



KENTUCKY

Commercial Vehicle Safety Plan

Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program

Fiscal Years 2022 - 2024

Date of Approval: August 10, 2022

FINAL CVSP



**U.S. Department of Transportation
Federal Motor Carrier Safety Administration**

Part 1 - MCSAP Overview

Part 1 Section 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 350.209, 350.211 and 350.213](#). The lead agency must submit the State's CVSP to the FMCSA Division Administrator on or before the due date 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 or annual update each year to receive MCSAP funds.

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 (FY 2022 - 2024)
- Part 2: Crash Reduction and National Program Elements (FY 2022 - 2024)
- Part 3: National Emphasis Areas and State Specific Objectives (FY 2022 - 2024)
- Part 4: Financial Information (FY 2022)
- Part 5: Certifications and Documents (FY 2022)

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 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.

REMINDERS FOR FY 2022:

Multi-Year plans—All States will be utilizing the multi-year CVSP format. This means that objectives, projected goals, and activities in the plan will cover a full three-year period. The financial information and certifications will be updated each fiscal year.

Annual Updates for Multi-Year plans—States in Year 2 or Year 3 of a multi-year plan will be providing an Annual Update only. States will review the project plan submitted the previous year and indicate any updates for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If Yes is indicated selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. (Note: Trend Analysis information that supports your current activities is not editable.) Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "No" is selected, then no information in this section will be editable and the user should move forward to the next section.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2021 plans. States must carefully review and update this information to reflect FY 2022 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information that is added should detail major programmatic changes. Do not include minor modifications that reflect normal business operations (e.g., personnel changes).
- Add any updates to the narrative areas and indicate changes by preceding it with a heading (e.g., FY 2022 update). Include descriptions of the changes to your program, including how data tables were modified.
- The Trend Analysis areas in each section are only open for editing in Year 1 of a three-year plan. This data is not editable in Years 2 and 3.

Personally Identifiable Information - PII is information which, on its own or matched with other data, would permit identification of an individual. Examples of PII include: name, home address, social security number, driver's license number or State-issued identification number, date and/or place of birth, mother's maiden name, financial, medical, or educational

records, non-work telephone numbers, criminal or employment history, etc. PII, if disclosed to or altered by unauthorized individuals, could adversely affect the Agency's mission, personnel, or assets or expose an individual whose information is released to harm, such as identity theft.

States are reminded **not** to include any PII in their CVSP. The final CVSP approved by FMCSA is required to be posted to a public FMCSA website.

Part 1 Section 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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

"The mission of the Division of Commercial Vehicle Enforcement is to encourage and promote a safe driving environment through education and safety awareness while enforcing State and Federal laws and regulations, placing special emphasis on commercial vehicles."

Kentucky's mission and goals continue to 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 3% during the three year period covered during calendar years 2022 - 2024 by evaluating crashes throughout the state and breaking down the high crash corridors for each of its six regions. A baseline is established utilizing crash data from calendar years 2017 – 2019 to evaluate effectiveness of activities and supporting the primary mission of the Federal Motor Carrier Safety Administration (FMCSA) to save lives and reduce crashes and injuries by advancing large truck and bus safety through collaboration, education, research, technology, and compliance.. "

Kentucky's 2022 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 2022 CVSP will also contain activities that follow the FY 2022 FMCSA national priorities including work zone areas even though Kentucky is not included in the list of top ten states, the KSP considers work zone safety a high priority and utilizes enforcement before and after the zones. A review of Crash Zone documented crashes, data included, shows that during the three year period 2018 – 2020 Kentucky observed 376 crashes in work zones and five of those included fatalities with 46 injury collisions. Additionally, the majority of these work zone crashes fall upon the identified high crash corridors so they will receive attention from the KSP crash reduction emphasis.

The continuing implementation of CSA has provided challenges and change within the KSP; resources have been redirected and dedicated to handle DataQ's on a daily basis and the KSP follows the guidance relating to the adjudicated citation policy. The KSP has a dedicated staff to complete compliance reviews and modified operations to mostly an off-site plan as required by the Pandemic of 2020.

With the modification to the MCSAP BASIC grant structure in 2017 and inclusion of the New Entrant program under the MCSAP umbrella, the 2022 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. With the current workload and staffing issues KY has not been able to implement and sustain an intrastate New Entrant program but will continue to keep that in mind if staffing and workloads allow. 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 of Lexington, Louisville, and Boone County. These three agencies provide an 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 in 2017 placing Innovative Technology Deployment (formerly CVISN) and PRISM operation and maintenance costs under the MCSAP umbrella, the KSP has added the Kentucky Department of Transportation (KYTC) as a sub-grantee to provide funding to allow the KYTC to manage those programs.

Kentucky long ago developed the Governor's Executive Committee on Highway Safety (GECHS); *This Committee is an executive-level, multi-agency group of highway safety advocates from varying backgrounds who serve with "one voice" on Kentucky highway safety issues.* Kentucky recently updated its Strategic Highway Safety Plan for 2020 – 2024; the plan identifies six focused emphasis areas to guide highway safety improvements. These six, Aggressive Driving, Distracted Driving, Impaired Driving, Occupant Protection, Roadway Departure, and Vulnerable Road Users are selected for both the urgency of the problem and the opportunity for improvement. The 2020 – 2024 plan integrates Kentucky's CVSP within its documents:

"Integration with Other Kentucky State Plans, Programs, and Funding The Kentucky SHSP is the state's comprehensive transportation safety plan. The SHSP serves as the coordinating document for other plans and programs that involve highway safety. • Federal Highway Administration (FHWA) - Highway Safety Improvement Program (HSIP) • National Highway Traffic Safety Administration (NHTSA) - Highway Safety Plan (HSP) • Federal Motor Carrier Safety Administration (FMCSA) - Motor Carrier Safety Assistance Program (MCSAP) • FMCSA - Commercial Vehicle Safety Plan (CVSP) • Kentucky Traffic Records Assessment Committee (KTRAC) - Strategic Plan for Data Improvement • KYTC Statewide and Metropolitan Planning Organizations (MPO) Long Range Transportation Plans • Kentucky Freight Plan"

The stated goal of the current highway safety plan is:

“Through implementation of this SHSP, prevent serious crashes on Kentucky’s highways such that the annual number of deaths falls at or below 500 by the year 2024”.

[2020 SHSP SAFE KY Highway Safety Plan Final 5-20.pdf](#)

Kentucky has seen success in reducing its fatality count especially during 2014 when it hit a 14 year low for CMV fatalities, 68 compared to 96 fatalities in 2000. Kentucky continues to look for ways to further reduce the needless loss of life on Kentucky’s highways; regrettably Kentucky observed a rise in fatalities and crashes during calendar year (CY) 2015 - 2016. Vehicle Miles Traveled (VMT) did increase during the years of 2016 – 2018 and during CY 2017 Kentucky saw a significant reduction in CMV fatality rate hitting a record low .117 rate compared to .177 during 2015. The VMT dropped slightly during 2019 and Kentucky observed rises in the fatality rate during 2019 and 2020. The Pandemic year of 2020 brought about a nationwide increase in fatalities which could have resulted due to many factors and is well explained in the April issue of the National Traffic Law Center, Between the Line article:

“ With most everyone limiting their travel, it stands to reason that less risk exposure equates to improved safety. But a range of unanticipated factors have been at play. Empty roads provided more opportunities for speeding, prompting some drivers to put the pedal to the metal. At the same time, the initial stay-at-home orders in many states not only grounded motorists, but also many traffic enforcement operations, reducing their deterrent effect. This reduction in enforcement was further exacerbated by the death of George Floyd and calls to defund police along with the reallocation of state and local police resources to address protests and COVID related issues. The pandemic has also changed travel patterns. Many commuters abandoned public transit for personal vehicles, which prompted a boom in used car sales. Some evidence suggests that motorists who remained on the road tended to be less risk-averse, while the safest drivers were more likely to stay home. Many people switched to travel by bicycle, foot or other non-motorized modes for business or recreation. Meanwhile, the risk factors that continue to threaten non-motorized travelers—lack of infrastructure, larger vehicles, and dangerous driving, now elevated—remained the same.”

The reality of how a COVID-19 affected agencies ability to provide enforcement efforts, to meet goals, objectives and activity is being seen in the crash and inspection statistics for 2020. KSP hopes to get back to normal operations and to be able to address the goals of FMCSA and KSP in dealing with traffic safety and working to meets its new goal of reducing crashes on its high crash corridors by the anticipated 3% reduction by the close of FFY 2024.

Data source: FMCSA A&I crash statistics, KSP Crash Database, J. E. Smoot, May 20, 2021

Revised 05/23/2022

Part 1 Section 3 - MCSAP Structure Explanation

Instructions:

Answer the questions about your grant activities and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. Please do not include activities or expenses associated with any other FMCSA grant program.

Complete the check boxes below if they affirmatively apply to this CVSP:

- ☒ Initiatives involving "rural roads" are specifically included in this CVSP.
- ☒ The State has voluntarily submitted an annual Training Plan to the National Training Center (NTC).

FFY 2022 Updates per BIL funding

Personnel numbers were updated based on current staff, no significant changes.

Kentucky will be entering its 33rd year in the Motor Carrier Safety Assistance Program and begins a new three cycle of a multi-year 3 year Commercial Vehicle Safety Plan (CVSP) with this 2022 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 four divisions, Administrative, Technical Services, Operations, and the Commercial Vehicle Enforcement Division (CVE). CVE has its central headquarters located in Frankfort, KY and for command purposes is divided into three area, East, West and Central while maintaining six regions for identifying enforcement corridors and crash data. The current projected operation staffing, including CMV trained troopers, is approximately 172 sworn and civilian personnel. This staffing is broken down as follows:

29 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.

5 Additional inspectors that are assigned as New Entrant Auditors.

49 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.

There are 19 sworn personnel assigned to special duties or the Programs Branch that maintain certification and complete at least 32 level one inspections per year.

Lastly KSP has 17 support staff that works within the KSP and utilize a percentage of grant funding.

Additionally, KSP has approximately 53 North American Standard trained troopers who perform level one and level three inspections.

Kentucky's program is comprehensive, encompassing all the National Program elements outlined by the Federal Motor Carrier Safety Administration (FMCSA). In addition to routine inspection, enforcement operations, and compliance reviews the KSP continues the New Entrant Safety Audit program that was developed in 2005 to conduct all New Entrant Safety Audits on Kentucky interstate motor carriers. KSP will continue efforts to implement an Intrastate New Entrant program in FFY 2022.

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 the Special Operations section and funded by MCSAP only when completing MCSAP eligible activities. The drug interdiction unit, along with all inspecting personnel within the department work to eliminate any drug impaired drivers or involvement of commercial vehicles being used in the transportation of illegal narcotics by observing for drug 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 23 certified level one inspectors while Louisville has 11 and Boone county 12. All three sub-grantees recently trained new inspectors this year.

In an effort to further increase data quality and to better be alerted to companies with FOOS orders, KY has changed its inspection 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 its personnel to maintain a 33 % Level 3 inspection ratio, to increase hazardous material

vehicle inspections and also requires that electronic CDL checks through the Commercial Drivers Licensing Information System (CDLIS) be completed on each driver contacted as well as the verification of operating authority of motor carriers. KSP's inspection software incorporates the capability to run CDLIS checks as well as several carrier authority queries.

In addition to normal police enforcement activities, CVE completes Outreach and Public Education events 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

The FFY 2022 CVSP will take into account the Special Emphasis Areas which are applicable to KY:

1. Passenger Carrier Safety and Migrant Worker Transportation - 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 included a passenger carrier detail at the 2019 Kentucky Derby and will pursue that again during calendar year 2022.

The KSP has reviewed migrant worker carriers listed in KY and sees no consistent issue, however, regional commanders will have the data available and are instructed to be on the lookout for these carriers and proactively be responsible for inspections. Data is supplied in the appendix area with data tables and charts.

The KSP has identified rural scales bypass routes and utilizes those not only for normal enforcement but also to be aware of possible migrant workers issues.

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 its current reporting software, additionally a change was made during 2019 to have the FOOS test hit the PRISM Webservice database which allows for real time FOOS data. The April 2021 result from AI dashboard indicates a 93.75% catch rate for all OOS carriers identified and 100% for Imminent Hazard & Unsat/Unfit Carriers.

Kentucky: Summary of Out-of-Service (OOS) Catch Counts & Rates (April 2021 Results)					
Measures		FY 2019	FY 2020	FY 2021 YTD*	April 2021
Inspection Counts	Inspections On All OOS Carriers	32	32	16	5
	Inspections On All OOS Carriers Identified	27	30	15	5
OOS Carriers <u>not</u> Identified	Imminent Hazard Carriers <u>not</u> Identified	0	0	0	0
	Unsatisfactory/Unfit Carriers <u>not</u> Identified	1	1	0	0
	Other OOS Types <u>not</u> Identified	4	1	1	0
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0	0	0
	Unsatisfactory/Unfit Carriers Identified	2	1	2	0
	Other OOS Types Identified	25	29	13	5
% Identified (OOS Catch Rate)					
% of All OOS Carriers Identified		84.38%	93.75%	93.75%	N/A
% of Imminent Hazard & Unsat/Unfit Carriers Identified		66.67%	50.00%	100.00%	N/A

Data from AI 06/14/2021, J. E. Smoot

3. Enforcement of Drug and Alcohol Clearing House Requirements has been addressed by the KSP CVE Division by incorporating the clearing house "Prohibited" return information with the CDLIS return which is incorporated within its inspection software. The KSP developed a training bulletin for distribution to all CV inspectors and has seen violations increase since the implementation.

RPTNUM	FEDVIOC	UNITNUM	OOS	POSTCRASH	INSPENDDAT	INSPLEVEL
KYCV44610186	390.3E	D	0	0	3/3/2020	1
KYCV44211527	390.3E	D	1	0	6/3/2020	3
KYCV41010890	390.3E	D	1	0	12/1/2020	2
KYCV44581896	390.3E	D	1	0	2/22/2021	3
KYCV44301390	390.3E	D	1	0	2/25/2021	1
KYCV43071258	390.3E	D	1	0	2/25/2021	3
KYCV44212270	390.3E	D	1	0	2/25/2021	1
KYCV43331641	390.3E	D	1	0	3/2/2021	1
KYCV43792145	390.3E	D	1	0	3/2/2021	1
KYCV41411818	390.3E	D	1	0	3/4/2021	1
KYM809000596	390.3E	D	1	0	3/11/2021	1
KYCV41753179	390.3E	D	1	0	3/16/2021	3
KYCV43951539	390.3E	D	1	0	3/22/2021	1
KYCV43331696	390.3E	D	1	0	3/23/2021	1

Data from KSP Safetyne database 06/01/2021, J. E. Smoot

4. Human Traffic awareness has been an active part of the KSP and CVE functionalities. Not only has the KSP provided training to its staff and others but inspection personnel have been instructed that "All" level one inspections will require the cargo area to be opened. Additionally, the KSP has recently developed a citation jacket that will be given to every CVE driver upon contact. The jacket contains significant traffic safety information as well as a great deal of information on Human Trafficking and utilizing the data from Trucker against Trafficking. A copy of the jacket is included in the data appendix.

5. 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 when necessary, however the KSP encourages the downloading of ELD data using web services and its web services download rate exceeds 85%. KSP encourage the review of the hours of service data through Eroads and not at the roadside on the ELD. The KSP has one NAS Part A and B instructor on staff and he has been heavily involved in this endeavor.

6. Traffic Enforcement and Workzone Safety - The KSP continues to utilize its road officers for traffic enforcement on CMV's on both high crash corridors, by-pass routes and on other roads that are identified by commanders where commercial vehicle enforcement is desired. A review of Crash Zone documented crashes, data included, shows that during the three year period 2018 – 2020 Kentucky observed 376 crashes in work zones and five of those included fatalities with 46 injury collisions. Additionally, the majority of these work zone crashes fall upon the identified high crash corridors so they will receive attention from the KSP crash reduction emphasis. The KSP will utilize officers for enforcement in advance and beyond work zones. The KSP does not utilize traffic enforcement on non CMV's or on CMV's without an inspection.

7. Compliance Reviews/Investigations – The KSP continues to maintain a specialized group of officers to sustain this important focus.

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

8, 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 development of the citation jacket mentioned earlier addresses texting as well as other safety information and will be distributed to all drivers upon contact and new drivers when completing their CDL road test. Additionally, the KSP utilizes its routine traffic safety activities to reach all drivers including mature drivers and provides many outreach opportunities yearly through radio, internet other technologies.

KSP participates in all CVSA sponsored CVE activities throughout the year to maximize CVE education, training and enforcement as well as participating in the regional safe drive campaign.

9. 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.

10 - 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.

Revised 05/26/2022

Part 1 Section 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	172
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	155
Traffic Enforcement Activities	121
Investigations *	10
Public Education and Awareness	172
Data Collection and Reporting	172
* 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	23
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	23
Traffic Enforcement Activities	23
Investigations *	0
Public Education and Awareness	23
Data Collection and Reporting	23
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	LOUISVILLE POLICE
Enter total number of personnel participating in MCSAP activities	11
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	11
Traffic Enforcement Activities	11
Investigations*	0
Public Education and Awareness	11
Data Collection and Reporting	11
* 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	12
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	12
Traffic Enforcement Activities	12
Investigations*	0
Public Education and Awareness	12
Data Collection and Reporting	12
* 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

Part 2 Section 1 - Overview

Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2022 - 2024 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.

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 most recent five fiscal years using the Activity Dashboard on the A&I Online website. The Activity Dashboard is also a resource designed to assist the State with preparing their MCSAP-related quarterly reports and is located at: <https://ai.fmcsa.dot.gov>. 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.

Part 2 Section 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 2016 - 2020

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 relate to each other and 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.
- The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable in Years 2 and 3.

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			
01/01/2020	12/31/2020	89	0.14	0.2050
01/01/2019	12/31/2019	82	0.15	0.1810
01/01/2018	12/31/2018	69	0.16	0.1630
01/01/2017	12/31/2017	28	0.17	0.1380
01/01/2016	12/31/2016	87	0.16	0.17

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 consistent significant issues.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	2		
01/01/2019	12/31/2019	7		
01/01/2018	12/31/2018	2		
01/01/2017	12/31/2017	2		
01/01/2016	12/31/2016	3		

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 consistent significant issues.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2020	12/31/2020	2		
01/01/2019	12/31/2019	2		
01/01/2018	12/31/2018	5		
01/01/2017	12/31/2017	5		
01/01/2016	12/31/2016	2		

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

A&I, June 16 2021, John E Smoot

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

FFY 2022 Updates per BIL funding

No updates were needed in this section.

Motorcoach

Kentucky has limited to no end destination locations which provide some difficulty in completing motorcoach inspections; KSP does however continue to focus on details that include terminal inspections and others as available.

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 and 22 during calendar year 2020. Attrition has created a decrease. 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 division inspectors in the investigation of hazardous materials, cargo tank and bulk packaging vehicles. For the years 2016 – 2020 Kentucky observed one CMV crash with an indicated HM spill with a fatality and that was in 2017. Kentucky trains all of its CVE Inspection staff in HM, Cargo Tank and Bulk Packaging inspections and does not consider HM Cargo Carriers a significant crash risk in Kentucky. A review of all CMV crashes, including simple property damage, with indicated HM Cargo is listed below:

2016	145
2017	187
2018	191
2019	173
2020	133

Revised 05/23/2022

Narrative Overview for FY 2022 - 2024

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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

High Crash Corridors

The Commercial Vehicle Enforcement Division 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 high crash corridors continues to be a priority. CVE has observed significant results in reduction of crashes.

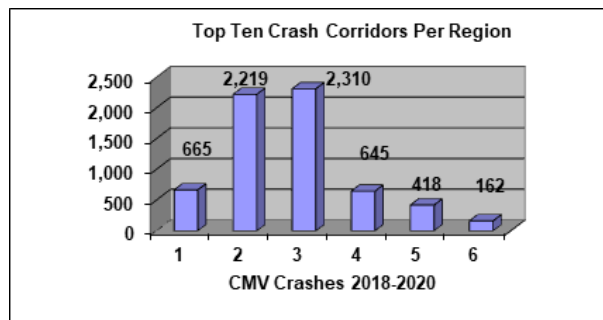
A review of crash data for the years 2018 – 2020 indicates a 6% reduction, 6,330 crashes for the 2018 – 2020 period compared to 6,719 during the 2015 – 2017 period, on the top ten corridors state wide compared to the 2015 – 2017 baseline. This reduction doubled the desired goal of a 3% reduction. KSP will shift its baseline utilizing the 2017- 2019 three year period for the 2022 – 2024 CVSP's.

The Pandemic year created many modifications to enforcement and inspection efforts as many things across the country changed. Kentucky did observe a decrease in CMV crashes, 5,640 in calendar year 2020 compared to 6,969 during calendar year 2019. Unfortunately fatalities in Kentucky increased during 2020, 101 compared to 89 during 2019.

With the new three year cycle KSP has identified with 2018 - 2020 crash data and the high crash corridors within each region. 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.

The 2018 - 2020 high crash corridors is the benchmark which KY uses to identify current high crash corridors. Quarterly reporting and evaluations determine if additional corridors need to be considered. KY uses its real time crash database for evaluation of current needs for enforcement.

Region Crash Data Per Corridor 2018 – 2020 – Data source: KSP Crash Database, J. E. Smoot, May 20, 2021						
	Region One	Region Two	Region Three	Region Four	Region Five	Region Six
% Crashes on top 10 High Crash Corridors	73%	79%	68%	83%	71%	74%
% Crashes on Non High Crash Corridors	27%	21%	32%	17%	29%	26%



Region	1	2	3	4	5	6
	142	357	738	165	151	47
	93	262	535	161	49	23
	83	260	217	110	38	21
	73	265	159	39	33	13
	61	267	125	32	30	12
	55	203	119	31	29	11
	48	186	106	29	26	11
	40	164	104	29	23	9
	35	131	104	28	20	8
	35	124	103	21	19	7
Total	665	2,219	2,310	645	418	162

Revised 05/23/2022

Enter the data source and capture date:

KYOPS, June 2021, John E Smoot

Projected Goal for FY 2022 - 2024:

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 shown as 4 percent.

