 | 0 | 0 |
| Total Audits | 545 | 752 | 787 | 535 | 397 |

Note: Intrastate safety audits will not be reflected in any FMCSA data systems—totals must be derived from State data sources.

Narrative Overview for FY 2019 - 2021

Enter the agency name conducting New Entrant activities, if other than the Lead MCSAP Agency:

Program Goal: Reduce the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing interstate new entrant carriers. At the State's discretion, intrastate motor carriers are reviewed to ensure they have effective safety management programs.

Program Objective: Statutory time limits for processing and completing interstate safety audits are:

- If entry date into the New Entrant program (as shown in FMCSA data systems) September 30, 2013 or earlier—safety audit must be completed within 18 months.
- If entry date into the New Entrant program (as shown in FMCSA data systems) October 1, 2013 or later—safety audit must be completed within 12 months for all motor carriers and 120 days for motor carriers of passengers.

Projected Goals for FY 2019 - 2021

For the purpose of completing the table below:

- **Onsite safety audits** are conducted at the carrier's principal place of business.

- **Offsite safety audit** is a desktop review of a single New Entrant motor carrier's basic safety management controls and can be conducted from any location other than a motor carrier's place of business. Offsite audits are conducted by States that have completed the FMCSA New Entrant training for offsite audits.
- **Group audits** are neither an onsite nor offsite audit. Group audits are conducted on multiple carriers at an alternative location (i.e., hotel, border inspection station, State office, etc.).

| Projected Goals for FY 2019 - 2021 - New Entrant Safety Audits | | | | | | |
|--|------------|------------|------------|------------|------------|------------|
| | FY 2019 | | FY 2020 | | FY 2021 | |
| Number of Safety Audits/Non-Audit Resolutions | Interstate | Intrastate | Interstate | Intrastate | Interstate | Intrastate |
| # of Safety Audits (Onsite) | 51 | 10 | 55 | 10 | 59 | 10 |
| # of Safety Audits (Offsite) | 411 | 0 | 415 | 0 | 420 | 0 |
| # Group Audits | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL Safety Audits | 462 | 10 | 470 | 10 | 479 | 10 |
| # of Non-Audit Resolutions | 173 | 0 | 175 | 0 | 180 | 0 |

Strategies: Describe the strategies that will be utilized to meet the program objective above. Provide any challenges or impediments foreseen that may prevent successful completion of the objective.

Program Strategies

The Kentucky State Police Division of Commercial Vehicle Enforcement continues the program that was put into place in 2005 to conduct all New Entrant Safety Audits on Kentucky interstate motor carriers. The KSP has reduced the audit staff to three civilian auditors due to reduced inventory and reduced hours dedicated to audits because of the move to offsite reviews.

The KSP will utilize methods to meet the National priorities for MCSAP New Entrant program which include Processing and completing safety audits within the new statutory time limits as defined in the objective above.

The KSP generally accomplishes this goal by assigning audits by geographical area to minimize travel and down time for investigators. The KSP has a full time New Entrant Coordinator that assigns and coordinates with the unit investigators. Kentucky will utilize house/office visits to carrier's PPOB, phone contact, fax, emailing, physical mailings along with the motor carrier registration process, to educate interstate new entrant carriers about applicable safety laws and regulations. All to which this educational material can be downloaded and obtained through the FMCSA website.

Activity Plan for FY 2019 - 2021: Include a description of the activities proposed to help achieve the objectives. If group audits are planned, include an estimate of the number of group audits.

Program Activity Plan

Kentucky's New Entrant Coordinator will monitor and assign the inventories to auditors based on timeliness and geography to assure that these carriers are reviewed within the now 12 month required window.

Investigators will assist the carrier on the overview process and encourage carriers to provide any documents they have to be either provided or uploaded into the FMCSA website. Contact and receiving of various documents, will be made by one or more of the strategies listed above. Investigators will continuously monitor, educate, and keep in contact, by any means necessary with the carrier until all required documents have been submitted.

Performance Measurement Plan: Describe how you will measure progress toward meeting the objective, such as quantifiable and measurable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks to be reported on in the quarterly progress report, or as annual outputs.

Performance Measurement Plan:

Kentucky has placed as a goal the completion of 462 actual safety audits over the 12 month period associated with grant activity and expects to see a quarter of that or 115 audits completed each quarter, additionally the KSP recognizes that several carriers leave the program through other resolutions other than actual audits and the proposed number on the summary of activity chart is based on historical data from MCMIS.

As an example of activity and what the KSP uses to measure its activities below is the results of new entrant activity for the period of 10/1/2016 – 09/30 2017:

EXITED DUE TO CHANGE

192

EXITED DUE TO INACTIVATION 128

REVOKED FROM THE NEW ENTRANT PROGRAM (FAILED SA) 13

REVOKED FROM THE NEW ENTRANT PROGRAM (NO CONTACT) 62

EXITED FROM NEW ENTRANT PROGRAM WITH SA 485

EXITED FROM NEW ENTRANT PROGRAM WITH CR 2

EXITED FROM NEW ENTRANT PROGRAM (SA EXEMPT) 44

Source: MCMIS, June 7, 2018, J. E. Smoot, Jaime Day

Part 3 - National Emphasis Areas and State Specific Objectives

FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary. Specific goals and activities must be projected for the three fiscal year period (FYs 2019 - 2021).

1 - Enforcement of Federal OOS Orders during Roadside Activities

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an OOS order. In this part, States will indicate their catch rate is at least 85 percent by using the check box or completing the problem statement portion below.

Check this box if:

☐ As evidenced by the data provided by FMCSA, the State identifies at least 85 percent of carriers operating under a Federal OOS order during roadside enforcement activities and will not establish a specific reduction goal. However, the State will maintain effective enforcement of Federal OOS orders during roadside inspections and traffic enforcement activities.

Narrative Overview for FY 2019 - 2021

Enter your State's OOS Catch Rate percentage if below 85 percent: 67%

Projected Goals for FY 2019 - 2021: Enter a description of the State's performance goals.

| Fiscal Year | Goal (%) |
|-------------|----------|
| 2019 | 100 |
| 2020 | 100 |
| 2021 | 100 |

The latest FMCSA report indicates that KY has a 66.67% catch rate for UNSAT/UNFIT for the period of May 1, 2017 - April 30, 2018 however this is incorrect. KY actually had a 100% catch rate as the one report in question identified below as caught and placed OOS and shows in MCMIS, the officer inadvertently used the incorrect violatoin code instead of the 385.111A that he should have used. KY continues to stress the importance of these catches and will expect a continued 100% catch rate in the future.

KYCV43541855



Program Activities for FY 2019 - 2021: Describe policies, procedures, and/or technology that will be utilized to identify OOS carriers at roadside. Include how you will conduct quality assurance oversight to ensure that inspectors are effectively identifying OOS carriers and preventing them from operating.

The KSP inspection software runs the test for Federal OOS on each inspection and officers expected to make these catches. KSP will reemphasize the proper code for these OOS violations.

Performance Measurements and Monitoring: Describe all performance measures and how the State will conduct ongoing monitoring of progress in addition to quarterly SF-PPR reporting.

KSP utilizes the reports provided from the FMCSA and will forward those to commanders to take corrective action when necessary.

2 - Passenger Carrier Enforcement**Instructions:**

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high risk carriers. Additionally, States are asked to allocate resources to participate in the enhanced investigations training being offered by FMCSA. Finally, States are asked to continue partnering with FMCSA in conducting enhanced investigations and inspections at carrier locations.

Check this box if:

☒ As evidenced by the trend analysis data, the State has not identified a significant passenger transportation safety problem. Therefore, the State will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the Federal Motor Carrier Safety Regulations (FMCSRs) pertaining to passenger transportation by CMVs in a manner consistent with the [MCSAP Comprehensive Policy](#) as described either below or in the roadside inspection section.

3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2018 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2018 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2018 CVSP. Click on "Add New Activity" to enter progress information on each State-specific objective.

Activity #1

Activity: Describe State-specific activity conducted from previous year's CVSP.

Commanders for each region base their activities on the top ten high crash corridors as identified within each regions crash corridors. A higher percentage of enforcement activities, inspections and citations should occur on these corridors versus non identified corridors. Commanders will utilize routine patrol for inspection activity and traffic enforcement, high visibility blitzes and other activities as they deem necessary. Commanders will increase enforcement presence on top crash locations as determined by need from previous quarter activity.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

CVE will expect to see a 3% decrease in collisions by the end of FFY 2021, with incremental reductions in the 1% range per calendar year.

Actual: Insert year to date progress (#, %, etc., as appropriate).

The overall crash rate for 2015 - 2017 compared to 2014 - 2016 is a 16% increase over the same ten corridors which is a significant rise in a difficult time. On a positive note, 2017 did show a reduction in crashes from the 2016 totals. The KSP will shift its baseline focus to the most current three year period 2015 – 2017 which encompasses two of the higher years in crashes in recent history..

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

CMV CRASH REDUCTION The CVE Division has suffered continued loss of personnel and difficulty retaining personnel which has resulted in a steady decrease in activity and complicated with increased highway traffic has led to increased collision activity. The KSP is working on methods to both retain and attract new personnel, including but not limited to increasing pay through a specialist pay incentive which took effect July 1, 2016. The KSP has hired 25 new inspectors that are focused on CMV activities and will look to hire additional during FFY 2019.

Activity #2

Activity: Describe State-specific activity conducted from previous year's CVSP.

CMV HM TRANSPORTATION SAFETY KSP incorporates a year round focus on hazardous materials inspections and has two regions that have specific program plans to increase hazardous materials inspections in Kentucky's largest two counties, Jefferson and Fayette. During the three year period of CY 2014 - 2016 the KSP completed 18,213 hazardous materials inspections compared to 18,116 for the CY period 2015 - 2017. During CY 2017 KSP completed 6,871 HM inspections which is significantly above the 5,138 projected in the FFY 2018 CVSP. Additionally, the Fayette/Jefferson counties emphasis has shown increased activity slightly however Jefferson county is still somewhat behind in its efforts to reach goals. Fayette county has reached the desired goal of inspections while county wide there is still work to be done.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).

Reduce hazardous material carrier involved crashes by 1% in the above identified counties by the close of FFY 2017, while increasing inspections within regions two and three by 3%, and specifically concentrating on Fayette and Jefferson counties by increasing inspections in those counties by 10%.

Actual: Insert year to date progress (#, %, etc., as appropriate).

The activity in Jefferson county has struggled to keep up with the goals as prescribed. The individual goal of increasing inspections in Fayette county is accomplished while the overall number for region three has not been reached. During the first quarter of FFY 2018 the KSP completed 1,896 hazardous materials inspections and 1,518 during the second quarter. With 3,414 hazardous material inspections completed to date, the KSP is on track to meet its goal of 5,138 hazardous materials inspections for the fiscal year. Additionally, the Fayette/Jefferson counties emphasis will continue for this FFY and the second quarter 2018 statistics are below. Region 2 Jefferson County Region 3 Fayette County 2011 - 2013 3868 458 3444 253 2015 1151 78 648 175 2016 768 14 446 81 2018 606 238 618 90 Total to date 2525 330 1712 346 3/31/2018 CVSP GOAL 3% projection 3984.04 3547.32 10% projection 503.8 278.3

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.

Manpower issues and assignments in a large region have posed issues with getting the goal accomplished in Jefferson county, commanders are attempting to utilize overtime to provide additional coverage.

4 - State Specific Objectives – Future**Instructions:**

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc.

Describe any State-specific objective(s) identified for FY 2019 - 2021. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.

Part 4 - Financial Information

1 - Overview

The Spending Plan is an explanation of each budget component, and should support the cost estimates for the proposed work. The Spending Plan should focus on how each item will achieve the proposed project goals and objectives, and explain how costs are calculated. The Spending Plan must be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [2 CFR part 1201](#), [49 CFR part 350](#) and the [MCSAP Comprehensive Policy](#).

Before any cost is billed to or recovered from a Federal award, it must be allowable ([2 CFR §200.403](#), [2 CFR §200 Subpart E – Cost Principles](#)), reasonable and necessary ([2 CFR §200.403](#) and [2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA regulations and directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable and Necessary** costs are those which a prudent person would deem to be judicious under the circumstances.
- **Allocable** costs are those that are charged to a funding source (e.g., a Federal award) based upon the benefit received by the funding source. Benefit received must be tangible and measurable.
 - For example, a Federal project that uses 5,000 square feet of a rented 20,000 square foot facility may charge 25 percent of the total rental cost.

What's New for FY 2019

The Spending Plan budget activity tables have been restructured to permit Maintenance of Effort (MOE) expenditures to be added on each line item of the budget activity tables. In the FY 2018 eCVSP, States indicated MOE costs as a single cost in each budget activity area. Please review the FY 2019 changes and instructions below prior to completing your Spending Plan.

- A new column (% of Time on MCSAP Grant) has been added in each of the budget activity tables to capture the percentage of time each item entered is dedicated to the MCSAP grant.
- A new column (MOE) has been added in each of the budget activity tables to capture MOE amounts. This allows users the ability to add MOE expenditures by each line item. MOE expenditures must not be included in the calculation of Total Project Costs, Federal share, or State share.

Instructions

The Spending Plan should include costs for FY 2019 only. This applies to States completing a single-year CVSP, multi-year CVSP, or an Annual Update to their multi-year CVSP.

The Spending Plan data tables are displayed by budget category (Personnel, Fringe Benefits, Travel, Equipment, Supplies, Contractual and Subaward, and Other Costs). You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share is 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share is 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute up to 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort (MOE)** means the level of effort Lead State Agencies are required to maintain each fiscal year in accordance with [49 CFR § 350.301](#). The State has the flexibility to select the budget categories and line items where MOE will be shown. Additional information regarding MOE can be found in the MCSAP

Comprehensive Policy (MCP) in section 3.6.

