



KENTUCKY

Commercial Vehicle Safety Plan

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

**Fiscal Years 2022 - 2024
Annual Update FY 2023**

Date of Approval: June 08, 2023

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 2023)
- Part 5: Certifications and Documents (FY 2023)

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 2023:

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 2022 plans. States must carefully review and update this information to reflect FY 2023 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 2023 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

Please review the description of your State's lead CMV agency's goals or mission. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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.

"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 2023 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 2023 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 06/21/2022

Part 1 Section 3 - MCSAP Structure Explanation

Please review your State's CMV enforcement program description. You must answer the questions about your grant activities. You must select "yes" to make changes.

- ☒ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- ☐ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

Answer the questions about your CVSP 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.

Yes	No	Question
☒	☐	Are there initiatives involving "rural roads" included in this CVSP?
☒	☐	Does your State voluntarily submit an annual Training Plan to the National Training Center (NTC)?
☒	☐	Does your State include activities regarding Migrant Worker Transportation in Rural Areas in this CVSP?

Kentucky will be entering its 34th year in the Motor Carrier Safety Assistance Program and continues with the second year of a multi-year 3 year Commercial Vehicle Safety Plan (CVSP) with this 2023 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 2023.

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 10. 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 2023 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 2023.

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 2022 result from AI dashboard indicates a 100.00% catch rate for all OOS carriers identified and 100% for Imminent Hazard & Unsat/Unfit Carriers.

Measures		FY 2020	FY 2021	FY 2022 YTD*	April 2022
Inspection Counts	Inspections On All OOS Carriers	32	30	32	3
	Inspections On All OOS Carriers Identified	30	29	32	3
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	0	0	0
	Other OOS Types <u>not</u> Identified	1	1	0	0
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0	0	0
	Unsatisfactory/Unfit Carriers Identified	1	3	7	1
	Other OOS Types Identified	29	26	25	2
% Identified (OOS Catch Rate)	% of All OOS Carriers Identified	93.75%	96.67%	100.00%	N/A
	% of Imminent Hazard & Unsat/Unfit Carriers Identified	50.00%	100.00%	100.00%	N/A

Data from A/I 06/21/2022, 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 Eros 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 07/31/2022

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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	10
National Program Elements	Enter # personnel below
Driver and Vehicle Inspections	10
Traffic Enforcement Activities	12
Investigations*	0
Public Education and Awareness	10
Data Collection and Reporting	10
* 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

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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.

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.

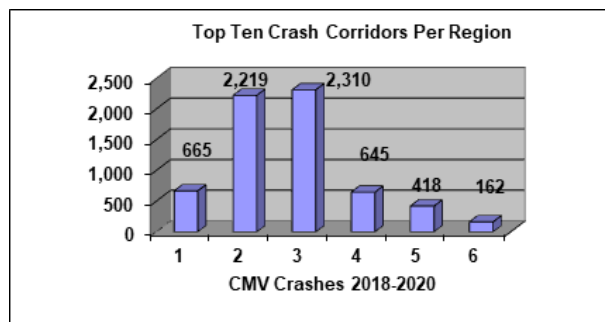
A review of crash data for the years 2018 – 2020 indicates a 6% reduction, 6,330 crashes for the 2018 – 2020 period compared to 6,719 during the 2015 – 2017 period, on the top ten corridors state wide compared to the 2015 – 2017 baseline. This reduction doubled the desired goal of a 3% reduction. KSP 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, March 23, 2022						
	Region One	Region Two	Region Three	Region Four	Region Five	Region Six
% Crashes on top 10 High Crash Corridors	73%	79%	74%	83%	71%	74%
% Crashes on Non High Crash Corridors	27%	21%	35%	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

On June 29, 2022, the Kentucky State Police began weekly speed and traffic enforcement details on interstate systems that pertained to work zone areas. During this four month detail, 68 speed details were conducted. 1,418 total citations were issued, with 936 being for speed.

The Kentucky State Police understands the plan and need to reduce CMV crashes by 15% and has taken the initiative to help reduce crashes by implementing the weekly details. However, Kentucky has looked at historical crash reduction data and finds that a more realistic percentage of crash reduction for our state is 5-7%. Provided below is the data showing the crash reduction rate since 2000.

Calendar Year	CMV crashes	Fatalities	Difference in crashes from previous year	Crash Reductio
2000	8,228	83	984	11.96%
2001	7,244	79	634	8.75%
2002	6,610	94	-90	-1.36%
2003	6,700	104	59	0.88%
2004	6,641	105	-173	-2.61%
2005	6,814	107	7	0.10%
2006	6,807	88	155	2.28%
2007	6,652	91	416	6.25%
2008	6,236	88	1,306	20.94%
2009	4,930	90	-142	-2.88%
2010	5,072	75	-303	-5.97%
2011	5,375	72	345	6.42%
2012	5,030	63	-216	-4.29%
2013	5,246	62	-658	-12.54%
2014	5,904	63	-454	-7.69%
2015	6,358	76	281	4.42%
2016	6,077	80	-440	-7.24%
2017	6,517	58	-415	-6.37%
2018	6,932	69	-37	-0.53%
2019	6,969	82	1,329	19.07%
2020	5,640	89	-236	-4.18%
2021	5,876	88	5,876	

Revised 11/22/2022

Enter the data source and capture date:

KYOPS, March 23, 2022, 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.

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)

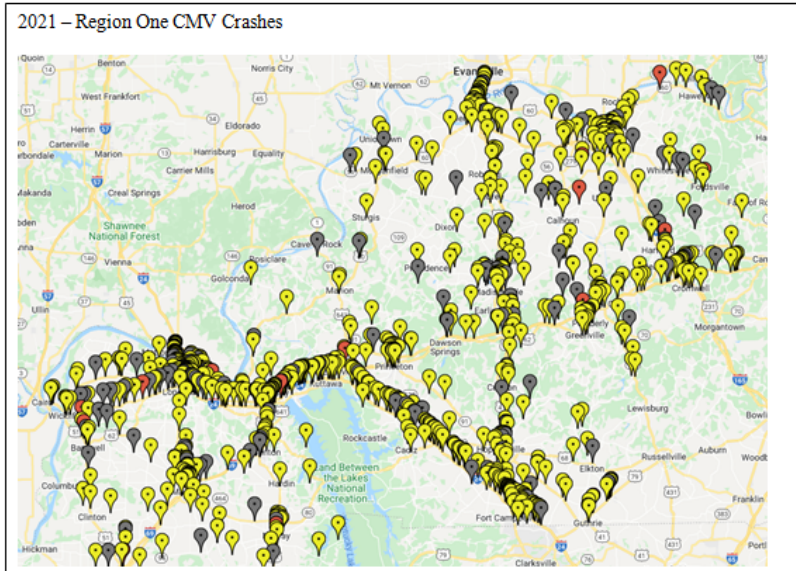
Program/Activity Measure:

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 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020	NUMBER OF CRASHES 2019-2021
MCCRACKEN	I 0024	83	95	112	114	142	166
CHRISTIAN	I 0024	62	74	84	87	93	104
HENDERSON	US0041	91	95	83	89	83	83
MARSHALL	I 0024	47	43	60	70	73	72
LYON	I 0024	71	62	50	57	61	72
HOPKINS	WK9001/69	31	35	45	48	55	57
DAVISS	US0060	52	49	48	50	48	41
CHRISTIAN	EB9004	29	29	31	28	35	40
GRAVES	US0045			22	32	40	39
MCCRACKEN	US0045	20	22	22	28	29	39

Calendar Year 2021 Crashes data and map

Collision	919
Collisions w/injury:	153
Collisions w/fatality:	23
Collisions w/property damage:	743
Collisions w/commercial vehicle:	919
Total injuries:	233
Total fatalities:	31
Total	919



(Region Two)

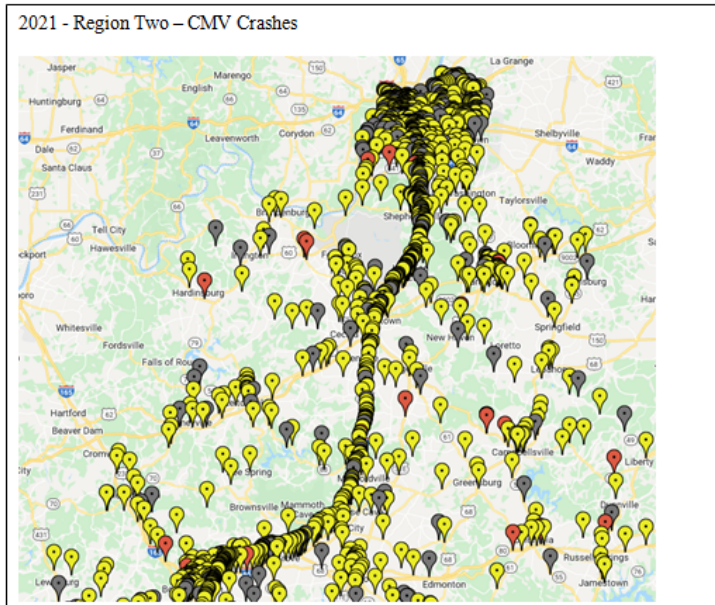
Program/Activity Measure:

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 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020	NUMBER OF CRASHES 2019-2021
JEFFERSON	10065	551	553	474	452	357	317
BULLITT	10065	268	209	224	252	267	300
HARDIN	10065	326	368	369	311	260	228
JEFFERSON	10264	354	352	321	304	265	213
JEFFERSON	10064	377	364	350	316	262	200
WARREN	10065	177	189	211	202	186	200
JEFFERSON		242	222	204	216	203	151
HART	10065	261	239	164	137	124	138
JEFFERSON	10265	165	184	170	192	164	135
JEFFERSON	10071	183	187	170	156	131	105

Calendar Year 2021 Crashes data and map

Collision	1,671
Collisions w/injury:	297
Collisions w/fatality:	36
Collisions w/property damage:	1,338
Collisions w/commercial vehicle:	1,671
Total injuries:	439
Total fatalities:	42
Total	1,671



(Region Three)

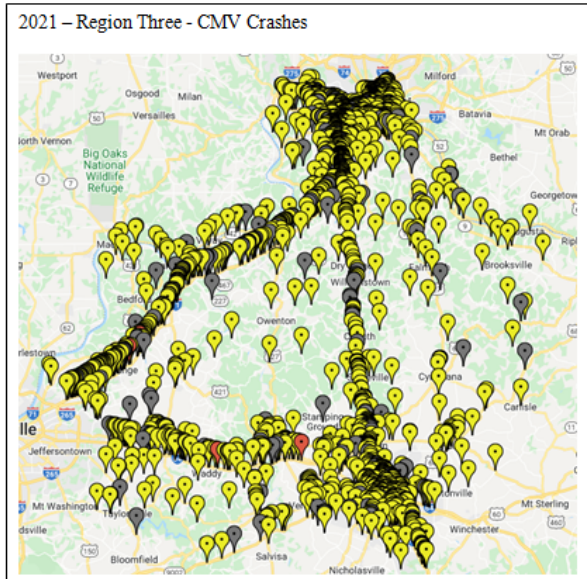
Program/Activity Measure:

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 10,538 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 74% of total activity.

COUNTY	ROUTE	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	NUMBER OF CRASHES 2019-2021
KENTON	10075	499	564	631	680	738	674
BOONE	10075	358	408	444	483	535	591
FAYETTE	10075	240	236	218	223	217	232
OLDHAM	10071	161	140	147	150	159	162
KENTON	10275	77	82	86	82	104	139
CARROLL	10071	96	105	119	124	119	119
GALLATIN	10071	115	104	121	122	125	118
SCOTT	10075	115	97	115	108	104	112
BOONE	10275	79	79	86	94	94	107
SHELBY	10064	102	90	111	107	106	98

Calendar Year 2021 Crashes data and map

▼ Collision	2,141
Collisions w/injury:	287
Collisions w/fatality:	6
Collisions w/property damage:	1,848
Collisions w/commercial vehicle:	2,141
Total injuries:	392
Total fatalities:	6
Total	2,141



(Region Four)

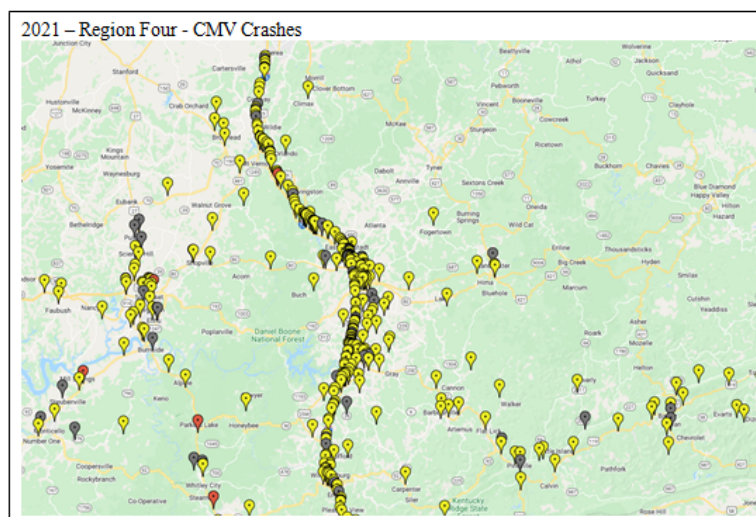
Program/Activity Measure:

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 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020	NUMBER OF CRASHES 2019-2021
LAUREL	I0075	103	109	114	123	165	210
ROCKCASTLE	I0075	156	143	165	169	161	136
WHITLEY	I0075	113	106	101	103	110	123
LAUREL	US0025	32	34	31	36	39	43
LAUREL	KY0080	48	46	46	36	29	33
LAUREL	US0025E	32	36	38	32	29	30
PULASKI	KY0080	25	31	32	32	31	28
PULASKI	US0027	40	45	46	36	28	28
BELL	US0025E	33	40	36	29	21	26
KNOX	US0025E	44	49	48	39	32	24

Calendar Year 2021 Crashes data and map

Collision	432
Collisions w/injury:	62
Collisions w/fatality:	6
Collisions w/property damage:	364
Collisions w/commercial vehicle:	432
Total injuries:	99
Total fatalities:	6
Total	432



(Region Five)

Program/Activity Measure:

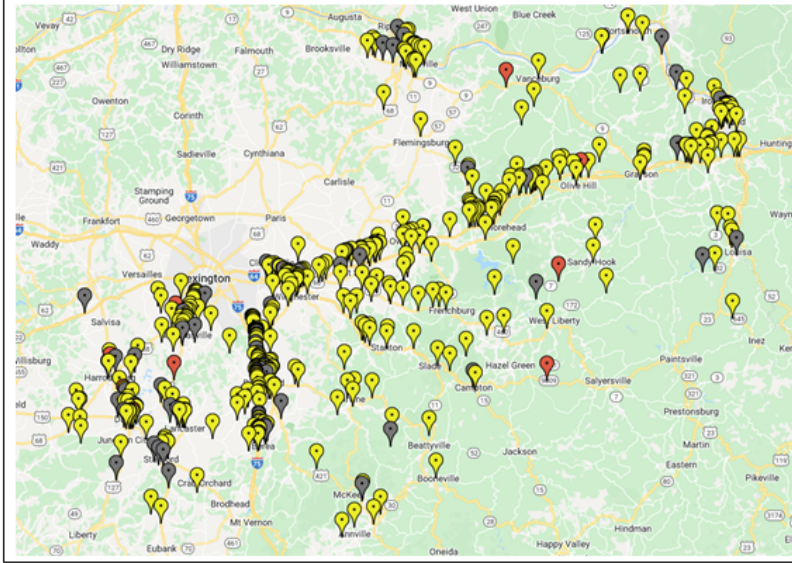
Activity will be measured quarterly and activities on high crash corridors should be at or near 71% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 6,937 inspections and 1,571 citations for 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 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020	NUMBER OF CRASHES 2019-2021
MADISON	I0075	157	172	181	172	151	169
CARTER	I0064	33	24	26	39	49	44
ROWAN	I0064	21	20	24	29	33	37
CLARK	I0064	41	39	34	27	26	33
BOYD	I0064	29	27	23	26	29	28
JESSAMINE	US0027	54	49	50	39	38	26
BOYD	US0060	23	32	33	42	30	23
MASON	KY0009	18	19	19	16	17	21
BOYD	US0023	32	29	29	27	23	20
BATH	I0064	20	23	23	21	19	20

Calendar Year 2021 Crashes data and map

Collision	522
Collisions w/injury:	70
Collisions w/fatality:	11
Collisions w/property damage:	441
Collisions w/commercial vehicle:	522
Total injuries:	102
Total fatalities:	11
Total	522

2021 – Region Five - CMV Crashes

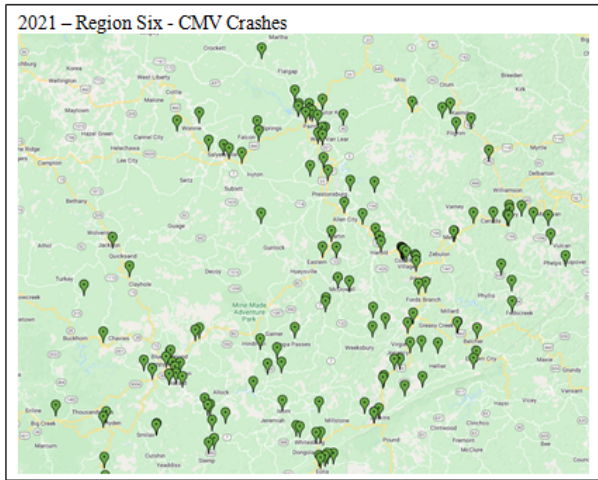
**(Region Six)****Program/Activity Measure:**

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 74% of total activity.

COUNTY	ROUTE	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	NUMBER OF CRASHES 2019-2021
PIKE	US0023	47	48	55	54	47	42
FLOYD	US0023	29	25	16	19	23	20
PERRY	KY0015	19	23	22	28	21	15
PIKE	US0119	14	15	14	11	11	14
PIKE	KY0194	25	17	14	13	13	10
LETCHER	US0119	21	15	10	8	9	10
PIKE	US0460	17	15	14	14	12	9
MAGOFFIN	US0460	5	6	12	12	11	8
FLOYD	KY0080	8	5	3	6	6	8
LESLIE	US0421	2	3	1	3	5	8

Calendar Year 2021 Crashes data and map

Collision	153
Collisions w/injury:	23
Collisions w/fatality:	5
Collisions w/property damage:	125
Collisions w/commercial vehicle:	153
Total injuries:	42
Total fatalities:	6
Total	153



Revised 06/23/2022

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:

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 06/24/2022

Part 2 Section 3 - Roadside Inspections

Please review the description of your State's overall inspection program and identify if changes are needed for the upcoming fiscal year. You must also update the projected roadside inspection goals for the upcoming fiscal year. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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 the roadside inspection application name(s) (e.g., Aspen) used by the State.

RIMS

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

Commercial vehicle inspections are the foundation of the MCSAP, and not only help to ensure that unsafe vehicles and drivers are dealt with appropriately; these inspections also provide data which helps identify carriers that have unsafe operating practices, especially with the implementation of CSA. As a note, KY has increased the desired number of inspections for FFY 2023 based on a 12% increase over the last 12 months of actual inspection activity.

CVE is staffed with 29 civilian inspectors, hiring more this fiscal year, 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 19 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

As part of enforcement tactics, CVE inspectors have the ability to alert onsite sworn officers if anything seems unordinary during their inspections. For example, these units are notified for further investigation when items or goods are discovered during an inspection that are not provided on the shipping document. The CVE Division has also participated in 2022 enforcement campaigns and the 2022 Safe DRIVE Wave campaigns listed below, and will continue to do so for 2023.