Fiscal Year	Annual Crash Reduction Goals
2022	1
2023	1
2024	1

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

Program Activities for FY 2022 - 2024: 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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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 2018 - 2020. 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)

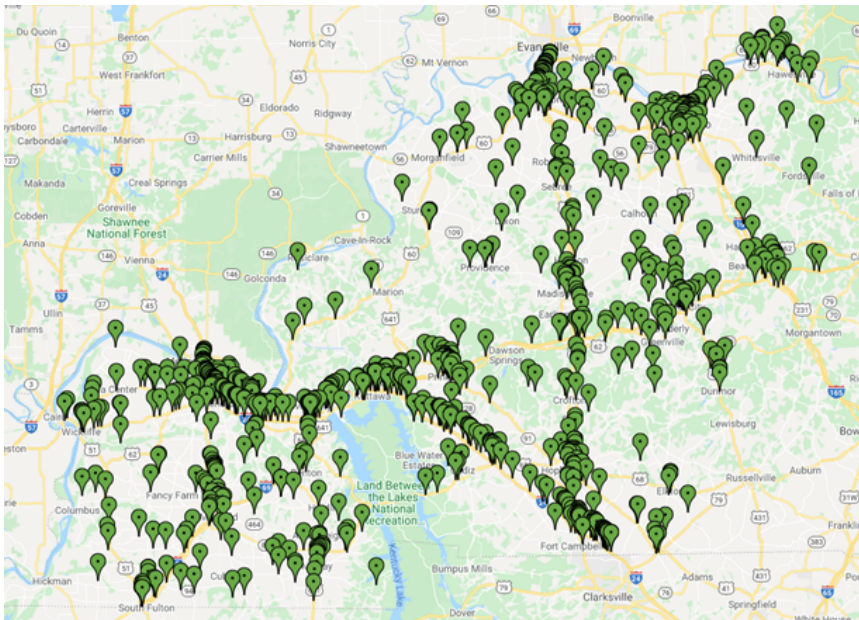
Program/Activity Measure:

Activity will be measured quarterly and activities on the top ten high crash corridors should be at or near 73 % of the total region activity based on the percentage of CMV crashes on these top ten corridors. Data will be gathered from Kentucky's crash, inspection and citation database. As a baseline, calendar year 2019 activity indicates a total of 11,812 inspections and 2,189 citations for region one, based on this baseline and percentage plan, calendar year 2022 activity should conclude with approximately 8,622 inspections and 1,597 citations on the identified high crash corridors for this region, which is 73% of total activity.

COUNTY	ROUTE	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020
MCCRACKEN	I 0024	77	83	95	112	114	142
CHRISTIAN	I 0024	62	62	74	84	87	93
HENDERSON	US0041	93	91	95	83	89	83
MARSHALL	I 0024	42	47	43	60	70	73
LYON	I 0024	80	71	62	50	57	61
HOPKINS	WK9001/69	12	31	35	45	48	55
DAVISS	US0060	60	52	49	48	50	48
CHRISTIAN	EB9004	28	29	29	31	28	35
GRAVES	JC9003	14	20	23	29	37	35
MUHLBERG	WK9001	30	32	27	29	31	31

Calendar Year 2020 Crashes data and map

▼ Collision	864
Collisions w/injury:	139
Collisions w/fatality:	7
Collisions w/property damage:	718
Collisions w/commercial vehicle:	864
Total injuries:	196
Total fatalities:	9
Total	864



(Region Two)

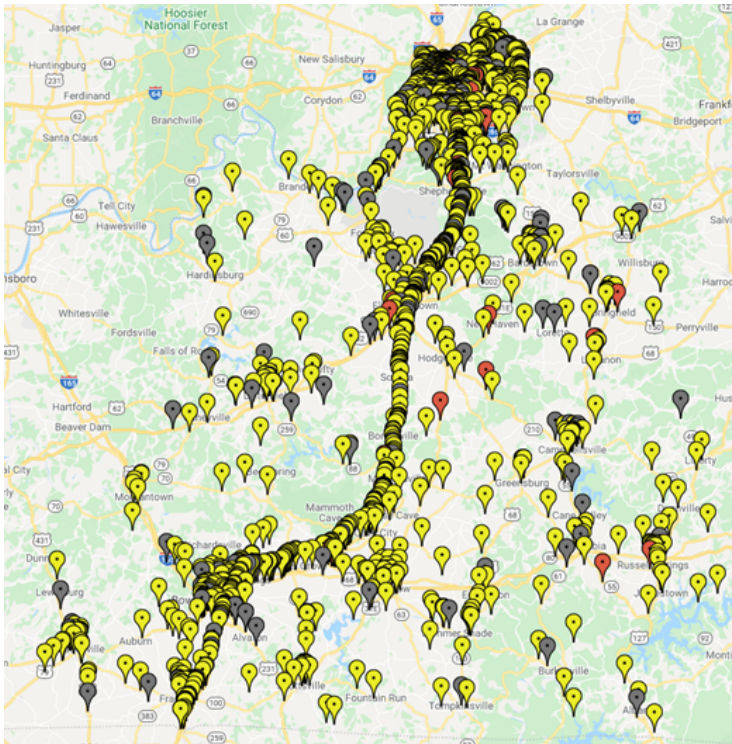
Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 79% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 8,106 inspections and 1,172 citations for region two based on this baseline and percentage plan, calendar year 2022 activity should conclude with approximately 6,403 inspections and 925 citations on the identified high crash corridors for this region, which is 79% of total activity.

COUNTY	ROUTE	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020
JEFFERSON	I 0065	489	551	553	474	452	357
BULLITT	I 0065	272	268	209	224	252	267
JEFFERSON	I 0264	311	354	352	321	304	265
JEFFERSON	I 0064	319	377	364	350	316	262
HARDIN	I 0065	262	326	368	369	311	260
WARREN	I 0065	166	177	189	211	202	186
JEFFERSON	I 0265	157	165	184	170	192	164
JEFFERSON	I 0071	155	183	187	170	156	131
HART	I 0065	254	261	239	164	137	124
JEFFERSON	US0031W	81	93	93	92	98	88

Calendar Year 2020 Crashes data and map

▼ Collision	1,554
Collisions w/injury:	259
Collisions w/fatality:	34
Collisions w/property damage:	1,261
Collisions w/commercial vehicle:	1,554
Total injuries:	388
Total fatalities:	40
Total	1,554



(Region Three)

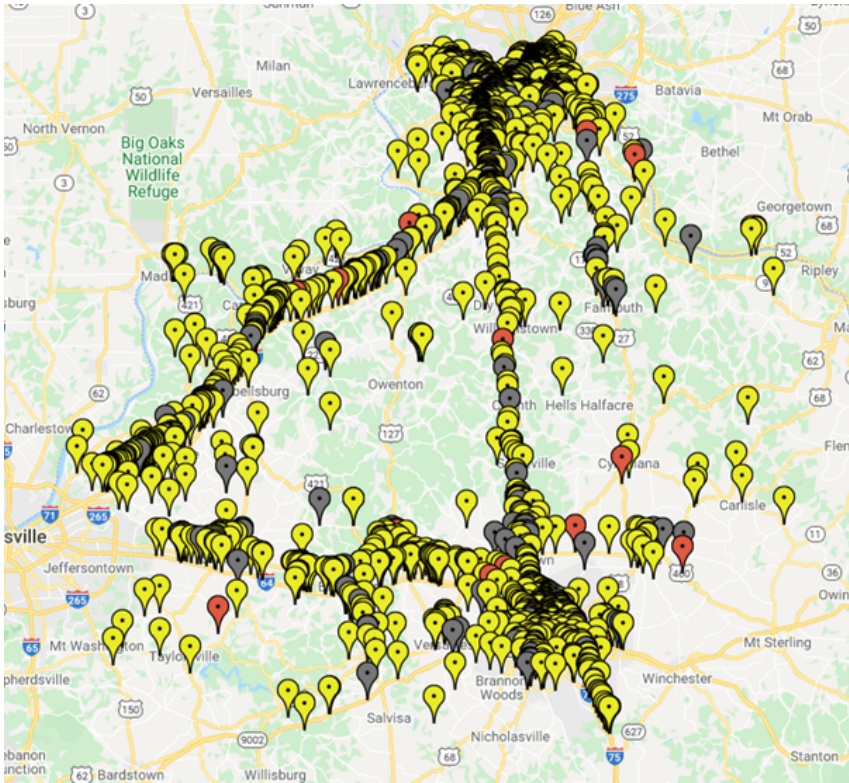
Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 68% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 10,558 inspections and 2,571 citations for region three, based on this baseline and percentage plan, calendar year 2022 activity should conclude with approximately 7,179 inspections and 1,748 citations on the identified high crash corridors for this region, which is 68% of total activity.

COUNTY	ROUTE	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020
KENTON	I 0075	432	499	564	631	680	738
BOONE	I 0075	339	358	408	444	483	535
FAYETTE	I 0075	227	240	236	218	223	217
OLDHAM	I 0071	154	161	140	147	150	159
GALLATIN	I 0071	116	115	104	121	122	125
CARROLL	I 0071	81	96	105	119	124	119
SHELBY	I 0064	96	102	90	111	107	106
SCOTT	I 0075	101	115	97	115	108	104
KENTON	I 0275	67	77	82	86	82	104
HENRY	I 0071	105	111	102	113	110	103

Calendar Year 2020 Crashes data and map

▼ Collision	2,036
Collisions w/injury:	215
Collisions w/fatality:	21
Collisions w/property damage:	1,800
Collisions w/commercial vehicle:	2,036
Total injuries:	311
Total fatalities:	25
Total	2,036



(Region Four)

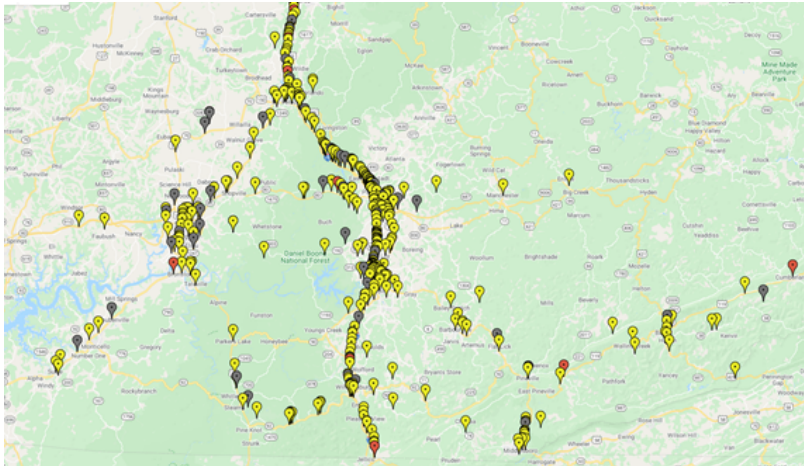
Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 83% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 13,815 inspections and 2,546 citations for region four; based on this baseline and percentage plan, calendar year 2022 activity should conclude with approximately 11,466 inspections and 2,113 citations on the identified high crash corridors for this region, which is 83% of total activity.

COUNTY	ROUTE	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020
LAUREL	I 0075	94	103	109	114	123	165
ROCKCASTLE	I 0075	132	156	143	165	169	161
WHITLEY	I 0075	107	113	106	101	103	110
LAUREL	US0025	33	32	34	31	36	39
KNOX	US0025E	41	44	49	48	39	32
PULASKI	KY0080	26	25	31	32	32	31
LAUREL	KY0080	41	48	46	46	36	29
LAUREL	US0025E	23	32	36	38	32	29
PULASKI	US0027	23	40	45	46	36	28
BELL	US0025E	23	33	40	36	29	21

Calendar Year 2020 Crashes data and map

▼ Collision	447
Collisions w/injury:	61
Collisions w/fatality:	10
Collisions w/property damage:	376
Collisions w/commercial vehicle:	447
Total injuries:	85
Total fatalities:	10
Total	447



(Region Five)

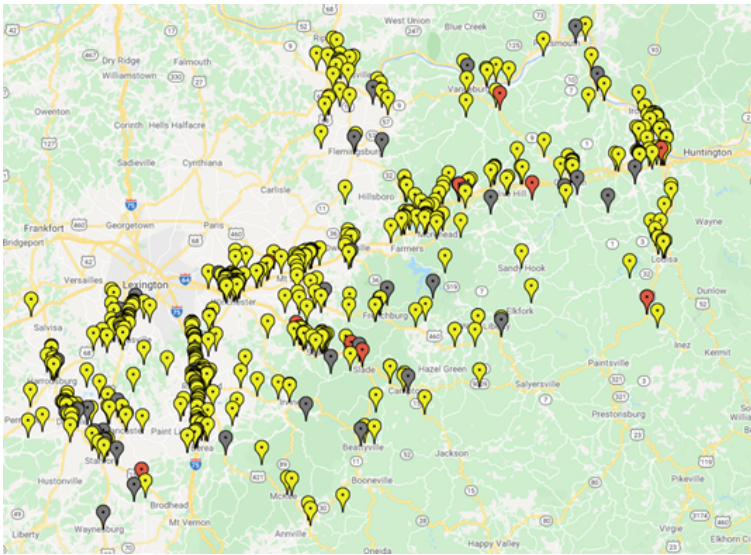
Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 71% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 6,937 inspections and 1,571 citations for region five, based on this baseline and percentage plan, calendar year 2022 activity should conclude with approximately 4,925 inspections and 1,115 citations on the identified high crash corridors for this region, which is 71% of total activity.

COUNTY	ROUTE	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020
MADISON	I 0075	141	157	172	181	172	151
CARTER	I 0064	41	33	24	26	39	49
JESSAMINE	US0027	48	54	49	50	39	38
ROWAN	I 0064	25	21	20	24	29	33
BOYD	US0060	24	23	32	33	42	30
BOYD	I 0064	31	29	27	23	26	29
CLARK	I 0064	37	41	39	34	27	26
BOYD	US0023	40	32	29	29	27	23
MADISON	US0025	26	24	23	19	25	19
MONTGOMERY	I 0064	17	20	23	27	23	19

Calendar Year 2020 Crashes data and map

▼ Collision	592
Collisions w/injury:	59
Collisions w/fatality:	11
Collisions w/property damage:	522
Collisions w/commercial vehicle:	592
Total injuries:	91
Total fatalities:	11
Total	592

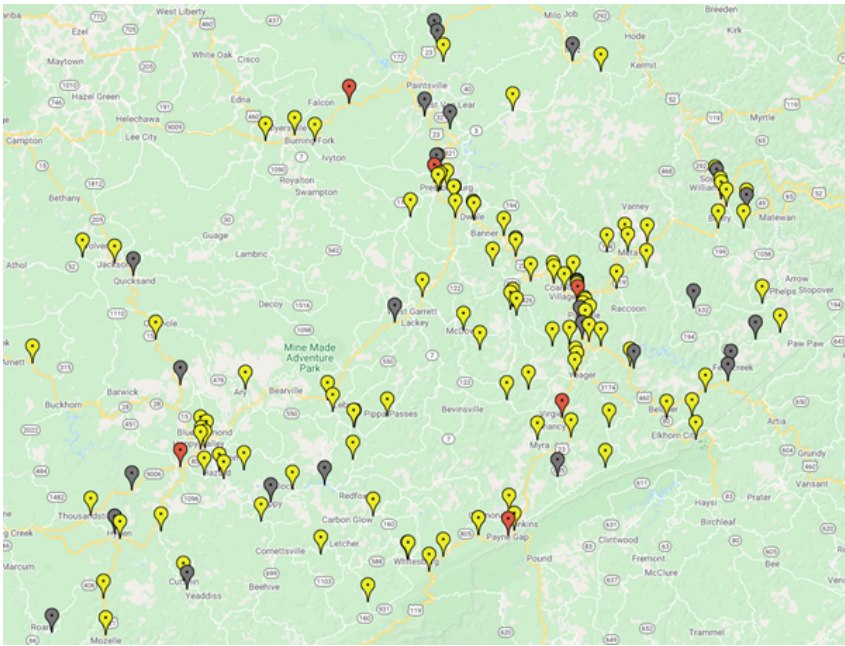
**(Region Six)****Program/Activity Measure:**

Activity will be measured quarterly and activities on high crash corridors should be at or near 74% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 2,895 inspections and 237 citations for region six, based on this baseline and percentage plan, calendar year 2022 activity should conclude with approximately 2,142 inspections and 175 citations on the identified high crash corridors for this region, which is 70% of total activity.

COUNTY	ROUTE	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020
PIKE	US0023	51	47	48	55	54	47
FLOYD	US0023	35	29	25	16	19	23
PERRY	KY0015	18	19	23	22	28	21
PIKE	KY0194	25	25	17	14	13	13
PIKE	US0460	24	17	15	14	14	12
PIKE	US0119	21	14	15	14	11	11
MAGOFFIN	US0460	2	5	6	12	12	11
LETCHER	US0119	27	21	15	10	8	9
BREATHITT	KY0015	12	9	5	4	6	8
JOHNSON	US0023	15	14	10	9	9	7

Calendar Year 2020 Crashes data and map

▼ Collision	147
Collisions w/injury:	29
Collisions w/fatality:	6
Collisions w/property damage:	112
Collisions w/commercial vehicle:	147
Total injuries:	41
Total fatalities:	6
Total	147



Revised 05/23/2022

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:

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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 by the end of FFY 2024, on a three year average with the benchmark three year period being 2017 – 2019. KSP expects incremental reductions in the range of 1% per calendar year and with this reduction hoping to reduce crashes by the minimum proposed .001 reduction for calendar year 2022 and beyond.

Revised 05/23/2022

Part 2 Section 3 - Roadside Inspections

In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2022 - 2024. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

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 2016 - 2020

Inspection Types	2016	2017	2018	2019	2020
Level 1: Full	21190	33085	35193	26956	23063
Level 2: Walk-Around	24185	28719	26689	23053	19460
Level 3: Driver-Only	22875	20250	15772	12774	12778
Level 4: Special Inspections	3	0	0	1	0
Level 5: Vehicle-Only	403	232	196	196	170
Level 6: Radioactive Materials	3	3	1	1	3
Total	68659	82289	77851	62981	55474

Narrative Overview for FY 2022 - 2024

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.

FFY 2022 Updates per BIL funding

The projected activity table was increased 3% for lead agency activities for the FFY.

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 29 civilian inspectors which are assigned to fixed facilities where they perform safety inspections; additionally CVE has approximately 49 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 23 sworn personnel assigned to special duties or the Programs Branch 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 53 North American Standard trained troopers who perform level one and level three inspections. The certified KSP Troopers work a very minimal regular duty activity, less than 1% of their regular duty time, directed toward MCSAP activities but when they do those limited hours are billed to the grant based on the actual inspection time. These certified Troopers are mostly utilized in the High Priority program and hours worked are charged to the appropriate HP grant. With all staffing and percentages utilizing MCSAP eligible activities the KSP shows approximately 39 FTE hours dedicated to the MCSAP activities, these FTE hours take into account that the civilian inspectors spend approximately 70 - 80% of their time on MCSAP eligible activities, while sworn personnel are estimated at 35% work time dedicated to MCSAP activities. CVE sworn staff have non MCSAP eligible responsibilities such as weight enforcement, traditional police duties and non CMV type activities that are not charged to the grant is the reason KSP identifies approximately 35% of their day being MCSAP eligible and charged to the grant based on eligible activities. Absent these additional duties this percentage may change on a daily basis but it has shown that the overall is approximately 35%.

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, the KSP will encourage but not require the 33% among the sub-grantees due to their limited focus and need for level 1 inspections. The KSP discourages level 3 inspections being completed at scale facilities but allows them in situations where safety, weather concerns or specific details focusing on driver or other specific level 3 items provides a justifiable reason for not completing a higher level inspection. With the change to utilizing our newest 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 and as of June of 2019 KSP is hitting the PRISM web services and has real-time FOOS data. 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. Crash and activity data will be evaluated to confirm to the goals established within the previous areas of the CVSP, particularly reducing the three year crash rate average 3% over the three year period.

Revised 07/19/2022

Projected Goals for FY 2022 - 2024

Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Years 2022 - 2024. For FY 2022, 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: 157

Projected Goals for FY 2022 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	19758	2643	260	22661	35.75%
Level 2: Walk-Around	16798	2309	11	19118	30.16%
Level 3: Driver-Only	20809	585	7	21401	33.77%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	37	0	161	198	0.31%
Level 6: Radioactive Materials	0	3	0	3	0.00%
Sub-Total Lead Agency	57402	5540	439	63381	

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: 23

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	1028	85		1113	73.32%
Level 2: Walk-Around	180	30		210	13.83%
Level 3: Driver-Only	130			130	8.56%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	0	0	65	65	4.28%
Level 6: Radioactive Materials	0	0	0	0	0.00%
Sub-Total Funded Agencies	1338	115	65	1518	

Subrecipient is: LOUISVILLE POLICE

Enter the total number of certified personnel in this funded agency: 11

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	660	0	0	660	55.51%
Level 2: Walk-Around	374	0	0	374	31.46%
Level 3: Driver-Only	155	0	0	155	13.04%
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	1189	0	0	1189	

Subrecipient is: BOONE COUNTY SHERIFF

Enter the total number of certified personnel in this funded agency: 12

Projected Goals for FY 2022 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	232	8	0	240	33.24%
Level 2: Walk-Around	230	0	0	230	31.86%
Level 3: Driver-Only	252	0	0	252	34.90%
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	714	8	0	722	

KENTUCKY TRANSPORTATION

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

Projected Goals for FY 2022 - 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 2022:	0

Summary

Projected Goals for FY 2022 - Roadside Inspections Summary

Projected Goals for FY 2022 Summary for All Agencies					
MCSAP Lead Agency: KENTUCKY STATE POLICE					
# certified personnel: 157					
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	21678	2736	260	24674	36.93%
Level 2: Walk-Around	17582	2339	11	19932	29.83%
Level 3: Driver-Only	21346	585	7	21938	32.84%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	37	0	226	263	0.39%
Level 6: Radioactive Materials	0	3	0	3	0.00%
Total MCSAP Lead Agency & Subrecipients	60643	5663	504	66810	

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.

Note: The table below is created in Year 1. It cannot be edited in Years 2 or 3 and should be used only as a reference when updating your plan in Years 2 and 3.

Projected Goals for FY 2023 Roadside Inspections	Lead Agency	Subrecipients	Non-Funded	Total
Enter total number of projected inspections	62993	3500	0	66493
Enter total number of certified personnel	157	59	0	216
Projected Goals for FY 2024 Roadside Inspections				
Enter total number of projected inspections	62993	3500	0	66493
Enter total number of certified personnel	157	59	0	216

Part 2 Section 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 Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

☐

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 2016 - 2020

Investigative Types - Interstate	2016	2017	2018	2019	2020
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site				10	1
CSA On-Site Focused/Focused CR	48	39	16	15	11
CSA On-Site Comprehensive	9	15	17	13	6
Total Investigations	57	54	33	38	18
Total Security Contact Reviews	0	4	0	1	0
Total Terminal Investigations					

Investigative Types - Intrastate	2016	2017	2018	2019	2020
Compliance Investigations					
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site				1	2
CSA On-Site Focused/Focused CR	2	5	0	2	0
CSA On-Site Comprehensive	1	1	2	5	1
Total Investigations	3	6	2	8	3
Total Security Contact Reviews	0	0	0	1	0
Total Terminal Investigations	0	0	0	0	0

Narrative Overview for FY 2022 - 2024**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 2022 - 2024

Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2022 - 2024.