Expansion of On Screen Messages

The system performs a number of edit checks on Spending Plan data inputs to ensure calculations are correct, and values are as expected. When anomalies are detected, alerts will be displayed on screen.

- **Calculation of Federal and State Shares**

Total Project Costs are determined for each line based upon user-entered data and a specific budget category formula. Federal and State shares are then calculated by the system based upon the Total Project Costs and are added to each line item.

The system calculates an 85 percent Federal share and 15 percent State share automatically and populates these values in each line. Federal share is the product of Total Project Costs x .85. State share equals Total Project Costs minus Federal share. If Total Project Costs are updated based upon user edits to the input values, the 85 and 15 percent values will not be recalculated by the system and should be reviewed and updated by users as necessary.

States may edit the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate a different percentage to Federal and State shares. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.

An error is shown on line items where Total Project Costs does not equal the sum of the Federal and State shares. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

Territories must insure that Total Project Costs equal Federal share for each line in order to proceed.

- **MOE Expenditures**

States may enter MOE on individual line items in the Spending Plan tables. The Personnel, Fringe Benefits, Equipment, Supplies, and Other Costs budget activity areas include edit checks on each line item preventing MOE costs from exceeding allowable amounts.

- If "Percentage of Time on MCSAP grant" equals 100%, then MOE must equal \$0.00.
- If "Percentage of Time on MCSAP grant" equals 0%, then MOE may equal up to Total Project Costs as expected at 100%.
- If "Percentage of Time on MCSAP grant" > 0% AND < 100%, then the MOE maximum value cannot exceed "100% Total Project Costs" minus "system-calculated Total Project Costs".

An error is shown on line items where MOE expenditures are too high. Errors must be resolved before the system will allow users to 'save' or 'add' new line items.

The Travel and Contractual budget activity areas do not include edit checks for MOE costs on each line item. States should review all entries to ensure costs reflect estimated expenditures.

- **Financial Summary**

The Financial Summary is a summary of all budget categories. The system provides warnings to the States on this page if the projected State Spending Plan totals are outside FMCSA's estimated funding amounts. States should review any warning messages that appear on this page and address them prior to submitting the eCVSP for FMCSA review.

The system will confirm that:

- Overtime value does not exceed the FMCSA limit.
- Planned MOE Costs equal or exceed FMCSA limit.
- States' proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' proposed Total Project Costs are within \$5 of \$350,000.

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|---|-------------------|-----------------|-------------------------|
| | 85% Federal Share | 15% State Share | Total Estimated Funding |
| Total | \$4,739,575.00 | \$835,740.00 | \$5,575,315.00 |

| Summary of MCSAP Funding Limitations | |
|---|----------------|
| Allowable amount for Overtime without written justification (15% of MCSAP Award Amount): | \$835,740.00 |
| MOE Baseline: | \$1,751,368.59 |

2 - Personnel

Personnel costs are salaries for employees working directly on a project.

Note: Do not include any personally identifiable information (PII) in the CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the CVSP. Positions may be listed by title or function. It is not necessary to list all individual personnel separately by line. The State may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). Additional lines may be added as necessary to capture all your personnel costs.

The percent of each person's time must be allocated to this project based on the amount of time/effort applied to the project. For budgeting purposes, historical data is an acceptable basis.

Note: Reimbursement requests must be based upon documented time and effort reports. Those same time and effort reports may be used to estimate salary expenses for a future period. For example, a MCSAP officer's time and effort reports for the previous year show that he/she spent 35 percent of his/her time on approved grant activities. Consequently, it is reasonable to budget 35 percent of the officer's salary to this project. For more information on this item see [2 CFR §200.430](#).

In the salary column, enter the salary for each position.

Total Project Costs equal the Number of Staff x Percentage of Time on MCSAP grant x Salary for both Personnel and Overtime (OT).

If OT will be charged to the grant, only OT amounts for the Lead MCSAP Agency should be included in the table below. If the OT amount requested is greater than the 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

Activities conducted on OT by subrecipients under subawards from the Lead MCSAP Agency must comply with the 15 percent limitation as provided in the MCP. Any deviation from the 15 percent limitation must be approved by the Lead MCSAP Agency for the subrecipients.

Summary of MCSAP Funding Limitations

| | |
|--|--------------|
| Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount): | \$835,740.00 |
|--|--------------|

| Personnel: Salary and Overtime Project Costs | | | | | | | |
|--|----------------|--------------------------|--------------|---------------------------------------|-----------------------|---------------------|---------------------|
| Salary Project Costs | | | | | | | |
| Position(s) | # of Staff | % of Time on MCSAP Grant | Salary | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Major | 1 | 100.0000 | \$15,101.80 | \$15,101.80 | \$12,836.53 | \$2,265.27 | \$0.00 |
| Captain | 4 | 100.0000 | \$16,415.00 | \$65,660.00 | \$55,811.00 | \$9,849.00 | \$0.00 |
| Lieutenant | 5 | 100.0000 | \$13,788.60 | \$68,943.00 | \$58,601.55 | \$10,341.45 | \$0.00 |
| Specialist Pay | 136 | 100.0000 | \$3,995.17 | \$543,343.12 | \$462,400.00 | \$80,943.12 | \$0.00 |
| Sergeant | 15 | 100.0000 | \$11,818.80 | \$177,282.00 | \$150,689.70 | \$26,592.30 | \$0.00 |
| Inspector | 41 | 100.0000 | \$13,788.60 | \$565,332.60 | \$480,532.71 | \$84,799.89 | \$0.00 |
| Officer | 54 | 100.0000 | \$7,813.54 | \$421,931.16 | \$358,641.49 | \$63,289.67 | \$0.00 |
| Coordinator/Staff | 2 | 100.0000 | \$37,045.37 | \$74,090.74 | \$62,977.13 | \$11,113.61 | \$0.00 |
| Programs Staff | 5 | 100.0000 | \$23,637.60 | \$118,188.00 | \$100,459.80 | \$17,728.20 | \$0.00 |
| Compliance Review Support | 1 | 100.0000 | \$10,505.60 | \$10,505.60 | \$8,929.76 | \$1,575.84 | \$0.00 |
| Administrative Support | 10 | 100.0000 | \$10,604.09 | \$106,040.90 | \$90,134.77 | \$15,906.13 | \$0.00 |
| Sergeant Special Assignment | 1 | 100.0000 | \$472.75 | \$472.75 | \$401.84 | \$70.91 | \$0.00 |
| Officers Special Assignment | 14 | 100.0000 | \$446.49 | \$6,250.86 | \$5,313.23 | \$937.63 | \$0.00 |
| Trooper Certified Inspectors | 29 | 100.0000 | \$173.34 | \$5,026.86 | \$4,272.83 | \$754.03 | \$0.00 |
| MOE Costs | 1 | 0.0000 | \$849,842.00 | \$0.00 | \$0.00 | \$0.00 | \$849,842.00 |
| Subtotal: Salary | | | | \$2,178,169.39 | \$1,852,002.34 | \$326,167.05 | \$849,842.00 |
| Overtime Project Costs | | | | | | | |
| General Staff | 1 | 0.0000 | \$30,000.00 | \$0.00 | \$0.00 | \$0.00 | \$30,000.00 |
| Federal Overtime | 1 | 100.0000 | \$26,428.20 | \$26,428.20 | \$22,463.97 | \$3,964.23 | \$0.00 |
| Subtotal: Overtime | | | | \$26,428.20 | \$22,463.97 | \$3,964.23 | \$30,000.00 |
| TOTAL: Personnel | | | | \$2,204,597.59 | \$1,874,466.31 | \$330,131.28 | \$879,842.00 |
| Accounting Method: | Accrual | | | | | | |

Enter a detailed explanation of how the personnel costs were derived and allocated to the MCSAP project.

Personnel Costs:

The Personnel budget chart above reflects the portion of the salary that would be anticipated being charged to the MCSAP grant as a percentage of the individual's average activity. A portion of those charges would be MOE expenses so the percentage of time on the ecvsp chart will show 100% due to subtracting the MOE after figuring eligible MCSAP activities costs. The non MCSAP eligible salary charges are not included in the salaries above.

The Division of Commercial Vehicle Enforcement's 115 **region** officers made up of 80 sworn units and 35 civilian inspectors, primary responsibility is commercial vehicle and weight enforcement, CVE region sworn inspection staff dedicate approximately 35% of their time to MCSAP related activities and charge time to MCSAP only when performing MCSAP eligible activities, Supervisors charge 35% to the MCSAP grant and possibly more depending on activities performed, Civilian inspectors main focus is MCSAP related activities so their time is generally near 70% MCSAP charges. The other portion of the certified inspection staff charge time as appropriate and when completing MCSAP eligible activities. Additionally, KSP utilizes trained troopers to do inspections as their duty day permits and their time is charged based on activity performed. Lastly, the KSP has support staff, seven of which function solely dedicated to MCSAP activities and other staff that charge time to the grant only when performing MCSAP eligible activities.

Additionally, the CVE Troop is instituted a specialist pay for its certified inspectors and that pay is broken down as an individual entry above.

All personnel costs are necessary, reasonable, and allocable as the KSP only charges personnel costs when staff is completing MCSAP eligible activities.

| Staff | Units | Cost / Hour | Cost / Hour | Fringe | Avg. # Hours | % MCSAP | Salary | Fringe | Total Cost | 84 |
|-------|-------|-------------|-------------|--------|--------------|---------|--------|--------|------------|----|
|-------|-------|-------------|-------------|--------|--------------|---------|--------|--------|------------|----|

| | Fringe % | W/ Fringe | W/O Fringe | Cost | per year | | | | |
|-------------------|-----------|--------------|---------------|------------|-------------|----------------|----------------|-----------------|-----|
| LTC | 1 53.76% | \$93 | \$43.00 | \$50.00 | 19600 | \$84,280.00 | \$98,000.00 | \$182,280.00 | \$0 |
| Major | 1 42.11% | \$38 | \$23.00 | \$16.00 | 19600.5 | \$45,080.00 | \$31,360.00 | \$76,440.00 | \$0 |
| Capt. | 7 39.02% | \$41 | \$25.00 | \$16.00 | 19600.5 | \$343,000.00 | \$219,520.00 | \$562,520.00 | \$0 |
| Lt. | 8 40.00% | \$35 | \$21.00 | \$14.00 | 19600.5 | \$329,280.00 | \$219,520.00 | \$548,800.00 | \$0 |
| Sgt | 16 43.75% | \$32 | \$18.00 | \$14.00 | 19600.5 | \$564,480.00 | \$439,040.00 | \$1,003,520.00 | \$0 |
| Inspector | 41 44.44% | \$27 | \$15.00 | \$12.00 | 19600.7 | \$1,205,400.00 | \$964,320.00 | \$2,169,720.00 | \$0 |
| Officers | 44 43.33% | \$30 | \$17.00 | \$13.00 | 19600.35 | \$1,466,080.00 | \$1,121,120.00 | \$2,587,200.00 | \$0 |
| Coordinator/Staff | 2 36.19% | \$44 | \$28.21 | \$16.00 | 19601 | \$110,583.20 | \$62,720.00 | \$173,303.20 | \$0 |
| Programs Staff | 5 47.06% | \$34 | \$18.00 | \$16.00 | 19601 | \$176,400.00 | \$156,800.00 | \$333,200.00 | \$0 |
| CR Support | 1 44.83% | \$29 | \$16.00 | \$13.00 | 19600.5 | \$31,360.00 | \$25,480.00 | \$56,840.00 | \$0 |
| Admin Support | 10 49.77% | \$32 | \$16.15 | \$16.00 | 19600.5 | \$316,540.00 | \$313,600.00 | \$630,140.00 | \$0 |
| S/A Sgt. | 1 43.75% | \$32 | \$18.00 | \$14.00 | 19600.02 | \$35,280.00 | \$27,440.00 | \$62,720.00 | \$0 |
| S/A Ofcs | 24 43.33% | \$30 | \$17.00 | \$13.00 | 19600.02 | \$799,680.00 | \$611,520.00 | \$1,411,200.00 | \$0 |
| Trooper | 29 56.86% | \$51 | \$22.00 | \$29.00 | 19600.006 | \$1,250,480.00 | \$1,648,360.00 | \$2,898,840.00 | \$0 |
| Funded OT | | | | | | | | | |
| Specialist Pay | 142 0.43 | \$5,720 | \$4,000.00 | \$1,720.00 | 11 | \$568,000.00 | \$244,240.00 | \$812,240.00 | \$0 |
| Total | | | | | | \$7,325,923.20 | \$6,183,040.00 | \$13,508,963.20 | \$0 |

3 - Fringe Benefits

*Fringe costs are benefits paid to employees, including the cost of employer's share of FICA, health insurance, worker's compensation, and paid leave. Only non-Federal grantees that use the **accrual basis** of accounting may have a separate line item for leave, and is entered as the projected leave expected to be accrued by the personnel listed within Part 4.2 – Personnel. Reference [2 CFR §200.431\(b\)](#).*

Show the fringe benefit costs associated with the staff listed in the Personnel section. Fringe costs may be estimates, or based on a fringe benefit rate approved by the applicant's Federal cognizant agency for indirect costs. If using an approved rate, a copy of the indirect cost rate agreement must be provided through grants.gov. For more information on this item see [2 CFR §200.431](#).