2022 Wave Dates

March 1-3

June 21-23

August 2-4

October 4-6

November 21-23

2022 Enforcement Dates Drive Sober or Get Pulled Over Dec 17, 2021 - Jan 1, 2022 Aug 19 - Sep 5 Dec 16 - Jan 1, 2023 Operation CARE Dec 23, 2021 - Jan 2, 2022 Feb 13 (Super Bowl Sunday - DUI) Mar 12 - 20 (St. Patrick's Day- DUI) May 5 (DUI) & May 23 - 30 (Seatbelt)

Jul 1 - 4 (Independence Day - DUI)
Sep 2 - 5 (Labor Day - DUI)
Nov 23 - 27 (Thanksgiving - DUI)
Dec 23 - Jan 2, 2023
Operation Crash Reduction (NHTSA)
Oct 7 - 10 (Columbus Day - Seatbelt)
6 State Trooper Project
Feb 18 - 20 (I-75 Speed, Belts, DUI)
Mar 10 - 12 (Criminal Patrol/Drug Interdiction)
May 23 - 30 (Seatbelt)
Jul 17 - 23 (Move Over Enforcement)
Sep 15 - 18 (Marijuana Erad/Interdiction)
Move Over
May 6 – 8
CIOT
May 23 - Jun 5
NHTSA Speed Prevention
Jul 20 - Aug 14

To increase enforcement during CMV inspections, the Kentucky State Police has purchased Heuresis HBI-120 devices that are currently being utilized by sworn officers and CVE inspectors at scale facilities. The HBI-120 is a rugged, ergonomic, handheld backscatter x-ray instrument that enables users to quickly and cost-effectively find concealed explosives, narcotics and other contraband with none of the limitations of portable transmission x-ray systems. This device can operate through a 12- gauge (over 2 mm thick) steel. Which is more than twice the thickness of typical motor-vehicle body panels.

The Kentucky State Police Commercial Vehicle Enforcement Inspectors are each trained on the Truckers against trafficking program. To further their awareness, the Kentucky State Police human trafficking sworn personal will conduct training to CVE inspectors on current human trafficking and smuggling trends, and provide an in-depth understanding on indicators they may observe during their routine inspections. Human Trafficking training will be conducted annually by visiting the CVE regions and/or scale facilities.

Kentucky State Police DIAP sworn units will collaborate with CVE inspectors at scale facilities during their CMV inspections to train on drug interdiction detection. These DIAP units will discuss and analyze trends and concealment methods, as well as identify signs and methods of transporting narcotics. This training will be conducted once a year at scale facilities.

Revised 12/5/2022

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 2023, 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: 155

Projected Goals for FY 2023 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	21000	2700	325	24025	35.73%
Level 2: Walk-Around	18000	2500	10	20510	30.50%
Level 3: Driver-Only	22500	0	6	22506	33.47%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	36	0	157	193	0.29%
Level 6: Radioactive Materials	0	3	0	3	0.00%
Sub-Total Lead Agency	61536	5203	498	67237	

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 2023 - 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 2023 - 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: 10

Projected Goals for FY 2023 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	238	8	0	246	32.98%
Level 2: Walk-Around	238	0	0	238	31.90%
Level 3: Driver-Only	262	0	0	262	35.12%
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	738	8	0	746	

KENTUCKY TRANSPORTATION

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

Projected Goals for FY 2023 - 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 2023:	0

Summary

Projected Goals for FY 2023 - Roadside Inspections Summary

Projected Goals for FY 2023 Summary for All Agencies					
MCSAP Lead Agency: KENTUCKY STATE POLICE					
# certified personnel: 155					
Subrecipient Agencies: BOONE COUNTY SHERIFF , KENTUCKY TRANSPORTATION CABINET, LEXINGTON DIVISION OF POLICE, LOUISVILLE POLICE					
# certified personnel: 44					
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	22926	2793	325	26044	36.84%
Level 2: Walk-Around	18792	2530	10	21332	30.18%
Level 3: Driver-Only	23047	0	6	23053	32.61%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	36	0	222	258	0.36%
Level 6: Radioactive Materials	0	3	0	3	0.00%
Total MCSAP Lead Agency & Subrecipients	64801	5326	563	70690	

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

Please review your State's investigation goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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	7	3	7	3
CSA On-Site Focused/Focused CR	3	2	29	12	29	12
CSA On-Site Comprehensive	8	1	4	5	4	5
Total Investigations	27	5	40	20	40	20
Total Security Contact Reviews	0	0	0	0	0	0
Total Terminal Investigations	0	0	0	0	0	0

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

FFY 2023 Methodology w/Assumptions General • 2 full time compliance investigators, 1 part-time investigator • Estimated average production per investigator: • 3 investigations per month for 2 full-time investigators (36 per investigator per year) • 2 investigations per month for 1 part-time investigator (24 per investigator per year) • Total: 60 investigations per year Comprehensive • 3 comprehensive investigations x 3 investigators per year (9 total per year) Focused Investigations • 60 total investigations per year - 9 comprehensive investigations = 51 total focused investigations per year • 51 total focused investigations per year, 80-20 split between Onsite and Offsite • 41 Onsite focused • 10 Offsite focused Totals • 60 investigations per year • 33% of activity designated intrastate • 40 interstate investigations • 20 intrastate investigations Revised 07/11/2022

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

Compliance review officers will work with the FMCSA to perform reviews on carriers with high BASIC rankings. CVE 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 07/11/2022

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.

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 07/11/2022

Part 2 Section 5 - Traffic Enforcement

Please review the description of your State's traffic enforcement program, projected goals and monitoring. You must answer the questions about your traffic enforcement activities in the Projected Goals area. You must select "yes" to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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](#).

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.

Based on historical data along with the opportunity to have more enforcement hours from the funds received through legislation, KSP will attempt to meet the 15% reduction in CMV crashes. A more realistic percentage of crash reduction for our state is 5-7% reduction. KSP will expect to see an increase of 1,157 traffic enforcement inspections to a total of 8,867 traffic enforcement CMV inspections with moving violations for FY23. This will increase the number of traffic enforcement inspections completed by 15% over the average number completed yearly in the last 5 years

		CMV Traffic Stops	Violations	Moving Violations	% Violations
2018		8,359	8,158	6,508	97.60%
2019		7,051	6,935	5,822	98.35%
2020		7,384	7,308	6,474	98.97%
2021		7,824	7,745	6,859	98.99%
2022	To Date 10/28/2022	6,608	6,538	5,527	98.94%
	Projected 2022 (7,930)	Poj. (7,930)		Proj. (6,632)	
			5 Year Average	7,710	
			15%	1,157	
		T.S. Inspections	Projected 2023	8,867	
	Data A&I, 11/16/2022				

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.

ata captured from A/I, June 16, 2021, J. E. Smoot
Revised 05/23/2022

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
☒	☐	CMV with Inspection	7051	7051	7051
☐	☒	CMV without Inspection			
☐	☒	Non-CMV			
☒	☐	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	36	36	36

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.

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 06/24/2022

Part 2 Section 6 - Safety Technology

Please verify your State's safety technology compliance levels, responsible agencies, and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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	Enhanced 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: Describe any challenges encountered in implementing, maintaining, or improving your PRISM and/or ITD program compliance level (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

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 06/24/2022

Program Activities for FY 2022 - 2024: Describe any activities that will be taken to implement, maintain or improve your PRISM and/or ITD programs.

The Kentucky Transportation maintains PRISM and ITD components and developes grants to assisit in those programs. KSP does provide maintenance funds through MCSAP.

Revised 06/24/2022

Performance Measurements and Monitoring: Describe all performance measures that will be used and include how the State will conduct ongoing monitoring of progress (e.g., including quarterly SF-PPR reporting).

The Kentucky Transportation Cabinet maintains control over PRISM and ITD Components and completes the quarterly reports to the FMCSA regarding the performances measures that they develop.

Revised 06/24/2022

Part 2 Section 7 - Public Education and Outreach

Please review the description of your State's public education and outreach activities, projected goals and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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.

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

The Kentucky State Police has and will continue to utilize their website and social media platforms to promote work zone safety by reinforcing the importance of slowing down and being cautious when traveling through these areas. The Kentucky State Police also partners with Kentucky Transportation Cabinet on work zone safety by promoting Kentucky Transportation Cabinet's work zone safety campaigns. Provided below is data to highlight the number of social media posts the Kentucky State Police has promoted since 2021.

2021 Social Media: 11 Posts Press Releases: 6

2022 Social Media: 8 Posts Press Releases: 6

With the yearly wave campaigns, enforcement campaigns, as well as educational programs, KSP is projecting to double the social media posts from 2022.

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 Kentucky State Police has created a educational citation jacket that is being utilized in conjunction with CMV inspections. These educational citation jackets provides prominent information on highway safety, distracted driving and human trafficking by including information from TREDS and Truckers against Trafficking. Once an inspection is completed, all paperwork pertaining to the inspection is inserted into the pockets of this educational citation jacket. A version of this citation jacket has been provided under attached documents.

In FY22, the Kentucky State Police conducted 55,910 inspections. Based off the projection of inspections Kentucky will complete in FY23, Kentucky will anticipate reaching 67,237 individuals with the truckers against trafficking information that is provided in the educational citation jacket.

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 011/22/2022

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
☒	☐	Carrier Safety Talks	30	30	30
☒	☐	CMV Safety Belt Education and Outreach	20	20	20
☒	☐	State Trucking Association Meetings	10	10	10
☒	☐	State-Sponsored Outreach Events	2	2	2
☒	☐	Local Educational Safety Events	6	6	6
☒	☐	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.

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 06/24/2022

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

Please review your State's SSDQ compliance levels and Narrative Overview and identify if changes are needed for the upcoming fiscal year. You must select 'yes' to make changes.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

MCSAP lead agencies are allowed to use MCSAP funds for Operations and Maintenance (O&M) costs associated with State Safety Data Quality (SSDQ) requirements to ensure 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

Enter the agency or agencies name responsible for DataQs: Kentucky State Police

Enter the agency name responsible for the Crash Data Repository: 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 June 12, 2022. Downloaded June 12, 2022

Narrative Overview for FY 2022 - 2024

Problem Statement Narrative: Describe any issues encountered for all SSDQ measures not rated as "Good/Green" in the Current SSDQ Rating category column above (i.e., problems encountered, obstacles overcome, lessons learned, etc.).

N/A

Revised 06/24/2022

Program Activities FY 2022 - 2024: Describe activities that will be taken to achieve or maintain a “Good/Green” rating in all measures including the overall SSDQ rating. Also, describe how your State provides resources to conduct DataQs operations within your State, and describe how elevated/appeals requests are handled.

The KSP has a dedicated data quality staff within it's 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 completeing DataQ's.

Revised 06/24/2022

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

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

Revised 06/24/2022 J. E Smoot

Part 2 Section 9 - New Entrant Safety Audits

Please review the agency responsible for conducting New Entrant activities and the description of your State's strategies, activities and monitoring. You must complete the safety audit data questions for the current year. You must select "yes" to make changes.

- ☒ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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
☒	☐	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.
☐	☒	Does your State conduct Group safety audits at non principal place of business locations?
☒	☐	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	06/11/2022
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	718
Current Number of Past Dues	3

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	65	0	75	0
# of Safety Audits (Offsite)	430	0	480	0	500	0
# Group Audits	0	0	0	0	0	0
TOTAL Safety Audits	481	0	545	0	575	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.

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 07/11/2022

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.

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	118381	2066	13338	23088	27335	29922
E. Eastern	24767	643	3806	5388	7316	7414
E. Midwestern	21227	268	2524	4761	8732	8958
E. Southern	31551	558	3967	7538	10513	11722
Alabama	2042	68	327	414	505	581
Arkansas	362	84	142	131	232	228
Florida	1485	34	243	1454	2683	2682
Georgia	8165	32	333	1635	2532	2317
Kentucky	1257	0	130	255	517	549
Louisiana	1114	10	150	247	366	253
Mississippi	1307	32	247	427	546	654
North Carolina	3302	10	504	1221	1752	1741
Oklahoma	2095	1	250	367	612	612
South Carolina	2559	14	382	683	724	861
Tennessee	2107	1	246	451	729	580
Western	29636	827	1011	7909	12233	12528

Revised 7/11/2022

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.

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 **01/01/2020 - 12/31/2021:**

EXITED DUE TO CHANGE: **599**

EXITED DUE TO INACTIVATION: **293**

REVOKED FROM THE NEW ENTRANT PROGRAM (NO CONTACT): **241**

REVOKED FROM THE NEW ENTRANT PROGRAM (**FAILED**): **16**

EXITED FROM NEW ENTRANT PROGRAM WITH SA: (**PASS**): **901**

EXITED FROM NEW ENTRANT PROGRAM (**SA EXEMPT/FARM**): **103**

Source: MCMIS, July 11, 2022, Jaime Day

Revised 07/11/2022

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 MCSAP CVSP Planning Memorandum 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

Please review your State's Federal OOS catch rate during roadside enforcement activities, projected goals, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

Instructions:

FMCSA has established an Out-of-Service (OOS) catch rate of 85 percent for carriers operating while under an Imminent Hazard (IH) or UNSAT/UNFIT 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

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.
- ☐ No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.

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

No updates are required for this section.

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 significantly above the 5,138 projected in the FFY 2018 CVSP. Additionally, the Fayette/Jefferson counties emphasis has shown increased activity slightly however Jefferson county is still somewhat behind in its efforts to reach goals. Fayette county has reached the desired goal of inspections while county wide there is still work to be done.

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

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

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

The 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

Please review your State specific objectives and narrative overview. Are there changes that need to be made for the upcoming fiscal year? Before selecting "yes," make sure there are changes to be made as once selected, this answer cannot be changed.

- ☐ **Yes, the information in this section must be updated for this upcoming fiscal year. I understand that I must click "Save" to save any changes.**
- ☐ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary.**

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the MCSAP CVSP Planning Memorandum 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 2023 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 95 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 5 percent in the state share calculation. A State is only required to contribute 5 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 5 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 a 95 percent Federal share and 5 percent State share automatically and populates these

values in each line. Federal share is the product of Total Project Costs x 95 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 ensure 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 15% of the MCSAP Award Amount.
- Planned MOE Costs equal or exceed the MOE Baseline amount.
- States' planned Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts.
- Territories' planned Total Project Costs are within \$5 of the Federal share.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,223,505.00	\$380,184.00	\$7,603,689.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,140,553.00
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 15 percent limitation in the MCSAP Comprehensive Policy (MCP), then justification must be provided in the CVSP for review and approval by FMCSA headquarters.

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

Summary of MCSAP Funding Limitations

Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP Award Amount):	\$1,140,553.00
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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	\$633,944.00	\$633,944.00	\$602,247.00	\$31,697.00	\$0.00
Subtotal: Overtime				\$633,944.00	\$602,247.00	\$31,697.00	\$653,205.76
TOTAL: Personnel				\$2,959,931.02	\$2,811,934.78	\$147,996.24	\$1,052,922.79
Accounting Method:	Accrual						

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

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.

KSP CVE has certified CMV inspectors that are also trained crash investigators and reconstructionists. These investigators are supplied with the tools necessary to investigate and reconstruct CMV serious injury and fatality crashes and are assigned to the crash reconstruction team. In the event of CMV serious injury or fatality crashes these individuals will become instrumental investigators in the crash investigation. While it is difficult to determine the amount of time that will need to be dedicated to this activity the KSP will estimate that personnel costs will not be beyond \$100,000 based on the historical data of 89 CMV fatal crashes with 20 man hours of investigation per collision. Investigators will document activities and time dedicated to the investigation and all costs will be necessary, reasonable and prudent. The costs are not shown as an individual line item in the table above as the costs will be part of the personnel regular duty and overtime costs.

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.

Revised 7/06/2022

The fringe rate is based off the actual cost associated with each of the individual positions.

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	35.1000	100.0000	\$95,314.42	\$33,455.36	\$31,782.59	\$1,672.77	\$0.00
Captain	35.1000	100.0000	\$122,971.15	\$43,162.87	\$41,004.73	\$2,158.14	\$0.00
Lieutenant	35.1000	100.0000	\$263,846.15	\$92,609.99	\$87,979.50	\$4,630.49	\$0.00
Specialist Pay	88.8900	100.0000	\$192,500.00	\$171,113.25	\$162,557.59	\$8,555.66	\$0.00
Sergeant	35.1000	100.0000	\$143,230.77	\$50,274.00	\$47,760.30	\$2,513.70	\$0.00
Inspector	87.1122	100.0000	\$937,125.00	\$816,350.20	\$775,532.69	\$40,817.51	\$0.00
Officer	35.1000	100.0000	\$829,796.15	\$291,258.44	\$276,695.53	\$14,562.91	\$0.00
Coordinator/Staff	69.3342	100.0000	\$67,846.15	\$47,040.58	\$44,688.56	\$2,352.02	\$0.00
Programs Staff	69.3342	100.0000	\$166,223.08	\$115,249.44	\$109,486.97	\$5,762.47	\$0.00
Compliance Review Support	69.3342	100.0000	\$14,775.38	\$10,244.39	\$9,732.17	\$512.22	\$0.00
Administrative Support	69.3342	100.0000	\$149,143.75	\$103,407.62	\$98,237.24	\$5,170.38	\$0.00
Sergeant Special Assignment	35.1000	100.0000	\$8,593.85	\$3,016.44	\$2,865.62	\$150.82	\$0.00
Officers Special Assignment	35.1000	100.0000	\$18,130.00	\$6,363.63	\$6,045.45	\$318.18	\$0.00
Trooper Certified Inspectors	78.0000	100.0000	\$18,478.65	\$14,413.34	\$13,692.68	\$720.66	\$0.00
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	\$0.00
MOE	100.0000	0.0000	\$678,480.07	\$0.00	\$0.00	\$0.00	\$678,480.07
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.

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. **Fringe was modified to reflect fringe expenses based of current rates. Moe was moved to single line item.**

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.

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.

Item	Fiscal Year 2022	Fiscal Year 2023
	Effective July 1, 2021	Effective July 1, 2022
Nonhazardous	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
Sworn	33.43%	31.82%
Civilian	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%

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	\$2,380.69	\$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.

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.

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	\$200.005		\$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

Expense	Units	Amount	Days	Total
Airfare	3	\$700.00		\$2,100.00
Lodging	3	\$200.00	5	\$3,000.00
Registration	3	\$550.00		\$1,650.00
Per-Diem	3	\$44.00	5	\$660.00
Ground Travel	3	\$200.00		\$600.00
Grand Total				\$8,010.00
Less Registration				-\$1,650.00
Total Less Registration				\$6,360.00

Inspector Championship

Expense	Units	Amount	Days	Total
Airfare	1	\$700.00		\$700.00
Lodging	1	\$200.00	6	\$1,200.00
Registration				
Per-Diem	1	\$44.00	6	\$264.00
Ground Travel	1	\$90.00		\$90.00
Grand Total				\$2,254.00
Less Registration				\$0.00
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 no 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 6/29/2022

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.

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 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 for the patrol vehicles is estimated to be approximately \$204,750 with \$194,512.50 being charged federally, \$10,237.50 in match. CR vehicle costs are estimated to be approximately \$39,000.00 each with \$39,000 charged to the grant with \$3,900 match..

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. As a note, Equipment, which stays with the vehicle actually costs on average over 5,000 and above the equipment cost threshold but due to the significant pro rating of these costs at 35% MCSAP eligible activities the costs displayed in the above costs 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 are 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.

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	\$168.00	100.0000	\$36,960.00	\$35,112.00	\$1,848.00	\$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
Boots	170	\$291.24	100.0000	\$49,510.80	\$47,035.26	\$2,475.54	\$0.00
TOTAL: Supplies				\$144,743.23	\$137,505.81	\$7,237.42	\$19,966.14

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

Supplies:

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

Boots, uniforms, and other related supplies are expected to cost **\$86,470.80**. 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%. In recent months the Galls state contract for the \$226 boots expired and a new state contract was renewed with National Workwear who now holds the master agreement with Commonwealth of Kentucky. For this reason, these boots must be purchased through National Workwear. The average cost of boots are \$440. Kentucky State Police receives these boots at a 34% price decrease. The 100% waterproof boots are lightweight comfort with shock absorption that guarantees great traction and stability on both wet and dry surfaces. The patrol boot is the lightest recraftable boot made and will deliver great comfort through many hours of standing. It's of the utmost importance to make sure that an officer wear the right type of gear for the job. The correct footwear can save your legs and feet from hours and hours of pain while standing and performing routine CMV inspections.