Projected Goals for FY 2022 - 2024 - Investigations						
Investigation Type	FY 2022		FY 2023		FY 2024	
	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	16	2	16	2	16	2
CSA On-Site Focused/Focused CR	16	2	16	2	16	2
CSA On-Site Comprehensive	8	1	8	1	8	1
Total Investigations	40	5	40	5	40	5
Total Security Contact Reviews	1	0	1	0	7	0
Total Terminal Investigations	0	0	0	0	0	0

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

FFY 2022 Methodology w/Assumptions General • 3 full time compliance investigators • Estimated average production per full-time investigator: 1.25 investigations per month (15 per investigator per year) • If possible, a 4th investigator will be trained and added for a total of 4 compliance investigators with a corresponding increase in production once fully trained. Comprehensive • 3 comprehensive investigations x 3 investigators per year (9 total per year) Focused Investigations • 15 total investigations per year - 3 comprehensive investigations = 12 total focused per investigator per year • 12 focused x 3 investigators = 36 total focused • 36 total focused investigations per year, 50-50 split between Offsite and Onsite Totals • 15 investigations per year x 3 full-time investigators = 45 total investigations • 10% of activity designated intrastate (rounded up)

Program Activities: Describe components of the State's carrier investigation activities. Include the number of personnel participating in this activity.**FFY 2022 Updates per BIL funding****No updates were needed in this section.**

Compliance review officers will work with the FMCSA to perform reviews on carriers with high BASIC rankings. CVE currently operates with 3 full-time investigators. The KSP instituted a program for civil fines in compliance with FMCSA regulations, however, the program has been dormant. Since all of the enforcement cases initiated by the KSP currently fall within the jurisdiction of FMCSA, KSP's current approach to enforcement involves completing and forwarding enforcement cases to FMCSA to be handled using FMCSA's enforcement processes. The KSP retains the ability to complete intrastate enforcement cases when appropriate.

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 instances when they have to switch roles but that should be minimal and time is charged appropriately at that time, we still expect them to be at 100% but it could possibly dip to 85% or less based on activity but again the time will be charged appropriately. A good example is when COVID-19 hit these investigators were reassigned to non FMCSA functions and none of their time was charged to MCSAP. Other 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 is 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 FFY 2020 the KSP completed 50 reviews in spite of challenges caused by the COVID-19 pandemic, but that was still up from 46 reviews performed in FFY 2019. The KSP expects to complete 45 reviews as described above during FFY 2021 and beyond due to reduced staffing levels for the foreseeable future.

The KSP like many agencies throughout the country is suffering staffing challenges and while the Compliance Review, CR, Investigators are assigned full time to the program the reality is that they still get pulled often to provide traditional police activities which take them away from their primary function. Additionally, the retirement of two officers that were assigned as our dataQ analysts has forced the KSP to distribute that workload among CR staff.

The formulaic estimate of what we'll be able to produce is the reality of what is expect. If we set the goal higher and the above trends continue, we'll miss the target and the KSP does not wish to set unrealistic or attainable goals. The KSP will continue to monitor the activity levels and make adjustments to assignments and manpower as reality allows. The KSP is investigating adding another investigator and has reached out to the National Training to determine when opportunities for training are available.

As a note, the CR investigators only charge to MCSAP when they are performing MCSAP eligible activities.

Revised 05/23/2022

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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

Performance Measure:

The number of compliance reviews performed on carriers with high BASICS ratings, complaints, or otherwise subject to investigation.

Number of carriers identified, reviewed, or receiving enforcement action.

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 manages the state-level investigation program, makes investigation assignments, directs investigations, approves or rejects investigative reports and cases, approves investigation reports on interstate carriers prior to upload to FMCSA, and other related duties. CVE provides training updates quarterly to CR investigators and CVE utilizes the coordinator and experienced CR investigators to obtain training and to provide the needed updates to CVE investigators.

Revised 05/23/2022

Part 2 Section 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). The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

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		
01/01/2020	12/31/2020	7384	7897
01/01/2019	12/31/2019	7051	11124
01/01/2018	12/31/2018	8359	6315
01/01/2017	12/31/2017	11106	11813
01/01/2016	12/31/2016	11201	13334

☒ **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 16 2021, John E Smoot

Narrative Overview for FY 2022 - 2024

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](#).

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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 46 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 16 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 2022-2024.

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 officers 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 2024 from the benchmark set by 2017 – 2019 data, see crash data. Each region will have its own baseline established by the crash data shown in the data tables. Commanders utilize scheduling based on manpower available and assign duties per high crash corridors and other activities as required.

Kentucky like several agencies across the country has seen reduced staffing and difficulties in recruiting and maintaining additional staffing, in addition there has been some hesitancy for road units to write citations versus warnings due to the high level of dismissals in state court. In an effort to increase CVE sworn staffing the KSP has began transferring traditional Policing Troopers to the CVE Division as staffing allows, KSP had transferred 2 recently. Additionally, the Director of CVE has directed sworn staff to move toward a stronger traffic enforcement including the writing of citations instead of issuing warnings. The KSP expects to begin seeing and increase in traffic enforcement the first quarter of 2022.

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.

Kentucky Traffic Enforcement Activity Summary (2019)				
Activity Summary	CY 2019 (Kentucky)			
	Fed	State	Total	Pc
Total Number of Traffic Enforcement Inspections	0	7,051	7,051	
Number of Traffic Enforcement Inspections (Driver observed)	0	5,925	5,925	
With Moving Violations	0	5,822	5,822	
With Drug & Alcohol Violations	0	126	126	
With Railroad Crossing Violations	0	2	2	
Number of Traffic Enforcement Inspections (Vehicle observed)	0	1,126	1,126	
Total Number of Traffic Enforcement Violations	0	9,888	9,888	
Number of Traffic Enforcement Violations (Driver observed)	0	6,270	6,270	
Moving Violations	0	6,112	6,112	
Drug & Alcohol Violations	0	156	156	
Railroad Crossing Violations	0	2	2	
Number of Traffic Enforcement Violations (Vehicle observed)	0	3,618	3,618	

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/28/2021, including current year-to-date information for CY 2021. The to MCMIS following the snapshot date.

Kentucky Traffic Enforcement Activity Summary (2020)				
Activity Summary	CY 2020 (Kentucky)			
	Fed	State	Total	Pc
Total Number of Traffic Enforcement Inspections	0	7,384	7,384	
Number of Traffic Enforcement Inspections (Driver observed)	0	6,539	6,539	
With Moving Violations	0	6,476	6,476	
With Drug & Alcohol Violations	0	89	89	
With Railroad Crossing Violations	0	1	1	
Number of Traffic Enforcement Inspections (Vehicle observed)	0	845	845	
Total Number of Traffic Enforcement Violations	0	9,657	9,657	
Number of Traffic Enforcement Violations (Driver observed)	0	6,836	6,836	
Moving Violations	0	6,724	6,724	
Drug & Alcohol Violations	0	107	107	
Railroad Crossing Violations	0	1	1	
Number of Traffic Enforcement Violations (Vehicle observed)	0	2,821	2,821	

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 5/28/2021, including current year-to-date information for CY 2021. The to MCMIS following the snapshot date.

Update 08/03/2022

KSP expects to see a minimum of approximately 7,501 additional contacts utilizing the 13,104 hours of additional enforcement hours. This projection allows for roving patrols by sworn officers where an actual contact per hour may not be realized.

ata captured from A/I, June 16, 2021, J. E. Smoot
Revised 08/3/2022

Projected Goals for FY 2022 - 2024

Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2022 - 2024. 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.

Note: If you answer "No" to "Non-CMV" traffic enforcement activities, the State does not need to meet the average number of 2014/2015 safety activities because no reimbursement will be requested. If you answer "No" and then click the SAVE button, the Planned Safety Activities table will no longer be displayed.

			Enter Projected Goals (Number of Stops only)		
Yes	No	Traffic Enforcement Activities	FY 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	7051	7051	7051
<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, States 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 2014 and 2015.

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 2014/2015 activities.

FY 2022 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2022 Activities	Average 2014/15 Activities
66810	45	481	67336	75856

The sum of your planned FY 2022 safety activities must equal or exceed the average number of 2014/2015 activities. To be reimbursed for non-CMV traffic enforcement activities, update the number of FY 2022 roadside inspections, investigations, and/or new entrant safety audits to reflect the allowable amount.

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

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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.

Revised 05/23/2022

Part 2 Section 6 - Safety Technology

Performance and Registration Information Systems Management (PRISM) is a condition for MCSAP eligibility in [49 CFR 350.207\(27\)](#). States must maintain, at a minimum, full PRISM participation. 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.

PRISM, Operations and Maintenance (O&M) costs are eligible expenses subject to FMCSA approval. For Innovative Technology Deployment (ITD), if the State has an approved ITD Program Plan/Top-Level Design (PP/TLD) that includes a project that requires ongoing O&M, this is an eligible expense so long as other MCSAP requirements have been met. O&M expenses must be included and described both in this section and in the Financial Information Part 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 ITD Compliant	Yes
PRISM	Exceeds Full Participation	Yes

Available data sources:

- [FMCSA ITD website](#)
- [PRISM Data and Activity Safety Hub \(DASH\) website](#)

Enter the agency name responsible for ITD in the State: Kentucky Transportation Cabinet

Enter the agency name responsible for PRISM in the State: Kentucky Transportation Cabinet

Narrative Overview for FY 2022 - 2024**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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

The PRISM program is managed and ran through the KY Transportation Cabinet and it provides all necessary reports to the FMCSA as KY Exceeds complete participation in PRISM.

Revised 05/23/2022

Program Activities for FY 2022 - 2024: Describe any actions that will be taken to implement full participation in PRISM.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

N/A

Revised 05/23/2022

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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

N/A

Revised 05/23/2022

Part 2 Section 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. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

Trend Analysis for 2016 - 2020

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

Public Education and Outreach Activities	2016	2017	2018	2019	2020
Carrier Safety Talks	78	32	47	42	16
CMV Safety Belt Education and Outreach	11	15	10	9	7
State Trucking Association Meetings	3	5	3	6	4
State-Sponsored Outreach Events	23	2	2	13	2
Local Educational Safety Events	37	6	20	41	28
Teen Safety Events	11	2	2	1	3

Narrative Overview for FY 2022 - 2024

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 safety initiatives. Include the number of personnel that will be participating in this effort.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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

Beginning in 2021 CVE is training its Public Information Officers and instructors within the three sub-grantees in

The University of California San Diego's **Training, Research and Education for Driving Safety (TREDS)** program, *Just Drive: Deliver Distraction-Free* Train-the-Trainer workshop, the goal of this train the trainer program will be to have those instructors present the educational course to motor carriers throughout the state. Additionally, the KSP has developed a citation jacket with TREDS information as well as Truckers against Trafficking information.

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 its 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 71 programs during 2019 resulting in many contacts. KSP will expect to make a similar impact consistent with 2019 during calendar years 2022 - 2024.

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 71 educational program contacts. Kentucky generally provides officers for the annual truck rodeo for the benefit of the trucking industry and the communication, cooperation and partnerships it develops.

Revised 05/23/2022

Projected Goals for FY 2022 - 2024

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 2022	FY 2023	FY 2024
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	30	30	30
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	20	20	20
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	10	10	10
<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	3	3	3

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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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 71 documented programs of 2019. 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 TREDs as soon as training is completed in August 2021. KSP will develop a benchmark after the first year once industry interest is gauged but would expect at least 30 presentations as demonstrated in the chart above for carrier safety talks.

The KSP completed 71 P. R. related programs during fiscal year 2019 which exceeded the goal desired for the calendar year. KSP reports all program activities with each quarterly SF-PPR.

Revised 05/23/2022

Part 2 Section 8 - State Safety Data Quality (SSDQ)

MCSAP lead agencies are allowed 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.).

Data Quality Program	Current Compliance Level	Include O & M Costs?
SSDQ Performance	Good	No

Available data sources:

- [FMCSA SSDQ website](#)
- [FMCSA DataQs website](#)

Enter the agency name responsible for Data Quality: Kentucky State Police

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 2022 - 2024.

SSDQ Measure	Current SSDQ Rating	Goal for FY 2022	Goal for FY 2023	Goal for FY 2024
Crash Record Completeness	Good	Good	Good	Good
Crash VIN Accuracy	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 28, 2021. Downloaded June 16, 2021

Narrative Overview for FY 2022 - 2024

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.).

FFY 2022 Updates per BIL funding

No updates were needed in this section.

N/A

Revised 05/23/2022

Program Activities FY 2022 - 2024: Describe activities that will be taken to maintain a "Good" overall SSDQ rating. These activities should include all measures listed in the table above. Also, describe program activities to achieve a "Good" rating for all SSDQ measures based upon the Problem Statement Narrative including measurable milestones.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

The KSP has a dedicated data quality staff within its Program Branch which includes two dedicated employees that run standard data quality checks on inspection activity, a dedicated Crash data quality that pulls KY Crash data involving CMV's from Kentucky's real time crash database and quality checks these CMV crashes for carrier identification and other important data quality issues prior to uploading to MCMIS. Additionally, the KSP utilizes staff to complete and maintain timelines in reviewing and completing DataQ's.

Revised 05/23/2022

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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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.

Revised 05/23/2022 J. E Smoot

Part 2 Section 9 - New Entrant Safety Audits

States must conduct interstate New Entrant safety audits in order to participate in the MCSAP ([49 CFR 350.207](#).) A State may conduct intrastate New Entrant safety audits at the State's discretion if the intrastate safety audits do not negatively impact their interstate new entrant program. The Trend Analysis area is only open for editing during Year 1 of a 3-year plan. This data is not editable during Years 2 and 3.

For the purpose of this section:

- **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.).

Note: 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 checked="" 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 checked="" type="radio"/>	Does your State conduct Group safety audits at non principal place of business locations?
<input checked="" 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 2016 - 2020

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

New Entrant Safety Audits	2016	2017	2018	2019	2020
Interstate	535	752	787	535	516
Intrastate	0	0	0	0	0
Total Audits	535	752	787	535	516

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 2022 - 2024

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

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website	
Date information retrieved from NEWS Dashboard to complete eCVSP	06/14/2021
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	218
Current Number of Past Dues	464

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: Meet the statutory time limit for processing and completing interstate safety audits of 120 days for Motor Carriers of Passengers and 12 months for all other Motor Carriers.

Projected Goals for FY 2022 - 2024

Summarize projected New Entrant safety audit activities in the table below.

Projected Goals for FY 2022 - 2024 - New Entrant Safety Audits						
	FY 2022		FY 2023		FY 2024	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate	Interstate	Intrastate	Interstate	Intrastate
# of Safety Audits (Onsite)	51	0	55	0	60	0
# of Safety Audits (Offsite)	430	0	435	0	500	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	481	0	490	0	560	0
# of Non-Audit Resolutions	180	0	185	0	190	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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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 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.

Revised 05/23/2022

Activity Plan for FY 2022 - 2024: 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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

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 uploaded into the FMCSA/NEWS website, or if the carrier chooses to, certain documents can be mailed and or emailed to the investigator. 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.

The significant increase in overdue audits has partially been due to COVID related problems; i.e. On-Site audits were put on hold per FMCSA and in addition, manpower shortages were also in play. Since then, we've resumed On-Site audits and have hired an additional

auditor to reduce the number of overdue audits. Beyond that, we'll continue to monitor the trends and make adjustments to assignments and manpower accordingly.

Please refer to the screenshot below and observe the trend from 12/20 until 8/21 to visual see that our approach has been working.

In addition and as of 09/29/2021, GOTHAM shows Kentucky as having 0 past due audits. (Please see screenshots below)

	YearMonth	NEInventory	NEInventoryChange	Carriers Overdue
1	08/2021	1200	42	9
2	07/2021	1158	76	11
3	06/2021	1082	87	10
4	05/2021	995	51	14
5	04/2021	944	95	23
6	03/2021	849	40	27
7	02/2021	807	12	32
8	01/2021	796	-41	46
9	12/2020	837	12	73
10	11/2020	825	-2	84
11	10/2020	827	24	92
12	09/2020	803	18	99
13	08/2020	785	-1	109
14	07/2020	786	11	106
15	06/2020	775	1	95
16	05/2020	774	-35	90
17	04/2020	809	-37	89
18	03/2020	847	-15	88
19	02/2020	862	-18	84
20	01/2020	880	9	83

Office	Total New Entrants	Total Over Due	<3 Months Away	3-6 Months Away	6-9 Months Away	9-12 Months Away
National	118,981	2,066	13,128	23,089	27,135	29,622
• Eastern	24,787	653	3,809	5,388	7,138	7,814
• Midwestern	21,277	268	2,524	4,764	6,753	6,958
• Southern	33,551	538	3,967	7,938	10,513	11,723
Alabama	2,043	68	317	614	565	561
Arkansas	350	84	142	131	222	318
Florida	2,493	24	223	1,426	2,682	2,637
Georgia	8,165	32	393	1,659	2,522	2,917
Kentucky	1,257	0	135	255	617	648
Louisiana	1,114	15	155	247	364	353
Mississippi	1,007	32	247	627	546	654
North Carolina	2,302	18	524	1,221	1,213	1,242
Oklahoma	1,005	3	249	367	412	412
South Carolina	2,550	14	282	853	724	851
Tennessee	2,107	3	448	841	739	580
• Western	28,036	837	3,611	7,959	13,253	12,926

Revised 5/23/2022

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.

FFY 2022 Updates per BIL funding

No updates were needed in this section.

Performance Measurement Plan:

Kentucky has placed as a goal the completion of 500 actual safety audits over the 12 month period associated with grant activity and expects to see a quarter of that or 125 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 **01/01/2019 - 12/31/2020:**

EXITED DUE TO CHANGE: **238**

EXITED DUE TO INACTIVATION: **127**

REVOKED FROM THE NEW ENTRANT PROGRAM (FAILED SA): **56**

REVOKED FROM THE NEW ENTRANT PROGRAM (NO CONTACT): **179**

EXITED FROM NEW ENTRANT PROGRAM WITH SA: **974 (PASS)**

EXITED FROM NEW ENTRANT PROGRAM (SA EXEMPT/FARM): **114**

Source: MCMIS, June 16, 2021, J. E. Smoot, Jaime Day

Revised 05/23/2022

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 2022 - 2024).

Part 3 Section 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 IH or UNSAT/UNFIT 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.

Part 3 Section 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.

Part 3 Section 3 - State Specific Objectives – Past

Instructions:

Describe any State-specific CMV problems that were addressed with FY 2021 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 2021 CVSP.

Progress Report on State Specific Objectives(s) from the FY 2021 CVSP

Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2021 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).

Kentucky realized an overall reduction of 3.65% which is significantly above the desired 1% reduction for the fiscal year. Additionally, each region observed reductions individually above the 1% desired outcome with the exception of regions 3 and 6 which showed increases. Revised 06/16/2021

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. Revised 06/16/2021

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 signifacantly 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 Fayette/Jefferson counties emphasis continued for the FFY, Region 2 failed to meet the goals; region 3 exceeded the Fayette county goal while not meeting the Region 3 goal. Revised 06/16/2021

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. The KSP will continue its emphasis on HM CMV Inspections but will not continue this specific objective into the 2022 +- 2024 CVSP cycle.

Part 3 Section 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 2022 - 2024. 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

Part 4 Section 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.

Instructions

The Spending Plan should include costs for FY 2022 only. This applies to States completing a 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. The budget category tables use 85.01 percent in the federal share calculation.
- **State Share** means the portion of the total project costs paid by State funds. The budget category tables use 14.99 percent in the state share calculation. A State is only required to contribute 14.99 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 14.99 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.

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 85.01 percent Federal share and 14.99 percent State share automatically and populates

these values in each line. Federal share is the product of Total Project Costs x 85.01 percent. State share equals Total Project Costs minus Federal share. It is important to note, if Total Project Costs are updated based upon user edits to the input values, the share 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,322,408.00	\$385,390.00	\$7,707,798.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,156,170.00
MOE Baseline:	\$1,751,368.59

Part 4 Section 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.

Salary and Overtime project costs must be separated when reporting to FMCSA, regardless of the Lead MCSAP Agency or Subrecipient pay structure.

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 14.99 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 14.99 percent limitation as provided in the MCP. Any deviation from the 14.99 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 (14.99% of MCSAP Award Amount):	\$1,156,170.00
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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	65.0000	\$95,314.42	\$61,954.37	\$58,856.66	\$3,097.71	\$33,360.05
Captain	3	65.0000	\$40,990.38	\$79,931.24	\$75,934.69	\$3,996.55	\$43,039.90
Lieutenant	7	65.0000	\$37,692.31	\$171,500.01	\$162,925.00	\$8,575.01	\$92,346.15
Specialist Pay	35	100.0000	\$5,500.00	\$192,500.00	\$182,875.00	\$9,625.00	\$0.00
Sergeant	4	65.0000	\$35,807.69	\$93,099.99	\$88,445.00	\$4,654.99	\$50,130.77
Inspector	34	65.0000	\$27,562.50	\$609,131.25	\$578,674.69	\$30,456.56	\$27,993.75
Officer	34	100.0000	\$24,405.77	\$829,796.18	\$788,306.35	\$41,489.83	\$0.00
Coordinator/Staff	1	65.0000	\$67,846.15	\$44,099.99	\$41,895.00	\$2,204.99	\$23,746.15
Programs Staff	5	65.0000	\$33,244.62	\$108,045.01	\$102,642.75	\$5,402.26	\$58,171.38
Compliance Review Support	1	65.0000	\$14,775.38	\$9,603.99	\$9,123.80	\$480.19	\$5,171.38
Administrative Support	10	65.0000	\$14,914.38	\$96,943.47	\$92,096.27	\$4,847.20	\$52,200.31
Sergeant Special Assignment	6	65.0000	\$1,432.31	\$5,586.00	\$5,306.70	\$279.30	\$3,007.85
Officers Special Assignment	13	65.0000	\$1,394.62	\$11,784.53	\$11,195.30	\$589.23	\$6,345.50
Trooper Certified Inspectors	53	65.0000	\$348.65	\$12,010.99	\$11,410.57	\$600.42	\$4,203.84
Subtotal: Salary				\$2,325,987.02	\$2,209,687.78	\$116,299.24	\$399,717.03
Overtime Project Costs							
General Staff	1	0.0000	\$653,205.76	\$0.00	\$0.00	\$0.00	\$653,205.76
Federal Overtime	1	100.0000	\$700,000.00	\$700,000.00	\$665,000.00	\$35,000.00	\$0.00
Subtotal: Overtime				\$700,000.00	\$665,000.00	\$35,000.00	\$653,205.76
TOTAL: Personnel				\$3,025,987.02	\$2,874,687.78	\$151,299.24	\$1,052,922.79
Accounting Method:	Accrual						

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

FFY 2022 Updates per BIL

Modifications to the previously approved budget include updating staffing numbers, salaries due to a large raise approved for sworn personnel, increasing the amount of dedicated overtime funding and modification of the state match to meet the new 5% match. Total personnel cost including increased salary and increased overtime rises to \$3,025,987.02 compared to the original \$1,969,786.42. Overtime budgeted costs remain within the 15% allowable.

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. The non MCSAP eligible salary charges are not included in the salaries above.

The Division of Commercial Vehicle Enforcement's 172 staff is divided as broken down below:

29 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.

5 Additional inspectors that are assigned as New Entrant Auditors,

49 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.

There are 19 sworn personnel, assigned to special duties or the Programs Branch that maintain certification and complete at least 32 level one inspections per year.