Show how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS Statewide Cost Allocation or cognizant agency). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

The cost of fringe benefits are allowable if:

- Costs are provided under established written policies.
- Costs are equitably allocated to all related activities, including Federal awards.
- Accounting basis (cash or accrual) selected for each type of leave is consistently followed by the non-Federal entity or specified grouping of employees.

Depending on the State, there are fixed employer taxes that are paid as a percentage of the salary, such as Social Security, Medicare, State Unemployment Tax, etc.

- For each of these standard employer taxes, under Position you may list "All Positions," the benefits would be the respective standard employer taxes, followed by the respective rate with a base being the total salaries for Personnel in Part 4.2.
- The base multiplied by the respective rate would give the total for each standard employer tax. Workers' Compensation is rated by risk area. It is permissible to enter this as an average, usually between sworn and unsworn—any grouping that is reasonable and clearly explained in the narrative is allowable.
- Health Insurance and Pensions can vary greatly and can be averaged; and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

In the Position column include a brief position description that is associated with the fringe benefits.

*The **Fringe Benefit Rate** is:*

- The rate that has been approved by the State's cognizant agency for indirect costs; or a rate that has been calculated based on the aggregate rates and/or costs of the individual items that your agency classifies as fringe benefits.
- For example, your agency pays 7.65 percent for FICA, 42.05 percent for health/life/dental insurance, and 15.1 percent for retirement. The aggregate rate of 64.8 percent (sum of the three rates) may be applied to the salaries/wages of personnel listed in the table.

*The **Base Amount** is:*

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000 and the percentage of time on the grant is 50 percent, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is: $\$150,000 \times 64.8 \times 50\% / 100 = \$48,600$ Total Project Costs.

Total Project Costs equal the Fringe Benefit Rate x Percentage of Time on MCSAP grant x Base Amount divided by 100.

| Fringe Benefits Project Costs | | | | | | | |
|-------------------------------|---------------------|--------------------------|--------------|---------------------------------------|-----------------------|---------------------|---------------------|
| Position(s) | Fringe Benefit Rate | % of Time on MCSAP Grant | Base Amount | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Major | 100.0000 | 100.0000 | \$10,505.60 | \$10,505.60 | \$8,929.76 | \$1,575.84 | \$0.00 |
| Captain | 100.0000 | 100.0000 | \$42,022.40 | \$42,022.40 | \$35,719.04 | \$6,303.36 | \$0.00 |
| Lieutenant | 100.0000 | 100.0000 | \$45,962.00 | \$45,962.00 | \$39,067.70 | \$6,894.30 | \$0.00 |
| Sergeant | 100.0000 | 100.0000 | \$137,886.00 | \$137,886.00 | \$117,203.10 | \$20,682.90 | \$0.00 |
| Inspector | 100.0000 | 100.0000 | \$452,266.08 | \$452,266.08 | \$384,426.17 | \$67,839.91 | \$0.00 |
| Officer | 100.0000 | 100.0000 | \$322,653.24 | \$322,653.24 | \$274,255.25 | \$48,397.99 | \$0.00 |
| Coordinator/Staff | 100.0000 | 100.0000 | \$42,022.40 | \$42,022.40 | \$35,719.04 | \$6,303.36 | \$0.00 |
| Programs Staff | 100.0000 | 100.0000 | \$105,056.00 | \$105,056.00 | \$89,297.60 | \$15,758.40 | \$0.00 |
| Compliance Review Support | 100.0000 | 100.0000 | \$8,535.80 | \$8,535.80 | \$7,255.43 | \$1,280.37 | \$0.00 |
| Administrative Support | 100.0000 | 100.0000 | \$105,056.00 | \$105,056.00 | \$89,297.60 | \$15,758.40 | \$0.00 |
| Sergeant Special Assignment | 100.0000 | 100.0000 | \$367.70 | \$367.70 | \$312.54 | \$55.16 | \$0.00 |
| Officers Special Assignment | 100.0000 | 100.0000 | \$4,780.05 | \$4,780.05 | \$4,063.04 | \$717.01 | \$0.00 |
| Trooper Certified Inspectors | 100.0000 | 100.0000 | \$6,626.41 | \$6,626.41 | \$5,632.45 | \$993.96 | \$0.00 |
| Specialist Pay | 100.0000 | 100.0000 | \$244,240.00 | \$244,240.00 | \$207,604.00 | \$36,636.00 | \$0.00 |
| MOE COSTS | 100.0000 | 0.0000 | \$661,395.69 | \$0.00 | \$0.00 | \$0.00 | \$661,395.69 |
| State Funded OT | 100.0000 | 0.0000 | \$13,200.00 | \$0.00 | \$0.00 | \$0.00 | \$13,200.00 |
| TOTAL: Fringe Benefits | | | | \$1,527,979.68 | \$1,298,782.72 | \$229,196.96 | \$674,595.69 |

Enter a detailed explanation of how the fringe benefit costs were derived and allocated to the MCSAP project.

Fringe Benefits

Fringe benefits are a summation of the actual fringe benefits that employees receive including, FICA, Medical, Health insurance, and retirement. It should be noted that Medical and Health insurance are not charged to overtime hours. Retirement benefit charges differ between trooper and CVE officers, trooper fringe is 109.48 % of salary while CVE Officer fringe is approximately 69% - 77% of salary. FICA charges are based on a 7.65% rate. Health insurance ranges from 10% - 17%. The total amount for fringe benefits that will be charged to the grant is estimated at \$1,527,979.68.

A portion of those charges would be MOE expenses so the percentage of time on the ecvsp chart will show 100% due to subtracting the MOE after figuring eligible MCSAP activities costs. The non MCSAP eligible salary charges are not included in the salaries above.

The KSP provides salary breakdowns for each billing period that identifies individual fringe benefit charges per officer.

All fringe costs are necessary, reasonable, and allocable as the KSP only charges personnel and fringe costs when staff is completing MCSAP eligible activities.



| Salary Grant | | | | | | | | | | | | |
|-------------------|-------|----------|-------------|-------------|---------|--------------|---------|----------------|----------------|----------------|--------------|-------------|
| Staff | Units | | Cost / Hour | Cost / Hour | Fringe | Avg. # Hours | % MCSAP | Salary | Fringe | Total Cost | 85% | 15% |
| | | Fringe % | W/ Fringe | W/O Fringe | Cost | per year | | | | | | |
| LTC | 1 | 53.76% | \$93 | \$43.00 | \$50.00 | 19600 | | \$84,280.00 | \$98,000.00 | \$182,280.00 | \$0.00 | \$0.00 |
| Major | 1 | 42.11% | \$38 | \$23.00 | \$16.00 | 19600.5 | | \$45,080.00 | \$31,360.00 | \$76,440.00 | \$12,836.53 | \$2,265.27 |
| Capt. | 7 | 39.02% | \$41 | \$25.00 | \$16.00 | 19600.5 | | \$343,000.00 | \$219,520.00 | \$562,520.00 | \$97,669.25 | \$17,235.75 |
| Lt. | 8 | 40.00% | \$35 | \$21.00 | \$14.00 | 19600.5 | | \$329,280.00 | \$219,520.00 | \$548,800.00 | \$93,762.48 | \$16,546.32 |
| Sgt | 16 | 43.75% | \$32 | \$18.00 | \$14.00 | 19600.5 | | \$564,480.00 | \$439,040.00 | \$1,003,520.00 | \$160,735.68 | \$28,365.12 |
| Inspector | 41 | 44.44% | \$27 | \$15.00 | \$12.00 | 19600.7 | | \$1,205,400.00 | \$964,320.00 | \$2,169,720.00 | \$480,532.71 | \$84,799.89 |
| Officers | 44 | 43.33% | \$30 | \$17.00 | \$13.00 | 19600.35 | | \$1,466,080.00 | \$1,121,120.00 | \$2,587,200.00 | \$292,226.40 | \$51,569.36 |
| Coordinator/Staff | 2 | 36.19% | \$44 | \$28.21 | \$16.00 | 19601 | | \$110,583.20 | \$62,720.00 | \$173,303.20 | \$62,977.13 | \$11,113.61 |
| Programs Staff | 5 | 47.06% | \$34 | \$18.00 | \$16.00 | 19601 | | \$176,400.00 | \$156,800.00 | \$333,200.00 | \$100,459.80 | \$17,728.20 |
| CR Support | 1 | 44.83% | \$29 | \$16.00 | \$13.00 | 19600.5 | | \$31,360.00 | \$25,480.00 | \$56,840.00 | \$8,929.76 | \$1,575.84 |

FY2019 Kentucky eCVSP

Final CVSP

| | | | | | | | | | | | |
|-----------------|-----|--------|---------|------------|------------|-----------|----------------|----------------|-----------------|----------------|--------------|
| Admin Support | 10 | 49.77% | \$32 | \$16.15 | \$16.00 | 19600.5 | \$316,540.00 | \$313,600.00 | \$630,140.00 | \$90,134.77 | \$15,906.14 |
| S/A Sgt. | 1 | 43.75% | \$32 | \$18.00 | \$14.00 | 19600.02 | \$35,280.00 | \$27,440.00 | \$62,720.00 | \$401.84 | \$70.91 |
| S/A Ofcs | 24 | 43.33% | \$30 | \$17.00 | \$13.00 | 19600.02 | \$799,680.00 | \$611,520.00 | \$1,411,200.00 | \$9,108.36 | \$1,607.36 |
| Trooper | 29 | 56.86% | \$51 | \$22.00 | \$29.00 | 19600.006 | \$1,250,480.00 | \$1,648,360.00 | \$2,898,840.00 | \$4,272.89 | \$754.04 |
| State Funded OT | | | | | | | | | | | |
| Specialist Pay | 142 | 0.43 | \$5,720 | \$4,000.00 | \$1,720.00 | 11 | \$568,000.00 | \$244,240.00 | \$812,240.00 | \$482,800.00 | \$85,200.00 |
| Total | | | | | | | \$7,325,923.20 | \$6,183,040.00 | \$13,508,963.20 | \$1,896,847.60 | \$334,737.81 |

4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, lodging, meals, transportation, registration, etc. Explain in detail how the MCSAP program will directly benefit from the travel.

Travel costs are funds for field work or for travel to professional meetings.

List the purpose, number of persons traveling, number of days, percentage of time on MCSAP Grant, and total project costs for each trip. If details of each trip are not known at the time of application submission, provide the basis for estimating the amount requested. For more information on this item see [2 CFR §200.474](#).

Total Project Costs should be determined by State users, and manually input in the table below. There is no system calculation for this budget category.

| Travel Project Costs | | | | | | | |
|------------------------------|------------|-----------|--------------------------|---------------------------------------|--------------------|-------------------|---------------|
| Purpose | # of Staff | # of Days | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| MCSAP Commanders Meeting | 12 | 3 | 100.0000 | \$6,144.00 | \$5,222.40 | \$921.60 | \$0.00 |
| Unplanned Training Travel | 8 | 5 | 100.0000 | \$17,538.65 | \$14,907.85 | \$2,630.80 | \$0.00 |
| MCSAP FMCSA Planning Meeting | 5 | 3 | 100.0000 | \$8,710.00 | \$7,403.50 | \$1,306.50 | \$0.00 |
| Routine Annual Training | 91 | 1 | 100.0000 | \$10,000.00 | \$8,500.00 | \$1,500.00 | \$0.00 |
| COHMED Conference | 2 | 5 | 100.0000 | \$3,990.00 | \$3,391.50 | \$598.50 | \$0.00 |
| CVSA Conference | 3 | 5 | 100.0000 | \$6,360.00 | \$5,406.00 | \$954.00 | \$0.00 |
| CVSA Inspector Championship | 1 | 6 | 100.0000 | \$2,254.00 | \$1,915.90 | \$338.10 | \$0.00 |
| TOTAL: Travel | | | | \$54,996.65 | \$46,747.15 | \$8,249.50 | \$0.00 |

Enter a detailed explanation of how the travel costs were derived and allocated to the MCSAP project.

Program Travel:

The KSP utilizes travel to maintain certifications, competence and the skills necessary to perform the mission of addressing commercial vehicle safety.

The listed travel below is believed to be necessary, reasonable, and allocable as the KSP only charges travel costs when providing opportunities that are MCSAP eligible. Conference registration fees will be placed under the other category but are shown here for information on total conference costs.

A portion of those charges would be MOE expenses so the percentage of time on the ecvsp chart will show 100% due to subtracting the MOE after figuring eligible MCSAP activities costs.

Routine day to day travel is not accounted for as it is the nature of the job however, we do account for officers that may have routine travel costs due to unexpected CMV training in state etc and are estimated at approximately \$10,000, 91 nights lodging at \$109 per night, estimated.

The KSP anticipates sending two officers to the annual COHMED conference sponsored by the CVSA. The KSP has certified two officers to train NTC hazardous materials courses and this conference is a necessity for these inspector instructors to stay current.

All travel costs are necessary, reasonable, and allocable.

COHMED

| | | | | |
|---------|-------|--------|------|-------|
| Expense | Units | Amount | Days | Total |
|---------|-------|--------|------|-------|

| | | | | |
|---------------|---|-----|---|------|
| Airfare | 2 | 700 | | 1400 |
| Lodging | 2 | 200 | 5 | 2000 |
| Registration | 2 | 550 | | 1100 |
| Per-Diem | 2 | 44 | 5 | 440 |
| Ground Travel | 2 | 75 | | 150 |

Grand Total 5090

The KSP anticipates sending up to three individuals to the annual CVSA conference sponsored by the CVSA and one to the inspector championship. The KSP maintains instructors to train the NTC parts A and B certification courses and the MCSAP Coordinator sets on the CVSA training committee. It is important for these instructors to remain current.

