KENTUCKY

Commercial Vehicle Safety Plan

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

Fiscal Years 2022 - 2024
Annual Update FY 2024

Date of Approval: July 30, 2024

FINAL CVSP

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

Part 1 - MCSAP Overview

Part 1 Section 1 - Introduction

The Federal Motor Carrier Safety Administration (FMCSA) 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 crashes and hazardous materials incidents involving commercial motor vehicles (CMV). The goal of the MCSAP is to reduce CMV-involved crashes, 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 FMCSA by the due date each year. For a State to receive funding, the CVSP needs to be complete and include all required documents. The State must submit a multi-year 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 2024)
- Part 5: Certifications and Documents (FY 2024)

All of the five eCVSP parts listed above contain subsections. Each subsection category will provide you with detailed explanation and instruction on what to do to complete the necessary tables and narratives.

The MCSAP program includes the eCVSP tool to assist States in developing and monitoring their grant applications. The eCVSP provides ease of use and promotes a uniform, consistent process for all States to complete and submit their plans. States and territories will use the eCVSP to complete the CVSP and to submit either a 3-year plan or an Annual Update. 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 2024:

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 if any updates are needed for the upcoming fiscal year by answering the "Yes/No" question provided in each Section of Parts 1-3.

- If "**Yes**" is selected, the information provided for Year 1 will be editable and State users can make any necessary changes to their project plan. Answer carefully as there is only one opportunity to select "Yes" before the question is locked.
- If "**No**" is selected, the information in this section will not be editable and the user should move forward to the next section.
- Trend Analysis information that supports your current activities is not editable in Year 2 or 3 of an Annual Update plan.

All multi-year and annual update plans have been pre-populated with data and information from their FY 2023 plans. States must carefully review and update this information to reflect FY 2024 activities prior to submission to FMCSA. The financial information and certifications will be updated each fiscal year.

- Any information added should detail major programmatic changes.
- Add any updates to the narrative areas and indicate changes by preceding it with the heading "**FY 2024 Update**". Below the heading, include descriptions of the changes to your program, including how any tables were modified.
- The Trend Analysis areas in each section can only be edited in Year 1 of a three-year plan. Trend Analysis data cannot be edited 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 2024 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 2024 CVSP will also contain activities that follow the FY 2024 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..

With the modification to the MCSAP BASIC grant structure in 2017 and inclusion of the New Entrant program under the MCSAP umbrella, the 2024 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 for enforcement 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 highly 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 has largely returned to normal operations and is 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 08/11/2023

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

Answer the questions about your CVSP initiatives and briefly describe the State's commercial motor vehicle (CMV) enforcement program funded by the MCSAP grant. For questions answered "Yes", describe your State's initiatives and indicate if more details are provided in other CVSP sections. Please do not include activities or expenses associated with any other FMCSA grant program.

Yes	No	CVSP Initiative Questions
( )	(●)	Is the National Roadway Safety Strategy (NRSS) being used as a resource in developing the CVSP?
(●)	( )	Are initiatives involving rural roads included in the CVSP?
(●)	( )	Are activities regarding Migrant Worker Transportation in Rural Areas included in the CVSP?
(●)	( )	Are initiatives regarding human trafficking/smuggling included in the CVSP?
(●)	( )	Are activities regarding drug interdiction included in the CVSP?
(●)	( )	Are initiatives regarding work zone safety included in the CVSP?
(●)	( )	Is your State submitting an annual Training Plan to the National Training Center (NTC)?

Kentucky will be entering its 35th year in the Motor Carrier Safety Assistance Program and continues with the third year of a multi-year 3 year Commercial Vehicle Safety Plan (CVSP) with this 2024 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 areas (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 171 sworn and civilian personnel. This staffing is broken down as follows:

28 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.

38 sworn officers and 15 sworn supervisors 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.

9 civilian New Entrant Auditors,

There are 7 sworn personnel assigned to non-patrol MCSAP duties inside of the CVE Division and 2 sworn personnel assigned to non-patrol MCSAP duties outside of the CVE Division. There are 13 sworn personnel considered to be CVE sworn who are assigned to non-MCSAP roles within the agency. Each of these personnel complete at least 32 level one inspections per year to maintain certification.

CVE also employs 10 other non-inspection certified civilian employees in various MCSAP-related support roles

or administrative positions, 8 of those positions are within the CVE Division and 2 are outside of the CVE Division. All staff only charge MCSAP funding when completing MCSAP eligible activities.

Additionally, KSP has approximately 49 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.

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 examine the possibility of implementing an Intrastate New Entrant program in FFY 2024.

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 2024 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 2024.

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 to proactively inspections where possible. 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 Web service 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.