KSP has 17 support staff that works within the KSP and utilize a percentage of grant funding based on MCSAP eligible activities or work performed.

Additionally, KSP has approximately 53 North American Standard trained troopers who perform level one and level three inspections.

CVE region sworn inspection staff dedicate on average approximately 35% of their time to MCSAP related activities and charge time to MCSAP or MCSAP MOE only when performing MCSAP eligible activities. Supervisors charge approximately 65% to the MCSAP grant and possibly more depending on activities performed. Civilian inspectors main focus is MCSAP related activities so their time is generally on average near 65% MCSAP charges, again determined on activity during the tour of duty. The remaining certified inspection staff charge time as appropriate and only charge time to MCSAP or MOE when completing MCSAP eligible activities. Additionally, KSP utilizes trained troopers to complete 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 is solely dedicated to MCSAP activities and their time is charged 100% to MCSAP and/or MOE and adjusted if necessary. All other staff charge time to the grant only when performing MCSAP eligible activities.

MOE Expenses are MCSAP eligible expenses that the KSP bases on historical data and available MOE balances. KSP places that amount of overtime funds in the MOE budget to assist with manpower issues and non scheduled overtime activities that may develop during the course of regular MCSAP duties.

Additionally, the CVE Division has instituted a specialist pay for its civilian certified inspectors and that pay is broken down as an individual entry in the payroll table above. Only certified civilian inspector staff receive the specialist pay as sworn staff received a significant pay raise that civilian inspectors did not receive, the specialist pay was removed from the sworn units. At this time there are approximately 35 inspectors that receive that pay.

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

Comments 07/16/2022

The raises described in the first paragraph above will account for approximately \$1.5 million in salary increases which is timely with the passage of BIL so that amount of increased funding will be absorbed in normal payroll. While the KSP does expect an increase in activities from the additional funding it is reluctant to increase this FFY activities significantly in the CVSP with only one quarter left in the actual FFY. KSP is increasing inspection activities with this update 3% based on the last 12 months of activity. Additionally, KSP is increasing activities in the 2023 CVSP 12% over the last 12 months of actual inspection activities, FFY 2023 will be the year that most of the BIL funding actually is spent and where it will begin to make a significant impact. It may be of interest to note that KSP has already met its FFY 2022 goal regarding Compliance Reviews and nearly with New Entrant Audits so increases in activity is expected in those areas as well.

Overtime pay is computed at time and one-half paid for hours worked in excess of forty (40) hours in a work week. It is important to note that those employees who work a 37.5 hour week or those that take approved time off such as vacation, holiday or sick will not receive overtime pay at 1.5 times until they meet forty hours of actual work.

Comments 08/03/2022

Overtime Increase

The KSP has budgeted approximately \$682,000 more in overtime funds when compared to the original 2022 budget with the modification and adjustments for BIL. The budgeted amount of \$700,000 is below the 15% limitation as discussed in the MCP and a discussion of expected activities is discussed below. As a note, with the recent salary increase for KSP employees the KSP estimates that average hourly overtime salary rates will increase from approximately \$41 to \$51, which will affect total costs.

With the increase in funding and opportunity to increase overtime hours the KSP intends to incorporate activities in high crash areas that have been completed using high priority funds into the BASIC grant expenditures allowing high priority applications later on to focus in other priorities.

With only one quarter left in the FFY 2022 we will see the most impact and increases in activities beginning with FFY 2023 and the KSP has projected in the 2023 CVSP a 12% increase, 67,237 inspections compared to 59,917, in inspection activity compared to the last 12 months of actual activity. KSP does expect that traffic enforcement activities will increase somewhat as well and expects to see a 5% increase concluding FFY 2023 with 3,798 documented traffic enforcement violations which is an increase of 5% compared to calendar year 2019 total of 3,618 at the close of FFY 2023.

With the above in mind KSP expects to see a minimum of approximately 7,501 additional contacts utilizing the 13,104 hours of additional enforcement hours. This projection allows for roving patrols by sworn officers where an actual contact per hour may not be realized, for enforcement by non-sworn personnel at scale facilities and approximately 621 hours of overtime hours dedicated to CMV serious crash investigation.

The chart below demonstrates the approximate breakdown of hours and funds:

		Hours	Hours per Person Per Week	Hours Per Crash
Overtime Funds	\$700,000.00			
Crash Investigation	\$31,696.00	621.49		12.9
Traffic Enforcement	\$352,716.00	6,916.00	3.00	
Non-Sworn Inspections	\$315,588.00	6,188.00	3.00	

Revised 8/4/2022



Part 4 Section 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. If using an approved rate by the applicant's Federal cognizant agency for indirect costs, a copy of the indirect cost rate agreement must be provided in the "My Documents" section in eCVSP and 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 rate, rate approved by HHS Statewide Cost Allocation or cognizant agency, or an aggregated rate). Include a description of the specific benefits that are charged to a project and the benefit percentage or total benefit cost.

Actual Fringe Rate: a fringe rate approved by your cognizant agency or a fixed rate applied uniformly to each position.

Aggregated Rate: a fringe rate based on actual costs and not a fixed rate (e.g. fringe costs may vary by employee position/classification).

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 more information on this item see the [Fringe Benefits Job Aid below](#).

Fringe costs method: Actual Fringe Rate

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

Fringe Benefit Rate: 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.

Base Amount: The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.

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	45.0000	78.0000	\$95,314.42	\$33,455.36	\$31,782.59	\$1,672.77	\$9,436.12
Captain	45.0000	78.0000	\$122,971.15	\$43,162.87	\$41,004.73	\$2,158.14	\$12,174.14
Lieutenant	45.0000	78.0000	\$263,846.15	\$92,609.99	\$87,979.50	\$4,630.49	\$26,120.77
Specialist Pay	88.8900	100.0000	\$192,500.00	\$171,113.25	\$162,557.59	\$8,555.66	\$0.00
Sergeant	45.0000	78.0000	\$143,230.77	\$50,274.00	\$47,760.30	\$2,513.70	\$14,179.84
Inspector	88.8900	98.0000	\$937,125.00	\$816,350.20	\$775,532.69	\$40,817.51	\$16,660.21
Officer	45.0000	78.0000	\$829,796.15	\$291,258.44	\$276,695.53	\$14,562.91	\$82,149.82
Coordinator/Staff	88.8900	78.0000	\$67,846.15	\$47,040.58	\$44,688.56	\$2,352.02	\$13,267.86
Programs Staff	88.8900	78.0000	\$166,223.08	\$115,249.44	\$109,486.97	\$5,762.47	\$32,506.25
Compliance Review Support	88.8900	78.0000	\$14,775.38	\$10,244.39	\$9,732.17	\$512.22	\$2,889.44
Administrative Support	88.8900	78.0000	\$149,143.75	\$103,407.62	\$98,237.24	\$5,170.38	\$29,166.25
Sergeant Special Assignment	45.0000	78.0000	\$8,593.85	\$3,016.44	\$2,865.62	\$150.82	\$850.79
Officers Special Assignment	45.0000	78.0000	\$18,130.00	\$6,363.63	\$6,045.45	\$318.18	\$1,794.87
Trooper Certified Inspectors	100.0000	78.0000	\$18,478.65	\$14,413.34	\$13,692.68	\$720.66	\$4,065.30
OT Fringe	45.0000	100.0000	\$700,000.00	\$315,000.00	\$299,250.00	\$15,750.00	\$0.00
State Funded OT	100.0000	0.0000	\$433,218.41	\$0.00	\$0.00	\$0.00	\$433,218.41
TOTAL: Fringe Benefits				\$2,112,959.55	\$2,007,311.62	\$105,647.93	\$678,480.07

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

FFY 2022 Updates per BIL

Modifications to the previously approved budget include updating staffing numbers, salaries due to a large raise approved for sworn personnel, increasing the amount of dedicated overtime funding and modification of the state match to meet the new 5% match. Total fringe cost including increased salary and increased overtime rises to \$2,112,959.55 compared to the original \$1,639,166.51.

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 approximately 100.00 % of salary while CVE Officer fringe is approximately 45% - 90% 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 \$2,112,933.07

The KSP bases estimated fringe costs on the aggregated rate determined by the annual salary costs and fringe rates for each staff position. Annual fringe costs are estimated based on annual costs pro-rated for MCSAP eligible charges and then budgeted for MCSAP, the remaining charges are budgeted and charged to state road funds.

The non MCSAP eligible salary charges are not included in the salaries above.

Fringe percentages are based on the amount charged to the grant after the pro-rating of the eligible MCSAP expenses and vary depending on the actual percentage of charged costs and percentage of MCSAP eligible activity. A breakdown of each individual fringe is included with each billing to show breakdowns of FICA, medical and health as shown below. In the screenshot below, the 121 column refers to FICA, 122 Retirement, 123 Health and 124 Life.

Personnel Cost-Payroll

MCSAP BASIC FFY20 04/01/2020 thru 06/30/2020

Rank	Name	PERNR	Hours	Pay	121	122	123	124	Cost
DRIVER TESTING									
Ofc.	Adkins Paul	161996	241.57	\$5,957.68	\$402.08	\$2,195.42	\$1,488.11	\$1.76	\$10,045.05
Ofc.	Curtis Robert	186106	306.19	\$8,513.18	\$640.79	\$3,137.08	\$1,328.22	\$1.50	\$13,620.77
Ofc.	Mullins Gary	186799	86.57	\$2,360.69	\$180.58	\$869.90	\$91.07	\$0.34	\$3,502.58
Ofc.	Robertson Phillip	187292	52	\$1,203.95	\$88.54	\$443.64	\$242.86	\$0.50	\$1,979.49
Summary for ' '= DRIVER TESTING (16 detail records)									
Sum			686.33	\$18,035.50	\$1,311.99	\$6,646.04	\$3,150.26	\$4.10	\$29,147.89

Additionally, the CVE Troop has instituted a specialist pay for its civilian certified inspectors and that pay is broken down as an individual entry in the fringe table above. Only certified civilian inspector staff receive the specialist pay as sworn staff received a significant pay raise that civilian inspectors did not receive, the specialist pay was removed from the sworn units. At this time there are approximately 35 inspectors that receive that pay.

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

Comments 07/16/2022

Fringe costs are based on the salary base and same percentage as the salary costs in the personnel costs section, the reason for the appeared discrepancy in percentage of time on grant is the way the table requires MOE calculation based on percent.

The state requirement regarding retirement fringe calculations is inserted below. KSP has three separate fringe retirement rates based on type of position which complicates calculation; current rates for retirement are 99.43% for troopers, 31.82% for sworn CVE officers which are not troopers and 78% for non-sworn civilian personnel. KSP bases projections on an average and bills according to actual charges as displayed by the snippet of the payroll report above.

Retirement description:

"Recommended employer contribution rates are determined by KPPA's independent actuary based on data in the annual actuarial valuation. The County Employees Retirement System (CERS) and the Kentucky Retirement Systems (KRS) Boards of Trustees adopt employer contribution rates necessary for the actuarial soundness of the systems governed by the respective boards as required by state law. The Kentucky Employees Retirement System (KERS) and State Police Retirement System (SPRS) employer rates are subject to approval by the Kentucky General Assembly through the adoption of the biennial Executive Branch Budget. The CERS Board sets CERS contribution rates, unless altered by legislation enacted by the General Assembly.

Each employer is required to contribute at the rate set by law. Employer contributions are paid on creditable compensation earned by each employee eligible for membership in the systems operated by KPPA. KERS Nonhazardous employer contributions include an additional amount based on unfunded liability.

KPPA provides information for GASB 68 and GASB 75 reporting, including the pension and insurance components of employer contributions. Learn more on the [GASB Overview page](#).

[Contribution Rates - Kentucky Public Pensions Authority](#)

Employer Contributions

The 2021 Regular Session of the Kentucky General Assembly adjourned *sine die* on March 30, 2021, establishing contribution rates effective July 1, 2021. Due to the COVID-19 crisis, the legislature passed a one-year budget during the 2020 Regular Session rather than the customary two-year budget. Therefore, the General Assembly passed [House Bill 192](#) during the 2021 Session that will cover Fiscal Year 2022.

S & SPRS Employer Contribution Rates		
	Fiscal Year 2022	Fiscal Year 2023
	Effective July 1, 2021	Effective July 1, 2022
Non-hazardous	10.10%** plus a monthly amount as defined by the system's actuary	9.97%** plus a monthly amount as defined by the system's actuary
Hazardous	33.43%	31.82%
Sworn	146.06%	99.43%

The KRS Board of Trustees is required by law to determine the employer contribution rates for KERS and SPRS based on an annual actuarial valuation. The most recent actuarial valuations were performed by the system's actuary, Gabriel Roeder Smith & Company (GRS), for the fiscal year ended June 30, 2021.

At the December 2, 2021 meeting, the KRS Board of Trustees approved the recommended contribution rates for fiscal year 2022-2023 and 2023-2024.

Please keep in mind that the General Assembly establishes the final rates in the biennial executive branch budget bill. Employer contribution rates are subject to change depending on future actions of the General Assembly.

**Pursuant to KRS 61.5991, each participating KERS Nonhazardous employer is required to pay off its own portion of the total KERS Nonhazardous unfunded liability over a set period regardless of covered payroll. Each KERS Nonhazardous employer will pay the normal cost contribution rate and pay a dollar amount each month representing their share of the unfunded liability."

Estimated charges are based on the below and due to multiple different percentage the KSP estimates an average and bills based on actual billing documents as displayed within this document:

Troopers – 99.43%

CVE sworn – 31.82%

Civilian – 78.00%

Revised 07/19/2022

Part 4 Section 4 - Travel

Itemize the positions/functions of the people who will travel. Show the estimated cost of items including but not limited to, airfare, lodging, meals, transportation, 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 FMCSA Planning Meeting	5	3	100.0000	\$8,710.00	\$8,274.50	\$435.50	\$0.00
Routine Annual Training	120	1	100.0000	\$30,000.00	\$28,500.00	\$1,500.00	\$0.00
COHMED Conference	2	5	100.0000	\$3,990.00	\$3,790.50	\$199.50	\$0.00
CVSA Conference	3	5	100.0000	\$6,360.00	\$6,042.00	\$318.00	\$0.00
CVSA Inspector Championship	1	6	100.0000	\$2,254.00	\$2,141.30	\$112.70	\$0.00
TOTAL: Travel				\$51,314.00	\$48,748.30	\$2,565.70	\$0.00

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

FFY 2022 Updates per BIL

Modifications to the previously approved budget for this category is limited to the reduction of the state match to meet the new 5% match and an increase in anticipated routine training in part due to the increase salary base and the desire to increase staffing in both the compliance review area, additional hiring and moving traditional troopers into the CVE division. Estimated increase in routine training cost is increased from the original \$10,000 to and estimated \$30,000.

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 Costs" 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 with the exception of vehicle fuel and maintenance costs and they are captured under "Other Costs" and are pro-rated, however, we do account for officers that may have travel costs due to expected and unexpected CMV training and are estimated at approximately \$30,000, 120 nights lodging at \$250 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.

COHMED

Expense	Units	Amount	Days	Total
Airfare	2	\$700.00		\$1,400.00
Lodging	2	\$200.00	5	\$2,000.00
Registration	2	\$550.00		\$1,100.00
Per-Diem	2	\$44.00	5	\$440.00
Ground Travel	2	\$75.00		\$150.00

Grand Total	\$5,090.00
Less Registration	-\$1,100.00
Total Less Registration	\$3,990.00

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	\$700.00		\$2,100.00	Airfare	1	\$700.00		\$700.00
Lodging	3	\$200.00	5	\$3,000.00	Lodging	1	\$200.00	6	\$1,200.00
Registration	3	\$550.00		\$1,650.00	Registration				
Per-Diem	3	\$44.00	5	\$660.00	Per-Diem	1	\$44.00	6	\$264.00
Ground Travel	3	\$200.00		\$600.00	Ground Travel	1	\$90.00		\$90.00
Grand Total				\$8,010.00	Grand Total				\$2,254.00
Less Registration				-\$1,650.00	Less Registration				\$0.00
Total Less Registration				\$6,360.00	Total Less Registration				\$2,254.00

The KSP anticipates sending five individuals to the MCSAP planning meeting sponsored by the FMCSA. The KSP places \$550.00 for unexpected expenses such as parking, printing or other incidentals that may develop since a location, venue or other details are not established, if the meeting becomes virtual there may be charges outside of the traditional meeting expenses and the other budgeted items may not apply.

MCSAP Planning Meeting

Expense	Units	Amount	Days	Total
Air	5	\$700.00		\$3,500.00
Lodging	5	\$200.00	3	\$3,000.00
Per-Diem	5	\$44.00	3	\$660.00
Ground Travel	5	\$200.00		\$1,000.00
Other		\$550.00		\$550.00
Grand Total				\$8,710.00

All travel costs are necessary, reasonable, and allocable.

Revised 5/26/2022

Part 4 Section 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	15	\$13,650.00	100	\$204,750.00	\$194,512.50	\$10,237.50	\$0.00
Patrol Vehicle Equipment	15	\$4,015.00	100	\$60,225.00	\$57,213.75	\$3,011.25	\$0.00
CR Vehicle Costs	2	\$39,000.00	100	\$78,000.00	\$74,100.00	\$3,900.00	\$0.00
TOTAL: Equipment				\$342,975.00	\$325,826.25	\$17,148.75	\$0.00
Equipment threshold is greater than \$5,000.							

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

FFY 2022 Updates per BIL

Modifications to the previously approved budget for this category is limited to the reduction of the state match to meet the new 5% match and removing the anticipated MOE portion while placing all charges on the grant. Total grant equipment charges goes from \$159,416.77 to \$342,975 by this change.

Equipment:

The KSP expects to purchase approximately 15 new patrol vehicles for CVE officers who perform MCSAP activities and two vehicles 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. Specific type and brand to be determined based on state price contract pricing available but based on current estimate we expect the patrol vehicles which cost approximately \$39,000 each and will be pro-rated based on 35 % of the vehicles usage being for eligible MCSAP expenses. This leads to the following estimates, \$13,650 of each patrol vehicle charged to the MCSAP grant or MOE and the remainder charged to state funds. Determined by mileage the KSP may purchase two Compliance Review(CR) vehicles and/or New Entrant (NE) vehicles and they will be charged 100% to the grant or MOE as they are 100% dedicated to MCSAP eligible activities. The MCSAP prorated expense is estimated to be approximately \$204,750 with \$194,512.50 being charged federally, \$10,237.50 in match and \$0.00 toward MOE. CR vehicle costs are estimated to be approximately \$39,000.00 each with \$39,000 charged to the grant with \$3,900 match and \$0.00 to MOE..

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 \$60,225 with all charged to Federal MCSAP and match.

Equipment which stays with the vehicle actually costs on average over 5,000 but due to the significant pro rating, 35%, of MCSAP eligible activities costs the chart only shows the MCSAP eligible expense and not the remainder of the cost that is charged to the state budget.

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.

Revised 5/26/2022

Part 4 Section 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 supplies	220	\$394.00	100.0000	\$86,680.00	\$82,346.00	\$4,334.00	\$0.00
Office Supplies	1 Cost	\$58,272.43	100.0000	\$58,272.43	\$55,358.55	\$2,913.88	\$0.00
MOE Costs of supplemental supplies	1 Cost	\$20,000.00	0.0000	\$0.00	\$0.00	\$0.00	\$19,966.14
TOTAL: Supplies				\$144,952.43	\$137,704.55	\$7,247.88	\$19,966.14

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

FFY 2022 Updates per BIL

Modifications to the previously approved budget for this category includes the reduction of the state match to meet the new 5% match and an increase in anticipated expense for uniforms and related supplies. The data table was modified to identify the increases of uniforms from the original \$29,944 for uniforms and original \$25,056 for office supplies. The anticipated hiring and moving of traditional troopers to the CVE function and the increase in personnel staff to the compliance review program is the primary reasons for this additional estimation.

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 \$86,680.00. 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%.

Uniform and related supplies are estimated to be approximately as described below:

Item	Unit Price	220 Units
Boots	\$226.00	\$49,720.00
Pants	\$53.00	\$11,660.00
Shirts	\$40.00	\$8,800.00
Belts	\$75.00	\$16,500.00
Total		\$86,680.00

Routine office supplies, paper, pens etc are expected to be cost the state approximately \$58,272.43 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. Billing backup is provided for each MCSAP eligible charge.

The KSP budgets for supplies based on historical data and projected replacement of uniforms and hiring expectations. The KSP normally budgets a supplemental MOE expense as well for additional expenses as they can fluctuate.

All supply costs are necessary, reasonable, and allocable.

Revised 5/26/2022

Part 4 Section 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	\$32,000.00	\$30,400.00	\$1,600.00	\$0.00
Description of Services: MCSAP Related Activities							
KY Transportation Cabinet	DUNS 188593644	Subrecipient	100.0000	\$1,500,000.00	\$1,425,000.00	\$75,000.00	\$0.00
Description of Services: MCSAP Related Activities							
Lexington Division of Police	DUNS 20428777	Subrecipient	100.0000	\$72,000.00	\$68,400.00	\$3,600.00	\$0.00
Description of Services: MCSAP Related Activities							
Louisville Police	DUNS 112110577	Subrecipient	100.0000	\$72,000.00	\$68,400.00	\$3,600.00	\$0.00
Description of Services: MCSAP Related Inspections							
Xerox Copy Machines	DUNS 39860122	Contract	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
Description of Services: Copier Services							
TOTAL: Contractual and Subaward				\$1,684,000.00	\$1,599,800.00	\$84,200.00	\$0.00

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

FFY 2022 Updates per BIL

Modifications to the previously approved budget for this category is limited to the reduction of the state match to meet the new 5% match.