CVSA

Inspector Championship

| Expense | Units | Amount | Days | Total | Expense | Units | Amount | Days | Total |
|---------------|-------|--------|------|-------|---------------|-------|--------|------|-------|
| Airfare | 3 | 700 | | 2100 | Airfare | 1 | 700 | | 700 |
| Lodging | 3 | 200 | 5 | 3000 | Lodging | 1 | 200 | 6 | 1200 |
| Registration | 3 | 550 | | 1650 | Registration | | | | |
| Per-Diem | 3 | 44 | 5 | 660 | Per-Diem | 1 | 44 | 6 | 264 |
| Ground Travel | 3 | 200 | | 600 | Ground Travel | 1 | 90 | | 90 |
| Grand Total | | | | 8010 | Grand Total | | | | 2254 |

The KSP anticipates sending five individuals to the MCSAP planning meeting sponsored by the FMCSA.

MCSAP Planning Meeting

| Expense | Units | Amount | Days | Total |
|---------------|-------|--------|------|-------|
| Air | 5 | 700 | | 3500 |
| Lodging | 5 | 200 | 3 | 3000 |
| Per-Diem | 5 | 44 | 3 | 660 |
| Ground Travel | 5 | 200 | | 1000 |
| Other | | 550 | | 550 |
| Grand Total | | | | 8710 |

The KSP anticipates holding a commanders MCSAP planning meeting at a state park during the year and charged under routine MCSAP travel. Additionally planning for other FMCSA training opportunities that may develop.

Commanders Meeting

| Expense | Units | Amount | Days | Total |
|------------------|-------|--------|------|-------|
| Ground Travel | 12 | 200 | | 2400 |
| State Park Lodge | 12 | 90 | 2 | 2160 |
| Per-Diem | 12 | 44 | 3 | 1584 |
| Grand Total | | | | 6144 |

The KSP places the below for unplanned opportunities that may arise such as additional New Entrant, Compliance Review or other CVE opportunities not scheduled, necessary or available at this time.

Other Non Planned Training

| Expense | Units | Amount | Days | Total |
|---------------|-------|--------|------|----------|
| Air | 9 | 700 | | 5600 |
| Lodging | 9 | 245 | 3 | 6615 |
| Per-Diem | 9 | 44 | 5 | 1980 |
| Ground Travel | 9 | 371.52 | | 3343.65 |
| Grand Total | | | | 17538.65 |

5 - Equipment

Equipment is tangible or intangible personal property. It includes information technology systems having a useful life of more than one year, and a per-unit acquisition cost that equals or exceeds the lesser of the capitalization level established by the non-Federal entity (i.e., the State) for financial statement purposes, or \$5,000.

- If your State's equipment capitalization threshold is below \$5,000, check the box below and provide the threshold amount. See [§200.12](#) Capital assets, [§200.20](#) Computing devices, [§200.48](#) General purpose equipment, [§200.58](#) Information technology systems, [§200.89](#) Special purpose equipment, and [§200.94](#) Supplies.

Show the total cost of equipment and the percentage of time dedicated for MCSAP related activities that the equipment will be billed to MCSAP. For example, you intend to purchase a server for \$5,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$1,000. If the equipment you are purchasing will be capitalized (depreciated), you may only show the depreciable amount, and not the total cost (2 CFR §200.436 and 2 CFR §200.439). If vehicles or large IT purchases are listed here, the applicant must disclose their agency's capitalization policy.

Provide a description of the equipment requested. Include the quantity, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP grant.

Total Project Costs equal the Number of Items x Full Cost per Item x Percentage of Time on MCSAP grant.

| Equipment Project Costs | | | | | | | |
|---|------------|--------------------|--------------------------|---------------------------------------|---------------------|--------------------|---------------------|
| Item Name | # of Items | Full Cost per Item | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Patrol Vehicles | 17 | \$9,705.88 | 100 | \$164,999.96 | \$140,249.97 | \$24,749.99 | \$0.00 |
| Patrol Vehicle Equipment | 17 | \$4,015.00 | 100 | \$68,255.00 | \$58,016.75 | \$10,238.25 | \$0.00 |
| MOE Costs | 1 | \$100,000.00 | 0 | \$0.00 | \$0.00 | \$0.00 | \$100,000.00 |
| TOTAL: Equipment | | | | \$233,254.96 | \$198,266.72 | \$34,988.24 | \$100,000.00 |
| Equipment threshold is greater than \$5,000. | | | | | | | |

Enter a detailed explanation of how the equipment costs were derived and allocated to the MCSAP project.

Equipment:

The KSP expects to purchase approximately 17 new patrol vehicles, specific type and brand to be determined based on state price contract pricing etc, for CVE officers who perform MCSAP activities and for compliance review officers to replace those lost through normal wear and mileage. These patrol vehicles provide for patrol officers to complete CMV inspections in areas away from scale facilities and on local bypass routes as well as providing the capability to perform traffic enforcement functions to address the traffic safety function. The patrol vehicles which cost approximately \$36,000 each per state contract will be pro-rated with the 35 % of MCSAP use charged to the MCSAP grant and the remainder charged to state funds, the KSP may purchase one or two Compliance Review(CR) vehicle and/or New Entrant (NE) vehicles and they will be charged 100% to the grant, as CR and NE investigators are 100% dedicated to CR, New Entrant or MCSAP activities. The MCSAP Federal portion of this expense is expected to be approximately \$140,249.97 with \$24,749.99 in match and \$100,000 MOE.

A portion of those charges would be MOE expenses so the percentage of time on the ecvsp chart will show 100% due to subtracting the MOE after figuring eligible MCSAP activities costs.

Additional expenses for vehicles in the form of equipment to outfit them such as lights/sirens, consoles/docking stations, partitions/gunlocks and radios/repeaters, MCSAP prorated cost will be approximately \$68,255 with \$58,016.75 charged to Federal MCSAP and the remaining \$10,238.25 being match.

The vehicles purchase described above is necessary, reasonable, and allocable as the KSP only charges a percentage of vehicle costs to the MCSAP grant based on the estimated and agreed upon percentage of hours that the personnel that operate these vehicles perform MCSAP eligible activities.

6 - Supplies

Supplies means all tangible property other than that described in [§200.33](#) Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also [§200.20](#) Computing devices and [§200.33](#) Equipment.

Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.

Provide a description of each unit/item requested, including the quantity of each unit/item, the unit of measurement for the unit/item, the cost of each unit/item, and the percentage of time on MCSAP grant.

Total Project Costs equal the Number of Units x Cost per Unit x Percentage of Time on MCSAP grant.

| Supplies Project Costs | | | | | | | |
|--------------------------------|---------------------------------------|------------------|--------------------------------|---|--------------------|-------------------|--------------------|
| Item Name | # of Units/ Unit of Measurement | Cost per Unit | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Uniforms and related equipment | 1 Cost | \$30,000.00 | 100.0000 | \$30,000.00 | \$25,500.00 | \$4,500.00 | \$0.00 |
| Office Supplies | 1 Cost | \$25,000.00 | 100.0000 | \$25,000.00 | \$21,250.00 | \$3,750.00 | \$0.00 |
| MOE Costs | 1 Cost | \$10,000.00 | 0.0000 | \$0.00 | \$0.00 | \$0.00 | \$10,000.00 |
| TOTAL: Supplies | | | | \$55,000.00 | \$46,750.00 | \$8,250.00 | \$10,000.00 |

Enter a detailed explanation of how the supply costs were derived and allocated to the MCSAP project.

Supplies:

The KSP utilizes routine supplies as described below that are utilized in the daily function while addressing the mission of commercial vehicle safety. The listed items are necessary, reasonable, and allocable as the KSP only charges what is obtained and or utilized for MCSAP eligible activities. Many items such as standard uniforms are prorated based on percentage of time that staffs are factored as spending time on MCSAP eligible activities.

Uniforms and other related supplies are expected to cost \$40,000. \$10,000 of that is charged to MOE. Uniforms are charged to the grant based on functional type and the amount of eligible MCSAP activities that are performed while utilizing that equipment. A typical class A uniform will only have 35% of cost charged to grant while a uniform that is functional for vehicle inspections and dedicated to that activity will be charged at 100%.

Routine office supplies, paper, pens etc are expected to be cost the state approximately \$25,000 for the fiscal year and will be charged accordingly to the grant. Other areas of supply cost are maintenance/janitorial supplies, classroom supplies for FMCSA training, MV expendable supplies, small tools, copy machine supplies, and other items that are needed for daily MCSAP activities.

A portion of those charges would be MOE expenses so the percentage of time on the eCVSP chart will show 100% due to subtracting the MOE after figuring eligible MCSAP activities costs.

All supply costs are necessary, reasonable, and allocable.

7 - Contractual and Subaward

This section includes contractual costs and subawards to subrecipients. Use the table below to capture the information needed for both contractual agreements and subawards. The definitions of these terms are provided so the instrument type can be entered into the table below.

Contractual – A contract is a legal instrument by which a non-Federal entity purchases property or services needed to carry out the project or program under a Federal award ([2 CFR §200.22](#)). All contracts issued under a Federal award must comply with the standards described in [2 CFR §200 Procurement Standards](#).

Note: Contracts are separate and distinct from subawards; see [2 CFR §200.330](#) for details.

Subaward – A subaward is an award provided by a pass-through entity to a subrecipient for the subrecipient to carry out part of a Federal award received by the pass-through entity. It does not include payments to a contractor or payments to an individual that is a beneficiary of a Federal program. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract ([2 CFR §200.92](#) and [2 CFR §200.330](#)).

Subrecipient - Subrecipient means a non-Federal entity that receives a subaward from a pass-through entity to carry out part of a Federal program, but does not include an individual who is a beneficiary of such program. A subrecipient may also be a recipient of other Federal awards directly from a Federal awarding agency ([2 CFR §200.93](#)).

Enter the legal name of the vendor or subrecipient if known. If unknown at this time, please indicate 'unknown' in the legal name field. Include a description of services for each contract or subaward listed in the table. Entering a statement such as "contractual services" with no description will not be considered meeting the requirement for completing this section.

Enter the DUNS or EIN number of each entity. There is a drop-down option to choose either DUNS or EIN, and then the State must enter the corresponding identification number.

Select the Instrument Type by choosing either Contract or Subaward for each entity.

Total Project Costs should be determined by State users and input in the table below. The tool does not automatically calculate the total project costs for this budget category.

Operations and Maintenance-If the State plans to include O&M costs that meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below.

Please describe the activities these costs will be using to support (i.e., ITD, PRISM, SSDQ or other services.)

| Contractual and Subaward Project Costs | | | | | | | |
|--|-----------------|-----------------|--------------------------|---------------------------------------|-----------------------|---------------------|---------------|
| Legal Name | DUNS/EIN Number | Instrument Type | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Boone County Sheriffs Office | DUNS 142354062 | Subrecipient | 100.0000 | \$16,470.59 | \$14,000.00 | \$2,470.59 | \$0.00 |
| Description of Services: MCSAP Related Activities | | | | | | | |
| KY Transportation Cabinet | DUNS 188593644 | Subrecipient | 100.0000 | \$1,140,217.65 | \$969,185.00 | \$171,032.65 | \$0.00 |
| Description of Services: MCSAP Related Activities | | | | | | | |
| Lexington Division of Police | DUNS 20428777 | Subrecipient | 100.0000 | \$80,000.00 | \$68,000.00 | \$12,000.00 | \$0.00 |
| Description of Services: MCSAP Related Activities | | | | | | | |
| Louisville Police | DUNS 73135584 | Subrecipient | 100.0000 | \$80,000.00 | \$68,000.00 | \$12,000.00 | \$0.00 |
| Description of Services: MCSAP Related Inspections | | | | | | | |
| TOTAL: Contractual and Subaward | | | | \$1,316,688.24 | \$1,119,185.00 | \$197,503.24 | \$0.00 |

Enter a detailed explanation of how the contractual and subaward costs were derived and allocated to the MCSAP project.

Contractual:

The KSP utilizes sub-grantees to assist it in its mission in addressing CMV safety, describe below are the basics of those contracts, detailed information is supplied in each sub-grantees separate CVSP.

The KSP utilizes three sub-grantees to assist in completing MCSAP eligible activities within their jurisdictions. KSP has routinely provided funds for these agencies for mostly overtime enforcement and some of equipment expenses. The availability of these agencies provides the opportunity to have CMV enforcement and inspection activity in these jurisdictions while relieving the CVE Troop of the burden of staffing these areas with the limited staffing that CVE has. These costs are necessary, reasonable, and allocable and are only utilized for MCSAP eligible activities.

Louisville Metro Police - \$80,000.00

Lexington Police - \$80,000.00

Boone County Sheriff - \$16,470.59

Detailed plans from each sub-grantee are included in the grants.gov application.

The Kentucky Transportation Cabinet was added as a sub-grantee with the FFY 2017 CVSP and this will continue into 2019. The Transportation Cabinet has been the lead in developing and maintaining PRISM and Innovative Technologies (ITD) (formerly CVISN) and with the inclusion of these programs now being under the MCSAP umbrella it is necessary to include them in the CVSP as these are vital components to the CMV safety mission. These costs are necessary, reasonable, and allocable.

KYTC is applying for MCSAP FY19 funds as a sub-grantee under the Kentucky State Police for ITD Maintenance and Operations activities. The program will run October 1, 2018 through September 30, 2021 with annual budget and plan updates for each project. Each budget narrative provided is for one year.