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

Item	Unit Price	220 Units
Pants	\$53.00	\$11,660.00
Shirts	\$40.00	\$8,800.00
Belts	\$75.00	\$16,500.00

Total		\$36,960

Item	Unit Price	170 Units
Boots	\$291.24	\$49,510.80
Total		\$49,510.80

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 10/29/2022

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.

The Unique Entity Identifier (UEI) is the new, non-proprietary identifier that replaces the DUNS number. All contractors and subrecipients must be registered in the System for Award Management (SAM.gov). The UEI will be requested in and assigned by SAM.gov. Enter the UEI number of each entity in the space provided in the table.

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	UEI Number	Instrument Type	% of Time on MCSAP Grant	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Xerox Copy Machines	N/A	Contract	100.0000	\$8,000.00	\$7,600.00	\$400.00	\$0.00
Description of Services: Copier Services							
Boone County Sheriffs Office	UG54H8CLSMU7	Subrecipient	100.0000	\$32,000.00	\$30,400.00	\$1,600.00	\$0.00
Description of Services: MCSAP Related Activities							
KY Transportation Cabinet	MFCBQTH5FFK3	Subrecipient	100.0000	\$1,461,948.00	\$1,388,851.00	\$73,097.00	\$0.00
Description of Services: MCSAP Related Activities							
Lexington Division of Police	VM1GLHWZXA96	Subrecipient	100.0000	\$72,000.00	\$68,400.00	\$3,600.00	\$0.00
Description of Services: MCSAP Related Activities							
Louisville Police	XTABXRBBUAUB1	Subrecipient	100.0000	\$72,000.00	\$68,400.00	\$3,600.00	\$0.00
Description of Services: MCSAP Related Inspections							
TOTAL: Contractual and Subaward				\$1,645,948.00	\$1,563,651.00	\$82,297.00	\$0.00

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

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.

The KYTC is applying for MCSAP FY23 funds as a sub-grantee under the Kentucky State Police for ITD Maintenance and Operations activities. The program will run October 1, 2022 through September 30, 2025. Each project listed includes activities and a budget for an annual period. In coordination with FMCSA, timelines are subject to change and projects are subject to extension within the 3-year grant period.

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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. **Kentucky's CVIEW and inspection software support both ITD and PRISM programs (50/50).**

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. KYTC's primary ITD point-of-contact 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. KSP's primary ITD point-of-contact 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, 2023

1	Setup maintenance contract
2	One year contract for maintenance, hosting, updates
Project End September 30, 2024	

1.7 Budget Narrative

Description of Services	Total Cost
Hosting and Maintenance for Kentucky's CVIEW, inspection software, and related interfaces	\$226,575
<i>Maintenance and support under this contract to include:</i> • <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>	

- *Support resources to troubleshoot data related problems/issues*
- *ALTS Clearinghouse Support*
- *Management of FTP process for relaying data to PrePass, KATS, Observation, and Inspection applications*
- *Temp and OS/OW Permit interface*
- *Processing IFTA Cleansed File*
- *Ignore/Grace Table Maintenance*
- *Processing SAFER standard transaction sets (upload and download)*
- *Custom pass/fail test maintenance*
- *Inspection application maintenance*
- *Management of the inspection/FMCSA submission process*

Total Cost: \$226,575 (50% ITD - \$113,287.50, 50% PRISM - \$113,287.50)

95% Federal Share: \$215,246

5% State Share: \$11,329

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. **This project supports both ITD and PRISM programs (50/50).**

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 assist team members as request with administrative, technical, and logistical support of the ITD and/or PRISM program
5. To document the efforts/accomplishments of the ITD/PRISM team

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
- Assistance with the tracking of performance metrics of ITD and PRISM-related projects.

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

2.5 Performance Measurement Plan

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

The Kentucky Transportation Center will document the activities and the accomplishments of the ITD/PRISM Program.

2.6 Schedule and Milestones

Milestone		Expected Completion Date
Project Start		October 1, 2023
1	Establish Contract	
2	Organize/Host Strategic Planning Meeting	
3	Organize/Host Quarterly Team Meetings (at least 4 total)	
4	Attend Local, State, and National Meetings Representing Kentucky's ITD Team	
5	Assist as needed with administrative, technical, and logistical support of the ITD/PRISM program	
6	Document the activities/accomplishments of the ITD/PRISM Program	
Project End		September 30, 2024

2.7 Budget Narrative

Description of Services	Total Cost
Administrative and Technical Support for the ITD Program	\$187,369

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.

Total Cost: \$187,369 (50% ITD - \$93,684.50, 50% PRISM - \$93,684.50)

95% Federal Share: \$178,001

5% State Share: \$9,368

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	\$7,369
<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: \$7,369 (50% ITD - \$3,684.50, 50% PRISM - \$3,684.50)

95% Federal Share: \$7,001

5% State Share: \$368

3. ITD and PRISM-Related training

3.1 Introduction

The purpose of this project is to provide ITD and PRISM-related training to all MCSAP-certified inspectors and officers under the KSP-CVE umbrella. This training is necessary since these inspectors and officers have numerous responsibilities. Many of the safety, registration, and credentials information related to the ITD and PRISM programs can be confusing and complicated. 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. **This project supports both ITD and PRISM programs (50/50).**

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. The training encourages the use of various e-screening tools to make better selections for inspection. Kentucky's FY22 data (shown below) from the FMCSA portal indicates that the use of e-screening tools does help to raise OOS and violation rates. Use of e-screening tools showed an increase of 10.35% in the VOOS rate, 3.20% in the DOOS rate, and 15.79% in the violation rate.

Type of Inspection	VOOS Rate	DOOS Rate	Violation Rate
Non-E-Screening	16.91%	6.05%	53.70%
E-Screening	27.26%	9.25%	69.49%

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 weigh stations and at virtual weigh stations.

These inspectors and officers 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, 2023
1	Training Kickoff Meeting Held with ITD Team	
2	Coordination, Planning, Preparation for Training Sessions	
3	Conduct hands-on training in all regions	
4	Collect "Before" Data for Analysis	
5	Collect "After" Data for Analysis	
6	Summarize Data Analysis	
Project End		September 30, 2024

3.7 Budget Narrative

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

Description of Services	Total Cost
ITD-Related Training	\$49,474
<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>	

Total Cost: \$49,474 (50% ITD - \$24,737, 50% PRISM - \$24,737)

95% Federal Share: \$47,000

5% State Share: \$2,474

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	\$3,158
<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: \$3,158 (50% ITD - \$1,579, 50% PRISM - \$1,579)

95% Federal Share: \$3,000

5% State Share: \$158

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. Kentucky's CVIEW provides users with the ability to 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. **This project supports both ITD and PRISM programs (50/50).**

4.2 Problem Statement

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 provide 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, 2023
1	Monitor ITD systems for data quality issues	
2	Prepare list of data quality problems	
3	Develop resolution report	

4	Develop long-term resolution plan for issues as needed
5	Develop Data Quality Report
Project End September 30, 2024	

4.7 Budget Narrative

Contractual Cost Budget Narrative (SF-424A, Line 6f)	
Description of Services	Total Cost
Data Quality	\$42,106
<i>KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has a long history of working with KYTC, KSP-CVE, FMCSA, IFTA and IRP, and other states. The bulk of these funds will be utilized to pay staff to spearhead the data quality initiative, but funds are allowed for travel when necessary.</i>	

Total Cost: \$42,106 (50% ITD - \$21,053, 50% PRISM - \$21,053)

95% Federal Share: \$40,001

5% State Share: \$2,105

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. Membership fees for IFTA, Inc. support the ITD

program, while membership fees for IRP, Inc. support both ITD and PRISM programs. Therefore this project is 75/25 in support of the ITD/PRISM programs.

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, 2023
1	Pay IFTA Membership Fees (Annual membership)	
2	Pay IRP Membership Fees (Annual Membership)	
Project End		September 30, 2024

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	\$48,500	\$48,500
International Fuel Tax Agreement	1	\$17,000	\$17,000
Total			\$65,501
<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: \$68,948 (75% ITD - \$51,711, 25% PRISM - \$17,237)

95% Federal Share: \$65,501

5% State Share: \$3,447

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. **This project supports both ITD and PRISM programs (50/50).**

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 to the PrePass Safety Alliance.

6.6 Schedule and Milestones

Milestone		Expected Completion Date
Project Start		October 1, 2023
1	Pay E-Screening State Membership	
Project End		September 30, 2024

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	\$7,895	\$7,895
<i>This provides funding for the cost to participate on the board of directors</i>			

for Kentucky's electronic screening program through PrePass Safety Alliance.

Total Cost: \$7,895 (50% ITD - \$3,947.50, 50% PRISM - \$3,974.50)

95% Federal Share: \$7,500

5% State Share: \$395

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 with plans to install an additional system in the next 6-8 months. 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.
- ⌚ A driver focus camera to capture an image of the driver inside the vehicle cab.
- ⌚ An automated rear license plate reader that provides license plate numbers from the rear of the vehicle along with the state/jurisdiction.
- ⌚ 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. **This projects supports both the ITD and PRISM programs (50/50).**

7.2 Problem Statement

All 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. 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 utilizing the Kentucky Transportation Center to monitor system, troubleshoot problems, and perform routine maintenance. A contract will also be set up with a software provider to perform maintenance on the Kentucky Automated Truck Screening (KATS) software at all locations.

7.4 Program Activity Plan

The Kentucky Transportation Cabinet will establish maintenance contracts for the KATS software.

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, 2023
1	Setup maintenance contracts	
2	Monitor roadside screening systems	
3	Perform preventative maintenance	

3	Troubleshoot problems and implement solutions
Project End	September 30, 2024

7.7 Budget Narrative

Description of Services	Total Cost
Maintenance of Roadside Screening Systems	\$345,895
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: \$345,895 (50% ITD - \$172,947.50, 50% PRISM - \$172,947.50)

95% Federal Share: \$328,600

5% State Share: \$17,295

8. Maintenance of Motor carrier connect System

8.1 Introduction

The purpose of this project is to provide operations and maintenance for Kentucky's Motor Carrier Connect (MCC) system. The MCC is an online processing system allowing the Division of Motor Carriers to manage the requirements for IFTA and IRP. For IFTA, this system has been designed to permit motor carriers to register, order the IFTA license and decals, renew the IFTA license, file IFTA tax returns, and make payments. For IRP, this system has been designed to permit motor carriers to register, order the IRP plates and cab cards, renew the IRP plates and cab cards, add vehicles, update MCRS lease agreements, and make payments. MCC helps motor carriers to 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. **Because this system is for IFTA and IRP, the projects supports both the ITD and PRISM program (75/25).**

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.

The MCC system is the automated electronic processing system that allows for the application, processing, issuance, and tax filing for IFTA and IRP. 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 Kentucky's MCC system.

8.4 Program Activity Plan

The Kentucky Transportation Cabinet will contract with the vendor to provide maintenance and support for Kentucky's MCC 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, 2023
Pay Maintenance Fees for Kentucky's MCC System	
End Project	September 30, 2024

8.7 Budget Narrative



Description of Services	Total Cost
<i>Contractual agreement for the maintenance and support of the MCC System</i>	\$289,474
KYTC will contract with the developer of the MCC system for the hosting and maintenance of the system. This cost estimate is based upon the monthly charges to date.	

Total Cost: \$289,474 (75% ITD - \$217,105.50, 25% PRISM - \$72,368.50)

95% Federal Share: \$275,000

5% State Share: \$14,474

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. The project supports both the ITD and PRISM programs (50/50).

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 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, 2023
Pay Annual Maintenance Fees for Kentucky's OW/OD Permitting System	
End Project	September 30, 2024

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>	\$131,579
KYTC has received a quote for the annual upkeep and maintenance for Kentucky's automated OW/OD load permitting and routing system.	

Total Cost: \$131,579 (50% ITD - \$65,789.50, 25% PRISM - \$65,789.50)

95% Federal Share: \$125,000

5% State Share: \$6,579

10.Preparation of Kentucky's Commercial Vehicle Safety Plan and Support for Quarterly Reporting

10.1Introduction

The purpose of this project is to prepare Kentucky's Commercial Vehicle Safety Plan and to provide support for necessary quarterly reporting for grants. The Kentucky State Police will coordinate through the Kentucky Transportation Cabinet to partner with the Kentucky Transportation Center (KTC) at the University of Kentucky (UK) for this effort. **The project supports the ITD and PRISM programs (50/50).**

10.2 Problem Statement

Kentucky must develop and administer a Commercial Vehicle Safety Plan which outlines commercial vehicle-related safety objectives, strategies, activities, and performance measures. The CVSP not only provides a plan and guidance for the state, but it is also necessary to be eligible for MCSAP funding.

10.3 Performance Objectives

Specific objectives of this effort will include:

1. To prepare Kentucky's CVSP
2. To assist with the quarterly data and reporting required by FMCSA

10.4 Program Activity Plan

The Kentucky State Police, in cooperation with the Kentucky Transportation Cabinet, will establish a project with the Kentucky Transportation Center to perform activities such as:

- Facilitation of brainstorming sessions with KSP for the development of Kentucky's CVSP
- Collection and analysis of data necessary for Kentucky's CVSP and quarterly reports
- Communication and coordination with KSP, Kentucky's Office of Highway Safety, and other stakeholders in the development of the CVSP and quarterly reports
- Development of Kentucky's CVSP and quarterly reports
- Coordination with KSP in the submission of Kentucky's CVSP and quarterly reports

10.5 Performance Measurement Plan

The Kentucky Transportation Center will provide the CVSP as a final deliverable.

The Kentucky Transportation Center will provide quarterly reports within 30 days of the end of the quarter.

10.6 Schedule and Milestones

Milestone		Expected Completion Date
Project Start		October 1, 2023
1	Facilitate Brainstorming Session with KSP and Other Stakeholders	
2	Collect and Analyze Data	
3	Coordination and Communication with KSP and Other Stakeholders	

4	Development of Kentucky's CVSP
5	Development of Quarterly Reports (four periods)
6	Coordination with KSP on Submission of CVSP and Quarterly Reports
Project End	
September 30, 2024	

10.7 Budget Narrative

Description of Services	Total Cost
Preparation of CVSP and Support for Quarterly Reporting	\$102,106
<i>KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC will work with KSP, the Office of Highway Safety, and other stakeholders to prepare Kentucky's CVSP and support collection and analysis of data for quarterly reports. 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 to meetings to support the activities of this project.</i>	

Total Cost: \$102,106 **\$102,106 (50% ITD - \$51,053, 50% PRISM - \$51,053)**

95% Federal Share: \$97,001

5% State Share: \$5,105

11. Budget Summary

Chapter/Project	Budget Line Item	Total Eligible Costs	95% Federal	5% State
1. Maintenance of CVIEW, inspection software	Contractual 1	\$ 226,575	\$ 215,246	\$ 11,329
	Contractual 2	\$ 187,369	\$ 178,001	\$ 9,368
2. ITD/PRISM Admin & Tech Support	Travel 1	\$ 7,369	\$ 7,001	\$ 368
	Contractual 3	\$ 49,474	\$ 47,000	\$ 2,474
3. ITD/PRISM Training	Travel 2	\$ 3,158	\$ 3,000	\$ 158
4. Data Quality	Contractual 4	\$ 42,106	\$ 40,001	\$ 2,105
5. IRP/IFTA Dues	Other	\$ 68,948	\$ 65,501	\$ 3,447
6. E-screening Membership Dues	Other	\$ 7,895	\$ 7,500	\$ 395
7. Maintenance of Roadside Systems	Contractual 5	\$ 345,895	\$ 328,600	\$ 17,295
8. Maintenance of Motor Carrier Connect System	Contractual 6	\$ 289,474	\$ 275,000	\$ 14,474
9. Maintenance of OW/OD System	Contractual 7	\$ 131,579	\$ 125,000	\$ 6,579
10. Preparation of CVSP/Quarterlies	Contractual 8	\$ 102,106	\$ 97,001	\$ 5,105
Totals		\$ 1,461,948	\$ 1,388,851	\$ 73,097

Funds in Support of ITD/PRISM Programs

Project	ITD Support	PRISM Support
Maintenance of CVIEW, inspection software	\$ 113,287.50	\$ 113,287.50
ITD/PRISM Admin & Tech Support	\$ 93,684.50	\$ 93,684.50
ITD/PRISM Admin & Tech Support	\$ 3,684.50	\$ 3,684.50
ITD/PRISM Training	\$ 24,737.00	\$ 24,737.00
ITD/PRISM Training	\$ 1,579.00	\$ 1,579.00
Data Quality	\$ 21,053.00	\$ 21,053.00
IRP/IFTA Dues	\$ 51,711.00	\$ 17,237.00
E-screening Membership Dues	\$ 3,947.50	\$ 3,947.50
Maintenance of Roadside Systems	\$ 172,947.50	\$ 172,947.50
Maintenance of Motor Carrier Connect System	\$ 217,105.50	\$ 72,368.50
Maintenance of OW/OD System	\$ 65,789.50	\$

		65,789.50
Preparation of CVSP/Quarterlies	\$ 51,053.00	\$ 51,053.00
Totals	\$ 820,579.50	\$ 641,368.50

Revised 6/29/2022

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	\$200,209.20	100.0000	\$200,209.20	\$190,198.74	\$10,010.46	\$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				\$345,819.20	\$328,528.24	\$17,290.96	\$0.00

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

Other:

This area covers several items that are necessary in the daily functions of the 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 \$200,209.20.**

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.

The KSP is investigating the acquisition of license plate readers for CVE patrol vehicles and while KSP is not placing a documented amount in the budget at this time we want to provide documentation here in preparation for future budget discussions or the possibility of utilizing MOE funds if the project develops beyond discussion. The KSP would expect to spend approximately \$190,000 based on 20 units at a cost of \$19,000 each prorated at 50%.

Revised 7/06/2022

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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,223,505.00	\$380,184.00	\$7,603,689.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,140,553.00
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	\$602,247.00	\$31,697.00	\$633,944.00	\$0.00
Overtime subtotal	\$602,247.00	\$31,697.00	\$633,944.00	\$653,205.76
Personnel total	\$2,811,934.78	\$147,996.24	\$2,959,931.02	\$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	\$0.00
Captain	\$41,004.73	\$2,158.14	\$43,162.87	\$0.00
Lieutenant	\$87,979.50	\$4,630.49	\$92,609.99	\$0.00
Specialist Pay	\$162,557.59	\$8,555.66	\$171,113.25	\$0.00
Sergeant	\$47,760.30	\$2,513.70	\$50,274.00	\$0.00
Inspector	\$775,532.69	\$40,817.51	\$816,350.20	\$0.00
Officer	\$276,695.53	\$14,562.91	\$291,258.44	\$0.00
Coordinator/Staff	\$44,688.56	\$2,352.02	\$47,040.58	\$0.00
Programs Staff	\$109,486.97	\$5,762.47	\$115,249.44	\$0.00
Compliance Review Support	\$9,732.17	\$512.22	\$10,244.39	\$0.00
Administrative Support	\$98,237.24	\$5,170.38	\$103,407.62	\$0.00
Sergeant Special Assignment	\$2,865.62	\$150.82	\$3,016.44	\$0.00
Officers Special Assignment	\$6,045.45	\$318.18	\$6,363.63	\$0.00
Trooper Certified Inspectors	\$13,692.68	\$720.66	\$14,413.34	\$0.00
OT Fringe	\$299,250.00	\$15,750.00	\$315,000.00	\$0.00
State Funded OT	\$0.00	\$0.00	\$0.00	\$0.00
MOE	\$0.00	\$0.00	\$0.00	\$678,480.07
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	\$35,112.00	\$1,848.00	\$36,960.00	\$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
Boots	\$47,035.26	\$2,475.54	\$49,510.80	\$0.00
Supplies total	\$137,505.81	\$7,237.42	\$144,743.23	\$19,966.14

Contractual and Subaward				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Xerox Copy Machines	\$7,600.00	\$400.00	\$8,000.00	\$0.00
Boone County Sheriffs Office	\$30,400.00	\$1,600.00	\$32,000.00	\$0.00
KY Transportation Cabinet	\$1,388,851.00	\$73,097.00	\$1,461,948.00	\$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
Contractual and Subaward total	\$1,563,651.00	\$82,297.00	\$1,645,948.00	\$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	\$190,198.74	\$10,010.46	\$200,209.20	\$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	\$328,528.24	\$17,290.96	\$345,819.20	\$0.00

Total Costs				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Subtotal for Direct Costs	\$7,223,506.00	\$380,184.00	\$7,603,690.00	\$1,751,369.00
Total Costs Budgeted	\$7,223,506.00	\$380,184.00	\$7,603,690.00	\$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			
	95% Federal Share	5% State Share	Total Estimated Funding
Total	\$7,223,505.00	\$380,184.00	\$7,603,689.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP Award Amount):	\$1,140,553.00
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	\$602,247.00	\$31,697.00	\$633,944.00	\$653,205.76
Personnel Total	\$2,811,934.78	\$147,996.24	\$2,959,931.02	\$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	\$137,505.81	\$7,237.42	\$144,743.23	\$19,966.14
Contractual and Subaward Total	\$1,563,651.00	\$82,297.00	\$1,645,948.00	\$0.00
Other Costs Total	\$328,528.24	\$17,290.96	\$345,819.20	\$0.00
	95% Federal Share	5% State Share	Total Project Costs (Federal + State)	Planned MOE Costs
Subtotal for Direct Costs	\$7,223,506.00	\$380,184.00	\$7,603,690.00	\$1,751,369.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
Total Costs Budgeted	\$7,223,506.00	\$380,184.00	\$7,603,690.00	\$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? Nathaniel 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? Commissioner

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

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

State Certification declaration:

I, Nathaniel 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? Nathaniel Day
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? 502-782-1800, nathaniel.day@ky.gov

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

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

I, Nathaniel 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.
See Attached Documents. Revised 07/19/2022

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

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

Legislative Adoption			
Bill Number	Effective Date	Code Section Changed	Summary of Changes
SB124	07/01/2022	281A.160	Allows a person who has an expired Kentucky Operators License for less than five years to have OL reinstated without examinations. Documents attached.