Contractual:

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

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 - \$72,000.00

Lexington Police - \$72,000.00

Boone County Sheriff - \$32,000.00

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

KYTC is applying for MCSAP FY22 funds as a sub-grantee under the Kentucky State Police for ITD Maintenance and Operations activities. The program will run October 1, 2021 through September 30, 2023 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. Tom McDaniel 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

Milestone		Expected Completion Date
Project Start		October 1, 2021
1	Setup maintenance contract	
2	One year contract for maintenance, hosting, updates	
Project End		September 30, 2023

1.7 Budget Narrative

Description of Services	Total Cost
Hosting and Maintenance for Kentucky's CVIEW, inspection software, and related interfaces	\$232,216
<p><i>Maintenance and support under this contract to include:</i></p> <ul style="list-style-type: none"> • <i>Software updates pushed out as needed</i> • <i>Management of the CVIEW/SAFER submission process</i> • <i>Management of the user interface</i> • <i>Minor bug fixes</i> • <i>Minor software changes to comply with federal changes</i> • <i>Management of federal connections and data feeds</i> • <i>Management and maintenance of KY specific changes</i> • <i>Support resources to troubleshoot data related problems/issues</i> • <i>ALTS Clearinghouse Support</i> • <i>Management of FTP process for relaying data to PrePass, KATS, Observation, and Inspection applications</i> • <i>Temp and OS/OW Permit interface</i> • <i>Processing IFTA Cleansed File</i> • <i>Ignore/Grace Table Maintenance</i> • <i>Processing SAFER standard transaction sets (upload and download)</i> • <i>Custom pass/fail test maintenance</i> • <i>Inspection application maintenance</i> • <i>Management of the inspection/FMCSA submission process</i> 	

Total Cost: \$232,216**95% Federal Share: \$220,605****5% State Share: \$11,611**

2. Administrative and technical support for Kentucky's ITD/PRISM program

2.1 Introduction

The purpose of this project is to provide administrative and technical support for Kentucky's ITD and PRISM programs. In 2006, the Kentucky Transportation Cabinet entered into an agreement with the Kentucky Transportation Center (KTC) at the University of Kentucky (UK) to provide program management, technical support, and logistical support for Kentucky's CVISN Program. Under this agreement, the CVISN Team was reformed and reenergized, several planning meetings have been held, priority projects have been identified and initiated, and Kentucky is moving forward with the Expanded CVISN (now ITD) Program. Over time, assisting with the PRISM program also became part of KTC's responsibilities. Staff members at KTC are providing day-to-day support for the programs, including preparation of meeting agendas, scheduling and arrangements for off-site meetings, information gathering and dissemination, documentation of existing and planned systems, preparation of quarterly reports, participation in conference calls, etc. KTC staff also collects and analyzes data as requested by the Program Manager or ITD/PRISM team. The ITD Program Manager and members of Kentucky's ITD/PRISM team will utilize a portion of this funding to travel to national ITD and PRISM-related meetings on behalf of Kentucky's program.

2.2 Problem Statement

Kentucky's ITD team is made up of a diverse group of agencies working together to meet the national ITD goals and advance Kentucky's expanded ITD program. This group is also composed of the PRISM team from Kentucky who focuses on the priorities outlined by the PRISM program. The Kentucky Transportation Center at UK has been contracted to serve as the facilitator for this group and provide administrative, technical, and logistical support. For an active group focused on ITD and PRISM, this support is not only beneficial but essential.

This administrative support helps to strengthen Kentucky's ITD and PRISM programs and therefore will help the Commonwealth of Kentucky advance the national priorities for these programs. A continued area of focus will be enhancing Kentucky's CVIEW, improving data quality, and tracking and reporting performance measures.

2.3 Performance Objectives

Specific objectives of this effort will include:

1. To host and arrange at least four meetings of the ITD/PRISM team
2. To host a ITD/PRISM planning meeting for the ITD team
3. To attend at least one national ITD or PRISM-related meeting
4. To document enhancements to Kentucky's CVIEW, KATS system, and inspection software
5. To document improvements to data quality
6. To prepare and report on performance metrics for Kentucky's ITD/PRISM team and FMCSA

2.4 Program Activity Plan

The Kentucky Transportation Cabinet will establish a project with the Kentucky Transportation Center to perform activities such as:

- Arranging meetings, issuing invitations, preparing meeting materials, etc.;
 - Planning, scheduling, and making arrangements for periodic ITD/PRISM planning meetings;
 - Preparing minutes and summaries of ITD/PRISM meetings and planning meetings;
 - Fostering communications among all ITD/PRISM stakeholders within Kentucky;
 - Gathering and disseminating information related to Kentucky's ITD/PRISM program (this includes responding to requests for information from internal and external stakeholders);
-
- Gathering feedback on CVIEW, KATS, and inspection software problems that arise and enhancements that are needed;
 - Representing Kentucky on national committees, working groups, and ad hoc teams;
 - Assisting with ITD/PRISM data quality issues that are internal to the state;
 - Assisting with preparation of grant application material;
 - Providing minor updates to Kentucky's Program Plan and Top Level Design as needed;
 - Investigating technologies or systems of interest by the ITD/PRISM team;
 - Providing technical assistance and support in designing and implementing systems;
 - Preparing project descriptions, system documentation, etc.;
 - Assisting with ITD and PRISM-related training as needed; and
 - Tracking progress (performance metrics) of ITD and PRISM-related projects.

The Kentucky Transportation Cabinet will also send ITD/PRISM team members to national meetings on behalf of Kentucky as deemed necessary.

2.5 Performance Measurement Plan

The Kentucky Transportation Cabinet will keep documentation (minutes) of all ITD/PRISM team meetings.

The Kentucky Transportation Cabinet will keep record of CVIEW, KATS, and inspection software enhancements as well as improvements to data quality.

The Kentucky Transportation Cabinet will provide quarterly reports on ITD/PRISM performance metrics to Kentucky's ITD team and FMCSA.

2.6 Schedule and Milestones

Milestone	Expected Completion Date

Project Start		October 1, 2021
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, 2023

2.7 Budget Narrative

Description of Services	Total Cost
Administrative and Technical Support for the ITD Program	\$175,295
<p><i>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.</i></p>	

Total Cost: \$175,295

95% Federal Share: \$166,530

5% State Share: \$8,765

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	\$8,236
<i>Estimates are made for national trips to CVSA Fall and Spring, IFTA, IRP, ITD/PRISM Workshops, AAMVA, etc. Estimate also includes local travel to represent the ITD/PRISM team in Kentucky. These estimates are based on previous trips.</i>				

Total Cost: \$8,236

95% Federal Share: \$7,824

5% State Share: \$412

3. ITD and PRISM-Related training

3.1 Introduction

The purpose of this project is to provide ITD and PRISM-related training to KSP-CVE officers and inspectors. This training is necessary since KSP-CVE personnel have numerous responsibilities. Many of the safety, registration, and credentials information related to the ITD and PRISM programs can be confusing and complicated. In addition, KSP-CVE recently transitioned to a new CVIEW and inspection software. Because of the diversity of their responsibilities, the complexity of the information, and the recently implemented changes, regular training is needed for KSP-CVE to ensure they are comfortable with utilizing the technologies and systems that have been provided to them. The tools are only useful when properly utilized by enforcement. This type of training will allow KSP-CVE officers and inspectors to access this data and identify carriers with credential or registration problems or poor safety history for inspection. With increased usage of Kentucky's CVIEW, inspection software, and KATS, problems will be identified and solved as well as enhancements will be implemented.

Similar training has been conducted annually for the past several years and KSP-CVE supervisors and Kentucky Department of Vehicle Regulation staff have noted an increase in the credential violations that were identified along with increases in the out-of-service rates for those utilizing the data. A separate study conducted by the KTC noted that when this type of data was used to choose a vehicle for inspection (rather than randomly choosing a vehicle) the vehicle out-of-service rate rose from 16.22 percent to 38.46 percent.

3.2 Problem Statement

Over the past few years, Kentucky has made significant changes to the way screening data is accessed as well as how inspections are documented and reported by KSP-CVE. The CVIEW is now the primary means for verifying credentials, registration, and safety information by KSP-CVE. New inspection software is now utilized to document

and report all inspections of commercial vehicles. KATS technology is available in all of Kentucky's 14 weigh stations and at 3 virtual weigh stations.

The KSP-CVE officers in particular have numerous responsibilities so it is critical that annual training on these technologies and systems is provided. Even with recent training in every region of the state, it is clear that many are not comfortable with some of the systems and technologies or the information being provided. Kentucky, like most states, does not have sufficient resources to stop every vehicle and verify the credentials and registration or perform an inspection. This project can improve the safety of commercial vehicle operations and improve compliance with credential and registration regulations by helping KSP-CVE to identify carriers or vehicles with a specific problem.

3.3 Performance Objectives

The objectives of this project include:

To provide hands-on training to all KSP-CVE inspectors and officers.

To increase knowledge and usage of the electronic screening checkbox (in the inspection software).

To increase the driver and vehicle OOS over state rates when screening systems are utilized.

To increase the number of credential and safety violations identified on inspections for inspections identified using screening systems.

3.4 Program Activity Plan

The Kentucky Transportation Cabinet will contract with the Kentucky Transportation Center at UK to conduct this training. Initially, KTC will meet with the ITD/PRISM team to discuss specific training needs of KSP-CVE and will plan to travel to every region to conduct training. Specifically, they will discuss training in the latest available technologies, screening software and database queries, standard practices respecting the enforcement of various safety and credentialing programs and policies, when and how to cite a driver or carrier for violating various safety and credentialing laws, how to report data quality issues, who to contact with questions, strategies and techniques for identifying non-compliant vehicles and drivers, reporting requirements and other official protocols which apply to law enforcement officials in Kentucky. The training will be organized and planned by KTC in conjunction with DMC and KSP-CVE.

3.5 Performance Measurement Plan

The Kentucky Transportation Cabinet will keep record of all training related visits to KSP-CVE. This record will include location and type of training as well as the number of KSP-CVE staff participating.

3.6 Schedule and Milestones

Milestone		Expected Completion Date
Project Start		October 1, 2021
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, 2023

3.7 Budget Narrative

Contractual Cost Budget Narrative (SF-424A, Line 6f)	
Description of Services	Total Cost
ITD-Related Training	\$30,589
<p><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 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.</i></p>	

Total Cost: \$30,589

95% Federal Share: \$29,059

5% State Share: \$1,530

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	\$3,530
<i>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</i>				

Total Cost: \$3,530

95% Federal Share: \$3,353

5% State Share: \$177

4. Data quality initiative

4.1 Introduction

Improving data quality has long been a goal of the ITD and PRISM programs. While FMCSA and state DOTs have directed substantial resources at addressing problems, a multitude of data quality issues persist. Kentucky has found that data quality initiatives should be incorporated to our daily routines. Recently changes were made to Kentucky's CVIEW so that users can report data quality issues while they are using the system. The data that is collected will need to be reviewed and utilized on a daily basis to keep Kentucky's data at the highest quality. This project will serve to enhance Kentucky's CVIEW, maintain and improve data uploads, and assist with the reporting of performance metrics.

4.2 Problem Statement

Kentucky Transportation Center researchers have initiated several data quality projects over the last couple of years. Currently, it is putting together documentation of data quality initiatives undertaken as a result of previous ITD grant awards. Researchers and officials at KTC and KYTC are engaged in the investigation of data quality issues on a daily basis. They look at records in Kentucky's CVIEW, the inspection software, the Kentucky Clearinghouse, the Observation System, the Motor Carrier portal, Transportation Enterprise Data housed in KYTC's SAP Business Objects application, and other systems referenced in Kentucky's current ITD system architecture.

Previous data quality initiatives have focused on IFTA, IRP, UCR, and PRISM data. This effort will focus on all types of data. Researchers will continue to monitor the Kentucky Automated Truck Screening (KATS) system, inspection software, and CVIEW to identify data quality issues. In addition to CVIEW data quality reporting, Kentucky will continue to emphasize the accuracy of license plate readers and USDOT readers at fixed inspection stations and virtual inspection stations. Kentucky will work with FMCSA, other states, and organization as needed to address these issues.

4.3 Performance Objectives

1. Identify existing data quality issues by monitoring KATS, the inspection software, and CVIEW.
2. Identify problems and take appropriate steps to remedy these issues.
3. Analyze new reporting tool with CVIEW to identify the most often reported data quality issues.

4. Identify methods to address reoccurring problems.

4.4 Program Activity Plan

The following tasks will be accomplished:

Task 1: Regular monitoring of KATS, the inspection software, and CVIEW.

Run reports in CVIEW for records marked with Data Quality issues.

Check KATS for data quality and data upload problems.

Receive feedback on data quality issues identified by KSP-CVE through the inspection process.

Continue to monitor accuracy of license plate readers and USDOT readers.

Verify these problems and identify the source of the problem.

Milestone: List of data quality problems

Task 2: Work with appropriate entity to address data quality issue

Contact entity with data quality problems.

Work with these entities to identify the problems and address it.

Ensure the data quality issue is addressed and notify the user (if reported by a user) of the update.

Milestone: Resolution report

Task 3: Analyze data quality problems to identify most prevalent issues

Collect data from systems in ITD architecture or relevant to ITD data quality.

Analyze the data quality issues reported to identify the most prevalent issues.

Identify methods to eliminate these issues if possible.

Milestone: Long-term resolution plan for data quality issues

Task 4: Summarize findings

Pull together information collected from previous tasks.

Summarize findings in a draft document.

Allow review and input from the ITD/PRISM team.

Finalize document.

Milestone: Data Quality Report

4.5 Performance Measurement Plan

The ITD/PRISM team will serve as the advisory committee for this effort. They will provided direction as needed. Data quality updates will be provided to the ITD/PRISM team at regular team meetings to keep them abreast of data quality problems and initiatives. The Data Quality Report will be provided to the ITD/PRISM team for their input and review.

4.6 Schedule and Milestones

Milestone		Expected Completion Date
Project Start		October 1, 2021
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, 2023

4.7 Budget Narrative

Contractual Cost Budget Narrative (SF-424A, Line 6f)	
Description of Services	Total Cost
<i>Data Quality</i>	\$29,412

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.

Total Cost: \$29,412

95% Federal Share: \$27,941

5% State Share: \$1,471

5. International registration Plan and International Fuel Tax Agreement Membership fees

5.1 Introduction

The purpose of this project is to maintain membership in the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA). Participation in IRP and IFTA is required for Core ITD compliance and helps states exchange information and fees related to fuel tax and vehicle registration. Maintaining Kentucky's membership in these organizations helps to improve data quality and data uploads to CVIEW.

5.2 Problem Statement

The Commonwealth of Kentucky is a member of IRP and IFTA. As a member of these organizations, the Commonwealth is required to make sure that member jurisdictions receive an appropriate amount of revenue from registered vehicles (IRP) and fuel taxes (IFTA). Kentucky is also required to share information about these credentials among member jurisdictions.

5.3 Performance Objectives

The Commonwealth of Kentucky's participation in IRP and IFTA has several objectives, including:

1. To make sure that each member jurisdictions receives an appropriate amount of revenue from registered vehicles (IRP),
2. To make sure that each member jurisdiction received an appropriate amount of revenue from fuel taxes (IFTA), and
3. To electronically share information among member jurisdictions about tax and registration revenue.

5.4 Program Activity Plan

The Kentucky Transportation Cabinet will pay membership fees for IRP and IFTA in order to maintain membership within the organizations.

5.5 Performance Measurement Plan

This project will be considered complete when the dues and clearinghouse fees are paid to IFTA and IRP.

5.6 Schedule and Milestones

Milestone		Expected Completion Date
Project Start		October 1, 2021
1	IFTA Membership Fees (Annual membership)	
2	IRP Membership Fees (Annual Membership)	
Project End		September 30, 2023

5.7 Budget Narrative

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>			

Total Cost: \$49,648

95% Federal Share: \$47,165**5% State Share: \$2,483**

6. e-screening Membership fees

6.1 Introduction

The purpose of this project is to provide funding for the cost to participate on the PrePass Safety Alliance Board of Directors for Kentucky's e-screening program. Participation in the PrePass e-screening program supports the core ITD requirement of electronic screening. Maintaining Kentucky's e-screening membership will help to improve the reporting of performance metrics. PrePass provides reports that help to quantify the benefits received from e-screening. This project implements ITD performance measures of safety, efficiency, and environmental benefits through electronic screening. It will promote safety and credentials of commercial vehicles in the United States. The project will also increase the effectiveness and efficiency of KSP-CVE in their efforts to focus on non-compliant carriers. Additionally, this project encourages states to share safety and credentialing information with each other.

6.2 Problem Statement

Kentucky's facilities and resources are insufficient to handle the vast number of motor carriers coming through them. Weigh station ramps often backup due to the large number of vehicles entering these facilities. Most facilities have a safety feature allowing trucks to bypass before traffic backs up onto the mainline, but in this case, these vehicles are not screened or even observed by enforcement. Participating in e-screening allows Kentucky to meet the core ITD requirements, but more importantly allows approved carriers to be screened electronically prior to the weigh stations.

6.3 Performance Objectives

The Commonwealth of Kentucky's participation in the PrePass Safety Alliance has several objectives, including:

1. To promote safety and credentialing,
2. To facilitate inspections by increasing efficiency and effectiveness of KSP-CVE enforcement efforts to target motor carriers with credentials problems and poor safety histories,
3. To allow compliant carriers to bypass weigh stations and continue unimpeded,
4. To prevent congestion around weigh stations, and
5. To decrease idling time to save on fuel costs and the emission of greenhouse gasses.

6.4 Program Activity Plan

The KYTC will make the necessary arrangements to pay the dues for the PrePass Safety Alliance Board of Directors.

6.5 Performance Measurement Plan

This task will be considered complete when the membership dues are paid for FY 2023.

6.6 Schedule and Milestones

Milestone		Expected Completion Date
Project Start		October 1, 2021
1	E-Screening State Membership	
Project End		September 30, 2023

6.7 Budget Narrative

Other Cost Budget Narrative (SF-424A, Line 6h)			
Item Name	# of Units	Cost per Unit	Total Cost
E-Screening Membership Fees	1	\$8,824	\$8,824
<i>This provides funding for the cost to participate on the board of director's for Kentucky's electronic screening program through PrePass Safety Alliance.</i>			

Total Cost: \$8,824

95% Federal Share: \$8,382

5% State Share: \$442

7. Maintenance of Roadside Screening Systems

7.1 Introduction

The purpose of this project is to provide maintenance and support for Kentucky's roadside screening systems. Kentucky has automated screening systems in 17 locations. These systems utilize all or some of the following technologies:

- ⌚ An automated license plate reader (ALPR) that provides the license plate number from the front of the vehicle along with the state/jurisdiction.
- ⌚ An automated USDOT/KYU number reader (USDOTR) that provides the USDOT number and KYU from the side of the vehicle.

- ⌚ A scene camera to capture a digital image of each passing vehicle for general description and visual identification purposes.
- ⌚ Lighting to help illuminate the truck as images are being captured.
- ⌚ A triggering device (loop) to begin and end the image capture process.
- ⌚ An interface to the existing weigh-in-motion (WIM) and truck sorting and tracking system (Mettler-Toledo), which directs trucks targeted for inspection to park.
- ⌚ Thermal imaging cameras to identify brake and tire problems.
- ⌚ Over-height detectors to measure trucks for potential over-dimensional violations.
- ⌚ Tire anomaly classification system to identify potential problems with tires such as uninflated, underinflated, mismatched, and missing tires.
- ⌚ Parking monitoring cameras to monitor and track vehicles through the facilities and to ensure trucks do not leave the facility before meeting with enforcement personnel inside the inspection station.
- ⌚ A screening database containing national and state information pertaining to safety, registration, and credentials. The database is updated daily, using data from Kentucky's Commercial Vehicle Information Exchange Window (CVIEW). Safety and Fitness Electronic Records (SAFER) provides (via Kentucky's CVIEW) the PRISM status and the Federal Out-of-Service (FOOS) status of the motor carrier.
- ⌚ Computers within the inspection station to provide an interface for the user.

Screening system are a very effective tool for commercial vehicle enforcement officers. The volume of truck traffic at weigh stations is extremely high therefore personnel are only able to inspect a small percentage of all vehicles. A screening system allows personnel to target "high-risk" carriers for inspection making better use of their time. Although volumes are lower on side routes, virtual weigh stations also improve efficiency and effectiveness by identifying "high-risk" carriers for inspection. These systems also provide the ability for enforcement to target specific issues if desired. Personnel can direct the system to pull in specific types of potential violations and then focus their efforts there.

7.2 Problem Statement

All of the equipment used in these systems requires regular maintenance to ensure their effectiveness and functionality are maintained. Maintenance on these screening systems includes both equipment maintenance and software maintenance. Maintaining the screening equipment to its optimal level helps to facilitate inspections and increase the effectiveness of the limited number of enforcement personnel compared to the number of trucks that pass through weigh stations on a daily basis. In order to keep the screening systems functioning at a high level, it is imperative that periodic preventative maintenance be performed and to have call-out availability for repairs of these devices if needed. If the screening system fails to function at a high level for any reason and enforcement personnel loses confidence in the ability of the system to accurately identify vehicles and carriers, it will not be used and the momentum gained during the installation and use of the system to screen commercial vehicles will be lost.

7.3 Performance Objectives

The objectives associated with this project are to maintain the roadside screening systems. This will be accomplished by setting up maintenance contracts with the pertinent companies that have their equipment installed at the sites as well as utilizing the Kentucky Transportation Center to monitor system, troubleshoot problems, and perform routine maintenance.

7.4 Program Activity Plan

The Kentucky Transportation Cabinet will establish maintenance contracts for the equipment.

The Kentucky Transportation Center will monitor roadside screening systems, troubleshoot problems, and perform regular, routine maintenance for the systems.

7.5 Performance Measurement Plan

The Kentucky Transportation Cabinet will require that maintenance reports be provided detailing preventive maintenance, outlining all work that was done. Identified issues with the systems and how the problem was resolved will also be documented. The enforcement personnel will also provide feedback to the ITD program manager concerning the functionality of the system. If the required maintenance is performed, there should not be a drop off in quality or effectiveness of the screening system. If a drop off in performance is noted, or problems arise with the screening systems, the enforcement personnel will be expected to contact the ITD Program Manager or KTC to ensure that the required maintenance is performed and functionality is restored.

7.6 Schedule and Milestones

Milestone	Expected Completion Date
Project Start	October 1, 2021
Setup maintenance contracts	
Project End	September 30, 2023

7.7 Budget Narrative

Description of Services	Total Cost
Maintenance of Roadside Screening Systems	\$458,353
This budget represents quotes for a year of contractual work for routine and preventative maintenance of hardware, lighting, monitoring of the equipment and data, troubleshooting of problems, minor repairs, updates and fixes for the software, and warranties on the cameras.	

Total Cost: \$458,353

95% Federal Share: \$435,435

5% State Share: \$22,918

8. Maintenance of the IFTA Processing Consortium (IPC) System

8.1 Introduction

The purpose of this project is to provide operations and maintenance for Kentucky's International Fuel Tax Agreement (IFTA) Processing Consortium (IPC) System. This Consortium is made up of six states (Connecticut, Maryland, Michigan, Nevada, New Hampshire, and Kentucky), with Kentucky being the lead state. The Kentucky IPC System is an online processing system allowing the Division of Motor Carriers to manage the requirements for IFTA. This system has been designed to permit motor carriers to register for IFTA, order the IFTA license and decals, renew the IFTA license, file IFTA tax returns, make payments, and communicate with the Division of Motor Carriers in a safe and secure electronic environment. This request is for maintenance and support associated with a core ITD project.

8.2 Problem Statement

The Kentucky IPC system is the automated electronic processing system that allows for the application, processing, issuance, and tax filing for the IFTA agreement. This system is linked to Kentucky's CVIEW and provides important data to Kentucky's Division of Motor Carriers and Commercial Vehicle Enforcement as well as to other states via SAFER. Kentucky seeks funds to maintain this system.

8.3 Performance Objectives

The objective of this project is to provide funding for maintenance and support for the IPC system.

8.4 Program Activity Plan

The Kentucky Transportation Cabinet will contract with the vendor to provide maintenance and support for Kentucky's IPC system.

8.5 Performance Measurement Plan

Quarterly reports will be made to FMCSA documenting activities and project billing specifics. In the event FMCSA would like an update on the project's progress, Kentucky will host a conference call or provide any requested documentation for review.