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1. Maintenance for Kentucky's CVIEW and inSPeCTION software

1.1 Introduction

The purpose of this project is to provide maintenance and support for Kentucky's CVIEW and inspection software. The Kentucky CVIEW serves as the repository and exchange mechanism for moving and storing commercial vehicle data between SAFER and Kentucky's legacy systems. The Kentucky CVIEW is customized to work with the Motor Carrier Portal and roadside systems to provide timely data for screening purposes for the KYTC, DMC, and KSP-CVE. The inspection software allows KSP-CVE to record and transmit commercial vehicle inspections. It is customized to work with the Kentucky Observation system and CVIEW and allows officers to make timely, informed decisions about vehicles for inspection.

1.2 Problem Statement

The Kentucky CVIEW is central to Kentucky's ITD architecture and has interfaces with SAFER, Kentucky's Motor Carrier Portal, Kentucky's Observation System, the Kentucky Automated Truck Screening (KATS) System, the inspection software, and various roadside screening systems. Kentucky's CVIEW is essential to assist the DMC in making informed decisions on issuing credentials and to assist KSP-CVE in choosing good carriers for inspection. It also plays a vital role in the national ITD program as data within Kentucky's CVIEW is shared with all states through SAFER. On a regular basis, problems arise with the data and troubleshooting is needed. It is essential that this data be kept fresh and be available for Kentucky and other states to use for screening purposes. The inspection software is also essential because it is the mechanism for recording and transmitting commercial vehicle inspections to FMCSA.

1.3 Performance Objectives

The objective of this project is to provide accurate and timely data to FMCSA, Kentucky, and other states through maintenance, hosting, and support for Kentucky's CVIEW and inspection software.

1.4 Program Activity Plan

The following activities will occur during this project:

- The Kentucky Transportation Cabinet will contract for maintenance and support of Kentucky's CVIEW and inspection software.
- The Kentucky Transportation Cabinet will also monitor the functionality of CVIEW and communicate with the contractor as needed.
- The Kentucky State Police will monitor the functionality of inspection software and communicate with the Kentucky Transportation Cabinet and the contractor as needed.
- The Kentucky Transportation Cabinet and Kentucky State Police will communicate with Kentucky's ITD team and FMCSA to identify updates or corrections needed to the CVIEW and the inspection software.
- The Kentucky Transportation Cabinet and Kentucky State Police will communicate with the contractor on the updates/corrections needed to the CVIEW and the inspection software.

1.5 Performance Measurement Plan

- The Kentucky Transportation Cabinet will be utilizing the CVIEW on a daily basis. Brian Beaven will communicate regularly with the contractor when problems are identified or when updates are needed.
- The Kentucky State Police will be utilizing the inspection software on a daily basis. John Smoot will communicate regularly with the contractor when problems are identified and when enhancements are needed.
- The Kentucky Transportation Cabinet and Kentucky State Police will track the problems identified in Kentucky CVIEW and the inspection software to ensure problems are addressed by the contractors.

1.6 Schedule and Milestones

| Expected Milestone Completion Date | |
|---|---|
| Project Start | |
| October 1, 2018 | |
| 1 | Setup maintenance contract |
| 2 | One year contract for maintenance, hosting, updates |
| Project End | |
| September 30, 2021 | |
| | |
| Description of Services | Total Cost |
| Hosting and Maintenance for Kentucky's CVIEW and related interfaces | \$171,765 |
| <i>Maintenance and support under this contract to</i> | |

include:

- Software updates pushed out as needed
- Management of the CVIEW/SAFER submission process
- Management of the user interface
- Minor bug fixes
- Minor software changes to comply with federal changes
- Management of federal connections and data feeds
- Management and maintenance of KY specific changes
- Support resources to troubleshoot data related problems/issues
- ALTS Clearinghouse Support
- Management of FTP process for relaying data to PrePass, KATS, Observation, and Inspection applications
- Temp and OS/OW Permit interface
- Processing IFTA Cleansed File
- Ignore/Grace Table Maintenance
- Processing SAFER standard transaction sets (upload and download)
- Custom pass/fail test maintenance
- Inspection application maintenance
- Management of the inspection/FMCSA submission process

| Expected Milestone | | Completion Date |
|----------------------|---|---------------------------|
| Project Start | | October 1, 2018 |
| 1 | Establish Contract | |
| 2 | Planning Meeting | |
| 3 | Quarterly Team Meetings (at least 4 total) | |
| 4 | Attend Local and National Meetings Representing Kentucky's ITD Team | |
| Project End | | September 30, 2021 |
| | | |

| Description of Services | Total Cost |
|--|------------------|
| Administrative and Technical Support for the ITD Program | \$176,471 |

KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has been serving in this capacity since the beginning of Kentucky's ITD program and is an integral part of the ITD team. These funds will serve to pay the staff who participates in the activities mentioned in the project narrative. There are also funds allowed for their staff members to travel on behalf of Kentucky's ITD team. KTC also hosts a planning meeting each year for Kentucky's ITD team and these funds will be utilized for expenses associated with that event. Additional effort will be placed in collecting and disseminating performance metrics to the ITD team and FMCSA.

**Travel Cost Budget Narrative
(SF-424A, Line 6c)**

| Purpose | # of Staff | Method of Travel | Days | Total Cost |
|--|------------|---------------------|-----------|---------------|
| To provide travel funds for the ITD/PRISM team members (state employees) to represent Kentucky | 2 | Air, Vehicle | 12 | \$7059 |

Estimates are made for national trips to CVSA Fall and Spring, IFTA, IRP, ITD/PRISM Workshops, etc. Estimate also includes local travel to represent the ITD/PRISM team in Kentucky. These estimates are based on previous trips.

| Expected Milestone Completion Date | |
|------------------------------------|---|
| Project Start | October 1, 2018 |
| 1 | Training Kickoff Meeting Held with ITD Team |

| | |
|---|--|
| 2 | Conduct hands-on training in all regions |
| 3 | Collect "Before" Data for Analysis |
| 4 | Collect "After" Data for Analysis |
| 5 | Summarize Data Analysis |

| | |
|--------------------|---------------------------|
| Project End | September 30, 2021 |
|--------------------|---------------------------|

| | |
|---|--|
| Contractual Cost Budget Narrative (SF-424A, Line 6f) | |
|---|--|

| Description of Services | Total Cost |
|-------------------------|------------|
|-------------------------|------------|

| | |
|----------------------|-----------------|
| ITD-Related Training | \$47,059 |
|----------------------|-----------------|

KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has a long history of working with KYTC and KSP-CVE and has the technical expertise for this effort. The bulk of these funds will be utilized to pay staff to train officers and inspectors. Funds are set aside for travel so that staff can go to the officers and inspectors.

| | | |
|--|--|--|
| | | |
|--|--|--|

Travel Cost Budget Narrative (SF-424A, Line 6c)

| Purpose | # of Staff | Method of Travel | Days | Total Cost |
|---------|------------|------------------|------|------------|
|---------|------------|------------------|------|------------|

| | | | | |
|--|----------|----------------------|-----------|---------------|
| To provide travel funds for the ITD/PRISM team members (state employees) to assist with training in Kentucky | 4 | State Vehicle | 10 | \$3530 |
|--|----------|----------------------|-----------|---------------|

Estimates are made for trips to various areas of Kentucky (particularly the 6 KSP-CVE regions) to assist with training; budget is based on previous travel needed for training

| | |
|--|------------------------------------|
| | Expected Milestone Completion Date |
|--|------------------------------------|

| | |
|----------------------|------------------------|
| Project Start | October 1, 2018 |
|----------------------|------------------------|

| | |
|---|--|
| 1 | Prepare list of data quality problems |
| 2 | Develop resolution report |
| 3 | Develop long-term resolution plan for issues as needed |
| 4 | Develop Data Quality Report |

| | | | |
|---|--|---------------------------------|-------------------|
| Project End | | September 30, 2021 | |
| Contractual Cost Budget Narrative (SF-424A, Line 6f) | | | |
| Description of Services | Total Cost | | |
| <i>Data Quality</i> | \$35,295 | | |
| <i>KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has a long history of working with KYTC, KSP-CVE, FMCSA, IFTA and IRP, and other states. The bulk of these funds will be utilized to pay staff to spearhead the data quality initiative, but funds are allowed for travel when necessary.</i> | | | |
| | | | |
| Milestone | | Expected Completion Date | |
| Project Start | | October 1, 2018 | |
| 1 | IFTA Membership Fees (Annual membership) | | |
| 2 | IRP Membership Fees (Annual Membership) | | |
| Project End | | September 30, 2021 | |
| | | | |
| Other Cost Budget Narrative (SF-424A, Line 6h) | | | |
| Item Name | # of Units | Cost per Unit | Total Cost |
| International Registration Plan | 1 | \$29,648 | \$29,648 |
| International Fuel Tax Agreement | 1 | \$20,000 | \$20,000 |
| <i>The purpose of this budget cost is to provide funding for the cost of the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA) annual membership dues and clearinghouse fees for one year.</i> | | | |
| Milestone | | Expected Completion Date | |
| Project Start | | October 1, 2018 | |
| 1 | E-Screening State Membership | | |
| Project End | | September 30, 2021 | |
| Other Cost Budget Narrative (SF-424A, Line 6h) | | | |
| Item Name | # of Units | Cost per Unit | Total Cost |
| E-Screening Membership Fees | 1 | \$8824 | \$8824 |
| <i>This provides funding for the cost to participate on the board of director's for Kentucky's electronic</i> | | | |

screening program through *HELP, Inc.*

| Milestone | Expected Completion Date |
|-----------------------------|--------------------------------|
| Project Start | October 1, 2018 |
| Setup maintenance contracts | |
| Project End | September 30, 2021 |
| | |

| Description of Services | Total Cost |
|--|------------------|
| Maintenance of Roadside Screening Systems | \$441,177 |

This budget represents quotes for a year of contractual work for routine and preventative maintenance of hardware, monitoring of the equipment and data, troubleshooting of problems, minor repairs, updates and fixes for the software, and warranties on the cameras.

| Milestones | Expected Completion Date |
|--|--------------------------------|
| Project Start | October 1, 2018 |
| Pay Maintenance Fees for Kentucky's IPC System | |
| End Project | September 30, 2021 |

| Description of Services | Total Cost |
|--|------------------|
| <i>Contractual agreement for the maintenance and support of the IPC System</i> | \$199,395 |

KYTC will contract with Explore, the developer of the IPC system for the hosting and maintenance of the system. This cost estimate is based upon the monthly charges to date.

Total Cost: \$199,395

85% Federal Share: \$169,485

15% State Share: \$29,910

Total Project Cost

| Project | Line Item | Chapter | Total Eligible Costs | 85% Federal | 15% State |
|---|---------------|---------|-------------------------|--------------|--------------|
| Maintenance of CVIEW, inspection software | Contractual 1 | 1 | \$171,764.71 | \$146,000.00 | \$25,764.71 |
| ITD/PRISM Admin & Tech Support | Contractual 2 | 2 | \$176,470.59 | \$150,000.00 | \$26,470.59 |
| ITD/PRISM Admin & Tech Support | Travel 1 | 2 | \$7,058.82 | \$6,000.00 | \$1,058.82 |
| ITD/PRISM Training | Contractual 3 | 3 | \$47,058.82 | \$40,000.00 | \$7,058.82 |
| ITD/PRISM Training | Travel 2 | 3 | \$3,529.41 | \$3,000.00 | \$529.41 |
| Data Quality | Contractual 4 | 4 | \$35,294.12 | \$30,000.00 | \$5,294.12 |
| IRP/IFTA Dues | Other | 5 | \$49,647.06 | \$42,200.00 | \$7,447.06 |
| E-screening Membership Dues | Other | 6 | \$8,823.53 | \$7,500.00 | \$1,323.53 |
| Maintenance of Roadside Systems | Contractual 5 | 7 | \$441,176.47 | \$375,000.00 | \$66,176.47 |
| Maintenance of IFTA/IPC System | Contractual 6 | 8 | \$199,394.12 | \$169,485.00 | \$29,909.12 |
| | Totals | | \$1,140,217.65 | \$969,185.00 | \$171,032.65 |

8 - Other Costs

Other Costs are those not classified elsewhere and are allocable to the Federal award. These costs must be specifically itemized and described. The total costs and allocation bases must be explained in the narrative. Examples of Other Costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.), unit cost, and percentage of time on MCSAP grant must be included.

Operations and Maintenance—If the State plans to include O&M costs that do not meet the definition of a contractual or subaward cost, details must be provided in the table and narrative below. Please identify these costs as ITD O&M, PRISM O&M, or SSDQ O&M. Sufficient detail must be provided in the narrative that explains what components of the specific program are being addressed by the O&M costs.

Enter a description of each requested Other Cost.

Enter the number of items/units, the unit of measurement, the cost per unit/item, and the percentage of time dedicated to the MCSAP grant for each Other Cost listed. Show the cost of the Other Costs and the portion of the total cost that will be billed to MCSAP. For example, you intend to purchase air cards for \$2,000 to be shared equally among five programs, including MCSAP. The MCSAP portion of the total cost is \$400.

Total Project Costs equal the Number of Units x Cost per Item x Percentage of Time on MCSAP grant.

Indirect Costs

Information on Indirect Costs ([2 CFR §200.56](#)) is captured in this section. This cost is allowable only when an approved indirect cost rate agreement has been provided. Applicants may charge up to the total amount of the approved indirect cost rate multiplied by the eligible cost base. Applicants with a cost basis of salaries/wages and fringe benefits may only apply the indirect rate to those expenses. Applicants with an expense base of modified total direct costs (MTDC) may only apply the rate to those costs that are included in the MTDC base ([2 CFR §200.68](#)).