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

☒ Yes ☐ No

In the table below, provide the section changed and the effective date of the administrative change or policy adoption. Include a brief description of the policy or action. Please include a hyperlink or URL, in the summary if available.

Administrative and Policy Adoption		
Section Changed	Effective Date	Summary of Changes
601 KAR 1:005	04/08/2022	KAR was modified to address finding from the 2010 MCSAP review. Documents attached.

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? **Nathaniel Day**
2. What is this person's title? **Major, Director of CVE**
3. Who is your Governor's highway safety representative? **Jim Gray**
4. What is this person's title? **Secretary of Transportation Cabinet**

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

Yes

Yes, uploaded certification document

No

State Certification declaration:

I, Nathaniel Day, on behalf of the State of Kentucky have the authority to make the following certification on behalf of the State. As a condition of approval of a grant under the authority of 49 U.S.C. section 31102, I certify that the State satisfies all conditions required to qualify for MCSAP funding, as specifically detailed in 49 C.F.R. section 350.207.

Dated this 11 day of July 2022

Nathan Day

Major

FY 2023 Certification of MCSAP Conformance (State Certification)

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

1. The State has 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 sub-grantees, 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 07/11/2022

Signature Major Nathan Day

Annual Review of Laws, Regulations, Policies and Compatibility Certification

I, **Major Nathaniel Day**, 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.

Exceptions that should be noted to the above certification are identified below.

Kentucky's MCSAP review completed in 2010 identified issues regarding incompatibility with some regulations. KSP, Commercial Vehicle Enforcement Division has worked diligently with the Kentucky Department of Transportation to introduce legislation addressing for-hire bus carriers and farm trucks. To date, KAR 601:1005 which relates to issues arising during the 2010 review has made its way through the legislative process, has been approved and has become law which eliminates three of the issues that were observed with the 2010 MCSAP review. The KSP is continuing to address the remaining issue which requires Legislative action and the KSP has been actively working with Justice and Public Safety Cabinet attorneys to have the below item addressed by the Legislature. This item address farm vehicles and the reality is that Kentucky has not been able to find any crash data that would identify these exemptions as true safety issues and without that data it is unlikely that the Legislature will take action. KSP has met with a Senator but has seen nothing develop from that meeting. KSP has asked for a variance and/or grandfathering of this finding. While we cannot find any documentation that these items were grandfathered prior to 1987 it is possible that they were. The remaining finding is identified below:

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.

Signature of Certifying Official: Major Natha Day

Title of Certifying Official: Major/Director of Commercial Vehicle Enforcement Division

Date of Certification: 07/11/2022

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? **Nathaniel Day**
2. What is the title of your certifying State official? **Major, Director of CVE**
3. What are the phone # and email address of your State official? **502-782-1800, nathaniel.day@ky.gov**

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

Yes

Yes, uploaded certification document

No

New State Laws, Regulations, Standards, and Orders on CMV safety

The State will provide answers to the questions below regarding any new State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update that was submitted.

Has the State adopted/enacted any new or updated State laws, regulations, standards, and orders on CMV safety since the last CVSP or annual update was submitted?

Yes **No**

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

If there is no formal bill, please include a description of standards or orders on CMV safety and effective date and include a hyperlink or URL in the summary.

Law, Regulation, Standard, or Order Adoption			
Bill Number	Effective Date	Code Section Change	Summary of Change
2101	08/03/2021	See Below	See Below
SB 124	04/08/2022	281A.160	See Below

[Title 601 Chapter 1 Regulation 005 • Kentucky Administrative Regulations • Legislative Research Commission](#)

601 KAR 1:005.Safety administrative regulation.

The Kentucky Administrative Regulation (KAR) which was modified to address the 2010 MCSAP findings has been finalized and is now as law which addressed and eliminated the concern in findings 3507 and 4293; a copy of the KAR is attached.

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.

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.

SB 124

This bill allows renewal of expired CDL licenses with endorsements without testing if the license was expired less than 5 years and was not subject to suspension, withdrawal, revocation or disqualification at the time of expiration. Hazardous materials endorsements still have to go through examinations required by 281A.180(2). A copy of the bill is attached.

[CHAPTER 153 \(SB 124, Neal and others \) \(ky.gov\)](#)

601 KAR 1:005. Safety administrative regulation.

RELATES TO: KRS 138.665, 174.400 - 174.425, 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) requires 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) "Daylight hours" means that period of time one-half (1/2) hour before sunrise through one-half (1/2) hour after sunset.
- (2) "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 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.
- (3) "Hazardous material" is defined in 49 C.F.R. 390.5.

Section 2. Governing Federal Regulations. A commercial motor vehicle and its operator meeting the definitions established in 49 C.F.R. 390.5 operating for-hire or in private carriage, interstate, or intrastate, including commercial motor vehicles and its operators as established 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.

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:

- (1) 49 C.F.R. Part 107. Hazardous Material Program Procedures;
- (2) 49 C.F.R. Part 130. Oil Spill Prevention and Response Plans;
- (3) 49 C.F.R. Part 171. General information, Regulations, and Definitions;
- (4) 49 C.F.R. Part 172. Hazardous Materials Table, Special Provisions, Hazardous Materials communications, Emergency Response information, Training Requirements, and Security Plans;
- (5) 49 C.F.R. Part 173. Shippers-general requirements for Shipments and Packagings;
- (6) 49 C.F.R. Part 175. Carriage by Aircraft;
- (7) 49 C.F.R. Part 177. Carriage by Public Highway;
- (8) 49 C.F.R. Part 178. Specifications for Packagings; and
- (9) 49 C.F.R. Part 180, Continuing Qualification and Maintenance of Packagings.

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.

Section 5. Out-of-service Criteria.

- (1) The basic safety criteria to be followed by the Kentucky State Police or other individual certified through KSP to complete commercial vehicle inspections in determining if a commercial motor vehicle driver is declared unqualified or if a commercial motor vehicle is 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, 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.
 - (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, 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 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 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 shall be cause for suspension of the certificate or permit of the motor carrier as established by KRS 281.755.
 - (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. 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 49 C.F.R. 390.5.

Section 7. 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 in 49 C.F.R. 382.305.

Section 8. 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
 - (b) "North American Uniform Out-Of-Service Criteria" updated annually, effective April 1 of each year, by the Commercial Vehicle Safety Alliance.
- (2) This material may be inspected, copied, or obtained, subject to applicable copyright law, 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.

(DMT-19; 1 Ky.R. 1037; eff. 6-11-1975; 2 Ky.R. 501; eff. 6-12-1976; 13 Ky.R. 535; 895; 1071; eff. 11-11-1986; 14 Ky.R. 1094; eff. 1-4-1988; 15 Ky.R. 45; 816; eff. 10-4-1988; 1695; 2072; eff. 3-7-1989; 15 Ky.R. 2435; 16 Ky.R. 161; eff. 8-1-1989; 1242; 1595; eff. 3-8-1990; 2735; eff. 8-9-1990; 17 Ky.R. 2504; 2978; eff. 6-4-1991; 19 Ky.R. 225; 885; eff. 10-8-1992; 1411; eff. 1-21-1993; 20 Ky.R. 840; eff. 11-16-1993; 3307; 21 Ky.R. 343; eff. 7-13-1994; 3070; eff. 8-1-1995; 22 Ky.R. 1716; 2029; 2293; eff. 6-6-1996; 23 Ky.R. 2257; 2817; 2-10-1997; 24 Ky.R. 1932; 2392; eff. 6-15-1998; 25 Ky.R. 2190; 2565; eff. 5-4-1999; 29 Ky.R. 178; 707; eff. 9-16-2002; 30 Ky.R. 1831; 2024; 2143; eff. 3-3-2004; 31 Ky.R. 214; eff. 9-7-2004; 1016; 1240; eff. 1-21-2005; 32 Ky.R. 960; 1241; eff. 1-18-2006; Crt eff. 11-26-2019; 47 Ky.R. 2101; eff. 8-3-2021.)

CHAPTER 153**(SB 124)**

AN ACT relating to transportation and declaring an emergency.

Be it enacted by the General Assembly of the Commonwealth of Kentucky:

➔Section 1. KRS 281A.160 is amended to read as follows:

- (1)
 - (a) Except as provided in subsection (4) of this section, the State Police shall be responsible for administering both the knowledge and skills test required by KRS 281A.130.
 - (b) Applicants who fail the written knowledge test shall be permitted to retake the written test on the next day the tests are administered. Applicants who fail the written test six (6) times shall be required to wait three (3) days before taking the knowledge test again. Applicants who subsequently fail the written test three (3) additional times shall be required to wait three (3) days prior to retaking the test.
- (2)
 - (a) Except as provided for in subsection (3) of this section, at the time a CDL permit is issued:
 1. An applicant who has held a Kentucky operator's license for thirty (30) days or longer shall pay a skills-testing fee of fifty dollars (\$50); and
 2. An applicant who has held a Kentucky operator's license for less than thirty (30) days shall pay a skills-testing fee of one hundred fifty dollars (\$150).
 - (b) There is created within the State Treasury a trust fund to be known as the State Police CDL skills-testing fund. The fund shall be administered by the State Police and shall receive all skills-testing and retesting fees collected under subsections (2)(a) and (6)(e) of this section, in addition to any grants, gifts, or appropriations of state or federal moneys and any interest earned on moneys in the fund. Moneys in the fund shall not lapse and shall be carried forward to the next succeeding fiscal year. The State Police CDL skills-testing fund shall be used by the State Police to contract with and train civilian CDL skills examiners and to improve the logistics of the CDL skills-testing process.
 - (c) The State Police, upon request of an applicant who has passed both the vision and knowledge tests, may schedule the applicant for the skills test at the first available test date at a test site designated by the State Police but not less than fourteen (14) days after the applicant has filed the application and been issued a CDL permit. Except in extenuating circumstances, a retest for a failed portion of the skills test shall be given within three (3) days of a request of a retest.
 - (d) An applicant shall provide a class representative commercial vehicle, for the class of CDL for which the applicant is testing, in which to take the skills test. Unless the State Police grant an exemption at the time the application for testing is made, the vehicle supplied under this paragraph shall be unloaded. Upon arrival for the skills test, the applicant shall have in his or her possession a valid Kentucky operator's license and a valid CDL permit. A CDL-licensed driver who is at least twenty-one (21) years old shall accompany the applicant at all times the applicant is in operation of a commercial vehicle.
- (3) A testing fee shall not be charged to:
 - (a) An individual applying for a CDL with an "S" endorsement as defined in KRS 281A.170; or
 - (b) Military personnel applying for a CDL under KRS 281A.165.
- (4) The State Police may authorize a third party to administer the skills test specified by this section if:
 - (a) The test is the same that would otherwise be administered by the state; and
 - (b) The third party has entered into an agreement with this Commonwealth which complies with requirements of Title 49, Code of Federal Regulations, Part 383.75, as adopted by the Transportation Cabinet.
- (5) The State Police shall promulgate administrative regulations under KRS Chapter 13A that establish procedures that ensure an arm's-length relationship is maintained between a third-party tester and any owner, officer, or employee of any program offering commercial truck driving under the Kentucky Community and Technical College System or a proprietary school licensed under KRS Chapter 165A.

- (6) (a) Applicants shall be permitted to take the skills test for a particular class vehicle an unlimited number of times; however, an applicant shall not retest more than one (1) time in any twenty-four (24) hour period.
- (b) The skills test shall consist of three (3) separate portions: pre-trip inspection, basic maneuvering, and road skills. An applicant must achieve a score of at least eighty percent (80%) on each portion of the skills test before a CDL may be issued to the applicant. An applicant who passes one (1) or more portions of the skills test but does not pass all portions of the skills test shall retest only on those portions of the skills test the applicant failed.
- (c) An applicant who fails any portion of the skills test four (4) times shall be notified by the State Police that the applicant is required to wait one (1) week before retaking a portion of this skills test again.
- (d) Failure of an applicant to notify the State Police at least forty-eight (48) hours prior to missing an appointment for a skills test, or provide a written medical excuse from a licensed physician, advanced registered nurse practitioner, or physician's assistant, shall be considered a failure, on all parts of the skills test scheduled to be given, for the purposes of determining number of failures, waiting periods, and retesting fees under paragraphs (c) and (e) of this subsection for individual applicants. The fees for a missed appointment failure shall be forfeited and retained in the State Police CDL skills-testing fund established under this section. If the forty-eight (48) hour notice or medical excuse is given, the fee shall be applied to the rescheduled test. A missed appointment failure under this paragraph shall not be reported as a failure to the board.
- (e) Except as provided for in paragraph (d) of this subsection, at the time of application for a retest under this subsection, the applicant shall pay a retesting fee of fifty dollars (\$50).
- (7) (a) An applicant who seeks reinstatement of a commercial driver's license after a suspension, withdrawal, revocation, or disqualification of less than one (1) year shall pay the reinstatement fee as prescribed by KRS 281A.150(7) and shall receive his or her commercial driver's license with all endorsement and restrictions that were in effect at the time of suspension. An applicant who seeks reinstatement of a commercial driver's license after a suspension, withdrawal, revocation, or disqualification of one (1) year or more shall submit to the skills, knowledge, and vision tests.
- (b) *Subject to paragraphs (c) and (d) of this subsection, a person who possessed a Kentucky commercial driver's license that has expired for a period of less than five (5) years and was not subject to suspension, withdrawal, revocation, or disqualification for any reason at the time of expiration may have that license reinstated, with all endorsements, without submitting to the skills and knowledge tests by applying to the cabinet for renewal. Upon submission of medical certification, driver self-certifications required under KRS 281A.140(1)(f), successful completion of any necessary criminal background check, and review of the person's driving history record, the cabinet shall issue a renewal CDL, with all endorsements, to an applicant under this paragraph.*
- (c) *A person who otherwise meets the requirements of paragraph (b) of this subsection whose CDL was subject to suspension or revocation solely for failure to provide medical certification may apply for renewal of a CDL under paragraph (b) of this subsection.*
- (d) *If the CDL held by a person who otherwise meets the requirements of paragraph (b) of this subsection carried a hazardous materials endorsement, and the applicant wishes to retain that endorsement, he or she shall complete any examinations required for a hazardous materials endorsement renewal in KRS 281A.180(2) prior to renewing the CDL under paragraph (b) of this subsection.*
- (8) (a) The commissioner of the Department of Kentucky State Police shall promulgate administrative regulations pursuant to the provisions of KRS Chapter 13A to implement the provisions of this section.
- (b) The State Police shall promulgate administrative regulations under KRS Chapter 13A to set forth the qualifications for contract examiners retained under subsection (2)(b) of this section.

➔Section 2. KRS 186.635 is amended to read as follows:

- (1) The following persons shall be required to successfully complete the examinations required under KRS 186.480 prior to being issued a Kentucky operator's license:
 - (a){(1)} A person who has been issued a Kentucky instruction permit or intermediate license;
 - (b){(2)} A person who has applied for a Kentucky operator's license under KRS 186.412 or 186.4121;
 and

(c){(3)} Other persons as identified in an administrative regulation promulgated by the Department of Kentucky State Police or the Transportation Cabinet under KRS Chapter 13A.

- (2) *A person who possessed a Kentucky operator's license that has expired for a period of less than five (5) years and was not subject to suspension, withdrawal, revocation, or disqualification at the time of expiration may have that license reinstated without submitting to the examinations required under KRS 186.480 by applying to the cabinet for renewal. Upon submission of any vision testing required under KRS 186.577 and review of the person's driving history record, the cabinet shall issue a renewal operator's license to an applicant under this paragraph.*

➔Section 3. KRS 165A.310 is amended to read as follows:

As used in this chapter:

- (1) "Agent" means any person employed by a proprietary school to act as agent, solicitor, broker, or independent contractor to procure students for the school by solicitation of enrollment in any form made at any place other than the main office or principal place of business of the school;
- (2) "CDL" means a commercial driver's license as defined in KRS 281A.010;
- (3) "CDL driver training" means a course of study that complies with the provisions of KRS 332.095 governing the instruction of persons in the operation of commercial motor vehicles;
- (4) "CDL driver training school" means any person, firm, partnership, association, educational institution, establishment, agency, organization, or corporation, *with the exception of an entry level driver training provider*, that offers CDL driver training to persons desiring to obtain a Kentucky CDL in order to operate a commercial motor vehicle and for which a fee or tuition is charged;
- (5) "Commercial motor vehicle" has the same meaning as in KRS 281A.010;
- (6) "Commission" means the Kentucky Commission on Proprietary Education;
- (7) *"Entry level driver training" means a federally mandated course of instruction for new CDL applicants as outlined in 49 C.F.R. secs. 380.600 to 380.609;*
- (8) *"Entry level driver training provider" means an entity that is certified by the Federal Motor Carrier Safety Administration as a training provider under 49 C.F.R. secs. 380.700 to 380.725 that is limited solely to providing entry level driver training;*
- (9) "Formal complaint" means a written statement filed on a form specified by the commission in which the complainant alleges that a school has violated a Kentucky statute or administrative regulation and has negatively impacted the complainant, and resolution is requested by the commission;
- (10){(8)} "License" means authorization issued by the commission to operate or to contract to operate a proprietary school in Kentucky as described in this chapter and does not reflect accreditation, supervision, endorsement, or recommendation by the commission;
- (11){(9)} "Person" means an individual, corporation, business trust, estate, partnership, unincorporated association, two (2) or more of any of the foregoing having a joint or common interest, or any other legal or commercial entity;
- (12){(10)} "Proprietary school" or "school" means a privately owned educational institution, establishment, agency, organization, or person maintained on either a for-profit or not-for-profit basis, offering or administering a plan, course, or program of instruction in business, trade, technical, industrial, or related areas for which a fee or tuition is charged whether conducted in person, by mail, or by any other method, and does not include:
 - (a) A school or educational institution supported entirely or partly by taxation from either a local or state source;
 - (b) A parochial, denominational, or eleemosynary school or institution;
 - (c) A training program which offers instruction for payment by participants primarily in pursuit of a hobby, recreation, or entertainment, and does not result in the granting of postsecondary credits nor lead to an industry-recognized credential, academic certificate, or degree;

- (d) A course or courses of instruction or study sponsored by an employer for the training and preparation of its own employees for the benefit of the employer and without charge to the employee; or
- (e) A school or educational institution licensed or approved by or a course or courses of study or instruction sponsored by the Kentucky Board of Barbering established by KRS 317.430, the Kentucky Board of Cosmetology established by KRS 317A.030, the Kentucky Board of Nursing established by KRS 314.121, the Kentucky Board of Embalmers and Funeral Directors established by KRS 316.170, or the Kentucky Council on Postsecondary Education established by KRS 164.011;
- ~~(13)~~~~(11)~~ "Resident" means any person who has established Kentucky as his or her state of domicile. Proof of residency shall include but not be limited to a deed or property tax bill, utility agreement or utility bill, or rental housing agreement;
- ~~(14)~~~~(12)~~ "School year" is beginning the first day of July and ending the thirtieth day of June next following, except when approval shall be suspended or canceled pursuant to KRS 165A.350; and
- ~~(15)~~~~(13)~~ "Statement of quality assurance" means a statement required by the commission from a non-degree granting institution, in a form and manner determined by the commission, that attests to the institution meeting the minimum standards required for receiving and maintaining a license.