8.6 Schedule and Milestones

Milestones	Expected Completion
------------	---------------------

Date	
Project Start	October 1, 2021
Pay Maintenance Fees for Kentucky's IPC System	
End Project	September 30, 2023

8.7 Budget Narrative

Description of Services	Total Cost
<i>Contractual agreement for the maintenance and support of the IPC System</i>	\$204,212
KYTC will contract with 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: \$204,212

95% Federal Share: \$194,001

5% State Share: \$10,211

9. Maintenance of the Automated Ow/OD Load Permitting And Routing System

9.1 Introduction

The purpose of this project is to provide annual operations and maintenance costs for Kentucky's automated overweight/over-dimensional (OW/OD) load permitting and routing system. This project increases efficiencies for the Division of Motor Carriers as well as the motor carrier industry. In addition, this system allows for real-time bridge analysis of every load prior to issuance of the permit to ensure the safety of the traveling public.

9.2 Problem Statement

The Kentucky automated OW/OD load permitting and routing system consists of five major components: Superload routing, bridge analysis, restriction management, and permit administration. This system went live in 2019 and utilizes the Kentucky CVIEW to perform real-time verification of compliance with safety-related regulations – such as Federal OOS orders. The system is also utilized with CVIEW to verify compliance with IFTA, UCR, and IRP regulations.

9.3 Performance Objectives

The objective of this project is to provide funding for maintenance and support for the automated OW/OD load permitting and routing system.

9.4 Program Activity Plan

The Kentucky Transportation Cabinet will contract with a vendor to provide maintenance and support for of the automated OW/OD system.

9.5 Performance Measurement Plan

Quarterly reports will be made to FMCSA documenting activities and project billing specifics. In the event FMCSA would like an update on the project's progress, Kentucky will host a conference call or provide any requested documentation for review.

9.6 Schedule and Milestones

Milestones	Expected Completion Date
Project Start	October 1, 2021
Pay Annual Maintenance Fees for Kentucky's OW/OD Permitting System	
End Project	September 30, 2023

9.7 Budget Narrative

Description of Services	Total Cost
<i>Contractual agreement for the maintenance and support of the automated OW/OD permitting system</i>	\$219,743

KYTC has received a quote for the annual upkeep and maintenance for Kentucky's automated OW/OD load permitting and routing system.

Total Cost: \$219,743

95% Federal Share: \$208,755

5% State Share: \$10,988

10. Maintenance of the IRP System

10.1 Introduction

The purpose of this project is to provide operations and maintenance for Kentucky's International Registration Plan (IRP) online portal system. The Kentucky IRP Portal is an online processing system allowing the Division of Motor Carriers to manage the requirements for IRP. This system has been designed to permit motor carriers to register for IRP, order the IRP plates and cab cards, renew the IRP plates and cab cards, add vehicles, update MCRS lease agreements, make payments, and communicate with the Division of Motor Carriers in a safe and secure electronic environment. This request is for maintenance and support associated with a core ITD project.

10.2 Problem Statement

The Kentucky IRP system is the automated electronic processing system that allows for the application, processing, issuance, for the International Registration Plan. This system is linked to Kentucky's CVIEW and provides important data to Kentucky's Division of Motor Carriers and Commercial Vehicle Enforcement as well as to other states via SAFER. Kentucky seeks funds to maintain this system.

10.3 Performance Objectives

The objective of this project is to provide funding for maintenance and support for the IRP system.

10.4 Program Activity Plan

The Kentucky Transportation Cabinet will contract with a vendor to provide maintenance and support for the IRP system.

10.5 Performance Measurement Plan

Quarterly reports will be made to FMCSA documenting activities and project billing specifics. In the event FMCSA would like an update on the project's progress, Kentucky will host a conference call or provide any requested documentation for review.

10.6 Schedule and Milestones

Milestones	Expected Completion Date
Project Start	October 1, 2021
Pay Annual Maintenance Fees for Kentucky's IRP System	
End Project	September 30, 2023

10.7 Budget Narrative

Description of Services	Total Cost
<i>Contractual agreement for the maintenance and support of the IRP System</i>	\$158,824
KYTC has received a quote for the annual upkeep and maintenance for Kentucky's IRP System.	

Total Cost: \$158,824

95% Federal Share: \$150,882

5% State Share: \$7,942

Project	Total Eligible Costs	85% Federal	15% State
Maintenance of CVIEW, inspection software	\$ 232,216	\$ 197,383	\$ 34,833
ITD/PRISM Admin & Tech Support	\$ 175,295	\$ 149,000	\$ 26,295
ITD/PRISM Admin & Tech Support	\$ 8,236	\$ 7,000	\$ 1,236
ITD/PRISM Training	\$ 30,589	\$ 26,000	\$ 4,589
ITD/PRISM Training	\$ 3,530	\$ 3,000	\$ 530
Data Quality	\$	\$	\$

	29,412	25,000	4,412
IRP/IFTA Dues	\$ 49,648	\$ 42,200	\$ 7,448
E-screening Membership Dues	\$ 8,824	\$ 7,500	\$ 1,324
Maintenance of Roadside Systems	\$ 458,353	\$ 389,600	\$ 68,753
Maintenance of IFTA System	\$ 204,212	\$ 173,580	\$ 30,632
Maintenance of OW/OD System	\$ 219,743	\$ 186,781	\$ 32,962
Maintenance of IRP System	\$ 158,824	\$ 135,000	\$ 23,824
	\$ 1,578,882	\$ 1,342,044	\$ 236,838

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Part 4 Section 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 (typically non-tangible) may include utilities, leased property or equipment, fuel for vehicles, 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 in the “My Documents” area in the eCVSP tool and through Grants.gov. 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
Computer Maintenance	324 12	\$110.00	100.0000	\$35,640.00	\$33,858.00	\$1,782.00	\$0.00
Conference Registration Fees	5 Cost	\$550.00	100.0000	\$2,750.00	\$2,612.50	\$137.50	\$0.00
FMCSR Regulation Books	120 Cost	\$28.00	100.0000	\$3,360.00	\$3,192.00	\$168.00	\$0.00
Hazardous Materials Regulation Books	120 Cost	\$28.00	100.0000	\$3,360.00	\$3,192.00	\$168.00	\$0.00
Mid American Truck Space Rental	1 Cost	\$7,600.00	100.0000	\$7,600.00	\$7,220.00	\$380.00	\$0.00
Cellular Costs	1 Cost	\$35,000.00	100.0000	\$35,000.00	\$33,250.00	\$1,750.00	\$0.00
Vehicle Repairs	1 Cost	\$15,000.00	100.0000	\$15,000.00	\$14,250.00	\$750.00	\$0.00
CVSA Decals	1 Cost	\$18,000.00	100.0000	\$18,000.00	\$17,100.00	\$900.00	\$0.00
Vehicle Operating Expenses	1 Cost	\$200,000.00	100.0000	\$200,000.00	\$190,000.00	\$10,000.00	\$0.00
Post Crash Data Retrieval Software	1 Cost	\$12,000.00	100.0000	\$12,000.00	\$11,400.00	\$600.00	\$0.00
CVSA Annual Dues	1 Cost	\$12,900.00	100.0000	\$12,900.00	\$12,255.00	\$645.00	\$0.00
TOTAL: Other Costs				\$345,610.00	\$328,329.50	\$17,280.50	\$0.00

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

FFY 2022 Updates per BIL

Modifications to the previously approved budget for this category includes the reduction of the state match to meet the new 5% match as well as additional charges to account for computer maintenance and routine charges to the division by the computer services department, including charges for internet connectivity and other technology charges that have routinely been charged to MOE, an increase from \$17,820.00 to \$35,640.00. Costs for vehicle operating expenses was also updated based on the current cost of gasoline, increased from \$100,000 to an estimated \$200,000. Post crash data retrieval software was updated from \$6,000 to \$12,000 to account for additional units utilized for dedicated commercial vehicle investigations. Lastly, slight modifications were made in regulation books cost based on current prices, from \$26.00 each to \$28.00.

Other:

This area covers several items that are necessary in the daily functions of the CVE Division 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.

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-diem 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 \$3,360.

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 \$3,360.

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 \$18,000 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 \$200,000.00.

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 \$12,000. This update is specifically CMV technology and utilized only for commercial vehicles.

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 - \$12,900 annually.

Lastly, Kentucky has formally moved all computer purchases, connectivity and maintenance etc to a department within the state, the Commonwealth Office of Technology. Each desktop computer accesses a \$55 charge for replacement and maintenance, \$6.00 per email address, internet connection services and other IT service costs that are prorated and itemized on quarterly billing reports. KY estimates that this will demonstrate a cost of approximately \$35,640.

The charge is a monthly charge generated by Commonwealth Technologies for 27 computers at a rate of \$55 per month. There are 324 total charges at \$55 per month. $27 \text{ computers} \times 12 \text{ months} = 324 \text{ total charges}$.

The KSP budgets for Cellular costs, CVSA decals, vehicle repairs and post crash data retrieval software is based on historical data.

Revised 5/26/2022

Part 4 Section 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,322,408.00	\$385,390.00	\$7,707,798.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,156,170.00
MOE Baseline:	\$1,751,368.59

Estimated Expenditures				
Personnel				
	Federal Share	State Share	Total Project Costs (Federal + Share)	MOE
Major	\$58,856.66	\$3,097.71	\$61,954.37	\$33,360.05
Captain	\$75,934.69	\$3,996.55	\$79,931.24	\$43,039.90
Lieutenant	\$162,925.00	\$8,575.01	\$171,500.01	\$92,346.15
Specialist Pay	\$182,875.00	\$9,625.00	\$192,500.00	\$0.00
Sergeant	\$88,445.00	\$4,654.99	\$93,099.99	\$50,130.77
Inspector	\$578,674.69	\$30,456.56	\$609,131.25	\$27,993.75
Officer	\$788,306.35	\$41,489.83	\$829,796.18	\$0.00
Coordinator/Staff	\$41,895.00	\$2,204.99	\$44,099.99	\$23,746.15
Programs Staff	\$102,642.75	\$5,402.26	\$108,045.01	\$58,171.38
Compliance Review Support	\$9,123.80	\$480.19	\$9,603.99	\$5,171.38
Administrative Support	\$92,096.27	\$4,847.20	\$96,943.47	\$52,200.31
Sergeant Special Assignment	\$5,306.70	\$279.30	\$5,586.00	\$3,007.85
Officers Special Assignment	\$11,195.30	\$589.23	\$11,784.53	\$6,345.50
Trooper Certified Inspectors	\$11,410.57	\$600.42	\$12,010.99	\$4,203.84
Salary Subtotal	\$2,209,687.78	\$116,299.24	\$2,325,987.02	\$399,717.03
General Staff	\$0.00	\$0.00	\$0.00	\$653,205.76
Federal Overtime	\$665,000.00	\$35,000.00	\$700,000.00	\$0.00
Overtime subtotal	\$665,000.00	\$35,000.00	\$700,000.00	\$653,205.76
Personnel total	\$2,874,687.78	\$151,299.24	\$3,025,987.02	\$1,052,922.79

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Major	\$31,782.59	\$1,672.77	\$33,455.36	\$9,436.12
Captain	\$41,004.73	\$2,158.14	\$43,162.87	\$12,174.14
Lieutenant	\$87,979.50	\$4,630.49	\$92,609.99	\$26,120.77
Specialist Pay	\$162,557.59	\$8,555.66	\$171,113.25	\$0.00
Sergeant	\$47,760.30	\$2,513.70	\$50,274.00	\$14,179.84
Inspector	\$775,532.69	\$40,817.51	\$816,350.20	\$16,660.21
Officer	\$276,695.53	\$14,562.91	\$291,258.44	\$82,149.82
Coordinator/Staff	\$44,688.56	\$2,352.02	\$47,040.58	\$13,267.86
Programs Staff	\$109,486.97	\$5,762.47	\$115,249.44	\$32,506.25
Compliance Review Support	\$9,732.17	\$512.22	\$10,244.39	\$2,889.44
Administrative Support	\$98,237.24	\$5,170.38	\$103,407.62	\$29,166.25
Sergeant Special Assignment	\$2,865.62	\$150.82	\$3,016.44	\$850.79
Officers Special Assignment	\$6,045.45	\$318.18	\$6,363.63	\$1,794.87
Trooper Certified Inspectors	\$13,692.68	\$720.66	\$14,413.34	\$4,065.30
OT Fringe	\$299,250.00	\$15,750.00	\$315,000.00	\$0.00
State Funded OT	\$0.00	\$0.00	\$0.00	\$433,218.41
Fringe Benefits total	\$2,007,311.62	\$105,647.93	\$2,112,959.55	\$678,480.07

Travel				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MCSAP FMCSA Planning Meeting	\$8,274.50	\$435.50	\$8,710.00	\$0.00
Routine Annual Training	\$28,500.00	\$1,500.00	\$30,000.00	\$0.00
COHMED Conference	\$3,790.50	\$199.50	\$3,990.00	\$0.00
CVSA Conference	\$6,042.00	\$318.00	\$6,360.00	\$0.00
CVSA Inspector Championship	\$2,141.30	\$112.70	\$2,254.00	\$0.00
Travel total	\$48,748.30	\$2,565.70	\$51,314.00	\$0.00

Equipment				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Patrol Vehicles	\$194,512.50	\$10,237.50	\$204,750.00	\$0.00
Patrol Vehicle Equipment	\$57,213.75	\$3,011.25	\$60,225.00	\$0.00
CR Vehicle Costs	\$74,100.00	\$3,900.00	\$78,000.00	\$0.00
Equipment total	\$325,826.25	\$17,148.75	\$342,975.00	\$0.00

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Uniforms and related supplies	\$82,346.00	\$4,334.00	\$86,680.00	\$0.00
Office Supplies	\$55,358.55	\$2,913.88	\$58,272.43	\$0.00
MOE Costs of supplemental supplies	\$0.00	\$0.00	\$0.00	\$19,966.14
Supplies total	\$137,704.55	\$7,247.88	\$144,952.43	\$19,966.14

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Boone County Sheriffs Office	\$30,400.00	\$1,600.00	\$32,000.00	\$0.00
KY Transportation Cabinet	\$1,425,000.00	\$75,000.00	\$1,500,000.00	\$0.00
Lexington Division of Police	\$68,400.00	\$3,600.00	\$72,000.00	\$0.00
Louisville Police	\$68,400.00	\$3,600.00	\$72,000.00	\$0.00
Xerox Copy Machines	\$7,600.00	\$400.00	\$8,000.00	\$0.00
Contractual and Subaward total	\$1,599,800.00	\$84,200.00	\$1,684,000.00	\$0.00

Other Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Computer Maintenance	\$33,858.00	\$1,782.00	\$35,640.00	\$0.00
Conference Registration Fees	\$2,612.50	\$137.50	\$2,750.00	\$0.00
FMCSR Regulation Books	\$3,192.00	\$168.00	\$3,360.00	\$0.00
Hazardous Materials Regulation Books	\$3,192.00	\$168.00	\$3,360.00	\$0.00
Mid American Truck Space Rental	\$7,220.00	\$380.00	\$7,600.00	\$0.00
Cellular Costs	\$33,250.00	\$1,750.00	\$35,000.00	\$0.00
Vehicle Repairs	\$14,250.00	\$750.00	\$15,000.00	\$0.00
CVSA Decals	\$17,100.00	\$900.00	\$18,000.00	\$0.00
Vehicle Operating Expenses	\$190,000.00	\$10,000.00	\$200,000.00	\$0.00
Post Crash Data Retrieval Software	\$11,400.00	\$600.00	\$12,000.00	\$0.00
CVSA Annual Dues	\$12,255.00	\$645.00	\$12,900.00	\$0.00
Other Costs total	\$328,329.50	\$17,280.50	\$345,610.00	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,322,408.00	\$385,390.00	\$7,707,798.00	\$1,751,369.00
Total Costs Budgeted	\$7,322,408.00	\$385,390.00	\$7,707,798.00	\$1,751,369.00

Part 4 Section 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			
	85.01% Federal Share	14.99% State Share	Total Estimated Funding
Total	\$7,322,408.00	\$385,390.00	\$7,707,798.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (14.99% of MCSAP Award Amount):	\$1,156,170.00
MOE Baseline:	\$1,751,368.59

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Salary Subtotal	\$2,209,687.78	\$116,299.24	\$2,325,987.02	\$399,717.03
Overtime Subtotal	\$665,000.00	\$35,000.00	\$700,000.00	\$653,205.76
Personnel Total	\$2,874,687.78	\$151,299.24	\$3,025,987.02	\$1,052,922.79
Fringe Benefits Total	\$2,007,311.62	\$105,647.93	\$2,112,959.55	\$678,480.07
Travel Total	\$48,748.30	\$2,565.70	\$51,314.00	\$0.00
Equipment Total	\$325,826.25	\$17,148.75	\$342,975.00	\$0.00
Supplies Total	\$137,704.55	\$7,247.88	\$144,952.43	\$19,966.14
Contractual and Subaward Total	\$1,599,800.00	\$84,200.00	\$1,684,000.00	\$0.00
Other Costs Total	\$328,329.50	\$17,280.50	\$345,610.00	\$0.00
	85.01% Federal Share	14.99% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,322,408.00	\$385,390.00	\$7,707,798.00	\$1,751,369.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,322,408.00	\$385,390.00	\$7,707,798.00	\$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.

Part 5 Section 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? Nathan Day
2. What is this person's title? Major
3. Who is your Governor's highway safety representative? Jim Gray
4. What is this person's title? Secretary

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

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

State Certification declaration:

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, 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.

Part 5 Section 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? Nathan Day
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? nathaniel.day@ky.gov

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

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

I, 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. Please see attached and below update: The KSP has worked with the Kentucky Transportation Cabinet and the new KAR has been approved, passed Legislative Committees and will become law soon. The KSP hopes to be able to report that this KAR which does address three of the outstanding findings is law in the next quarterly report. The KSP is still working with legislative resources to address the remaining two findings that will require legislative action, the KSP will update status in quarterly reporting. 09/28/2021

Part 5 Section 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

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

☐ Yes ☒ No

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.

Part 5 Section 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? Nathan Day
2. What is this person's title? Major
3. Who is your Governor's highway safety representative? Jim Gray
4. What is this person's title? Secretary

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

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

State Certification declaration:

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, 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.

Part 5 Section 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? Nathan Day
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? nathaniel.day@ky.gov

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

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

I, 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. Please see attached

Part 5 Section 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

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

☐ Yes ☒ No

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Nathan Day, Director** on behalf of the Commonwealth of **Kentucky** have the authority to make the following certification on behalf of the State. I certify that the State has conducted the annual review required by 49 C.F.R. section 350.303 of its laws, regulations, standards, and orders on commercial motor vehicle (CMV) safety and that the State's safety laws, regulations, standards, and orders on CMV safety are compatible with the Federal Motor Carrier Safety Regulations (49 C.F.R. parts 390, 391, 392, 393, 395, 396, and 397) and the Hazardous Material Regulations (49 C.F.R. parts 107 (subparts F and G only), 171-173, 177, 178, and 180), 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, regulations, standards, and orders on CMV safety that:

- (1) As applicable to interstate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) If in addition to or more stringent than the FMCSRs, have a safety benefit, do not unreasonably frustrate the Federal goal of uniformity, and do not cause an unreasonable burden on interstate commerce when enforced;
- (2) As applicable to intrastate commerce not involving the movement of hazardous materials:
 - (i) Are identical to or have the same effect as the FMCSRs; or
 - (ii) Fall within the limited variances from the FMCSRs allowed under 49 C.F.R. sections 350.305 or 350.307; and
- (3) As applicable to interstate and intrastate commerce involving the movement of hazardous materials, are identical to the HMRs.

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

(Please see attached)

Signature of Certifying Official: Major Nathan Day

Nathan Day, Major

Title of Certifying Official: Director

Date of Certification: 06/28/2021

Previous Findings:

Kentucky's MCSAP review completed in 2010 identified issues regarding incompatibility with some regulations. The KSP, Commercial Vehicle Enforcement Division has been diligently working with the Kentucky Department of Transportation to modify the specific KAR which will address findings 3507 and 4293. The remaining findings, 4385 and 3679 require legislative action and KSP is working toward a resolution.

KY/FI-1-2010-MC

Finding 3507

The Commonwealth's exemption of for-hire bus companies is incompatible with the conditions in 49 CFR 350.201(a) and the Tolerance Guidelines in 49 CFR 350.341.

Under Kentucky's regulations adopting Parts of the FMCSRs in 601 KAR 1:005, section 3(1) of that statute exempts from required compliance with Parts 390 through 397, city and suburban buses, defined as those buses issued "...certificates granting authority only for the operation of motor vehicles transporting passengers for hire between points within the corporate limits of a city or within the confines of either one or more cities and their suburban area, or a suburban area, over regular routes." (See definitions in KRS 281.13 and 601 KAR 1:005 section 1.)

The exemptions do not apply to the operators of these vehicles to the extent that those operators must comply with the adopted 49 CFR Parts 382, 383, and the medical qualification portions of Part 391. This almost total exemption from safety regulations of these for-hire bus companies is incompatible with the conditions set forth in 49 CFR 350.201(a) and the Tolerance Guidelines in 49 CFR 350.341.

Status:

KRS 281.013 was repealed 06/24/2015 and 601 KAR 1:005 revisions have been drafted and being presented in 2020 to remove the references and exemptions to city busses. Additionally, a review of 1987/1988 KAR shows that these exemptions were actually in place in 1987 and 1988. Regardless the revised KAR will resolve this inconsistency. See attached KAR which is making its way through the legislative review process, see below for latest update:

Plecha, Larisa (KYTC)
Tue 6/8/2021 10:57 AM

To:

- Parker, Angela L (KSP);
- George, Katie A (Justice)

Cc:

- Truesdell, Tristan S (KSP);
- Smoot, John E (KSP);
- Johnson, Jon H (KYTC)

Angela and Katie,

Thank you again for working with us in advance of today's ARRS meeting, which included 601 KAR 1:005 on the agenda. I'm circling back to let you know that today's ARRS meeting went very well – we received no questions from any legislators, thus moving this regulation along to the next phase of promulgation.

We are so appreciative that Captain Truesdell and John Smoot could be involved today and in this process. They have been major assets to the amendment of this regulation. We will keep you apprised of any additional developments with regards to this regulation, but I merely wanted to send a note of thanks following today's meeting.

Thanks, and have a nice day.

Larisa Plecha, Esq.
Kentucky Transportation Cabinet
Office of Legal Services
200 Mero Street
Frankfort, KY 40622
Telephone (502) 564-7650

KY/FI-1-2010-MC
Finding 4385

The Commonwealth's exemptions provided in KRS 281.600 from 49 CFR Part 393 for farm vehicles are incompatible with the FMCSRs.

Kentucky's statutory authority to adopt the FMCSRs in KRS 281.600 provides two statutory exceptions from required compliance with 49 CFR Part 393, as adopted, for two types of vehicles when used in the intrastate transportation of fertilizer in bulk, or liquid fertilizer to a farm or field during the fertilizer season. Certain farm operations are exempted from provisions in 49 CFR Parts 391 and 395, but no exceptions are made for farm vehicles from the requirements of 49 CFR Part 393. Therefore, the exceptions in KRS 281.600 (2) are incompatible with the corresponding provisions of the FMCSRs.