- **Cost Basis** — is the accumulated direct costs (normally either total direct salaries and wages or total direct costs exclusive of any extraordinary or distorting expenditures) used to distribute indirect costs to individual Federal awards. The direct cost base selected should result in each Federal award bearing a fair share of the indirect costs in reasonable relation to the benefits received from the costs.
- **Approved Rate** — is the rate in the approved Indirect Cost Rate Agreement.
- **Eligible Indirect Expenses** — means after direct costs have been determined and assigned directly to Federal awards and other activities as appropriate. Indirect costs are those remaining to be allocated to benefitted cost objectives. A cost may not be allocated to a Federal award as an indirect cost if any other cost incurred for the same purpose, in like circumstances, has been assigned to a Federal award as a direct cost.
- **Total Indirect Costs** equal Approved Rate x Eligible Indirect Expenses divided by 100.

Your State will not claim reimbursement for Indirect Costs.

| Other Costs Project Costs | | | | | | | |
|---|---------------------------------------|------------------|--------------------------------|---|---------------------|--------------------|--------------------|
| Item Name | # of Units/ Unit of Measurement | Cost per Unit | % of Time on MCSAP Grant | Total Project Costs (Federal + State) | Federal Share | State Share | MOE |
| Conference Registration Fees | 5 Cost | \$550.00 | 100.0000 | \$2,750.00 | \$2,337.50 | \$412.50 | \$0.00 |
| FMCSR Regulation Books | 120 Cost | \$26.00 | 100.0000 | \$3,120.00 | \$2,652.00 | \$468.00 | \$0.00 |
| Hazardous Materials Regulation Books | 120 Cost | \$23.00 | 100.0000 | \$2,760.00 | \$2,346.00 | \$414.00 | \$0.00 |
| Mid American Truck Space Rental | 1 Cost | \$7,600.00 | 100.0000 | \$7,600.00 | \$6,460.00 | \$1,140.00 | \$0.00 |
| Cellular Costs | 1 Cost | \$35,000.00 | 100.0000 | \$35,000.00 | \$29,750.00 | \$5,250.00 | \$0.00 |
| Vehicle Repairs | 1 Cost | \$15,000.00 | 100.0000 | \$15,000.00 | \$12,750.00 | \$2,250.00 | \$0.00 |
| CVSA Decals | 1 Cost | \$13,500.00 | 100.0000 | \$13,500.00 | \$11,475.00 | \$2,025.00 | \$0.00 |
| Vehicle Operating Expenses | 1 Cost | \$60,846.59 | 100.0000 | \$60,846.59 | \$51,719.60 | \$9,126.99 | \$0.00 |
| Post Crash Data Retrieval Software | 1 Cost | \$6,000.00 | 100.0000 | \$6,000.00 | \$5,100.00 | \$900.00 | \$0.00 |
| Copy Machines | 1 Cost | \$8,000.00 | 100.0000 | \$8,000.00 | \$6,800.00 | \$1,200.00 | \$0.00 |
| CVSA Annual Dues | 1 Cost | \$10,400.00 | 100.0000 | \$10,400.00 | \$8,840.00 | \$1,560.00 | \$0.00 |
| Computer Maintenance | 324 12 | \$55.00 | 100.0000 | \$17,820.00 | \$15,147.00 | \$2,673.00 | \$0.00 |
| MOE Costs | 1 1 | \$86,931.31 | 0.0000 | \$0.00 | \$0.00 | \$0.00 | \$86,931.31 |
| TOTAL: Other Costs | | | | \$182,796.59 | \$155,377.10 | \$27,419.49 | \$86,931.31 |

Enter a detailed explanation of how the 'other' costs were derived and allocated to the MCSAP project.

Other:

This area covers several items that are necessary in the daily functions of the CMV Troop and are all associated with the CMV safety mission. These expenses are charged according to the utilization within the MCSAP program. These costs are necessary, reasonable, and allocable to the MCSAP program.

A portion of those charges would be MOE expenses so the percentage of time on the ecvsp chart will show 100% due to subtracting the MOE after figuring eligible MCSAP activities costs.

The KSP utilizes travel to maintain certifications, competence and the skills necessary to perform the mission of addressing commercial vehicle safety. The charges for travel, lodging and per-diema are placed under the travel category and the costs for registration are placed here at \$2,750 for three individuals to register for the CVSA conference and two for COHMED.

The KSP provides new and updated FMCSR regulation books to its officers as the regulations change regularly. Anticipated cost of 120 books is \$3,120.

The KSP provides new and updated Hazardous Materials FMCSR regulation books to its officers as the regulations change regularly. Anticipated cost of 120 books is \$2,760.

Rental cost for the Mid-American Truck Show - \$7,600.

KSP provides air cards to all officers and mobile phones to supervisors and PIOs, these cellular charges are charged to the grant and estimated to be \$35,000. The KSP provides air cards for its fulltime CMV staff for the sole reason of accessing CMV related data, uploading inspections etc. There is no other reason for CVE officers to have this technology therefore the cost is charged to the grant. Without this technology inspectors would not be able to check carrier and driver status as the FMCSA requires.

KSP provides maintenance and repairs to vehicles that are attributed to the MCSAP program and charged, prorated, based on the estimated and agreed upon percentage of hours that the personnel that operate these vehicles perform MCSAP eligible activities. Costs are estimated to be \$15,000.00 charged to the grant.

The KSP is a partner with the Commercial Vehicle Safety Alliance and this is a necessary partnership while completing our MCSAP eligible activities and our mission of CMV highway safety. As a member of the CVSA the KSP utilizes the CVSA Out of Service criteria and inspection decals. Approximately \$13,500 charged to the grant for decals.

The KSP maintains vehicle maintenance records in an in-house database and charges a 35 percent usage rate for actual costs incurred for vehicles that are not 100% MCSAP usage. Vehicles that are 100% MCSAP are charged at that rate. KSP provides a spreadsheet each billing cycle that addresses and identifies these charges. Fuel costs are estimated to be \$60,846.59 charged to the grant.

The KSP will need to update the CMV crash data retrieval systems. These systems are used by department officers for post crash data retrieval when investigating commercial vehicle fatality and serious injury crashes. Crash investigation is an important aspect of traffic safety and these tools will provide investigators a more thorough and complete review of why crashes have occurred in an attempt to learn from the data and therefore reduce crashes. The approximate cost for this update is \$6,000. This update is specifically CMV technology and utilized only for commercial vehicles.

The KSP provides copy machines at CVE Programs and scale facilities for the daily use of administration personnel, inspectors and officers. These copy machines are segregated and used only for MCSAP eligible costs and programs. Cost for these machines is expected to be \$8,000.

The KSP is a partner with the Commercial Vehicle Safety Alliance and this is a necessary partnership while completing our MCSAP eligible activities and our mission of CMV highway safety. The CVSA provides the Out of Service criteria utilized by the KSP as well as training opportunities and other activities to assist keeping staff knowledgeable and consistent. These costs are necessary, reasonable, and allocable.

CVSA membership - \$10,400 annually.

Lastly, Kentucky has formally moved all computer purchases etc to a department within the state, the Commonwealth Office of Technology. Each desktop computer accesses a \$55 charge for replacement and maintenance. KY estimates that this will affect approximately 27 computers throughout the troop at a cost of \$17,920.00.

9 - Comprehensive Spending Plan

The Comprehensive Spending Plan is auto-populated from all line items in the tables and is in read-only format. Changes to the Comprehensive Spending Plan will only be reflected by updating the individual budget category table(s).

| ESTIMATED Fiscal Year Funding Amounts for MCSAP | | | |
|--|-------------------|-----------------|-------------------------|
| | 85% Federal Share | 15% State Share | Total Estimated Funding |
| Total | \$4,739,575.00 | \$835,740.00 | \$5,575,315.00 |

| Summary of MCSAP Funding Limitations | | | | |
|--|----------------|--------------|--|--------------|
| Allowable amount for Overtime without written justification (15% of Basic Award Amount): | | | \$835,740.00 | |
| MOE Baseline: | | | \$1,751,368.59 | |
| Estimated Expenditures | | | | |
| Personnel | | | | |
| | Federal Share | State Share | Total Project Costs (Federal + Share) | MOE |
| Major | \$12,836.53 | \$2,265.27 | \$15,101.80 | \$0.00 |
| Captain | \$55,811.00 | \$9,849.00 | \$65,660.00 | \$0.00 |
| Lieutenant | \$58,601.55 | \$10,341.45 | \$68,943.00 | \$0.00 |
| Specialist Pay | \$462,400.00 | \$80,943.12 | \$543,343.12 | \$0.00 |
| Sergeant | \$150,689.70 | \$26,592.30 | \$177,282.00 | \$0.00 |
| Inspector | \$480,532.71 | \$84,799.89 | \$565,332.60 | \$0.00 |
| Officer | \$358,641.49 | \$63,289.67 | \$421,931.16 | \$0.00 |
| Coordinator/Staff | \$62,977.13 | \$11,113.61 | \$74,090.74 | \$0.00 |
| Programs Staff | \$100,459.80 | \$17,728.20 | \$118,188.00 | \$0.00 |
| Compliance Review Support | \$8,929.76 | \$1,575.84 | \$10,505.60 | \$0.00 |
| Administrative Support | \$90,134.77 | \$15,906.13 | \$106,040.90 | \$0.00 |
| Sergeant Special Assignment | \$401.84 | \$70.91 | \$472.75 | \$0.00 |
| Officers Special Assignment | \$5,313.23 | \$937.63 | \$6,250.86 | \$0.00 |
| Trooper Certified Inspectors | \$4,272.83 | \$754.03 | \$5,026.86 | \$0.00 |
| MOE Costs | \$0.00 | \$0.00 | \$0.00 | \$849,842.00 |
| Salary Subtotal | \$1,852,002.34 | \$326,167.05 | \$2,178,169.39 | \$849,842.00 |
| General Staff | \$0.00 | \$0.00 | \$0.00 | \$30,000.00 |
| Federal Overtime | \$22,463.97 | \$3,964.23 | \$26,428.20 | \$0.00 |
| Overtime subtotal | \$22,463.97 | \$3,964.23 | \$26,428.20 | \$30,000.00 |
| Personnel total | \$1,874,466.31 | \$330,131.28 | \$2,204,597.59 | \$879,842.00 |

| Fringe Benefits | | | | |
|------------------------------|-----------------------|---------------------|--|---------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Major | \$8,929.76 | \$1,575.84 | \$10,505.60 | \$0.00 |
| Captain | \$35,719.04 | \$6,303.36 | \$42,022.40 | \$0.00 |
| Lieutenant | \$39,067.70 | \$6,894.30 | \$45,962.00 | \$0.00 |
| Sergeant | \$117,203.10 | \$20,682.90 | \$137,886.00 | \$0.00 |
| Inspector | \$384,426.17 | \$67,839.91 | \$452,266.08 | \$0.00 |
| Officer | \$274,255.25 | \$48,397.99 | \$322,653.24 | \$0.00 |
| Coordinator/Staff | \$35,719.04 | \$6,303.36 | \$42,022.40 | \$0.00 |
| Programs Staff | \$89,297.60 | \$15,758.40 | \$105,056.00 | \$0.00 |
| Compliance Review Support | \$7,255.43 | \$1,280.37 | \$8,535.80 | \$0.00 |
| Administrative Support | \$89,297.60 | \$15,758.40 | \$105,056.00 | \$0.00 |
| Sergeant Special Assignment | \$312.54 | \$55.16 | \$367.70 | \$0.00 |
| Officers Special Assignment | \$4,063.04 | \$717.01 | \$4,780.05 | \$0.00 |
| Trooper Certified Inspectors | \$5,632.45 | \$993.96 | \$6,626.41 | \$0.00 |
| Specialist Pay | \$207,604.00 | \$36,636.00 | \$244,240.00 | \$0.00 |
| MOE COSTS | \$0.00 | \$0.00 | \$0.00 | \$661,395.69 |
| State Funded OT | \$0.00 | \$0.00 | \$0.00 | \$13,200.00 |
| Fringe Benefits total | \$1,298,782.72 | \$229,196.96 | \$1,527,979.68 | \$674,595.69 |

| Travel | | | | |
|------------------------------|--------------------|-------------------|--|---------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| MCSAP Commanders Meeting | \$5,222.40 | \$921.60 | \$6,144.00 | \$0.00 |
| Unplanned Training Travel | \$14,907.85 | \$2,630.80 | \$17,538.65 | \$0.00 |
| MCSAP FMCSA Planning Meeting | \$7,403.50 | \$1,306.50 | \$8,710.00 | \$0.00 |
| Routine Annual Training | \$8,500.00 | \$1,500.00 | \$10,000.00 | \$0.00 |
| COHMED Conference | \$3,391.50 | \$598.50 | \$3,990.00 | \$0.00 |
| CVSA Conference | \$5,406.00 | \$954.00 | \$6,360.00 | \$0.00 |
| CVSA Inspector Championship | \$1,915.90 | \$338.10 | \$2,254.00 | \$0.00 |
| Travel total | \$46,747.15 | \$8,249.50 | \$54,996.65 | \$0.00 |

| Equipment | | | | |
|--------------------------|---------------------|--------------------|--|---------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Patrol Vehicles | \$140,249.97 | \$24,749.99 | \$164,999.96 | \$0.00 |
| Patrol Vehicle Equipment | \$58,016.75 | \$10,238.25 | \$68,255.00 | \$0.00 |
| MOE Costs | \$0.00 | \$0.00 | \$0.00 | \$100,000.00 |
| Equipment total | \$198,266.72 | \$34,988.24 | \$233,254.96 | \$100,000.00 |