➔Section 4. KRS 165A.460 is amended to read as follows:

- (1) ***Except as provided in subsection (2) of this section***, all proprietary schools located or doing business in this state that offer CDL driver training shall be governed by the provisions of this chapter, except for matters governing:
 - ~~(a)~~~~(1)~~ The curriculum, which shall be established by the commission in consultation with the Department of Kentucky State Police and the Kentucky Community and Technical College System; and
 - ~~(b)~~~~(2)~~ The inspection of CDL driver training school facilities, which shall be under the authority of the Department of Kentucky State Police pursuant to KRS 165A.475 and 332.095.
- (2) ***Entry level driver training providers are exempt from the provisions of this chapter and shall instead comply with the requirements set forth in 49 C.F.R. secs. 380.600 to 380.609 and 380.700 to 380.725.***

➔Section 5. KRS 189.2226 is amended to read as follows:

- (1) As used in this section:
 - (a) "Bill of lading" means a document evidencing the purchase of, or delivery order for, building materials issued by a person engaged in a business that sold or leased the building materials;
 - (b) "Building materials" means equipment or materials associated with new home construction, home remodeling, or home maintenance, including but not limited to:
 1. Agriculture products;
 2. Asphalt;
 3. Concrete;
 4. Crushed stone;
 5. Excavation equipment;
 6. Fill dirt and rock;
 7. Glass;
 8. Landscaping materials;
 9. Lumber or other wood products;
 10. Minerals;
 11. Roofing materials; and
 12. Steel products;
 - (c) "Home" means:

1. A site where a single or multi-family housing unit is being initially constructed *for which a building permit for construction has been issued by the authorized local government in the city or county in which construction will take place*; and
 2. A site where construction of a single or multi-family housing unit is complete and persons inhabit the housing unit; and
- (d) "State road" means a state or federal highway but does not mean an interstate or county road.
- (2) Other statutes to the contrary in this chapter notwithstanding, any vehicle hauling building materials to a home shall be allowed, subject to the provisions of this section, to travel on any state road without a permit and without being subject to a fine, if the weight of the vehicle is within the limits of the registration issued to the vehicle and within the axle limits for the vehicle, even if the vehicle's gross weight or length, including vehicle and load, exceed the limits prescribed by this chapter or in other aspects fail to comply with this chapter.
 - (3) A vehicle hauling building materials under this section shall be allowed to travel the most direct route, in the opinion of the operator, to the vehicle's point of destination, provided any road traveled as the most direct route shall not be further than fifteen (15) miles from a state road that is classified to carry the registered weight of the vehicle. If a vehicle is traveling a road classified by the cabinet as a single "A" highway, the vehicle or its load cannot exceed ninety-six (96) inches in width. If a vehicle or its load exceed ninety-six (96) inches in width, the operator shall be required to obtain the appropriate overdimensional permit required by this chapter to travel the proposed route. The operator of a vehicle hauling building materials under this section shall have in his or her possession a bill of lading.
 - (4) All vehicles hauling building materials under this section shall be prohibited from exceeding the established width and posted bridge weight limits for any route the vehicle travels. A vehicle that exceeds the width or bridge limits for its posted routes shall be required to obtain the appropriate overdimensional or overweight permit required by this chapter.

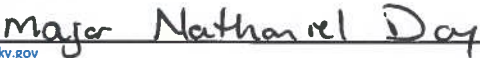
➔Section 6. KRS 189.280 is amended to read as follows:

- (1) KRS 189.221 to 189.230 and 189.280 shall not apply to motor trucks, semitrailer trucks, or trailers owned by the United States, the Commonwealth of Kentucky, or any agency of them, any county or city.
- (2) If any motor truck, semitrailer truck, or trailer is lawfully licensed by a city pursuant to KRS 186.270, then KRS 189.221 and subsection (1) of 189.222 shall not apply thereto, within the limits of the city issuing the license, or within fifteen (15) miles of the limits of the city, ~~if it is a city with a population equal to or greater than three thousand (3,000) based upon the most recent federal decennial census, or within five (5) miles of its limits if it is a city with a population of less than three thousand (3,000) based upon the most recent federal decennial census,~~ except on such state-maintained highways or portions thereof, including connecting-link streets, as may be designated by the commissioner of highways, and on such county highways as may be designated by the county judge/executive; provided, however, that in no case shall any vehicle exceed the weight and size limitations established by the city ordinance when those limitations are less stringent than those provided in the aforementioned sections of the statutes. For the purposes of this subsection vehicles exempt from the imposition of a city license tax by reason of subsection (2) of KRS 281.830 shall be entitled to the same exemptions as those so licensed.
- (3) Cities may, by ordinance, provide maximum limits with respect to the weight, height, width and length of motor trucks, semitrailer trucks, and trailers *on city-owned and maintained streets and roads* within their respective boundaries, ~~not less, however, than the maximum limits prescribed in KRS 189.221 and subsection (1) of 189.222, and may authorize the operation of trailers~~.

➔SECTION 7. A NEW SECTION OF KRS CHAPTER 365 IS CREATED TO READ AS FOLLOWS:

- (1) *As used in Sections 7 to 11 of this Act, unless the context requires otherwise:*
 - (a) *"Car sharing delivery period" means the period of time during which a shared vehicle is being delivered to the location of the car sharing start time, if applicable, as documented by the governing car sharing program agreement;*
 - (b) *"Car sharing period" means the period of time that commences with the following and ends at the car sharing termination time:*
 1. *The car sharing delivery period; or*

Kentucky
Kentucky State Police
MCSAP MAINTENANCE OF EFFORT (MOE) SUBSTANTIATION TEMPLATE
FEDERAL FISCAL YEAR (FFY): 2021

LEAD AGENCY MCSAP-ELIGIBLE EXPENDITURES for FFY 2020 (October 1, 2020 through September 30, 2021)		FFY 2021 TOTAL MCSAP ELIGIBLE EXPENDITURES ¹
Personnel (Payroll Costs)		
Salary		\$1,815,046.21
Subtotal for Personnel		\$1,815,046.21
Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)		
FICA, Retirement, Health, Life		\$1,425,005.33
Subtotal for Fringe Benefits		\$1,425,005.33
Program Travel		
Travel		\$392.44
Subtotal for Program Travel		\$392.44
Equipment		
Vehicles and Related Vehicle Equipment		
Vehicles and Related Equipment		\$290,437.43
Subtotal for Vehicles and Related Vehicle Equipment		\$290,437.43
Non-Vehicle Equipment		
Subtotal for Non-Vehicle Equipment		\$0.00
Subtotal for Equipment		\$290,437.43
Supplies		
Supplies		\$98,711.33
Subtotal for Supplies		\$98,711.33
Contractual (Sub Grantees, Consultant Services, etc.)		
Contractual		\$959,927.08
Subtotal for Contractual		\$959,927.08
Other Expenses		
Other Expenses		\$414,772.23
Subtotal for Other Expenses including Training & Conferences		\$414,772.23
TOTAL DIRECT COSTS		\$5,004,292.05
TOTAL APPROVED INDIRECT COSTS		\$0.00
TOTAL MCSAP ELIGIBLE COSTS EXPENDED		\$5,004,292.05
Federal Grant Funds Expended		\$3,993,191.03
Associated State Matching Funds Expended (Spending 2020 Funds With no Match)		\$0.00
Total Grant Related Funds Expended		\$3,993,191.03
Total MOE Funds Expended		\$1,011,101.02
CERTIFICATION AND VALIDATION OF FFY 2021 MOE EXPENDITURES		
TOTAL MOE BASELINE (MAP-21 Baseline years of 2004 and 2005) Reduced for 2021 for COVID-19 Budget Issues.		\$719,192.91
TOTAL MOE EXPENDITURES		\$1,011,101.02
I hereby certify as follows that the information included in this template is true, accurate and complete. I acknowledge that any knowingly false or misleading statement may be punishable by fine or imprisonment or both under applicable federal law:		
(1) The State lead MCSAP agency has validated and met the minimum MOE baseline expenditure amount for FFY 2015.		
(2) All Lead Agency expenditures included in the template are MCSAP-eligible.		
(3) Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.		
Major Nathaniel Day		
 nathaniel.day@ky.gov		07/11/2022 502-782-1800



U.S. Department
of Transportation

Federal Motor Carrier
Safety Administration

July 30, 2021

1200 New Jersey Ave, SE
Washington, DC 20590

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

Dear Major Day:

Thank you for your letter requesting a modification of the Kentucky State Police (KSP) Fiscal Year (FY) 2021 Maintenance of Effort (MOE) requirements for the Motor Carrier Safety Assistance Program (MCSAP). The U.S. Department of Transportation and the Federal Motor Carrier Safety Administration (FMCSA) are committed to assisting the KSP through your on-going financial challenges caused by the Coronavirus Diseases 2019 (COVID-19) national emergency.

As outlined in your correspondence dated April 28, 2021, KSP is struggling to meet the MOE requirement established under the MCSAP because of a reduction in road funding budgeted due to COVID-19. Specifically, the KSP Road fund was reduced by a total of \$30,000,000, with the Commercial Vehicle Enforcement (CVE) budget being directly impacted with a reduction equaling approximately \$1,700,000. While the State did receive other Federal relief funds for COVID-19 response, these funds were used to support expenses related to emergency response at the Department level and may not be used to meet your MOE obligation.

Your letter advised that this financial challenge would hamper the efforts to effectively carry out the commercial vehicle safety activity outlined within the State's Commercial Vehicle Safety Plan.

Due to the severe impact of these events on the State, as authorized by 49 U.S.C. § 31102(f)(3) and 49 CFR § 350.225(d), FMCSA is approving a modification to the State's MOE obligation of \$1,751,369 for its FY 2021 MCSAP grant. The State's new MOE amount for FY 2021 will be \$719,192.91, a reduction of \$1,032,176.09.

The adjustments made to Kentucky's MCSAP grant will allow KSP to adjust operations and staffing as needed and allow for continued participation in MCSAP activities.

If you should have questions or need additional information please contact Tom Liberatore, Chief State Programs Division, at Thomas.Liberatore@dot.gov or (202) 366-3030.

Sincerely,

DARRELL Digitally signed by
L RUBAN DARRELL L RUBAN
Date: 2021.08.03
12:37:53 -05'00'

Darrell L. Ruban
Acting Associate Administrator for Compliance

DATA ANALYSIS & TRENDS

Kentucky will enter its thirty-fourth year of the performance-based enforcement plan and begins its fifth year of the multi-year format and the second year of a three-year cycle. The MCSAP coordinator is responsible for monitoring and reporting the CVSP program goals, objectives and results. Among other tools to be used for developing and monitoring the CVSP and the performance of CVE toward CVSP goals the MCSAP coordinator will utilize the Kentucky CRASH database, the FMCSA databases such as A & I and strategies and activity generated throughout the state by regional commanders and staff. Regional commanders also utilize Kentucky's CRASH database to retrieve information on crash, citation and inspection data. Commanders provide regional quarterly reports and are responsible for reviewing overall crash data and CVSP goals and objectives in administering plans for their individual regions.

Kentucky's CMV highway fatality rate based on VMT for all vehicles for calendar year 2005 was .259. Kentucky reduced the CMV fatal rate based on the 2005 FMCSA methodology and at the conclusion of the FMCSA goal Kentucky reduced its level to a .16 rate, significantly below the benchmark of .259 during calendar year 2005. (Table 3). Kentucky's CMV fatalities have dropped significantly since 2005 from 123 during 2005 to a low of 68 during calendar year 2014, unfortunately 2015 turned out to be a harsh year as gas prices dropped, traffic increased, and Kentucky realized a fatal count of 86. Kentucky rebounded somewhat during 2016 with fewer crashes but did have an increase in fatalities by one compared to 2015. Kentucky will be in its second year of a three-year plan with this CVSP and commanders are tasked with concentrating on identified high crash corridors while managing their regions. After several years of sustained and consistent reductions Kentucky ended calendar year 2019 with a consistent number of CMV crashes compared to the previous three years however fatalities increased significantly. During the pandemic year of 2020 Kentucky realized a drop in collisions but again an increase in fatalities. Calendar year 2021 also showed a continued increase while the state and country work to return to pre-COVID realities. VMT is and is expected to rise over the next several years.

The calculation of crash rates in terms of CMV fatalities per 100 million vehicle miles traveled for commercial vehicles is displayed in Table 3. The crash totals used to calculate these rates are for public roads only. Table 3 shows that the overall fatality rate for commercial motor vehicles had been going down since 2005. For calendar year 2008, compared to 2005, the rates dropped .039 for fatalities involving commercial vehicles. The downward trend continued during calendar year 2012 and remained very consistent during calendar year 2013 with another drop during 2014 to .143 which is the lowest recorded. As expected, the VMT increased for 2014 but Kentucky's fatal rate still dropped. With the increased VMT for 2016 and the increase in traffic and reduction in number of crashes the fatal and crash rate dropped slightly compared to 2015. An increase of VMT for 2018 – 2021 has seen an increase in the fatality rates; these increases in rates provide evidence of a need for more sustained, consistent enforcement and an omnipresence of enforcement efforts.

Table 3 shows the rates based on the 2005 methodology introduced by the Department of Transportation in FFY 2008 and that was completed during FFY 2011. As can be seen, Kentucky reached the goal that would be consistent with the Department of Transportation's goal which was a reduction of approximately 13 percent over the baseline of 2005, shown here for historical record. Kentucky met and exceeded the FMCSA and Kentucky goal of reducing

CMV fatalities by the .003 rate as was identified in the FY 2014 CVSP. Additionally, the state fatality rate for 2017 hit a record low with a decrease in fatalities and an increase in VMT.

A detailed review of calendar year 2021 commercial vehicle crash data per CVE region was analyzed and is detailed in the following paragraph. The data indicates that regions 2 and 3 continue to have a substantial high number of commercial vehicle collisions which is consistent with the higher CMV traffic volume in those regions compared to the other regions; region 2 had the highest number of fatalities involving commercial vehicles. Crashes in all regions except regions 1 and 3 were consistent with 2020 data; Region 3 showed a significant decrease during 2021 in fatalities compared to calendar year 2012. (Table 3 & 4).

Lastly, a review of crashes involving commercial vehicles was compared to non-commercial crashes by looking at most of the data elements collected on the Kentucky collision report. A comparison of the significant factors is discussed (Tables 5 and 6).

Commercial vehicle crashes accounted for approximately 13% of fatality crashes in calendar year 2021 a slight increase from the 13% during calendar year 2019 (Table 5).

Commercial vehicle crashes have their highest areas of significance in the intersection type crashes at Angle type crashes. When looking at directional analysis we see same direction sideswipe as a significant type of collision which could also correlate to the high driver inattention factor when we look at human factors. The large blind spots associated with commercial vehicles could be a factor in this as well.

A review of commercial vehicle crashes in relationship to land use shows a much higher percentage of collisions on limited access with the second highest number occurring in business areas during 2021, which is also consistent with 2020. Rural areas are indicated to have the third highest area of CMV crashes. There is a higher percentage of commercial vehicle crashes in the 50 – 55 mph areas however the over 55 zones are very comparable. (Table 6). This data is consistent with 2020.

The first event for commercial vehicles highest percentage of crashes is with other motor vehicles which are to be expected. The only area where CMV's may show a slight over representation is in the category of non-collision, "Ran off Roadway Only" which might be expected. The majority of collisions involve more than one unit (Table 6). This data is again consistent with 2020 data.

The most common human factor included inattention, but this is a very subjective observation in most reported crashes. Looking at vehicular factors of the commercial vehicle, we see the largest percentage being identified as other which tells us nothing, however CMV's are consistent with previous years when we look at "Tire Failure", "Hitch issues" and "Load Securement" crashes as being identified issues and items that should be concentrated on during inspections. (Table 6).

A review of commercial vehicle collisions shown in table 6 indicates the time-of-day analysis for commercial vehicles crashes are most significant between the hours of 12:00 PM – 6:00 PM with the majority of commercial crashes occurring between the hours of 6:00 AM – 6:00 PM. The vast majority of commercial vehicle crashes occur on weekdays and there is no appreciable difference with regard to season of the year.

The analysis of the included data and input from regional commanders is used to map a strategy for enforcement that has the highest probability of preventing collisions by concentrating on the problem areas, times and factors. Region commanders are utilizing supplied crash data and will utilize the available on-line KY-OPS database to drill down further into the problem areas of their regions.

A review of crash data for the years 2018 – 2020 indicates a 6% reduction on the top ten corridors statewide compared to the 2015 – 2017 baseline which doubled the desired goal of a 3% reduction.

Data analysis and trend data captured by MCSAP Coordinator, John E Smoot, utilizing KYOPS crash database, FMCSA A & I data and FHWA on-line data. Data captured during March – June 2022.

Table 1. Summary of Commercial Vehicle Crashes (2000-2021) (KYOPS Data, March 23 2022, J. E. Smoot)

Year	Public Roads			
	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes
2000	8,228	83	96	1,785
2001	7,244	79	95	1546
2002	6,610	94	113	1,391
2003	6,700	104	115	1,362
2004	6,641	105	119	1,316
2005	6,814	107	123	1,351
2006	6,807	88	99	1,332
2007	6,652	91	101	1,267
2008	6,236	88	105	1,097
2009	4,930	90	101	916
2010	5,072	75	91	895
2011	5,375	72	78	917
2012	5,030	63	69	855
2013	5,246	62	70	895
2014	5,904	63	68	937
2015	6,358	76	86	1,035
2016	6,077	80	88	861
2017	6,517	58	68	904
2018	6,932	69	81	945
2019	6,969	82	89	890
2020	5,640	89	101	1,112
2021	5,876	88	103	897

Table 2. Roadside Vehicle Inspections in Kentucky (2004-2021) (SafetyNet Data, March 22 2022, J. E. Smoot)

Time Period	Number of Inspections	Accuracy
Calendar Year 2004	81,677	82 %
Calendar Year 2005	86,044	59 %
Calendar Year 2006	79,218	90 %
Calendar Year 2007	84,205	77 %
Calendar Year 2008	83,983	99 %

Calendar Year 2009	90,337	99 % - 97 % for crashes
Calendar Year 2010	98,004	99 % - 97 % for crashes
Calendar Year 2011	115,337	99.39 % - 97.33 % for crashes
Calendar Year 2012	98,400	99.08% - 97.64% for crashes
Calendar Year 2013	86,603	99.35% - 98.21% for crashes
Calendar Year 2014	73,381	99% - 98% for crashes
Calendar Year 2015	72,214	99% - 97% for crashes
Calendar Year 2016	65,496	99% - 97% for crashes
Calendar Year 2017	78,985	99% - 98% for crashes
Calendar Year 2018	77,835	99% - 98% for crashes
Calendar Year 2019	62,994	99% - 98% for crashes
Calendar Year 2020	55,470	100% - 99% for crashes
Calendar Year 2021	55,895	100% - 98% for crashes

Table 3. Fatality and Crash Rate based on CMV Fatalities, Crashes and VMT for all Vehicles (KYOPS Data)

	CMV Fatalities	KY VMT (Billions)	Fatality Rate (fatalities per 100 million vehicle- miles traveled)	CMV Crashes	Crash Rate
2005	123	47.4	.259	6,814	14.3
2006	103	47.7	.215	6,807	14.2
2007	101	47.9	.210	6,652	13.8
2008	105	47.5	.220	6,236	13.1
2009	101	47.4	.213	4,930	10.4
2010	91	48.0	.190	5,083	10.6
2011	78	48.1	.162	5,376	11.1
2012	69	47.3	.145	5,029	10.6
2013	70	47.0	.148	5,241	11.1
2014	67	47.9	.140	5,892	12.3
2015	86	48.6	.177	6,358	13.1
2016	87	49.3	.176	6,034	12.2
2017	68	49.2	.138	6,517	13.2
2018	81	49.5	.163	6,932	14.0
2019	88	49.4	.178	6,154	12.45
2020	100	46.5	.215	4,981	10.71
2021	103	46.5 est.	.221	5,850	12.58

Based on previous FMCSA criteria, a reduction of 13% from the benchmark of 2005 would mean Kentucky would have needed to lower its fatality rate to .225 which Kentucky met during 2006 – 2010. Kentucky’s fatality rate made continuous and significant reductions compared to calendar year 2005 and met the FMCSA 2011 benchmark reductions and continues to see a reduction in fatality rates with a slight increase in overall CMV crash rates for 2014. As expected, the VMT increased for 2014 but Kentucky’s fatal rate still dropped. With the VMT for 2015 and the increase in traffic and crashes the fatal and crash rate rose slightly compared to

2011- 2014. VMT also increased during 2016 but both fatality and crash rated declined to a record low for fatalities and nearly the same for all CMV crashes. During 2018 we again saw a rise in the CMV total, and the fatal rate rose to .163, higher than 2017 but still lower than 2015 and 2016. During 2020 the fatality rate rose slightly while the injury rate was reduced.