Status:

The Department of Vehicle Regulation (DVR) exercises all administrative functions of the state and the regulation pursuant to this chapter and therefore the KSP is working with the DVR to find a sponsor to revise the KRS in question and is continuing in efforts to resolve this issue. The Kentucky Legislature exempted the "fertilizer buggy" from part 393 due to they are not equipped with brakes. Research from surrounding states (Ohio/Tennessee) basically exempt them from the regulations as well. Tennessee, if they are using it for farming purposes and don't meet the HM requirements. Ohio exempts them from the safety regulations, but not the HM regulations. Both deal with intrastate commerce only.

Unfortunately this requires legislative statutory changes and is proving to be a difficult task, latest communication with the DVR regarding the exemptions is September 2020. KSP has met with legislators and awaiting additional updates from Senator Higdon.

KY/FI-1-2010-MC
Finding 4293

The Commonwealth's exemptions, applicable to transportation of certain agricultural and forest products, from compliance with 49 CFR 393.3 to 393.33, relative to lighting device requirements, are incompatible with the FMCSRs. Kentucky's adoption regulation in 601 KAR 1:005, section 3 (3) exempts CMVs "used exclusively in intrastate commerce and exclusively in farm-to-market agricultural transportation when operated during daylight hours by a private motor carrier" from the requirements of "49 CFR 393.9 to 49 CFR 393.33" (comprising all of subpart B of Part 393), except that such vehicles "shall have two (2) stop lamps and mechanical turn signals as set forth in 49 CFR 393.9 to 49 CFR 393.33." In 601 KAR 1:005, section 3 (4), this same exemption is extended to the intrastate... transportation of primary forest products from the harvest area to a mill or other processing facility which is located at a point not more than fifty (50) air miles (eighty and five-tenths [80.5] air kilometers) from the harvest area when operated during daylight hours. All lamps required by the regulations in Subpart B of 49 CFR Part 393 must be capable of operation at all times, and the required reflective devices must be visible at all times. There is no evidence that the exemptions in 601 KAR 1:005 section 3 were ever approved by the FMCSA, or qualify as an "industry exemption" in 49 CFR 350.341(c), i.e., continually in effect since before April, 1988. Indeed, there is a specific Kentucky statute at KRS 281.757, originally enacted in 2001, prohibiting the operation of CMVs having a declared gross weight over 10,000 pounds "if the lights or reflectors are inoperable, missing, or are obscured." These exemptions in 601 KAR 1:005 section 3 are, therefore, incompatible with the corresponding sections of the FMCSRs.

Status:

KRS 281.757 addresses the requirement and prohibition against operating a CMV with inoperable, missing, or obscured lights or reflectors for vehicles over 10,000 pounds in accordance with 49 CFR Part 393. 601 KAR 1:005 revisions have been drafted and being presented in 2020 to remove the references and exemptions. Additionally, a review of 1987/1988 KAR shows that these exemptions were actually in place in 1987 and 1988. Regardless the revised KAR will resolve this inconsistency. See attached and above update on 601 KAR 1:005.

TRANSPORTATION CABINET
Department of Vehicle Regulation
Division of Motor Carriers
(Amendment)

601 KAR 1:005. Safety administrative regulation.

RELATES TO: KRS 138.665, 174.400 - 174.425 ~~[281.013]~~, 281.600, 281.730, 281.750, 281.880, Chapter 281A, 49 C.F.R. Parts 40, 107, 130, 171 - 173, 175, 177, 178, 180, 350, 381 - 385, 390-397, 1572

STATUTORY AUTHORITY: KRS 174.410(2), 281.600, 281.730, 281.750, 281.880 - 281.888, 49 C.F.R. 40, Parts 130, 171 - 173, 175, 177, 178, 180, 382 - 384, 385, 390 - 397, 1572

NECESSITY, FUNCTION, AND CONFORMITY: KRS 174.410(2) ~~[281.600]~~ requires ~~[authorizes]~~ the Secretary of the Transportation Cabinet, in consultation with the Secretary of the Energy and Environment Cabinet and the Secretary of the Cabinet for Health and Family Services, to adopt the Federal Hazardous Materials Transportation Regulations, 49 C.F.R. (1978), in order to effectively carry out the intent of KRS 174.400 through 174.425 relating to the transportation of hazardous materials by air or highway. KRS 174.410(3) requires the Transportation Cabinet and the Justice and Public Safety Cabinet to cooperate with and assist the Energy and Environment Cabinet in the implementation and enforcement of the transportation provisions of any state hazardous waste regulations promulgated pursuant to KRS Chapter 224. KRS 281.600 authorizes the Transportation Cabinet to promulgate administrative regulations relating to safety requirements for motor vehicles and the method of operation, including adoption of any federal motor carrier safety regulations. This administrative regulation establishes requirements for motor carriers operating in Kentucky. This administrative regulation establishes requirements related to exemptions from medical examination for private motor carriers of passengers that are more stringent than the requirements in 49 C.F.R. 391.68(c), which allows these carriers to avoid medical examination. Kentucky does not allow these medical waivers.

Section 1. Definitions.

(1) ~~["City bus" is defined in KRS 281.013(1)(b).~~

(2) "Daylight hours" means that period of time one-half (1/2) hour before sunrise through one-half (1/2) hour after sunset.

~~(2) [(3)]~~ "Farm-to-market agricultural transportation" means the operation of a motor vehicle that is controlled and operated by a farmer who, as a private motor carrier, is using a vehicle:

- (a) 1. To transport agricultural products from his or her farm;
2. To transport farm machinery or farm supplies to his or her farm; or
3. Generally thought of as farm machinery; and

(b) ~~That~~ ~~[Which]~~ is not transporting hazardous materials of a type or quantity that requires the vehicle to be marked or placarded in accordance with this administrative regulation ~~[604 KAR 1:025]~~.

~~(3) [(4)]~~ "Hazardous material" is defined in 49 C.F.R. 390.5. ["Load limit" means the seating capacity established by the manufacturer for a passenger-carrying vehicle plus an additional twenty-five (25) percent.

~~(5) "Suburban bus" is defined in KRS 281.013(2)(b).~~

~~(6) "Utility" means an entity which provides water, electricity, natural gas, sewage disposal, telephone service, television cable, or community antenna service.]~~

Section 2. Governing Federal Regulations. A commercial motor vehicle and its operator meeting the definitions established [set forth] in 49 C.F.R. 390.5 operating for-hire or in private carriage, interstate, or intrastate, including commercial motor vehicles and its operators [except] as established [set forth] in Section 3 of this administrative regulation, shall be governed by the following Motor Carrier Safety Regulations and Transportation Security Administration Regulations adopted and issued by the United States Department of Transportation[.]:

- (1) 49 C.F.R. 40, Procedures for Transportation Workplace Drug and Alcohol Testing Programs;
- (2) 49 C.F.R. 382, Controlled Substances and Alcohol Use and Testing;
- (3) 49 C.F.R. 383, Commercial Driver's License Standards; Requirements and Penalties;
- (4) 49 C.F.R. 384, State Compliance with Commercial Driver's License Program;
- (5) 49 C.F.R. 385, Safety Fitness Procedures;
- (6) 49 C.F.R. 390, General;
- (7) 49 C.F.R. 391, Qualifications of Drivers;
- (8) 49 C.F.R. 392, Driving of Commercial Motor Vehicles;
- (9) 49 C.F.R. 393, Parts and Accessories Necessary for Safe Operation;
- (10) 49 C.F.R. 395, Hours of Service of Drivers;
- (11) 49 C.F.R. 396, Inspection, Repair and Maintenance;
- (12) 49 C.F.R. 397, Transportation of Hazardous Materials; Driving and Parking Rules; and
- (13) 49 C.F.R. 1572, Credentialing and Security Threat Assessments [Background Checks for Maritime and Land Transportation Security].

Section 3. The following hazardous materials transportation regulations adopted and issued by the United States Department of Transportation shall govern the transportation of hazardous materials within Kentucky if, as established in Section 2 of this administrative regulation, the commercial motor vehicle and its operator meet the definitions established in 49 C.F.R. 390.5 operating for-hire or in private carriage, interstate, or intrastate, and transportation of hazardous material is by air or highway: [Exemptions and Exceptions. The following exemptions and exceptions to compliance with the provisions of Section 2 of this administrative regulation shall be made:]

(1) 49 C.F.R. Part 107. Hazardous Material Program Procedures; [(a) A city or suburban bus shall not be required to comply with the federal regulations governing this administrative regulation, except as required by paragraph (b) of this subsection.

(b) The operator of one (1) of these vehicles who is required by KRS Chapter 281A to obtain a commercial driver's license shall:

1. Comply with the provisions of 49 C.F.R. 382 and 383; and

2.a. Provide proof of having passed the medical examination set forth in 49 C.F.R. 391; or

b. Have received a medical waiver as set forth in 601 KAR 11:040 and subsection (7) of this section for intrastate operators or as set forth in 49 C.F.R. 381 for interstate operators.]

(2) 49 C.F.R. Part 130. Oil Spill Prevention and Response Plans; [

(a) A motor vehicle operated by the federal government, a state government, a county government, a city government, or a board of education shall not be required to comply with the federal regulations adopted in this administrative regulation, except as required by paragraphs (b) and (c) of this subsection.

(b) An operator of one (1) of these vehicles who is required by KRS Chapter 281A to obtain a commercial driver's license shall provide proof of:

1. Having passed the medical examination set forth in 49 C.F.R. 391; or

2. Having received a medical waiver as set forth in 601 KAR 11:040 and subsection (7) of this section for intrastate operators or as set forth in 49 C.F.R. 381 for interstate operators.

~~(c) The operator of a vehicle specified in paragraph (a) of this subsection shall meet the requirements of 49 C.F.R. 382 relating to drug and alcohol testing.]~~

~~(3) 49 C.F.R. Part 171. General information, Regulations, and Definitions; [(a) A motor vehicle which is used exclusively in intrastate commerce and exclusively in farm-to-market agricultural transportation when operated during daylight hours by a private motor carrier shall not be required to comply with 49 C.F.R. 393.9 to 393.33, relative to lighting device requirements, except as required by paragraph (b) of this subsection.~~

~~(b) A motor vehicle as described in paragraph (a) of this subsection shall have two (2) stop lamps and mechanical turn signals as set forth in 49 C.F.R. 393.9 to 393.33.]~~

~~(4) 49 C.F.R. Part 172. Hazardous Materials Table, Special Provisions, Hazardous Materials communications, Emergency Response information, Training Requirements, and Security Plans; [(a) A motor vehicle which is used exclusively in intrastate commerce and exclusively for the transportation of primary forest products from the harvest area to a mill or other processing facility which is located at a point not more than fifty (50) air miles (eighty and five-tenths (80.5) air kilometers) from the harvest area when operated during daylight hours shall not be required to comply with 49 C.F.R. 393.9 to 393.33, relative to lighting devices requirements, except as required by paragraph (b) of this subsection.~~

~~(b) A motor vehicle as described in paragraph (a) of this subsection shall have two (2) stop lamps and mechanical turn signals as set forth in 49 C.F.R. 393.9 to 393.33.]~~

~~(5) 49 C.F.R. Part 173. Shippers-general requirements for Shipments and Packagings; [Except for a transporter of hazardous materials subject to the requirements of 601 KAR 1:025, a motor vehicle operator who is operating a vehicle in intrastate commerce shall not be required to be twenty-one (21) years of age as set forth in 49 C.F.R. 391.11(b)(1). However, he shall be at least eighteen (18) years of age.]~~

~~(6) 49 C.F.R. Part 175. Carriage by Aircraft; [A utility service vehicle as defined in 49 C.F.R. 395.2 shall be exempt from the maximum driving and on-duty time for drivers as set forth in 49 C.F.R. 395.]~~

~~(7) 49 C.F.R. Part 177. Carriage by Public Highway; [Medical waivers for intrastate drivers.~~

~~(a) A commercial vehicle driver who operates a commercial vehicle exclusively in intrastate commerce within Kentucky may apply for a medical waiver of the requirements of 49 C.F.R. 391 under the provisions of 601 KAR 11:040.~~

~~(b) If a medical waiver is issued, the waiver shall be in the possession of the commercial driver any time the driver is operating a commercial motor vehicle.]~~

~~(8) 49 C.F.R. Part 178. Specifications for Packagings; and [Except for a farm-to-market agricultural transportation motor vehicle with a gross vehicle weight rating of 26,000 pounds or less, a motor carrier which operates exclusively in intrastate commerce shall:~~

~~(a) Apply for an intrastate motor carrier identification number on Form TC 95-1, "Kentucky Trucking Application", October 2004 edition or Form TC 92-150, "Application for Intrastate Carrier Identification Number", March 1996 edition;~~

~~(b) Display the assigned intrastate motor carrier identification number and the name of the motor carrier in the same manner as required pursuant to 49 C.F.R. 390.21 except the identification number shall be preceded by the letters "USDOT" and followed by the letters "KY".]~~

~~(9) 49 C.F.R. Part 180. Continuing Qualification and Maintenance of Packagings. [Notwithstanding 49 C.F.R. 391.68(c), a Kentucky licensed commercial driver operating a passenger transportation vehicle on behalf of a private motor carrier of passengers shall not be exempt from the sections of 49 C.F.R. 391.41 and 391.45 requiring a driver to be medically examined and to have a medical examiner's certificate on his or her person.]~~

Section 4. Exemptions and Exceptions. The exemptions and exceptions to compliance with the provisions of Section 2 of this administrative regulation shall be as established in this section.

(1)(a) A motor vehicle operated by the federal government, a state government, a county government, a city government, or a board of education shall not be required to comply with the federal regulations adopted in this administrative regulation, except as required by paragraphs (b) and (c) of this subsection.

(b) An operator of one (1) of these vehicles who is required by KRS Chapter 281A to obtain a commercial driver's license shall provide proof of having:

1. Passed the medical examination established in 49 C.F.R. 391; or

2. Received a medical waiver as established in 601 KAR 11:040 and subsection (3) of this section for intrastate operators or as established in 49 C.F.R. 381 for interstate operators.

(c) The operator of a vehicle established in paragraph (a) of this subsection shall meet the requirements of 49 C.F.R. 382 relating to drug and alcohol testing.

(2) Except for a transporter of hazardous materials subject to the requirements of 601 KAR 1:025, a motor vehicle operator who is operating a vehicle in intrastate commerce shall not be required to be twenty-one (21) years of age as established in 49 C.F.R. 391.11(b)(1), but shall be at least eighteen (18) years of age.

(3) Medical waivers for intrastate drivers.

(a) A commercial vehicle driver who operates a commercial vehicle exclusively in intrastate commerce within Kentucky may apply for a medical waiver of the requirements of 49 C.F.R. 391 under the provisions of 601 KAR 11:040.

(b) If a medical waiver is issued, the waiver shall be in the possession of the commercial driver any time the driver is operating a commercial motor vehicle.

(4) Except for a farm-to-market agricultural transportation motor vehicle with a gross vehicle weight rating of 26,000 pounds or less, a motor carrier that operates exclusively in intrastate commerce shall:

(a) Apply for an intrastate USDOT number using the Application for USDOT Number, Form MCS-150, by visiting the Federal Motor Carrier Safety Administration at www.fmcsa.dot.gov; and

(b) Display the assigned intrastate motor carrier identification number and the name of the motor carrier in the same manner as required pursuant to 49 C.F.R. 390.21, except the identification number shall be preceded by the letters "USDOT" and followed by the letters "KY."

(5) Exception to 49 C.F.R. 391.68(c). A Kentucky licensed commercial driver operating a passenger transportation vehicle on behalf of a private motor carrier of passengers shall not be exempt from the sections of 49 C.F.R. 391.41 and 391.45 requiring a driver to be medically examined and to have a medical examiner's certificate on his or her person.~~[Buses~~

~~(1) A bus shall be maintained in a clean and sanitary condition so that the health of passengers will not be impaired.~~

~~(2) A seat shall be comfortable in order that passengers will not be subjected to unreasonable discomfort which might be detrimental to their health and welfare.~~

~~(3) An employee in charge of buses shall be courteous and helpful to passengers, properly caring for baggage so that it will not be damaged, and shall be acquainted with the routes traveled and schedules maintained, so that the passengers will not be subjected to unnecessary delays.~~

~~(4) An operator shall take into consideration the health and welfare of his or her passengers and control his or her operations in the public interest.~~

~~(5) Express and freight, mail bags, newspapers and baggage shall be so placed as not to interfere with the driver or with the safety and comfort of passengers. These items shall be pro-~~

~~ected from the weather but shall not be carried in the aisles or in a position to block exits or doorways on the bus.~~

~~Section 5. Overcrowding of Passenger Vehicles. A bus operated by an authorized carrier, except city or suburban buses, shall not be used to transport passengers in excess of its load limit. A passenger shall not be permitted to occupy the rear door well of any bus vehicle that is equipped with a rear door well.]~~

Section 5[6]. Out-of-service Criteria ~~[and Sticker]~~.

(1) The basic safety criteria to be followed by the Kentucky State Police or other individual certified through KSP to complete commercial vehicle inspections ~~[Transportation Cabinet]~~ in determining if a commercial motor vehicle driver is declared unqualified or if a commercial motor vehicle is is ~~[shall be declared unqualified or]~~ placed out-of-service shall be the ~~[“]North American Uniform Out-of-service Criteria[“]~~ issued by the Commercial Vehicle Safety Alliance.

(2)(a) If a commercial motor vehicle is being operated in interstate or intrastate commerce with improper or invalid registration, without registration, ~~[or]~~ in violation of any safety regulation or requirement, or with a current federal Out-Of-Service Order issued by the Federal Motor Carrier Safety Administration, a North American Standard (NAS) certified inspector authorized by the Kentucky State Police may place the vehicle out-of-service until the defect or condition is corrected ~~[an officer or inspector of the Division of Motor Vehicle Enforcement shall be authorized to affix to the vehicle a notice indicating the nature of the violation and requiring its correction before the commercial motor vehicle is further operated]~~.

(b) Refusal of the vehicle operator to grant permission for a law enforcement officer or inspector to conduct a safety inspection of the vehicle shall be cause for the officer or inspector to hold the vehicle in place or move the vehicle to a safe location, as established by 49 C.F.R. 396.7, [place the vehicle out-of-service] until the permission is granted.

(c) Operation of a vehicle in violation of the out-of-service notice affixed to it shall constitute a separate violation of this administrative regulation.

(3)(a) If a commercial motor vehicle driver is ~~[determined to be]~~ unqualified to drive and is placed out-of-service but the commercial motor vehicle is not placed out-of-service, the motor carrier may provide a different driver for the commercial motor vehicle.

(b) The commercial motor vehicle driver placed out-of-service shall not again operate a commercial motor vehicle until ~~[he is]~~ once again qualified.

(c) Refusal of the commercial motor vehicle driver to grant permission for a law enforcement officer or inspector to conduct a safety inspection regarding the actual driver ~~[himself]~~ shall be cause for suspension of the certificate or permit of the motor carrier as established by KRS 281.755 ~~[the officer to place the driver out-of-service until the permission is granted]~~.

(d) Operating a commercial motor vehicle in violation of an out-of-service order shall constitute a separate violation of this administrative regulation.

Section 6[7]. Persons Allowed to Perform Physical Examinations. A physical examination required pursuant to state or federal law shall be conducted by a “medical examiner” as defined by ~~[in]~~ 49 C.F.R. 390.5. ~~[The following shall qualify:~~

- ~~(1) Physician licensed by the Kentucky Board of Medical Licensure;~~
- ~~(2) Osteopath licensed by the Kentucky Board of Medical Licensure;~~
- ~~(3) Physician assistant certified by the Kentucky Board of Medical Licensure if working under the direct supervision of a licensed physician;~~
- ~~(4) Advanced registered nurse practitioner licensed by the Kentucky Board of Nursing; and~~
- ~~(5) Chiropractor licensed by the Kentucky State Board of Chiropractic Examiners.~~

~~Section 8. Intrastate Safety Rating System.~~

~~(1) The Transportation Cabinet may issue a safety rating to a motor carrier subject to the provisions of this administrative regulation if all of the commercial motor vehicles operated by the motor carrier are operated exclusively in intrastate commerce.~~

~~(2) The safety standards and rating criteria set forth in 49 C.F.R. 385 shall be used by the Transportation Cabinet in issuing a safety rating.]~~

Section 7[9]. Random Alcohol Testing Rate. A commercial motor vehicle employer shall randomly test a percentage of the average number of driver positions employed by the employer. The applicable percentage shall be determined by the Federal Motor Carrier Safety Administration's Administrator annually established ~~[as set forth]~~ in 49 C.F.R. 382.305.

Section 8[40]. Incorporation by Reference.

(1) The following material is incorporated by reference:

(a) "Application for USDOT Number," or "Form MCS-150," by the Federal Motor Carrier Safety Administration, revised November 14, 2019, available at www.fmcsa.dot.gov; and ~~["North American Uniform Out of Service Criteria" revised April 1, 2005 by the Commercial Vehicle Safety Alliance;]~~

(b) "North American Uniform Out-Of-Service Criteria" updated annually, effective April 1 of each year, by the Commercial Vehicle Safety Alliance. [TC 95-1, "Kentucky Trucking Application," revised October, 2004; and

(c) TC 92-150, "Application for Intrastate Carrier Identification Number," revised March, 1996.]

(2) This material may be inspected, copied, or obtained, subject to applicable copyright law, ~~[at any of the weigh stations operated by the Transportation Cabinet, and]~~ at the Division of Motor Carriers, 2nd Floor, Transportation Cabinet Office Building, 200 Mero Street, Frankfort, Kentucky 40622, Monday through Friday, 8 a.m. to 4:30 p.m.

JIM GRAY, Secretary, Transportation Cabinet

MATT COLE, Acting Commissioner, Department of Vehicle Regulation

REBECCA GOODMAN, Secretary, Energy and Environment Cabinet

JUSTICE MARY C. NOBLE, Secretary, Justice and Public Safety Cabinet

COLONEL PHILLIP BURNETT, JR., Acting Commissioner, State Police

ERIC FRIEDLANDER, Secretary, Cabinet for Health and Family Services

APPROVED BY AGENCY: March 12, 2021

FILED WITH LRC: March 12, 2021 at 12:23 p.m.