| Supplies | | | | |
|--------------------------------|--------------------|-------------------|--|--------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Uniforms and related equipment | \$25,500.00 | \$4,500.00 | \$30,000.00 | \$0.00 |
| Office Supplies | \$21,250.00 | \$3,750.00 | \$25,000.00 | \$0.00 |
| MOE Costs | \$0.00 | \$0.00 | \$0.00 | \$10,000.00 |
| Supplies total | \$46,750.00 | \$8,250.00 | \$55,000.00 | \$10,000.00 |

| Contractual and Subaward | | | | |
|---------------------------------------|-----------------------|---------------------|--|---------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Boone County Sheriffs Office | \$14,000.00 | \$2,470.59 | \$16,470.59 | \$0.00 |
| KY Transportation Cabinet | \$969,185.00 | \$171,032.65 | \$1,140,217.65 | \$0.00 |
| Lexington Division of Police | \$68,000.00 | \$12,000.00 | \$80,000.00 | \$0.00 |
| Louisville Police | \$68,000.00 | \$12,000.00 | \$80,000.00 | \$0.00 |
| Contractual and Subaward total | \$1,119,185.00 | \$197,503.24 | \$1,316,688.24 | \$0.00 |

| Other Costs | | | | |
|--------------------------------------|---------------------|--------------------|--|--------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Conference Registration Fees | \$2,337.50 | \$412.50 | \$2,750.00 | \$0.00 |
| FMCSR Regulation Books | \$2,652.00 | \$468.00 | \$3,120.00 | \$0.00 |
| Hazardous Materials Regulation Books | \$2,346.00 | \$414.00 | \$2,760.00 | \$0.00 |
| Mid American Truck Space Rental | \$6,460.00 | \$1,140.00 | \$7,600.00 | \$0.00 |
| Cellular Costs | \$29,750.00 | \$5,250.00 | \$35,000.00 | \$0.00 |
| Vehicle Repairs | \$12,750.00 | \$2,250.00 | \$15,000.00 | \$0.00 |
| CVSA Decals | \$11,475.00 | \$2,025.00 | \$13,500.00 | \$0.00 |
| Vehicle Operating Expenses | \$51,719.60 | \$9,126.99 | \$60,846.59 | \$0.00 |
| Post Crash Data Retrieval Software | \$5,100.00 | \$900.00 | \$6,000.00 | \$0.00 |
| Copy Machines | \$6,800.00 | \$1,200.00 | \$8,000.00 | \$0.00 |
| CVSA Annual Dues | \$8,840.00 | \$1,560.00 | \$10,400.00 | \$0.00 |
| Computer Maintenance | \$15,147.00 | \$2,673.00 | \$17,820.00 | \$0.00 |
| MOE Costs | \$0.00 | \$0.00 | \$0.00 | \$86,931.31 |
| Other Costs total | \$155,377.10 | \$27,419.49 | \$182,796.59 | \$86,931.31 |

| Total Costs | | | | |
|----------------------------------|-----------------------|---------------------|--|-----------------------|
| | Federal Share | State Share | Total Project Costs (Federal + State) | MOE |
| Subtotal for Direct Costs | \$4,739,575.00 | \$835,738.71 | \$5,575,313.71 | \$1,751,369.00 |
| Total Costs Budgeted | \$4,739,575.00 | \$835,738.71 | \$5,575,313.71 | \$1,751,369.00 |

10 - Financial Summary

The Financial Summary is auto-populated by the system by budget category. It is a read-only document and can be used to complete the SF-424A in Grants.gov. Changes to the Financial Summary will only be reflected by updating the individual budget category table(s).

- The system will confirm that percentages for Federal and State shares are correct for Total Project Costs. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that Planned MOE Costs equal or exceed FMCSA funding limitation. The edit check is performed on the **"Total Costs Budgeted"** line only.
- The system will confirm that the Overtime value does not exceed the FMCSA funding limitation. The edit check is performed on the **"Overtime subtotal"** line.

ESTIMATED Fiscal Year Funding Amounts for MCSAP

| | 85% Federal Share | 15% State Share | Total Estimated Funding |
|-------|-------------------|-----------------|-------------------------|
| Total | \$4,739,575.00 | \$835,740.00 | \$5,575,315.00 |

Summary of MCSAP Funding Limitations

| | |
|--|----------------|
| Allowable amount for Overtime without written justification (15% of Basic Award Amount): | \$835,740.00 |
| MOE Baseline: | \$1,751,368.59 |

Estimated Expenditures

| | Federal Share | State Share | Total Project Costs (Federal + State) | Planned MOE Costs |
|--------------------------------|-----------------------|---------------------|--|-----------------------|
| Salary Subtotal | \$1,852,002.34 | \$326,167.05 | \$2,178,169.39 | \$849,842.00 |
| Overtime Subtotal | \$22,463.97 | \$3,964.23 | \$26,428.20 | \$30,000.00 |
| Personnel Total | \$1,874,466.31 | \$330,131.28 | \$2,204,597.59 | \$879,842.00 |
| Fringe Benefits Total | \$1,298,782.72 | \$229,196.96 | \$1,527,979.68 | \$674,595.69 |
| Travel Total | \$46,747.15 | \$8,249.50 | \$54,996.65 | \$0.00 |
| Equipment Total | \$198,266.72 | \$34,988.24 | \$233,254.96 | \$100,000.00 |
| Supplies Total | \$46,750.00 | \$8,250.00 | \$55,000.00 | \$10,000.00 |
| Contractual and Subaward Total | \$1,119,185.00 | \$197,503.24 | \$1,316,688.24 | \$0.00 |
| Other Costs Total | \$155,377.10 | \$27,419.49 | \$182,796.59 | \$86,931.31 |
| | 85% Federal Share | 15% State Share | Total Project Costs (Federal + State) | Planned MOE Costs |
| Subtotal for Direct Costs | \$4,739,575.00 | \$835,738.71 | \$5,575,313.71 | \$1,751,369.00 |
| Indirect Costs | \$0.00 | \$0.00 | \$0.00 | NA |
| Total Costs Budgeted | \$4,739,575.00 | \$835,738.71 | \$5,575,313.71 | \$1,751,369.00 |

Part 5 - Certifications and Documents

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to as a condition of participation in MCSAP. The submission of the CVSP serves as official notice and certification of compliance with these requirements. State or States means all of the States, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, American Samoa, Guam, and the Virgin Islands.

If the person submitting the CVSP does not have authority to certify these documents electronically, then the State must continue to upload the signed/certified form(s) through the "My Documents" area on the State's Dashboard page.

1 - State Certification

The State Certification will not be considered complete until the four questions and certification declaration are answered. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of the person certifying the declaration for your State? Major Nathan Day
2. What is this person's title? Director
3. Who is your Governor's highway safety representative? Noel Hunter
4. What is this person's title? Governors Highway Saafety Director

The State affirmatively accepts the State certification declaration written below by selecting 'yes'.

- ☐ Yes
- ☒ Yes, uploaded certification document
- ☐ No

State Certification declaration:

I, Major Nathan Day, Director, on behalf of the Commonwealth of KENTUCKY, as requested by the Administrator as a condition of approval of a grant under the authority of [49 U.S.C. § 31102](#), as amended, certify that the Commonwealth satisfies all the conditions required for MCSAP funding, as specifically detailed in [49 C.F.R. § 350.211](#).

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

2 - Annual Review of Laws, Regulations, Policies and Compatibility Certification

You must answer all three questions and indicate your acceptance of the certification declaration. Selecting 'no' in the declaration may impact your State's eligibility for MCSAP funding.

1. What is the name of your certifying State official? Major Nathan Day
2. What is the title of your certifying State official? Director
3. What are the phone # and email address of your State official? 919 Versailles Road Frankfort, KY 40601
502-782-1800

The State affirmatively accepts the compatibility certification declaration written below by selecting 'yes'.

- ☐ Yes
- ☒ Yes, uploaded certification document
- ☐ No

I, Major Nathan Day, certify that the Commonwealth has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the Commonwealth's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program. For the purpose of this certification, Compatible means Commonwealth laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation in the text box below.

Kentucky's MCSAP review completed in 2010 identified issues regarding incompatibility with some regulations. KSP, Commercial Vehicle Enforcement Division is diligently working with the Kentucky Department of Transportation to introduce legislation addressing for-hire bus carriers and farm trucks. To date, the agencies have been unable to have legislation introduced that would bring the Commonwealth into compliance with federal law as it is taking a substantial amount of time and effort to educate the Kentucky General Assembly regarding the need to implement this very important legislation. We continue to work with legislators and educate them on the importance of adopting these laws to bring for-hire bus carriers and farm trucks into compliance. Updating for FFY 2019 CVSP, We have presented the legislative proposals to the Transportation Cabinet addressing the deficiencies and those proposals are to be addressed by the Transportation Cabinet with the General Assembly. Until some of these statutes are changed, the regulations cannot be amended. Other regulatory proposals are also being submitted to the Executive Branch for Review in an effort to address the deficiencies. Kentucky did pass some additional statutes to assist the CMV Industry such as "Platooning" and a stronger emphasis on preventing masking of CDL holders CDL.

3 - New Laws/Legislation/Policy Impacting CMV Safety

Has the State adopted/enacted any new or updated laws (i.e., statutes) impacting CMV safety since the last CVSP or annual update was submitted?

☒ Yes ☐ No

In the table below, please provide the bill number and effective date of any new legislation. Include the code section which was changed because of the bill and provide a brief description of the legislation. Please include a statute number, hyperlink or URL, in the summary. Do NOT include the actual text of the Bill as that can be very lengthy.

| Legislative Adoption | | | |
|----------------------|----------------|----------------------|---|
| Bill Number | Effective Date | Code Section Changed | Summary of Changes |
| HB277 | 07/01/2018 | 383 | Strengthened the restriction on masking of CDL holders violations |

Has the State adopted/enacted any new administrative actions or policies impacting CMV safety since the last CVSP?

☐ Yes ☒ No

FY 2019 Certification of MCSAP Conformance (State Certification)

I Nathan Day, Major, on behalf of the Commonwealth of Kentucky, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Kentucky State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the Kentucky State Police as well as its sub-grantees, Lexington Police, Louisville Police and the Boone County Sheriff's Office to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.

9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.
10. The State will ensure that CMV size and weight enforcement activities funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
11. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
12. The State will (1) establish and dedicate sufficient resources to a program to provide FMCSA with accurate, complete, and timely reporting of motor carrier safety information that includes documenting the effects of the State's CMV safety programs; (2) participate in a national motor carrier safety data correction program (DataQs); (3) participate in appropriate FMCSA systems including information technology and data systems; and (4) ensure information is exchanged in a timely manner with other States.
13. The State will ensure that the CVSP, data collection, and information data systems are coordinated with the State highway safety improvement program under sec. 148(c) of title 23, U.S. Code. The name of the Governor's highway safety representative (or other authorized State official through whom coordination was accomplished) is Noel Hunter.
14. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
15. The State will ensure that it has departmental policies stipulating that roadside inspections will be conducted at locations that are adequate to protect the safety of drivers and enforcement personnel.
16. The State will ensure that MCSAP-funded personnel, including sub-grantees, meet the minimum Federal standards set forth in 49 CFR part 385, subpart C for training and experience of employees performing safety audits, compliance reviews, or driver/vehicle roadside inspections.
17. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C 13902, 31134, and 49 CFR § 392.9a by prohibiting the operation of any vehicle discovered to be operating without the required registration or beyond the scope of the motor carrier's registration.
18. The State will cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139 and 49 CFR part 387.
19. The State will include, in the training manual for the licensing examination to drive a non-CMV and the training manual for the licensing examination to drive a CMV, information on best practices for safe driving in the vicinity of noncommercial and commercial motor vehicles.

20. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
21. The State will ensure that, except in the case of an imminent or obvious safety hazard, an inspection of a vehicle transporting passengers for a motor carrier of passengers is conducted at a bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).
22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. § 31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State will fully participate in the performance and registration information systems management program under 49 U.S.C. § 31106(b) not later than October 1, 2020, or demonstrates to FMCSA an alternative approach for identifying and immobilizing a motor carrier with serious safety deficiencies in a manner that provides an equivalent level of safety.
25. In the case of a State that shares a land border with another country, the State may conduct a border CMV safety program focusing on international commerce that includes enforcement and related projects or will forfeit all MCSAP funds based on border-related activities.
26. In the case that a State meets all MCSAP requirements and funds operation and maintenance costs associated with innovative technology deployment with MCSAP funds, the State agrees to comply with the requirements established in 49 CFR 350.203 and 350.310.

Date 06/07/2018

Signature Major Nathan Day

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Nathan Day, Major**, certify that the State has conducted the annual review of its laws and regulations for compatibility regarding commercial motor vehicle safety and that the State's safety laws remain compatible with the Federal Motor Carrier Safety Regulations (49 CFR parts 390-397) and the Hazardous Materials Regulations (49 CFR parts 107 (subparts F and G only), 171-173, 177, 178, and 180) and standards and orders of the Federal government, except as may be determined by the Administrator to be inapplicable to a State enforcement program.

For the purpose of this certification, Compatible means State laws or regulations pertaining to interstate commerce that are identical to the FMCSRs and HMRs or have the same effect as the FMCSRs and identical to the HMRs and for intrastate commerce rules identical to or within the tolerance guidelines for the FMCSRs and identical to the HMRs.

If there are any exceptions that should be noted to the above certification, include an explanation below.