Table 4. 2015 - 2020 Crashes per CVE Region (Commercial Vehicles) (KYOPS Data, May 17, 2021, J. E. Smoot)

Region	2016 CMV Crashes	2016 Fatalities	2017 CMV Crashes	2017 Fatalities	2018 CMV Crashes	2018 Fatalities	2019 CMV Crashes	2019 Fatalities	2020 CMV Crashes	2020 Fatalities	2021 CMV Crashes	2021 Fatalities
1	747	14	686	9	788	11	740	12	864	9	928	23
2	2,087	28	1,910	16	1,960	19	1,962	25	1,554	40	1,680	36
3	1,755	18	1,750	12	1,926	13	1,949	14	2,036	25	2,152	6
4	366	6	348	5	349	6	355	4	447	10	441	7
5	467	8	474	9	483	9	465	12	592	11	524	11
6	124	2	144	4	157	3	142	7	147	6	153	5
	2016 CMV Crashes	2016 Fatalities	2017 CMV Crashes	2017 Fatalities	2018 CMV Crashes	2018 Fatalities	2019 CMV Crashes	2019 Fatalities	2020 CMV Crashes	2020 Fatalities	2021 CMV Crashes	2021 Fatalities

Table 5. Comparison of All Non-Commercial Vehicle Crashes to Commercial Vehicle Crashes (2020) (KYOPS Data, May 17, 2021, J. E. Smoot)

VARIABLE	CATEGORY	PERCENT OF TOTAL	
		ALL NON COMMERCIAL CRASHES	COMMERCIAL VEHICLE CRASHES
Severity	Fatal	87%	13%
	Injury	96%	4%

Table 6. Comparison of Crash Factors (2021) (KYOPS Data, March 23, 2022, J. E. Smoot)

VARIABLE	CATEGORY	Number of Crashes		
		NON C.V. CRASHES	COMMERCIAL VEHICLE CRASHES	ALL CRASHES
Severity	Fatal	660	88	748
	Injury	19,470	897	20,367
Directional Analysis	Intersection			
	Angle	11,394	285	11,679
	Rear End	615	14	629
	Opposing left turn	1,831	32	1,863
	Same direction sideswipe	2,623	234	2,857
	All Intersection	30,738	1,102	31,840
	Non-Intersections			
	Rear end in traffic lane	11,048	623	11,671
	Rear end on shoulder/other shoulder	3,145	216	3,361
	Parked vehicle	859	53	912
	Head on	2,305	89	2,394
	Opposite direction sideswipe	3,168	326	3,494
	Same direction sideswipe	6,349	1,249	7,598
	Median crossover	19	3	22
	Fixed Object	10,289	558	10,847
	Ran off roadway	4,148	180	4,328
	Overtaken in road	0	0	0
	Interchange ramp	1,957	192	2,149
Time of Day	12 am – 6 am	7,559	503	8,062
	6 am – 12 pm	25,455	2,100	27,555
	12 pm – 6 pm	46,956	2,420	49,376
	6 pm – 12 am	23,179	848	24,027
Day of Week	Mon - Fri	79,023	5,250	84,273
	Sat - Sun	24,238	626	4,864
Month	Jan – March	21,766	1,358	23,124
	April – June	25,665	1,453	27,118
	July – Sept.	26,201	1,552	27,753
	Oct. – Dec.	29,629	1,513	31,142
Number of Vehicles	One	30,733	1,487	32,220
	Multiple	72,515	4,389	76,904

Table 6. Comparison of All Crashes to Commercial Vehicle Crashes (continued)

VARIABLE	CATEGORY	Number of Crashes		
		NON CV CRASHES	COMMERCIAL VEHICLE CRASHES	ALL CRASHES
Land Use	Rural	23,004	1,151	24,155
	Business	42,231	1,484	43,715
	Industrial	2,056	212	2,268
	Residential	21,819	584	22,403
	School	755	19	774
	Limited Access	13,075	2,422	15,497
Road Surface Conditions	Dry	96,570	5,140	101,710
	Ice	5,947	695	6,642
	Sand, Mud, Dirt, Oil, Gravel	581	37	618
	Snow/Slush	0	0	0
	Weather	Clear	68,282	3,753
Weather	Raining	12,123	619	12,742
	Blowing Sand, Soil, Dirt, Snow	87	9	96
	Fog/Smog/Smoke	0	0	0
	Sleet/Hail	651	82	733
	Cloudy	19,855	1,225	21,080
	Fog with Rain	152	11	163
	Snowing	1,379	122	1,501
	Road Character	Straight & Level	70,694	3,810
Straight & Grade		11,731	845	12,576
Straight & Hillcrest		3,825	220	4,045
Curve & Level		9,157	495	9,652
Curve & Grade		5,907	423	6,330
Curve & Hillcrest		1,640	73	1,713
Light Condition	Daylight	71,984	4,346	76,330
	Dawn	2,161	171	2,332
	Darkness-lighted/on	12,248	537	12,821
	Darkness-lighted/off	1,395	72	1,467
	Darkness-not lighted	11,145	551	11,696
Speed Limit (mph)	25 or less	17,287	702	17,989
	30 to 35	26,837	804	27,641
	40 to 45	19,100	666	19,766
	50 to 55	30,894	1,754	32,648
	Over 55	9,143	1,950	11,093

Table 6. Comparison of All Crashes to Commercial Vehicle Crashes (continued)

VARIABLE	CATEGORY	Number of Crashes		
		NON CV CRASHES	COMMERCIAL VEHICLE CRASHES	ALL CRASHES
Type Accident 1st Event	Collision with Non-fixed object			
	Animal	2,800	33	2,833
	M.V. in Trans. Other Roadway	426	26	452
	Other Motor Vehicle	73,251	4,176	77,427
	Pedestrian	743	12	755
	Railroad Train	24	4	28
	Other Object not Fixed	312	25	337
	Collision with Fixed Object			
	Bridge Parapet End	11	0	11
	Bridge Pier, Abutment	21	3	24
	Bridge Rail	123	8	131
	Building Wall	218	16	234
	Crash Cushion/Impact Attenuator	43	3	46
	Culvert/head wall	344	14	358
	Curbing	627	9	636
	Earth Embankment/Rock Cut/Ditch	4,570	205	4,775
	Fence	981	11	992
	Fire Hydrant	140	11	151
	Guardrail End	359	17	376
	Guardrail Face	1,438	82	1,520
	Light/Luminaire Support	255	23	278
	Mailbox	730	21	278
	Median Support	221	14	235
	Other Post, Pole, or Support	373	30	403
	Overhead Sign Post	5	3	8
	Sign Post	471	38	509
	Traffic Signal Support	29	6	35
	Tree	1,299	32	1,331
	Utility Pole	1,231	70	1,301
	Other Fixed Object	0	1,571	1,517
	Non-Collision			
	Fell From Vehicle	254	20	274
	Fire/Explosion	82	12	94
	Jackknife	756	24	780
	Overtaken	683	97	780
	Ran Off Roadway (Only)	1,395	3,007	4,402
	Other Non-Collision	28	1	29

Table 6. Comparison of All Crashes to Commercial Vehicle Crashes (continued)

VARIABLE	CATEGORY	Number of Crashes		
		Non CV CRASHES	COMMERCIAL VEHICLE CRASHES	ALL CRASHES
Contributing Factors	Human			
	Alcohol Involvement	3,251	12	3,263
	Cell Phone	974	5	979
	Disregard Traffic Control	3,550	61	3,611
	Distraction	4,612	66	4,678
	Drug Involvement	1,604	12	1,616
	Emotional	563	5	568
	Exceeded Stated Speed Limit	1,254	8	1,262
	Failed to Yield Right of Way	11,615	234	11,849
	Fatigue	602	19	621
	Fell Asleep	1,112	26	1,138
	Following Too Close	5,818	145	5,963
	Improper Backing	1,105	91	1,196
	Improper Passing	1,033	29	1,062
	Inattention	37,984	1,111	39,095
	Lost Consciousness/Fainted	650	14	664
	Medication	160	1	161
	Misjudge Clearance	7,889	856	8,745
	Not Under Proper Control	14,751	539	15,290
	Overcorrecting/Oversteering	2,037	79	2,116
	Physical Disability	180	3	183
	Sick	232	8	240
	Too Fast for Conditions	3,658	92	3,750
	Turning Improperly	1,667	59	1,726
	Weaving in Traffic	200	3	203
	Other	3,787	237	4,024
	Vehicular			
	Brakes Defective	1,316	38	1,354
	Headlights Defective	85	1	86
	Load Securement	233	63	296
	Other Lighting Defective	83	5	88
	Oversized Load on a Vehicle	57	25	82
	Overweight	10	3	13
	Steering Failure	440	18	458
	Tire Failure	570	71	641
	Tow Hitch Defective/Sep.of Units	77	8	85
	Other	1,248	85	1,333
	Environmental			
	Animals Action	6,120	76	6,196
	Construction Work Zone	841	2131	1,054
	Debris in Roadway	951	61	1,012
	Fixed Objects	129	20	149
	Glare	1,108	24	1,132
	Holes/Deep Ruts/Bumps	145	3	148
	Improperly Parked Vehicle(s)	320	28	348
	Improperly/Non-Working Traffic Controls	73	4	77
	Maintenance/Utility Work Zone	277	0	277
	Shoulders Defective/Drop-off	195	26	221
	Slippery Surface	9,507	430	9,937
	View Obstructed/Limited	664	31	695
	Water Pooling	1,384	43	1,427
	Other	1,824	195	2,019

Region Specific High Crash Areas

Region One

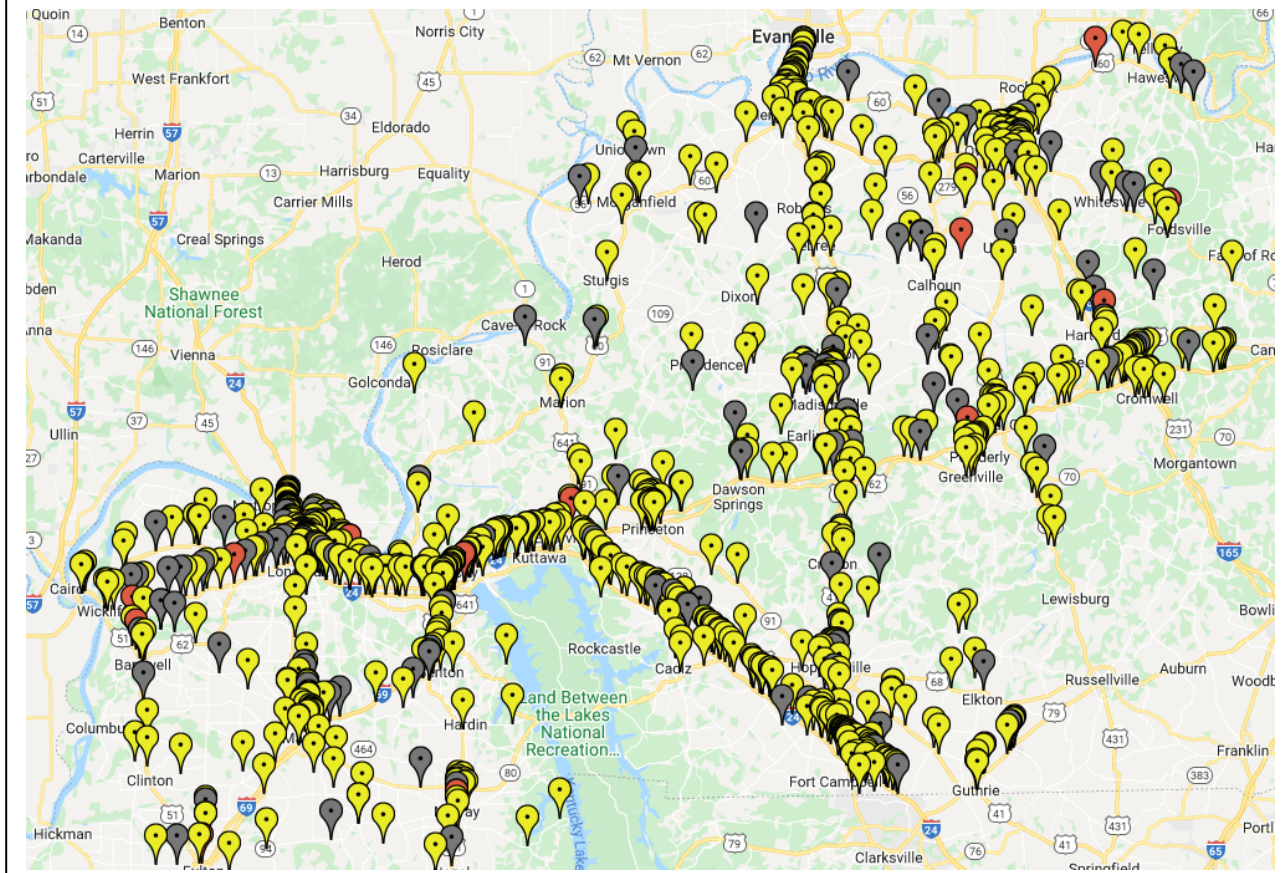
COUNTY	ROUTE	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020	NUMBER OF CRASHES 2019-2021
MCCRACKEN	I 0024	83	95	112	114	142	166
CHRISTIAN	I 0024	62	74	84	87	93	104
HENDERSON	US0041	91	95	83	89	83	83
MARSHALL	I 0024	47	43	60	70	73	72
LYON	I 0024	71	62	50	57	61	72
HOPKINS	WK9001/69	31	35	45	48	55	57
DAVISS	US0060	52	49	48	50	48	41
CHRISTIAN	EB9004	29	29	31	28	35	40
GRAVES	US0045			22	32	40	39
MCCRACKEN	US0045	20	22	22	28	29	39
TRIGG	I 0024	23	18	13	14	23	38
OHIO	WK9001	20	21	25	25	25	37
GRAVES	JC9003	20	23	29	37	35	29
MUHLENBERG	WK9001	32	27	29	31	31	28
CALLOWAY	US0641	28	33	33	33	24	25
MCCRACKEN	US0062			23	20	26	23
MUHLENBERG	US0431	25	22	24	21	25	22
MCCRACKEN	US0060	36	36	30	24	23	21
OHIO	WN9007			23	22	19	18
DAVISS	US0431	16	13	15	19	17	14

Highlighted areas indicate scale facilities on the route.

Calendar Year 2021 Crashes data and map

▼ Collision	919
Collisions w/injury:	153
Collisions w/fatality:	23
Collisions w/property damage:	743
Collisions w/commercial vehicle:	919
Total injuries:	233
Total fatalities:	31
Total	919

2021 – Region One CMV Crashes



Region Two

COUNTY	ROUTE	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	NUMBER OF CRASHES 2019-2021
JEFFERSON	I 0065	551	553	474	452	357	317
BULLITT	I 0065	268	209	224	252	267	300
HARDIN	I 0065	326	368	369	311	260	228
JEFFERSON	I 0264	354	352	321	304	265	213
JEFFERSON	I 0064	377	364	350	316	262	200
WARREN	I 0065	177	189	211	202	186	200
JEFFERSON		242	222	204	216	203	151
HART	I 0065	261	239	164	137	124	138
JEFFERSON	I 0265	165	184	170	192	164	135
JEFFERSON	I 0071	183	187	170	156	131	105
JEFFERSON	US0031W	93	93	92	98	88	81
SIMPSON	I 0065	81	89	93	93	81	79
HARDIN	US0031W	46	36	31	48	57	53
JEFFERSON	KY1747	76	73	70	68	63	50
BARREN	I 0065	50	44	53	58	60	50
JEFFERSON	US0060	49	51	46	52	43	41

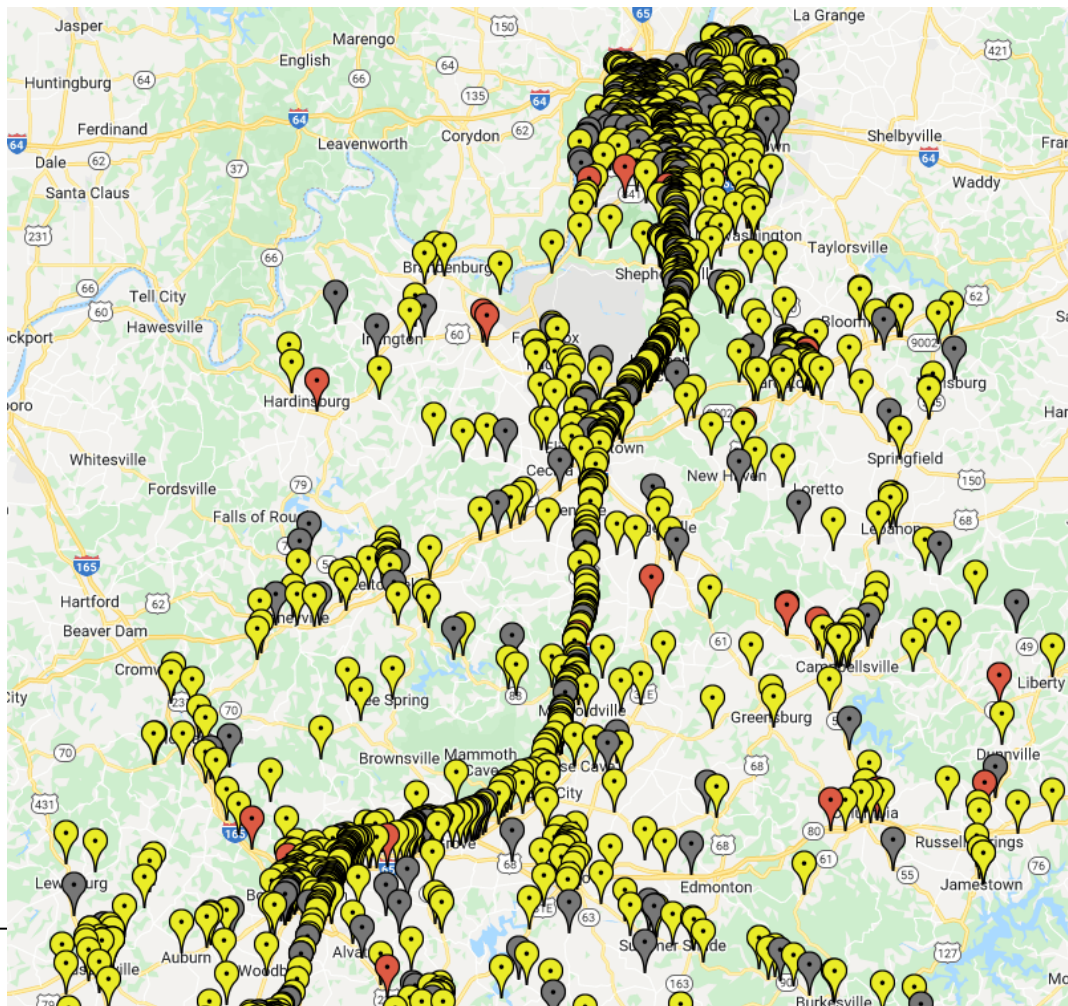
JEFFERSON	KY1934	64	65	74	66	58	39
SIMPSON	US0031W	59	61	61	54	41	38
JEFFERSON	US0031E	78	84	80	75	57	37
JEFFERSON	KY1020	63	76	68	70	50	34

Highlighted areas indicate scale facilities on the route.