PUBLIC HEARING AND PUBLIC COMMENT PERIOD: A public hearing on this administrative regulation shall be held at 10:00 AM EST on May 24, 2021, at the Transportation Cabinet, Transportation Cabinet Building, 200 Mero Street, Frankfort, Kentucky 40622. In the event the declaration of a State of Emergency in Executive Order 2020-215 and the State of Emergency Relating to Social Distancing in Executive Order 2020-243 are not rescinded by May 24, 2021, this hearing will be done by video teleconference. Members of the public wishing to attend may utilize the following link: Join from PC, Mac, Linux, iOS or Android: <https://bluejeans.com/497647287/3192?src=calendarLink> Or Telephone: +1.408.419.1715 (United States (San Jose)) +1.408.915.6290 (United States (San Jose)) Meeting ID: 497 647 287, Participant Passcode: 3192, Individuals interested in being heard at this hearing shall notify this agency in writing by five (5) workdays prior to the hearing of their intent to attend. If no notification of intent to attend the hearing is received by that date, the hearing may be can-

celed. This hearing is open to the public. Any person who wishes to be heard will be given an opportunity to comment on the proposed administrative regulation. A transcript of the public hearing will not be made unless a written request for a transcript is made. If you do not wish to be heard at the public hearing, you may submit written comments on the proposed administrative regulation. **Written comments shall be accepted through 11:59 PM on May 31, 2021.** Send written notification of intent to be heard at the public hearing or written comments on the proposed administrative regulation to the contact person below.

CONTACT PERSON: Jon Johnson, Staff Attorney Manager/Assistant General Counsel, Transportation Cabinet, Office of Legal Services, 200 Mero Street, Frankfort, Kentucky 40622, phone (502) 564-7650, fax (502) 564-5238, email jon.johnson@ky.gov.

REGULATORY IMPACT ANALYSIS AND TIERING STATEMENT

Contact Person: Jon Johnson

(1) Provide a brief summary of:

(a) What this administrative regulation does: This administrative regulation adopts the Federal Hazardous Materials Transportation Regulations, 49 C.F.R. (1978), by reference or in its entirety, in order to carry out the intent of KRS 174.400 through 174.425 relating to the transportation of hazardous materials by air or highway. This administrative regulation establishes requirements for motor carriers operating in Kentucky and relates to the safety requirements for motor vehicles and the method of operation. This administrative regulation establishes the requirements related to exemptions from medical examination for private motor carriers of passengers. Modifications to the current regulation eliminate findings that the FMCSA identified as non-compliant with the FMCA regulations.

(b) The necessity of this administrative regulation: This administrative regulation is required by KRS 174.410(2) in order to carry out the intent of KRS 174.400 through 174.425, and it is also required by KRS 281.600 in order to provide safety and operational requirements for commercial motor vehicles.

(c) How this administrative regulation conforms to the content of the authorizing statutes: This administrative regulation conforms to the content of the authorizing statutes by providing safety and operational requirements for commercial motor vehicles and by administering the intent of KRS 174.400 through 174.425 in relation to the applicable federal laws, including 49 C.F.R. (1978), as amended.

(d) How this administrative regulation currently assists or will assist in the effective administration of the statutes: This administrative regulation will establish the regulatory requirements of KRS 174.425 and 281.600 by providing safety and operational requirements for commercial motor vehicles operating in Kentucky.

(2) If this is an amendment to an existing administrative regulation, provide a brief summary of:

(a) How the amendment will change this existing administrative regulation: The amendment to this administrative regulation will change this existing administrative regulation by incorporating the requirements of KRS 174.410(2) in order to carry out the intent of KRS 174.400 through 174.425 relating to the transportation of hazardous materials by air or highway. KRS 174.410(2) authorizes the Secretary of the Transportation Cabinet to (1) consult with the Secretary of the Environmental and Public Protection Cabinet and the Secretary of the Cabinet for Health and Family Services, and to (2) adopt the Federal Hazardous Materials Transportation Regulations, 49 C.F.R. (1978), as amended, by reference or in its entirety.

(b) The necessity of the amendment to this administrative regulation: KRS 174.410(2) and 281.600 allows the Transportation Cabinet to promulgate administration regulations in order to administer this program.

(c) How the amendment conforms to the content of the authorizing statutes: This amendment conforms to KRS 174.410(2) and 281.600. KRS 174.410(2) requires the cabinet to (1) consult with the Secretary of the Environmental and Public Protection Cabinet and the Secretary of the Cabinet for Health and Family Services, and to (2) adopt the Federal Hazardous Materials Transportation Regulations, 49 C.F.R. (1978), as amended, by reference or in its entirety. KRS 281.600 allows the cabinet to establish administrative regulations related to the safety and operational requirements for commercial motor vehicles operating in Kentucky.

(d) How the amendment will assist in the effective administration of the statutes: This amendment will clarify provisions in the current administrative regulation.

(3) List the type and number of individuals, businesses, organizations, or state and local governments affected by this administrative regulation: This administrative regulation will affect: Motor carriers, including owners and operators of motor carriers as well as passengers; Kentucky State Police and KSP sub-grantees; Kentucky Transportation Cabinet, Department of Vehicle Regulation, Division of Motor Carriers; Environmental and Public Protection Cabinet; Cabinet for Health and Family Services

(4) Provide an analysis of how the entities identified in the previous question will be impacted by either the implementation of this administrative regulation, if new, or by the change, if it is an amendment, including:

(a) List the actions each of the regulated entities have to take to comply with this regulation or amendment: This administrative regulation establishes requirements related to exemptions from medical examination for private motor carriers of passengers that are more stringent than the requirements in 49 C.F.R. 391.68(c), which allows these carriers to avoid medical examination. Kentucky does not allow these medical waivers.

(b) In complying with this administrative regulation or amendment, how much will it cost each of the entities: There is no cost associated with this administrative regulation.

(c) As a result of compliance, what benefits will accrue to the entities: Compliance with this administrative regulation will allow safe operation of motor carriers throughout the Commonwealth of Kentucky.

(5) Provide an estimate of how much it will cost the administrative body to implement this administrative regulation:

(a) Initially: There is no cost associated with implementing this administrative regulation.

(b) On a continuing basis: There is no cost associated with implementing this administrative regulation.

(6) What is the source of the funding to be used for the implementation and enforcement of this administrative regulation: There is no cost associated with implementing this administrative regulation, therefore there is no source of the funding to be used for the implementation and enforcement of this administrative regulation.

(7) Provide an assessment of whether an increase in fees or funding will be necessary to implement this administrative regulation, if new, or by the change if it is an amendment: There is no cost associated with implementing this administrative regulation, therefore there is no need for an increase in fees or funding in order to implement this administrative regulation.

(8) State whether or not this administrative regulation established any fees or directly or indirectly increased any fees: This administrative regulation does not establish any fees or directly or indirectly increase any fees.

(9) TIERING: Is tiering applied? No tiering is required under any law nor is it necessary for proper application of the law.

FISCAL NOTE ON STATE OR LOCAL GOVERNMENT

(1) What units, parts or divisions of state or local government (including cities, counties, fire departments, or school districts) will be impacted by this administrative regulation? Kentucky State Police and KSP sub-grantees; Kentucky Transportation Cabinet, Department of Vehicle Regulation, Division of Motor Carriers; Environmental and Public Protection Cabinet; the Cabinet for Health and Family Services

(2) Identify each state or federal statute or federal regulation that requires or authorizes the action taken by the administrative regulation. KRS 174.410(2), KRS 281.600, 49 C.F.R. (1978)

(3) Estimate the effect of this administrative regulation on the expenditures and revenues of a state or local government agency (including cities, counties, fire departments, or school districts) for the first full year the administrative regulation is to be in effect. If specific dollar estimates cannot be determined, provide a brief narrative to explain the fiscal impact of the administrative regulation. This administrative regulation should cause no effect on the expenditures and revenues of a state or local government agency.

(a) How much revenue will this administrative regulation generate for the state or local government (including cities, counties, fire departments, or school districts) for the first year? This administrative regulation is not expected to generate revenue.

(b) How much revenue will this administrative regulation generate for the state or local government (including cities, counties, fire departments, or school districts) for subsequent years? This administrative regulation is not expected to generate revenue.

(c) How much will it cost to administer this program for the first year? This administrative regulation is not expected to generate costs.

(d) How much will it cost to administer this program for subsequent years? This administrative regulation is not expected to generate costs.

Note: If specific dollar estimates cannot be determined, provide a brief narrative to explain the fiscal impact of the administrative regulation.

Revenues (+/-): No revenues will be generated by this program.

Expenditures (+/-): No expenditures will be generated by this program.

Other Explanation: n/a

FEDERAL MANDATE ANALYSIS COMPARISON

1. Federal statute or regulation constituting the federal mandate: 49 C.F.R. (1978)

2. State compliance standards: KRS 174.410(2) and 281.600

3. Minimum or uniform standards contained in the federal mandate: 49 C.F.R. 391.68(c) allows private motor carriers of passengers to be exempt from medical examination in order to operate, but Kentucky does not allow private motor carriers of passengers to be exempted.

4. Will this administrative regulation impose stricter requirements, or additional or different responsibilities or requirements, than those required by the federal mandate? This administrative regulation establishes requirements related to exemptions from medical examination for private motor carriers of passengers that are more stringent than the requirements in 49 C.F.R. 391.68(c), which allows these carriers to avoid medical examination. Kentucky does not allow these medical waivers.

5. Justification for the imposition of the stricter standard, or additional or different responsibilities or requirements. Due to the cabinet's compelling interest of public safety, a Kentucky licensed commercial driver operating a passenger transportation vehicle on behalf of a private motor carrier of passengers shall not be exempt from the sections of 49 C.F.R. 391.41 and

391.45 requiring a driving to be medical examined and to have a medical examiner's certificate on his or her person. This is notwithstanding 49 C.F.R. 391.68(c). There are instances, however, where a medical waiver is acceptable, as in the case of intrastate Kentucky motor carriers.

Smoot, John E (KSP)

To: Parker, Angela L (KSP)
Subject: RE: ARRS meeting today - 601 KAR 1:005

From: Plecha, Larisa (KYTC) <Larisa.Plecha@ky.gov>
Sent: Tuesday, June 8, 2021 10:57 AM
To: Parker, Angela L (KSP) <Angela.Parker@ky.gov>; George, Katie A (Justice) <katie.george@ky.gov>
Cc: Truesdell, Tristan S (KSP) <tristans.truesdell@ky.gov>; Smoot, John E (KSP) <johnne.smoot@ky.gov>; Johnson, Jon H (KYTC) <Jon.Johnson@ky.gov>
Subject: ARRS meeting today - 601 KAR 1:005

Angela and Katie,

Thank you again for working with us in advance of today's ARRS meeting, which included 601 KAR 1:005 on the agenda. I'm circling back to let you know that today's ARRS meeting went very well – we received no questions from any legislators, thus moving this regulation along to the next phase of promulgation.

We are so appreciative that Captain Truesdell and John Smoot could be involved today and in this process. They have been major assets to the amendment of this regulation. We will keep you apprised of any additional developments with regards to this regulation, but I merely wanted to send a note of thanks following today's meeting.

Thanks, and have a nice day.

Larisa Plecha, Esq.
Kentucky Transportation Cabinet
Office of Legal Services
200 Mero Street
Frankfort, KY 40622
Telephone (502) 564-7650

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FY 2022 Certification of MCSAP Conformance Kentucky

I 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, do hereby certify as follows:

1. The State has designated the Kentucky State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan (CVSP) throughout the State for the grant sought and its subgrantees, the Lexington Police Department, Louisville Police Department, Boone County Sheriff's office and the Kentucky Transportation Cabinet to perform defined functions under the CVSP.
2. The State has assumed responsibility for and 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.
3. The State will cooperate in the enforcement of financial responsibility requirements under 49 C.F.R. part 387.
4. The State will enforce registration (i.e., operating authority) requirements under 49 U.S.C §§ 13902 and 31134 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.
5. 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.
6. The Lead State Agency and any subrecipient of MCSAP funds have 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.
7. The State has undertaken efforts to emphasize and improve enforcement of State and local traffic laws as they pertain to CMV safety.
8. 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.
9. The State will maintain the maintenance of effort required under 49 C.F.R. § 350.225.
10. The State requires that all reports required in the CVSP be available to FMCSA upon request, meets the reporting requirements, and uses the forms for recordkeeping, inspections, and investigations that FMCSA prescribes.

11. The State implements performance-based activities, including deployment and maintenance of technology, to enhance the efficiency and effectiveness of CMV safety programs.
12. The State dedicates sufficient resources to a program to ensure that accurate, complete, and timely motor carrier safety data are collected and reported, and to ensure the State's participation in a national motor carrier safety data correction system prescribed by FMCSA.
13. The State will ensure that the Lead State Agency will coordinate the CVSP, data collection, and information systems with the State highway safety improvement program under 23 U.S.C. § 148(c).
14. The State will ensure participation in information technology and data systems as required by FMCSA for jurisdictions receiving MCSAP funding.
15. The State will ensure that information is exchanged with other States in a timely manner.
16. The laws of the State 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.
17. The State will conduct comprehensive and highly visible traffic enforcement and CMV safety inspection programs in high-risk locations and corridors.
18. 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.
19. 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).
20. The State will address activities in support of the national program elements listed in 49 C.F.R. § 350.203.
21. The State will ensure that detection of criminal activities and CMV size and weight enforcement activities described in 49 C.F.R. § 350.227(b) funded with MCSAP funds will not diminish the effectiveness of other CMV safety enforcement programs.
22. The State will ensure that violation sanctions imposed and collected by the State are consistent, effective, and equitable.
23. 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.

24. The State has in effect a requirement that registrants of CMVS demonstrate their knowledge of the applicable FMCSRs, HMRS, or compatible State laws, regulations, standards, and orders on CMV safety.
25. The State will transmit to its roadside inspectors at the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 C.F.R. §§ 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.
26. 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.
27. 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.
28. The State will ensure that it cooperates in the enforcement of hazardous materials safety permits issued under subpart E of part 385 of this subchapter by verifying possession of the permit when required while conducting vehicle inspections and investigations, as applicable.
29. 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.
30. 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 C.F.R. subpart D.

Date: 06/28/2021

Signature Major Nathan Day

Smoot, John E (KSP)

To: Finkle, Lester (FMCSA)
Subject: RE: FMCSA Approval Of KSP's Final Title VI Program Compliance Plan For FY 2022

From: Finkle, Lester (FMCSA) <lester.finkle@dot.gov>
Sent: Tuesday, July 20, 2021 1:27 PM
To: Smoot, John E (KSP) <johne.smoot@ky.gov>
Subject: FMCSA Approval Of KSP's Final Title VI Program Compliance Plan For FY 2022

Great! Thanks, John. If you will save the part of the Plan you just provided to me as part of the final Plan on your end, I will save this part of the Plan as Part 1 of the Plan for FY 2022 in the KSP electronic folder. That way, we should be synced for the Plan update for FY 2023.

I have reviewed KSP's final Title VI Program Compliance Plan for FY 2022 (provided in five parts due to the size of the electronic document) and find all elements identified in the FY 2022 FMCSA Title VI Program Compliance Plan Checklist. This e-mail serves as the Plan approval document. Therefore, KSP's final Title VI Program Compliance Plan for FY 2022 is hereby approved.

Please keep me in the loop as KSP updates OM-E-08. I will appreciate the opportunity to review the draft updated version when it is available. Thanks, John.

Lester

Lester Finkle
FMCSA National Title VI Program Manager
202-366-4474

John E. Smoot
MCSAP & Federal Training Coordinator
Kentucky State Police
Commercial Vehicle Enforcement Division
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Frankfort, Kentucky 40601
859-227-9684
Fax 502-573-0021
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FFY 2020 MCSAP Maintenance of Effort Substantiation Document

1 - MOE Substantiation Document

Each federal fiscal year the State must maintain the average maintenance of effort of the Lead State Agency in order to meet the requirements outlined in 49 CFR 350.301. The State must include MCSAP eligible costs associated with activities performed by the Lead State agency during Federal Fiscal Year (FFY) 2020 (October 1, 2019 through September 30, 2020).

Note: *If your State was granted a MOE waiver, please upload your approved FMCSA signed letter into the MOE My Documents area.*

Lead MCSAP Agency:
Kentucky State Police

Maintenance of Effort (MOE) is determined by subtracting the sum of Federal grant funds and State matching funds from total MCSAP eligible CMV safety program expenses, then comparing that total to the baseline MOE level. The baseline MOE level is the average of expenditures for FFYs 2004 and 2005.

The following information is collected in the FFY 2020 MOE Substantiation document:

- **MCSAP Eligible Expenditures:** *These costs are all the MCSAP eligible expenditures incurred by the lead MCSAP agency in FFY 2020. These costs are broken out by budget categories (e.g. personnel, fringe benefits, travel, etc.). Do not include indirect cost calculations in this total.*
 - *Do not include expenditures that were reimbursed, in whole or in part, by other federal funds or used as matching funds for any other federal grant program.*
 - *Do not include expenditures by subrecipients and non-funded state or local agencies.*
- **Indirect Costs:** *These costs are the approved MCSAP eligible indirect costs incurred by the MCSAP lead agency in FFY 2020, if applicable.*
 - *Enter '0' into the table if there were no eligible indirect costs in FFY 2020.*
 - *Enter '0' into the table if no indirect costs for FFY 2020 were claimed for reimbursement.*
- **Federal Grant Funds:** *These costs are the total Federal MCSAP grant funds expended in FFY 2020. This information can be found in the SF-425 Federal Financial Report (FFR) submitted in GrantSolutions.*
- **State Matching Funds:** *These costs are the total State MCSAP grant funds expended in FFY 2020. This information can be found in the SF-425 Federal Financial Report (FFR) submitted in GrantSolutions.*

Based on the information above, complete the table below. The system will automatically calculate totals and indicate if the State has met their MOE requirement for FFY 2020.

FFY 2020 MOE Substantiation document

Enter Total MCSAP Eligible Expenditures

Personnel	\$2,250,945.15
Fringe Benefits	\$1,832,465.10
Travel	\$16,636.18
Equipment	\$471,657.01
Supplies	\$108,952.98
Contractual	\$1,199,377.01
Other Costs	\$124,300.18
Sub-total Direct Costs	\$6,004,333.61
Indirect Costs	\$0.00
Total MCSAP Eligible Costs Expended	\$6,004,333.61

Enter Total MCSAP Grant Funds Expended

Federal Grant Funds	\$4,739,575.00
State Matching Funds	\$708,546.59
Total MCSAP Grant Funds Expended	\$5,448,121.59
Total MOE Funds Expended	\$556,212.02

MOE Baseline (Baseline years 2004 & 2005)	\$1,751,368.59
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The FFY 2020 Total MOE Funds Expended is less than the MOE Baseline. This indicates the State **did not** meet the required MOE threshold.

Provide details in the text box below if you did not meet the required MOE threshold. If you have met the required MOE threshold, you are not required to enter any additional text below.

Kentucky was granted a reduced MOE for FFY 2020 due to the Panemic. Please see attached and below verbiage from attached letter:

Due to the severe impact of these events on the State of Kentucky, as authorized by 49 U.S.C. § 31102(f)(3) and 49 C.F.R. § 350.301(e) FMCSA is approving the following modifications to its awards:

1. Reduction of the State's MOE obligation of \$1,751,369.00 for its FY 2020 MCSAP grant. With the approved reduction, the FY 2020 MOE will be reduced by \$1,200,000 and the new MOE obligation will be \$551,369;

2 - MOE Certification

The MOE Certification will not be considered complete until the information below is completed and the State affirmatively acknowledges the statement. If any of these items are missing, this part cannot be marked complete on the MOE Dashboard.

1. What is the name of the certifying State official? Nathan Day
2. What is the title of the certifying State official? Major
3. What is the email address of the certifying State official? nathaniel.day@ky.gov
4. What is the phone number of the certifying State official? 502-782-1800

Yes**No****MOE Certification Statement**

Kentucky hereby certifies that the information included in this document is true, accurate and complete:

1. The Lead MCSAP agency has validated and met the minimum MOE baseline amount for FFY 2020 (or has been issued a MOE waiver by FMCSA).
2. All Lead Agency expenditures included in the document are MCSAP-eligible.
3. Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.



U.S. Department
of Transportation

1200 New Jersey Ave., S.E.
Washington, D.C. 20590

**Federal Motor Carrier
Safety Administration**

June 10, 2020

Mr. Nathan Day
Major
Kentucky State Police
919 Versailles Road
Frankfort, Kentucky 40601

Dear Major Day:

Thank you for your letter requesting a waiver of the Kentucky State Police (KSP) Fiscal Year (FY) 2020 Maintenance of Effort (MOE) and the State Match requirements for the Motor Carrier Safety Assistance Program (MCSAP). The U.S. Department of Transportation (USDOT) and the Federal Motor Carrier Safety Administration (FMCSA) are committed to assisting the KSP through your on-going financial challenges caused by the coronavirus (COVID-19) outbreak.

As outlined in your correspondence dated March 31, 2020, May 4, 2020, and the May 27, 2020, revised letter, KSP continues to struggle with meeting the MOE and State Match requirements that are established under the MCSAP due to a shortfall in KSP's operations budget caused by the impact of COVID-19. Significant to your request, these unprecedented times have caused much of your staff to be repurposed to perform traditional police activities and public service functions that fall outside of MCSAP eligible activities, which will reduce the State's ability to utilize MCSAP related funds.

The KSP supplied further details on the budgetary impact of the COVID-19 response, indicating that the State's Road Fund is projected to have a deficit of approximately 10.4 percent. This reduction (totaling approximately \$1 million) directly impacts MOE and matching share expenditures required by Kentucky in relation to CMV enforcement. This shortfall will further hamper the efforts to effectively carry out the commercial vehicle safety efforts outlined within the State's Commercial Vehicle Safety Plan (CVSP).

Due to the severe impact of these events on the State of Kentucky, as authorized by 49 U.S.C. § 31102(f)(3) and 49 C.F.R. § 350.301(e) FMCSA is approving the following modifications to its awards:

1. Reduction of the State's MOE obligation of \$1,751,369.00 for its FY 2020 MCSAP grant. With the approved reduction, the FY 2020 MOE will be reduced by \$1,200,000 and the new MOE obligation will be \$551,369;
2. Waiver of the State's matching share obligations for its FY 2020 MCSAP grant. As such, the State will have no matching share requirement for FY 2020's MCSAP grant;

3. Reduction of the State's matching share requirement for its FY 2019 MCSAP grant. The original FY 2019 match amount of \$835,738.71 is reduced to reflect the amount of Federal funds already expensed under this award. The new match requirement will be \$476,327;

The adjustments made to Kentucky's MCSAP grant will allow KSP to adjust its operations and staffing as needed without undue financial pressure and allow for continued participation in MCSAP activities.

The FMCSA is not making adjustments to the State's discretionary awards under the High Priority (HP) grant program at this time. The periods of performance for these awards will last a significant amount of time past the expected end of the national emergency declaration, providing time for performance of funded activities. Should the State's economic circumstances worsen, or fail to improve, the State may resubmit a request for relief for awards issued on or after FY 2019 at that time.

Thank you again for contacting the FMCSA to express the challenges your State is facing in regard to the COVID-19 outbreak. If you should have questions or need additional information or support, please contact Tom Liberatore, Chief State Programs Division at Thomas.Liberatore@dot.gov or (202) 366-3030.

Sincerely,

THOMAS P
KEANE

Digitally signed by
THOMAS P KEANE
Date: 2020.06.10
11:45:51 -04'00'

Thomas P. Keane
Director, Office of Safety Programs