Signature of Certifying Official: Major Nathan Day

Title of Certifying Official: Major

Date of Certification: 06/07/2018

ANNUAL CERTIFICATION OF COMPATABILITY

Kentucky's MCSAP review completed in 2010 identified issues regarding incompatibility with some regulations. KSP, Commercial Vehicle Enforcement Division is diligently working with the Kentucky Department of Transportation to introduce legislation addressing for-hire bus carriers and farm trucks. To date, the agencies have been unable to have legislation introduced that would bring the Commonwealth into compliance with federal law as it is taking a substantial amount of time and effort to educate the Kentucky General Assembly regarding the need to implement this very important legislation. We continue to work with legislators and educate them on the importance of adopting these laws to bring for-hire bus carriers and farm trucks into compliance. Updating for FFY 2019 CVSP, We have presented the legislative proposals to the Transportation Cabinet addressing the deficiencies and those proposals are to be addressed by the Transportation Cabinet with the General Assembly. Until some of these statutes are changed, the regulations cannot be amended. Other regulatory proposals are also being submitted to the Executive Branch for Review in an effort to address the deficiencies.

There were some pertinent and positive bills were passed during the 2018 legislative session:

1 – Masking of CDL

➔SECTION 2. A NEW SECTION OF KRS CHAPTER 281A IS CREATED TO READ AS FOLLOWS:

(1) The Commonwealth shall not mask, defer imposition of judgment, or allow an individual to enter into a diversion program that would prevent a CDL holder's conviction for any violation, in any type of motor vehicle, of a state or local traffic control law from appearing on the CDLIS driver record, whether the driver was convicted for an offense committed in the Commonwealth or another state.

(2) This section shall not apply to the following violations:

(a) Parking;

(b) Vehicle weight; or

(c) Vehicle defect.

2 – Human Trafficking Training for CDL Holders

AN ACT relating to the training of commercial driver's license holders in identifying and reporting human trafficking.

Amend KRS 281A.010 to define "human trafficking"; amend KRS 281A.120 to require a person applying for a commercial driver's license to complete training related to identifying and reporting human trafficking; amend KRS 281A.130 to conform; amend KRS 281A.170 to require commercial driver's licenses to be issued with a wallet card that outlines the signs of human trafficking and how to report it, and includes the National Human Trafficking Hotline number; amend KRS 281A.320 and 281.755 to conform.

(d) Has completed training related to identifying and reporting human trafficking as evidenced by a certificate of completion from the online Truckers Against Trafficking training program or a successor program identified in administrative regulations promulgated in accordance with KRS 281A.040.

2 – Platooning

5 (1) A motor carrier may operate a platoon on the highways of this state if the motor
6 carrier complies with this section.

7 (2) Motor carriers wishing to operate a platoon shall provide notification to the
8 department and the Kentucky State Police, including a plan for general platoon
9 operations. The department shall have thirty (30) days from the date of receipt to
10 review the notification plan submitted and determine whether it will approve or
11 reject the plan. If the department rejects a submitted plan, it shall inform the
12 motor carrier of the reason for the rejection and provide guidance on how to
13 resubmit the notification and plan to meet the standards.

14 (3) Only commercial motor vehicles shall be eligible to operate in a platoon.

15 (4) An appropriately endorsed driver who holds a valid commercial driver's license
16 shall be present behind the wheel of each commercial motor vehicle in a platoon.

17 (5) A commercial motor vehicle involved in a platoon shall not draw another motor
18 vehicle in the platoon.

19 (6) Each commercial motor vehicle involved in a platoon shall display a marking
20 warning other motorists and law enforcement that the vehicle may be part of a
21 platoon.

22 (7) The department shall promulgate administrative regulations in accordance with
23 KRS Chapter 13A to set forth procedures for platooning, including required
24 elements of a platooning plan.



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

1200 New Jersey Avenue, SE
Washington, DC 20590

July 3, 2018

In Reply Refer To: MC-CR
FY 2019 Pre-Award KSP

Mr. Richard W. Sanders, Commissioner
Kentucky State Police
919 Versailles Road
Frankfort, KY 40601

Dear Commissioner Sanders:


We are in receipt of the Kentucky State Police's (KSP) Federal Motor Carrier Safety Administration (FMCSA) Title VI Program Compliance Plan. We have reviewed your FMCSA Title VI Program Compliance Plan and find that the Plan contains all elements stipulated in the FMCSA Title VI Program Compliance Plan Checklist. Therefore, FMCSA approves KSP's Title VI Program Compliance Plan for Federal Fiscal Year (FY) 2019. We do request that KSP notify FMCSA's Office of Civil Rights should it be the object of a Title VI Program compliance review conducted by another Federal agency. In this eventuality, we will coordinate with KSP to ensure that the Title VI Program Compliance Plan is updated with the additional information.

On an annual basis, FMCSA's Office of Civil Rights will conduct compliance reviews of a representative sampling of FMCSA Grant Recipients. FMCSA has approximately 125 Recipients annually. If and/or when KSP is chosen as one of the FMCSA Grant Recipients' Title VI Program that will be reviewed in a given year, the Office of Civil Rights will use the approved Title VI Program Compliance Plan as the basis for conducting the desk audit and will request additional documentation as deemed appropriate during the review.

In addition, a small number of Recipients who are selected for a Title VI Program compliance review will also be selected for an on-site visit which will include personnel interviews. We appreciate your future assistance in the event KSP is chosen for a compliance review in a given year.

If at any time your Agency has Title VI Program-related questions, please do not hesitate to contact Mr. Lester Finkle, National Title VI Program Manager at (202) 366-4474 or lester.finkle@dot.gov.

Sincerely,


for Kennie J. May, Sr.
Director
Office of Civil Rights

Cc: John Smoot, MCSAP & Federal Training Coordinator, Kentucky State Police
Linda Goodman, Division Administrator, Kentucky Division Office

Smoot, John E (KSP)

From: White, Camille (FMCSA) <Camille.White@dot.gov>
Sent: Monday, July 30, 2018 11:01 AM
To: Goodman, Linda (FMCSA); Brooks, Karen (FMCSA)
Cc: Melander, Paul (FMCSA); Smoot, John E (KSP); Jacoby, Jeremy (FMCSA); Kostelnik, Jack (FMCSA); Liberatore, Thomas (FMCSA)
Subject: RE: 12-month OOS catch rate report for FY19 eCVSP development

Hi Linda,

Thank you for following up and my apology for not getting back sooner. As per our conversation this morning, 385.13d is not a violation in the OOS criteria, which is why it was identified as a "miss." The closest violation is 385.12d(2) "operating under a State issued intrastate OOS order for UNSAT/UNFIT," which is not the correct violation for this carrier's OOS conditions and it's rarely cited. The correct violation is 386.111a – KY State inspectors are pretty consistent with citing the correct violations. Moving forward, this can be addressed easily through training and with KY's new inspection software being deployed, it will auto query for OOS and auto-populate the correct OOS violation to make the identification process easier for inspectors.

I appreciate you and your State Partners taking a closer look and bringing any potential data quality issues to our attention. Please let me know if you need anything else.

Thanks,

-C

Camille M. White

Transportation Specialist | PRISM Program Manager
USDOT | FMCSA | Enforcement Division
1200 New Jersey Ave, SE, W63-461, Washington, DC 20590
Office: 202.493.0442 | Email: Camille.White@dot.gov

From: Goodman, Linda (FMCSA)
Sent: Monday, July 30, 2018 8:32 AM
To: White, Camille (FMCSA) <Camille.White@dot.gov>; Brooks, Karen (FMCSA) <karen.brooks@dot.gov>
Cc: Melander, Paul (FMCSA) <paul.melander@dot.gov>; John Smoot <johne.smoot@ky.gov>
Subject: RE: 12-month OOS catch rate report for FY19 eCVSP development

Camille,
Have you had chance to look at this? CVSP is due Aug 1.

Thanks,

Linda H. Goodman
Division Administrator
FMCSA, Kentucky Division
330 W Broadway RM 124
Frankfort, KY 40601
Phone (502)223-6768
Cell (502)330-6974

DRIVER/VEHICLE EXAMINATION REPORT

inSPECT 1.98.1



Kentucky State Police
Commercial Vehicle Enforcement Division
919 Versailles Road
Frankfort, Kentucky 40601
Fax 502-573-0021

Report Number: KYCV43541855
Inspection Date: 09/13/2017
Start: 4:05 PM ET End: 5:20 PM ET
Inspection Level: II - Walk-Around
HM Inspection Type: None

EG UNITED INC
227 N BELMONT ST #5
GLENDALE, CA, 91206

USDOT: 2596726

MC/MX#: 911559

State#:

Location: BOONE COUNTY WEIGH
FACILITY

Highway: I-0071

County: BOONE

Phone#: (727)777-7577

Fax#:

Driver: GALADZHYAN, VAHRAM

License#: B6091628

Date of Birth: 08/04/1979

CoDriver:

License#:

Date of Birth:

State: CA

State:

Milepost: 71 Shipper: N/A

Origin: ERLANGER, KY

Destination: INDIANAPOLIS, IN

Bill of Lading: N/A

Cargo: EMPTY

VEHICLE IDENTIFICATION

| Unit | Type | Make | Year | State | Plate | Equipment ID | VIN | GVWR | CVSA # | Issued # | OOS Sticker |
|------|------|------|------|-------|---------|--------------|-------------------|-------|--------|----------|-------------|
| 1 | TT | FRHT | 2012 | CA | XP08442 | 006 | 1FUJGLDR1CSBF6882 | 52000 | | | |
| 2 | ST | HYTR | 2018 | ME | B771929 | 781130 | 3H3V532C5JT622066 | 68000 | | | |

BRAKE ADJUSTMENTS: No brake measurements required for level II or level III

VIOLATIONS

| Section | Type | Unit | OOS | Citation # | Verify | Crash | Violations Discovered |
|---------|------|------|-----|------------|--------|-------|--|
| 385.13D | F | D | Y | CQ81987 | N | N | Failing to comply with an Unsatisfactory Out of Service Order: Federal Out of Service Order. FOOS Unfit Carrier. |
| 395.8 | F | D | N | CQ81987 | N | N | Record of Duty Status violation (general/form and manner): Violation(s) of 395.8(h)(5) |
| 393.60C | F | 1 | N | | N | N | Damaged or discolored windshield: Crack extending up windshield into area affected by wipers, in driver view. |

HazMat: No HM transported

Placard:

Cargo Tank:

Special Checks:

Alcohol/Controlled Substance Check
Conducted by Local Jurisdiction
Size and Weight Enforcement
X eScreen Inspection

Traffic Enforcement
PASA Conducted Inspection
Drug Interdiction Search

Post Crash Inspection
PBBT Inspection

State Information:

Driver's Lic. Check (Y or N): Y; Cargo Tank Inspection: N; Bulk Packaging: N; Carrier Validation (Y or N): Y

Notes: Record of Duty Status, Form and Manner Violations on 9/13/2017

395.8(h)(5) - Driver failed to appropriately indicate location and remarks for changes in duty status.

Pursuant to authority in 49 CFR 396.9 and KRS 281.600 and 601 KAR 1:005, driver VAHRAM GALADZHYAN is OUT OF SERVICE. No motor carrier shall permit nor require this driver to operate any commercial vehicle until: Out of service order rescinded or lifted.

Attention Motor Carrier: If the inspection indicates violations/defects on the driver and or vehicle a signed copy of the inspection shall be returned within 15 days to the address shown at the top left of the inspection. An inspection absent any type of violation/defect does not need to be returned.

Motor carriers are required to keep a copy of this inspection on file for 12 months from the date of inspection (49 CFR 396.9(d)(3)(ii)).

NOTE: Drivers or carriers may challenge the accuracy or validity of a commercial vehicle inspection, including the issuance of an Out of Service Order, by contacting the Federal Motor carrier Safety Administration (FMCSA) at: <https://dataqs.fmcsa.dot.gov>

If your citation for a fatigue and or illness violation is dismissed by a prosecutor or judge for lack of probable cause, or you are acquitted of the charge, you can make application through the DataQ system to have the related out of service order rescinded.

The undersigned certifies that all violations noted have been corrected and compliance achieved with the Federal Motor Carrier Safety and / or Federal Hazardous Materials Regulations as applicable to motor carriers and drivers.

Signature Of Motor Carrier X: _____ Title: _____ Date: _____



Smoot, John E (KSP)

From: Smoot, John E (KSP)
Sent: Tuesday, July 24, 2018 11:40 AM
To: Goodman, Linda (FMCSA)
Subject: Re: CVSP

It also shows in MCMIS

| Violations | | | | | | | | | |
|------------|-------|----------------|-----------------------------|-----|------------|---------------|-----------------|-----------------------|----------|
| Viol# | Unit# | Violation Code | Viol Category | OOS | Post Crash | Verify Defect | State Citation# | State Citation Result | |
| 1 | D | 385.13(D) | ALL OTHER DRIVER VIOLATIONS | Y | N | N | CQ81987 | N/A | FAIL SEF |
| 2 | D | 395.8 | ALL OTHER HOURS-OF-SERVICE | N | N | N | CQ81987 | N/A | REC 395 |
| 3 | 1 | 393.60(C) | WINDSHIELD | N | N | N | | N/A | DAN AFF |

From: Smoot, John E (KSP)
Sent: Tuesday, July 24, 2018 11:32 AM
To: Goodman, Linda (FMCSA)
Subject: Re: CVSP

Linda,

Attached is the inspection they say we missed Unsat/Unfit on and it shows that he did cite for it. Please advise.

Thanks

John

From: Goodman, Linda (FMCSA) <linda.goodman@dot.gov>
Sent: Monday, July 23, 2018 7:59 AM
To: Smoot, John E (KSP)
Subject: RE: CVSP

Gotcha, I will check today.

Linda H. Goodman