Calendar Year 2021 Crashes data and map

▼ Collision	1,671
Collisions w/injury:	297
Collisions w/fatality:	36
Collisions w/property damage:	1,338
Collisions w/commercial vehicle:	1,671
Total injuries:	439
Total fatalities:	42
Total	1,671

2021 - Region Two – CMV Crashes



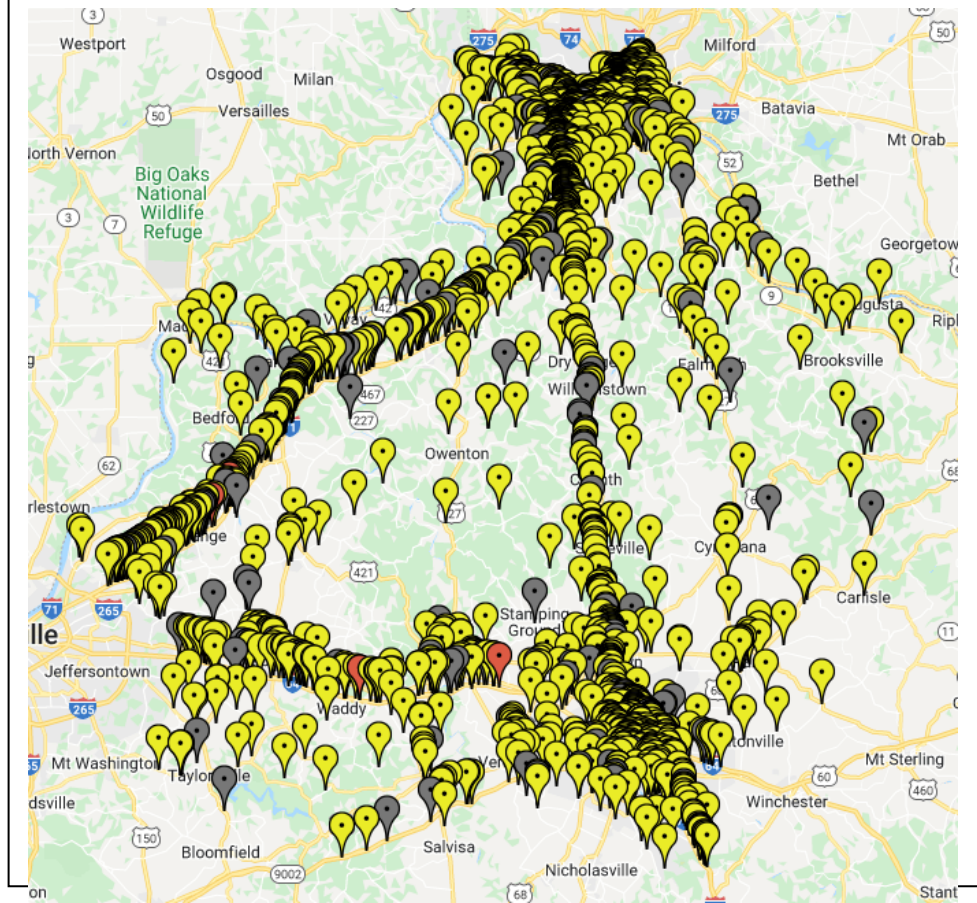
Region Three

COUNTY	ROUTE	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	NUMBER OF CRASHES 2019-2021
KENTON	I 0075	499	564	631	680	738	674
BOONE	I 0075	358	408	444	483	535	591
FAYETTE	I 0075	240	236	218	223	217	232
OLDHAM	I 0071	161	140	147	150	159	162
KENTON	I 0275	77	82	86	82	104	139
CARROLL	I 0071	96	105	119	124	119	119
GALLATIN	I 0071	115	104	121	122	125	118
SCOTT	I 0075	115	97	115	108	104	112
BOONE	I 0275	79	79	86	94	94	107
SHELBY	I 0064	102	90	111	107	106	98
GRANT	I 0075	105	96	103	98	98	94
FAYETTE	KY0004	145	145	128	123	96	88
FAYETTE	US0027	102	105	106	105	87	84
HENRY	I 0071	111	102	113	110	103	81
FAYETTE		135	124	125	116	96	79
BOONE		40	38	41	60	74	79
BOONE	I 0071	69	74	73	66	63	79
FRANKLIN	I 0064	62	59	62	71	71	71
BOONE	KY0018	47	54	60	62	59	66
FAYETTE	KY0922	63	78	76	75	68	63
CAMPBELL	US0027	48	44	47	48	58	59
BOONE	KY0338	67	50	57	60	69	55
FAYETTE	US0025	108	86	92	84	68	55
FAYETTE	US0060	68	65	57	56	54	55
CAMPBELL	KY0009	64	58	46	48	50	55

Calendar Year 2021 Crashes data and map

▼ Collision	2,141
Collisions w/injury:	287
Collisions w/fatality:	6
Collisions w/property damage:	1,848
Collisions w/commercial vehicle:	2,141
Total injuries:	392
Total fatalities:	6
Total	2,141

2021 – Region Three - CMV Crashes



Region Four

COUNTY	ROUTE	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	NUMBER OF CRASHES 2019-2021
LAUREL	I 0075	103	109	114	123	165	210
ROCKCASTLE	I 0075	156	143	165	169	161	136
WHITLEY	I 0075	113	106	101	103	110	123
LAUREL	US0025	32	34	31	36	39	43
LAUREL	KY0080	48	46	46	36	29	33
LAUREL	US0025E	32	36	38	32	29	30
PULASKI	KY0080	25	31	32	32	31	28
PULASKI	US0027	40	45	46	36	28	28
BELL	US0025E	33	40	36	29	21	26
KNOX	US0025E	44	49	48	39	32	24
LAUREL	KY0192	25	27	23	16	18	18
WHITLEY	US0025W	18	17	17	16	17	18
WHITLEY	KY0092	11	13	13	14	14	14

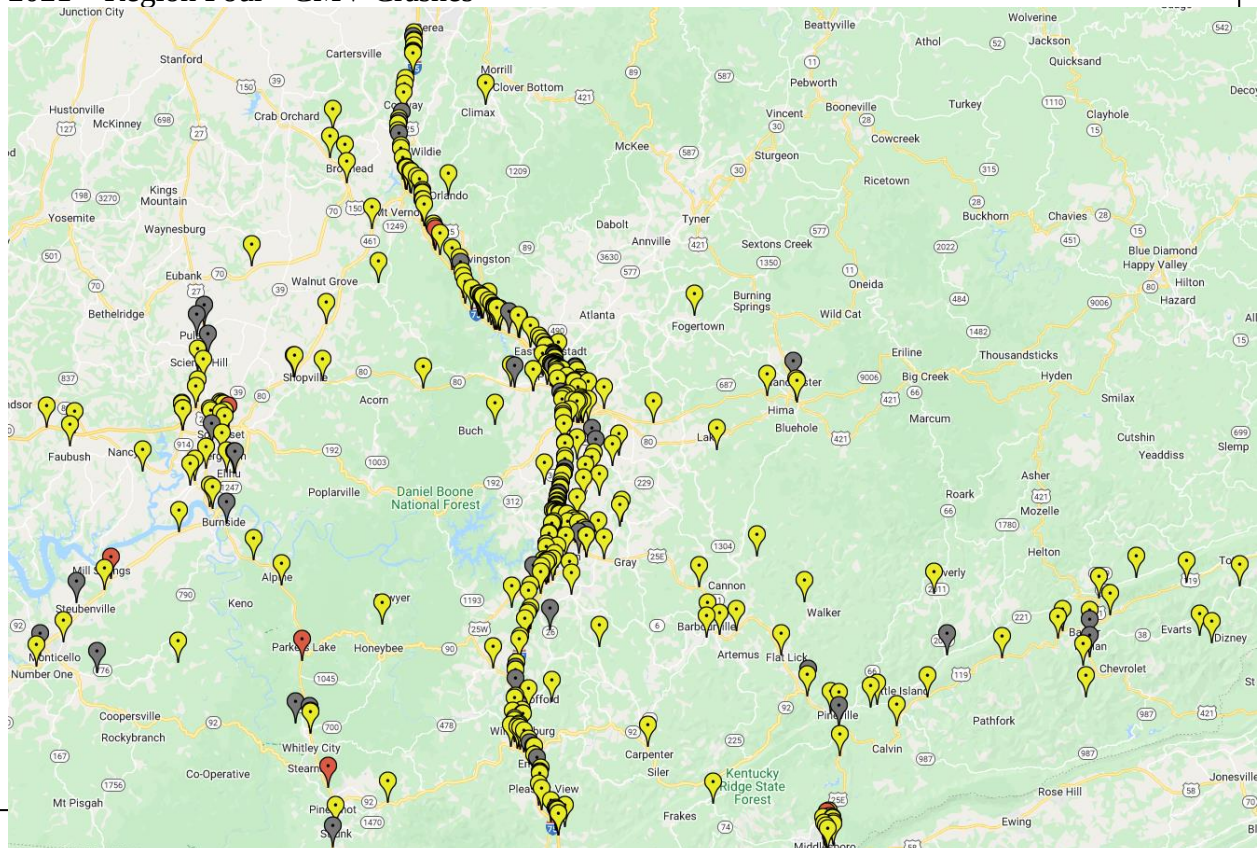
WAYNE	KY0090	14	11	8	13	13	14
ROCKCASTLE	US0025	12	12	15	16	17	13
HARLAN	US0421	13	19	17	20	15	13
PULASKI	KY0914	16	14	12	12	13	13
PULASKI	KY1247			13	11	10	11
ROCKCASTLE	KY0461	11	10	12	11	10	6
ROCKCASTLE	US0150	8	8	7	10	8	6

Highlighted areas indicate scale facilities on the route.

Calendar Year 2021 Crashes data and map

▼ Collision	432
Collisions w/injury:	62
Collisions w/fatality:	6
Collisions w/property damage:	364
Collisions w/commercial vehicle:	432
Total injuries:	99
Total fatalities:	6
Total	432

2021 – Region Four - CMV Crashes



Region Five

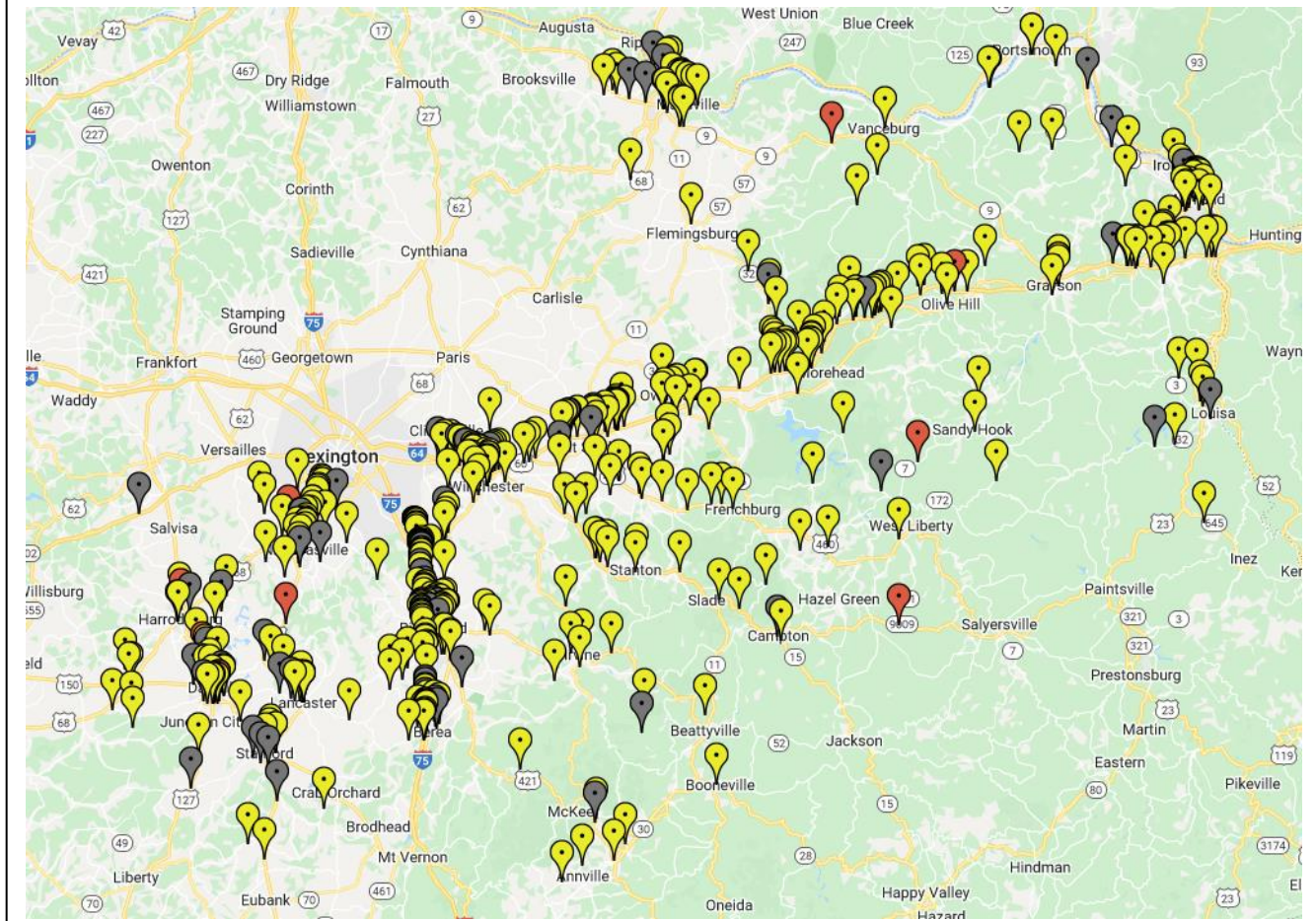
COUNTY	ROUTE	NUMBER OF CRASHES 2014-2016	NUMBER OF CRASHES 2015-2017	NUMBER OF CRASHES 2016-2018	NUMBER OF CRASHES 2017-2019	NUMBER OF CRASHES 2018-2020	NUMBER OF CRASHES 2019-2021
MADISON	I 0075	157	172	181	172	151	169
CARTER	I 0064	33	24	26	39	49	44
ROWAN	I 0064	21	20	24	29	33	37
CLARK	I 0064	41	39	34	27	26	33
BOYD	I 0064	29	27	23	26	29	28
JESSAMINE	US0027	54	49	50	39	38	26
BOYD	US0060	23	32	33	42	30	23
MASON	KY0009	18	19	19	16	17	21
BOYD	US0023	32	29	29	27	23	20
BATH	I 0064	20	23	23	21	19	20
CLARK	KY0627	13	19	19	21	18	19
MONTGOMERY	I 0064	20	23	27	23	19	18
MADISON	KY0627	25	19	12	8	16	18
MADISON	US0025	24	23	19	25	19	17
MONTGOMERY	US0460	10	8	7	15	16	16
CLARK	KY1958	14	16	16	16	15	16
MONTGOMERY	US0060	30	25	21	17	15	14
CARTER	KY0001			16	20	20	12
JESSAMINE	KY0169			17	19	18	12
MERCER	US0127	13	12	15	15	16	12

Highlighted areas indicate scale facilities on the route.

Calendar Year 2021 Crashes data and map

▼ Collision	522
Collisions w/injury:	70
Collisions w/fatality:	11
Collisions w/property damage:	441
Collisions w/commercial vehicle:	522
Total injuries:	102
Total fatalities:	11
Total	522

2021 – Region Five - CMV Crashes



Region Six

COUNTY	ROUTE	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	NUMBER OF CRASHES 2019-2021
PIKE	US0023	47	48	55	54	47	42
FLOYD	US0023	29	25	16	19	23	20
PERRY	KY0015	19	23	22	28	21	15
PIKE	US0119	14	15	14	11	11	14
PIKE	KY0194	25	17	14	13	13	10
LETCHER	US0119	21	15	10	8	9	10
PIKE	US0460	17	15	14	14	12	9
MAGOFFIN	US0460	5	6	12	12	11	8
FLOYD	KY0080	8	5	3	6	6	8
LESLIE	US0421	2	3	1	3	5	8
BREATHITT	KY0015	9	5	4	6	8	7

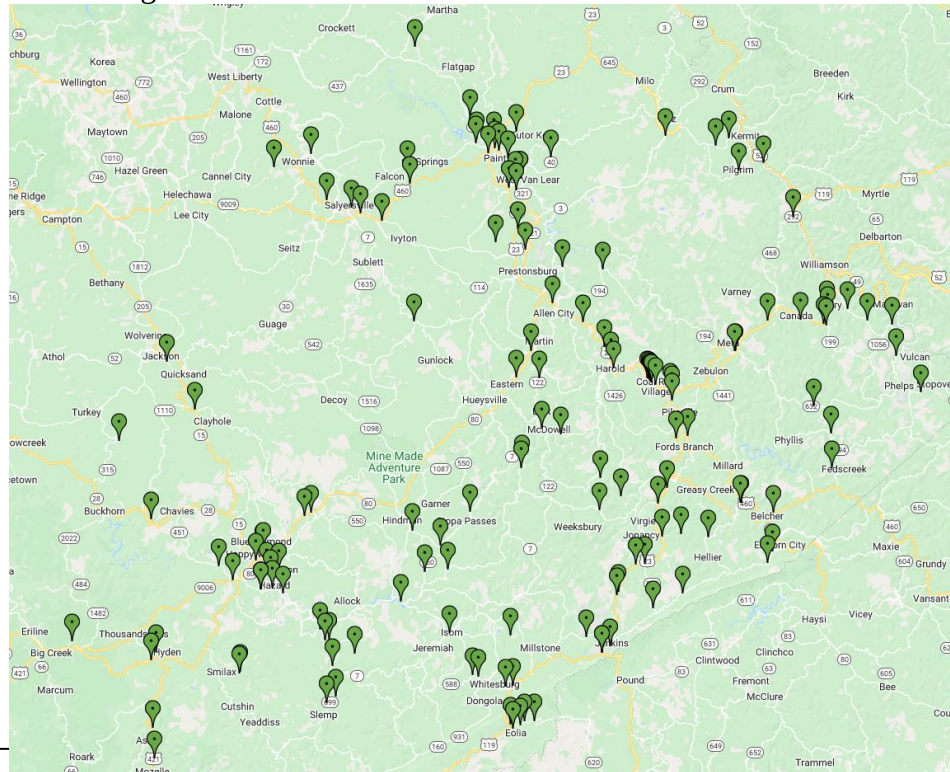
PERRY	KY0080	6	10	13	13	6	7
JOHNSON	US0023	14	10	9	9	7	6
FLOYD	KY0122	8	8	8	7	6	5
PERRY	HR9006	2	4	4	7	6	5
PIKE	KY0319	2	2	3	5	5	5
PIKE	KY0292					5	5
KNOTT	KY0080	7	5	7	8	7	4
FLOYD	KY0979	4	2	4	5	7	3
PIKE	KY0197	6	2	5	5	5	3

Highlighted areas indicate scale facilities on the route.

Calendar Year 2021 Crashes data and map

▼ Collision	153
Collisions w/injury:	23
Collisions w/fatality:	5
Collisions w/property damage:	125
Collisions w/commercial vehicle:	153
Total injuries:	42
Total fatalities:	6
Total	153

2021 – Region Six - CMV Crashes



Inspections Per Region
Calendar Year 2021
Not Including Sub-Grantees

Region	Number of Inspections Agency	Number of Inspections CVE Personnel OT	Number of Inspections CVE Personnel Without OT
1	8,865	38	8,827
2	8,131	31	8,100
3	6,404	0	6,404
4	10,576	57	10,519
5	6,035	107	5,907
6	3,807	3	3,804
HQ	73	0	73
Troopers	1,771	0	1,771
Programs	181	0	181
Totals	45,843	236	45,586

Inspections Per Region
Calendar Year 2020
Not Including Sub-Grantees

Region	Number of Inspections Agency	Number of Inspections CVE Personnel OT	Number of Inspections CVE Personnel Without OT
1	8,833	437	8,396
2	7,031	950	6,081
3	6,886	165	6,721
4	14,431	3,244	11,187
5	7,464	1,895	5,569
6	3,877	952	2,925
HQ	78	0	78
Troopers	4,331	2,645	1,686
Programs	677	230	447
Totals	53,608	10,518	43,090

Inspections Per Region
Calendar Year 2019
Not Including Sub-Grantees

Region	Number of Inspections Agency	Number of Inspections CVE Personnel OT	Number of Inspections CVE Personnel Without OT
1	11,812	676	11,136
2	8,106	1,171	6,935
3	11,340	903	10,437
4	14,121	2,830	11,291
5	8,258	2,088	6,170
6	3,891	641	3,250
HQ	116	0	116
Troopers	2,357	1,137	1,220
Programs	918	453	465
Totals	60,919	9,899	51,020

MCSAP BASIC Funded Inspections Per Region
Calendar Year 2017 – 2021
Includes OT

Region	2017	2018	2019	2020	2021
1	11,719	17,110	12,127	8,833	8,833
2	13,345	10,310	8,824	7,031	7,031
3	14,974	16,391	10,558	6,886	6,886
4	18,220	15,749	13,815	14,431	14,431
5	8,123	5,670	6,937	7,464	7,464
6	3,574	3,482	2,895	3,877	3,877
Totals	69,955	68,712	55,156	48,522	43,818

CMV Citation Activity By Region
CVE Personnel
Calendar Year 2017 - 2021

Region	2017	2018	2019	2020	2021
1	2,856	2,141	2,334	1,740	1,673
2	2,601	969	1,292	1,092	1,720
3	2,351	1,520	2,638	1,853	1,757
4	2,746	934	2,879	2,091	2,111
5	1,018	666	1,706	1,121	998
6	241	85	275	96	263
Totals	11,813	6,315	11,124	7,897	8,522

CMV Citation Activity By Region without HP Grant Citations
 CVE Personnel
 Calendar Year 2017 – 2021

Region	2017	2018	2019	2020	2021
1	2,658	1,968	2,189	1,631	1,549
2	1,922	667	1,172	875	1,591
3	2,067	1,503	2,571	1,769	1,721
4	2,409	727	2,546	1,601	1,974
5	635	346	1,571	1,000	740
6	215	80	237	84	183
Totals	9,906	5,291	10,286	6,960	7,726

Region Crash Data Per Corridor 2019 - 2021						
	Region One	Region Two	Region Three	Region Four	Region Five	Region Six
% Crashes on top 10 High Crash Corridors	74%	80%	74%	84%	73%	74%
% Crashes on Non High Crash Corridors	26%	20%	26%	16%	27%	26%

SSDQ Measures
06/12/2022

CRASH MEASURES

Crash Timeliness Current Rating 98% ● Leading Indicator 98%	Crash VIN Accuracy Current Rating 99% ● Leading Indicator 99%	Crash Accuracy Current Rating 100% ● Leading Indicator 100%	Crash Record Completeness Current Rating 99% ● Leading Indicator 100%	Fatal Crash Completeness Current Rating 101%	Crash Consistency Indicator Current Rating 109% ↓ ● Leading Indicator 99%
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INSPECTION MEASURES

Inspection Timeliness Current Rating 100% ● Leading Indicator 100%	Inspection VIN Accuracy Current Rating 99% ● Leading Indicator 99%	Inspection Accuracy Current Rating 100% ● Leading Indicator 100%	Inspection Record Completeness Current Rating 98% ● Leading Indicator 97%
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Data Source: FARS records and MCMIS crash and inspection records.

Out Of Service Catch Rate

06/20/2022

Kentucky: Summary of Out-of-Service (OOS) Catch Counts & Rates (April 2022 Results)					
Measures		FY 2020	FY 2021	FY 2022 YTD*	April 2022
Inspection Counts	Inspections On All OOS Carriers	32	30	32	3
	Inspections On All OOS Carriers Identified	30	29	32	3
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	0	0	0
	Other OOS Types <u>not</u> Identified	1	1	0	0
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0	0	0
	Unsatisfactory/Unfit Carriers Identified	1	3	7	1
	Other OOS Types Identified	29	26	25	2
% Identified (OOS Catch Rate)	% of All OOS Carriers Identified	93.75%	96.67%	100.00%	N/A
	% of Imminent Hazard & Unsat/Unfit Carriers Identified	50.00%	100.00%	100.00%	N/A

By Pass Routes

03/23/2022

Region One

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021
DAVIESS	030 US-0231	10	8	7	7	2
LYON	072 US-0062	17	19	13	14	5
TODD	110 US-0079	10	8	8	8	9
UNION	113 KY-0056	6	9	6	4	4
FULTON	038 KY-1648	0	0	0	0	0

Region Two

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021
ALLEN	002 US-0031E	13	14	11	10	4
ALLEN	002 US-0231	1	2	4	5	4
HARDIN	047 I-0065	436	438	376	323	97
HARDIN	047 US-0031W	37	31	59	69	7
LOGAN	071 US-0431	29	28	23	24	18
LOGAN	071 US-0068	19	20	17	16	2
LOGAN	071 US-0079	7	9	15	17	4
SIMPSON	1007 US-0031W	74	73	63	47	4
SIMPSON	107 KY-1008	6	5	7	5	15
WARREN	114 WN-9007	38	36	40	40	14
WARREN	114 US-0068	48	43	41	35	13

Region Three

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021
BOONE	008 US-0042	37	41	39	34	20
KENTON	059 US-0025	36	42	45	45	29
SCOTT	105 US-0025	21	14	10	10	3
SHELBY	106 US-0060	19	18	16	10	6

Region Four

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021
LAUREL	063 US-0025	36	34	38	42	6
LAUREL	063 KY-0192	27	34	16	19	18
LAUREL	063 US-0025E	40	42	34	32	12

Migrant Worker Carriers

HARTON FARMS (1369452)

DBA: *none*

Last MCMIS Update: 01/01/2021

USDOT: 1369452	Federal OOS: NO (real-time)
USDOT Status: A - Active	Class Code: 25 - Private (Property) 20 - Migrant
USDOT Status Date: 05/06/2005	ISS2 Score: 64
Carrier Name: HARTON FARMS	ISS2 Indicator: I - Insufficient Data
DBA Name:	Hazmat Status: none
Tax ID Number: 400762047	Entity Type: C - Carrier
Tax ID Type: S	Interstate: 0 - No
Street: 1196 GRIGSBY LANE	Intrastate (Non-HM): 1 - Yes
City: CADIZ	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 5
Zip: 42211	Quantity Drivers CDL: 1
Phone: 270-522-4626	MCS150 Update Date: 01/01/2021
Fax: 270-522-9087	MC Number 1:
Email: beverlee65@bellsouth.net	MC Number 2:
Mailing Address: 1196 GRIGSBY LANE	MC Number 3:
CADIZ, KY 42211	
PRISM Targeted: NO (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

EVAN CONNOR LAWN CARE (1681223)

DBA: CONNOR LANDSCAPING

Last MCMIS Update: 01/22/2008

USDOT: 1681223	Federal OOS: NO (real-time)
USDOT Status: A - Active	Class Code: 01 - Authorized For Hire 05 - Ex Government 19 - Local Governm
USDOT Status Date: 08/25/2007	ISS2 Score: 64
Carrier Name: EVAN CONNOR LAWN CARE	ISS2 Indicator: I - Insufficient Data
DBA Name: CONNOR LANDSCAPING	Hazmat Status: none
Tax ID Number: 204301829	Entity Type: C - Carrier
Tax ID Type: E	Interstate: 0 - No
Street: 319-3 S BIRCHWOOD AVE	Intrastate (Non-HM): 1 - Yes
City: LOUISVILLE	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 2
Zip: 40206	Quantity Drivers CDL:
Phone: 502-418-2457	MCS150 Update Date: 08/25/2007
Fax: 502-618-1521	MC Number 1:
Email: ECONNOR@INSIGHTBB.COM	MC Number 2:
Mailing Address: PO BOX 7573	MC Number 3:
LOUISVILLE, KY 40257	
PRISM Targeted: NO (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

JEFFREY S DAVIS (1703814)
DBA: JEFF DAVIS FARMS
Last MCMIS Update: 10/31/2007

USDOT: 1703814	Federal OOS: NO (real-time)
USDOT Status: A - Active	Class Code: 05 - Exempt For Hire24 -
USDOT Status Date: 10/31/2007	ISS2 Score: 64
Carrier Name: JEFFREY S DAVIS	ISS2 Indicator: I - Insufficient Data
DBA Name: JEFF DAVIS FARMS	Hazmat Status: none
Tax ID Number: 406964062	Entity Type: C - Carrier
Tax ID Type: S	Interstate: 0 - No
Street: 201 COOKSEY RD	Intrastate (Non-HM): 1 - Yes
City: PEMBROKE	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 5
Zip: 42266	Quantity Drivers CDL:
Phone: 270-475-9148	MCS150 Update Date: 10/31/2007
Fax: none	MC Number 1:
Email:	MC Number 2:
Mailing Address: 201 COOKSEY RD	MC Number 3:
PEMBROKE, KY 42266	
PRISM Targeted: NO (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

HOMEWORKS LLC (1729434)
DBA: none
Last MCMIS Update: 06/11/2021

USDOT: 1729434	Federal OOS: NO (real-time)
USDOT Status: A - Active	Class Code: 25 - Private (Property)
USDOT Status Date: 03/27/2015	ISS2 Score: 64
Carrier Name: HOMEWORKS LLC	ISS2 Indicator: I - Insufficient Data
DBA Name:	Hazmat Status: none
Tax ID Number: 043807107	Entity Type: C - Carrier
Tax ID Type: E	Interstate: 1 - Yes
Street: 1207 BROADWAY AVE	Intrastate (Non-HM): 0 - No
City: BOWLING GREEN	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 2
Zip: 42104	Quantity Drivers CDL: 0
Phone: 270-796-4136	MCS150 Update Date: 06/11/2021
Fax: 270-796-8747	MC Number 1:
Email: cassidy@homeworksbg.com	MC Number 2:
Mailing Address: 1207 BROADWAY AVE	MC Number 3:
BOWLING GREEN, KY 42104	
PRISM Targeted: NO (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

PAUL HOWARDS CUSTOM LANDSCAPING (1929969)

DBA: *none*

Last MCMIS Update: 03/19/2021

USDOT: 1929969	Federal OOS: NO (real-time)
USDOT Status: A - Active	Class Code: 05 - Exempt For Hire20 -
USDOT Status Date: 08/25/2009	ISS2 Score: 64
Carrier Name: PAUL HOWARDS CUSTOM LANDSCAPING	ISS2 Indicator: I - Insufficient Data
DBA Name:	Hazmat Status: none
Tax ID Number: 611204109	Entity Type: C - Carrier
Tax ID Type: E	Interstate: 1 - Yes
Street: 887 HWY 95	Intrastate (Non-HM): 0 - No
City: CALVERT CITY	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 3
Zip: 42029	Quantity Drivers CDL: 0
Phone: 270-748-8424	MCS150 Update Date: 02/11/2021
Fax: 270-395-9849	MC Number 1:
Email: paulscape1@yahoo.com	MC Number 2:
Mailing Address: 887 HIGHWAY 95	MC Number 3:
CALVERT CITY, KY 42029	
PRISM Targeted: NO (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

COPPER CREEK TRANSPORT LLC (2478933)

DBA: *none*

Last MCMIS Update: 07/08/2019

USDOT: 2478933	Federal OOS: 52 - Biennial Update not Completed
USDOT Status: A - Active	Class Code: 01 - Authorized For Hire20 - Migrant
USDOT Status Date: 02/25/2014	ISS2 Score: 63
Carrier Name: COPPER CREEK TRANSPORT LLC	ISS2 Indicator: I - Insufficient Data
DBA Name:	Hazmat Status: none
Tax ID Number: 463028595	Entity Type: C - Carrier
Tax ID Type: E	Interstate: 1 - Yes
Street: 4497 COPPER CREEK RD	Intrastate (Non-HM): 0 - No
City: CRAB ORCHARD	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 1
Zip: 40419	Quantity Drivers CDL: 1
Phone: 859-221-5632	MCS150 Update Date: 07/08/2019
Fax: <i>none</i>	MC Number 1: 857734
Email: coppercreektransport@gmail.com	MC Number 2:
Mailing Address: PO BOX 398	MC Number 3:
BEREA, KY 40403	
PRISM Targeted: 52 (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

EPIC LANDSCAPING LLC (3290453)

DBA: LAWN CARE CO INC

Last MCMIS Update: 05/22/2019

USDOT: 3290453	Federal OOS: NO (real-time)
USDOT Status: A - Active	Class Code: 24 - Private Passenger
USDOT Status Date: 05/22/2019	ISS2 Score: 64
Carrier Name: EPIC LANDSCAPING LLC	ISS2 Indicator: I - Insufficient Data
DBA Name: LAWN CARE CO INC	Hazmat Status: none
Tax ID Number: 831371906	Entity Type: C - Carrier
Tax ID Type: E	Interstate: 0 - No
Street: 3604 SASSE WAY	Intrastate (Non-HM): 1 - Yes
City: LOUISVILLE	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 0
Zip: 40245-8517	Quantity Drivers CDL: 0
Phone: 502-472-3869	MCS150 Update Date: 05/22/2019
Fax: none	MC Number 1:
Email: JSBEPIC@GMAIL.COM	MC Number 2:
Mailing Address: 3604 SASSE WAY	MC Number 3:
LOUISVILLE, KY 40245-8517	
PRISM Targeted: NO (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

PREMIER CUT & CONSTRUCTION LLC (3414097)

DBA: none

Last MCMIS Update: 03/31/2020

USDOT: 3414097	Federal OOS: NO (real-time)
USDOT Status: A - Active	Class Code: 01 - Authorized For
USDOT Status Date: 03/31/2020	ISS2 Score: 64
Carrier Name: PREMIER CUT & CONSTRUCTION LLC	ISS2 Indicator: I - Insufficient Data
DBA Name:	Hazmat Status: none
Tax ID Number: 830874198	Entity Type: C - Carrier
Tax ID Type: E	Interstate: 1 - Yes
Street: 14315 DIXON RD	Intrastate (Non-HM): 0 - No
City: MORNING VIEW	Intrastate (HM): 0 - No
State: KY	Quantity Power Units: 4
Zip: 41063	Quantity Drivers CDL: 0
Phone: 859-663-0814	MCS150 Update Date: 03/31/2020
Fax: none	MC Number 1:
Email: JACOB.NIEDEREGGER@ICLOUD.COM	MC Number 2:
Mailing Address: 14315 DIXON RD	MC Number 3:
MORNING VIEW, KY 41063-9662	
PRISM Targeted: NO (real-time)	

LOOK UP CARRIER DATA AT SAFER

PHMSA SEARCH

Citation Flyer

Front



Distracted driving has been shown to be a major cause of large truck crashes and near-crashes, despite commercial drivers being some of the most highly trained professionals on the road. The use of personal cell phones and electronic devices in the complex environment of a modern truck, bus or motor coach, increases the risk for injuries and fatalities resulting from serious collisions. One research study commissioned by the Federal Motor Carrier Safety Administration (FMCSA) "shows the odds of being involved in a safety-critical event (e.g., crash, near-crash, unintentional lane deviation) are 23.2 times greater for CMV drivers who text while driving than for those who do not."

The Kentucky State Police (KSP) has developed this handout in cooperation with the Federal Motor Carrier Safety Administration, Truckers against Trafficking and the Training, Research and Education for Driving Safety (TREDS) in an effort to provide brief educational opportunities in the interest of public and traffic safety. Travel Safe!

¹ Federal Motor Carrier Safety Administration. (2013, December 30). *No Texting Rule Fact Sheet*. Retrieved from <https://www.fmcsa.dot.gov/driver-safety/distracted-driving/no-texting-rule-fact-sheet>



COMMERCIAL VEHICLE ENFORCEMENT (CVE)

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.

"What exactly is "Texting"?"

Texting means manually entering text into, or reading text from, an electronic device.

Texting includes (but is not limited to), short message services, e-mailing, instant messaging, a command or request to access a Web page, pressing more than a single button to initiate or terminate a call using a mobile telephone, or engaging in any other form of electronic text retrieval or entry, for present or future communication.

What does this rule mean to you?

Fines and Penalties - Texting while driving can result in driver disqualification. Penalties can be up to \$2,750 for drivers and up to \$11,000 for employers who allow or require drivers to use a hand-held communications device for texting while driving.

Disqualification - Multiple convictions for texting while driving a CMV can result in a driver disqualification by FMCSA. Multiple violations of State law prohibiting texting while driving a CMV that requires a CDL is a serious traffic violation that could result in a CDL driver being disqualified for up to 120 days.

What are the risks? - Texting is risky because it causes the driver to take his/her eyes off the roadway. Dispatching devices that are part of a fleet management system can be used for other purposes, but texting on a dispatching device is indistinguishable from texting on another text-capable device, and is therefore prohibited.

Impact on Safety Measurement System (SMS) Results - Violations negatively impact SMS results, and they carry the maximum severity weight."¹

Citation Flyer

Inside

Make the Call, Save Lives.

You might be looking at sex trafficking if you see...

- Signs that prostitution is taking place
- Women or children looking fearful, disheveled or crying
- Multiple cars and different men continually going in and out of a residence
- Someone (typically older male) being controlling, threatening or even violent with an individual (typically younger female)
- Extraordinary security measures for a business or home

**Call the National Human Trafficking
Hotline at 1-888-3737-888 (US)
1-833-900-1010 (Canada)**



<http://www.truckersagainstrafficking.org>

[Http://www.kentuckystatepolice.org](http://www.kentuckystatepolice.org)

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Everyday Heroes Needed



Truckers are the eyes and ears of our nation's highways. Victims forced into sexual slavery need your help. If you see a minor working the lot or suspect pimp control, call 1-888-3737-888 and report what you know.



www.truckersagainstrafficking.org

What is human trafficking?

Human trafficking is a worldwide, \$150-billion criminal activity enslaving millions of victims each year into labor and sexual slavery and exploitation through force, fraud or coercion. In North America, human trafficking has been reported in hundreds of communities in Canada, the United States and Mexico, and tens of thousands of children are trafficked annually in all three countries.

Facebook Post Example



Kentucky State Police ✓
@KentuckyStatePolice · Nonprofit Organization

Send Message

Hi! Please let us know how we can help.

Home About Photos Events More ▾

Like 🔍 ⋮

**Kentucky State Police** ✓
June 18 at 12:35 PM · 🌐

You may have noticed the KSP Scale Facilities (AKA 'weigh stations') located off of our interstates. Did you know that they are often the first line of safety for motorists by ensuring commercial vehicles are compliant with safety regulations. This is just a sampling of what our inspectors and officers see on a daily basis. While many of the commercial vehicles who operate in Kentucky adhere to safety guidelines, it is important that we remove (from service), those who don't. In 2020, our Commercial Vehicle Inspectors performed over 55,000 safety inspections.

<https://www.facebook.com/media/set/...>





Kentucky State Police added 21 new photos to the album:
KSP Scale Facilities: Safety Inspections — with Pete Velasquez.

June · 🌐 · 🌐

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👍👀 Bradley Scalos and 1.1K others

191 Comments 268 Shares



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