Kentucky: Summary of Out-of-Service (OOS) Catch Counts & Rates (June 2023 Results)

Measures		FY 2021	FY 2022	FY 2023 YTD*
Inspection Counts	Inspections On All OOS Carriers	30	60	38
	Inspections On All OOS Carriers Identified	29	59	37
OOS Carriers not Identified	Imminent Hazard Carriers not Identified	0	0	0
	Unsatisfactory/Unfit Carriers not Identified	0	0	1
	Other OOS Types not Identified	1	1	0
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0	0
	Unsatisfactory/Unfit Carriers Identified	3	12	1
	Other OOS Types Identified	26	47	36
% Identified (OOS Catch Rate)	% of All OOS Carriers Identified	96.67%	98.33%	97.37%
	% of Imminent Hazard & Unsat/Unfit Carriers Identified	100.00%	100.00%	50.00%

Data from A/I August 11, 2023, R. Bolduc

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. As shown in the table below, KY cited 390.3E violations for drivers operating while prohibited in the clearinghouse on 211 inspections during CY2022.

Violation Code	Type	Violation Description	# of Inspectio	# of Violation	% of Total Violation
390.3E	Driver	Prohibited from performing safety sensitive functions per 382.501(a) in the Drug and Alcohol Clearinghouse.	211	212	1.16%

Data from A&I (MCMIS Data Snapshot) 7/28/2023 R. Bolduc

4. Human Trafficking 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 encourages the review of the hours of service data through ERODS and not at the roadside on the ELD. KSP has several ELD SME’s listed with FMCSA and available to assist with roadside inspections, compliance investigations, and safety audits as needed.

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 in spite of a national explosion of overdue safety audits, Kentucky has managed to keep its number of overdue safety audits significantly below the national average and among the lowest in the nation. Kentucky has recently hired and trained additional safety auditors to handle the increased number of safety audits in its New Entrant Inventory. Additionally, in anticipation of a significant influx of New Entrant carriers, Kentucky changed the way it handles carriers to increase program efficiencies and to reduce the likelihood of carriers becoming overdue. 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, and 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.

Note, as this is the third and final year of Kentucky’s three year CVSP cycle, the National Roadway Safety Strategy (NRSS) was not used in its development. The NRSS will be included as a resource when developing the new three year CVSP for FY2025.

Revised 08/11/2023

Part 1 Section 4 - MCSAP Structure

Please review your State's MCSAP structure information. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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 activity area.

- ***Driver and Vehicle Inspections** includes the number of personnel conducting inspection activities.*
- ***Traffic enforcement activities** includes the number personnel conducting CMV and Non-CMV traffic enforcement activities.*
- ***Investigations** includes the number of personnel conducting Investigations, Compliance Reviews, and New Entrant Safety Audits.*
- ***Public Education and Awareness** includes the number of personnel conducting public education and awareness on CMV topics.*
- ***Data Collection and Reporting** includes the number of personnel responsible for collecting, processing, analyzing and reporting State data including inspections and crashes, uploading data via SafetyNet and SAFER, and monitoring the quality of data timeliness, accuracy, and completeness.*

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	171
National Program Elements	**Enter # personnel below**
Driver and Vehicle Inspections	161
Traffic Enforcement Activities	124
Investigations*	11
Public Education and Awareness	171
Data Collection and Reporting	171
* 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.

For CVSP planning purposes, the State can access detailed counts of its core MCSAP performance measures from the ***Analysis & Information Online*** *(A&I Online) website, https://ai.fmcsa.dot.gov/Grants. Portal credentials are required to access this website.*

- ***MCSAP Performance Dashboard*** *– States can use this information to inform CVSPs and other activities with the goal of reducing crashes, injuries, and fatalities involving CMVs.*

  It provides a snapshot of MCSAP performance in four areas: Crash Overview, National Program Element goals, Enforcement Measures, and Funding Utilization.

- ***Activity Dashboard*** *– This dashboard assists States in monitoring MCSAP activities identified in CVSPs and in preparing MCSAP quarterly reports. The reports are viewable by fiscal year and quarter. The most recent five fiscal years are available.*

  Reports are available in three areas: Crash Reduction, Out-of-Service (OOS) report, and National Program Elements (which includes reports on Roadside Inspections, Investigations, State Safety DQ, Safety Audits, Border Enforcement, and Traffic Enforcement).

- *States can utilize other data reports available on A&I Online located in the Crash Statistics, Enforcement Programs, and Data Quality modules.*

- *States can also use internal State data sources.*

It is important to always reference data source information used in developing problem statements, baseline information, objectives, and performance goals within the CVSP.

Part 2 Section 2 - CMV Crash Reduction

Please review the description of your State's crash reduction problem statement, goals, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

FMCSA's primary mission is to reduce crashes, injuries and fatalities involving large trucks and buses. MCSAP partners also share the goal of reducing CMV-related crashes.

Performance data plays an important role in ensuring MCSAP-funded work across the country is actively and effectively promoting positive CMV safety outcomes. States can use the MCSAP Performance Dashboard to develop CVSPs, and to inform and inspire strategic conversations with FMCSA in the pursuit of our shared safety mission. Crash metrics are included in the Crash Overview section and represent the performance measures most commonly identified by the States.

States can use this data to identify State trends in key crash measures, and compare your State with nationwide and regional data.

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 **Number of 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 **eCVSP Goal column**, enter the goal from the corresponding CVSP for the measurement period.*
  - *In the **Actual 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 it 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

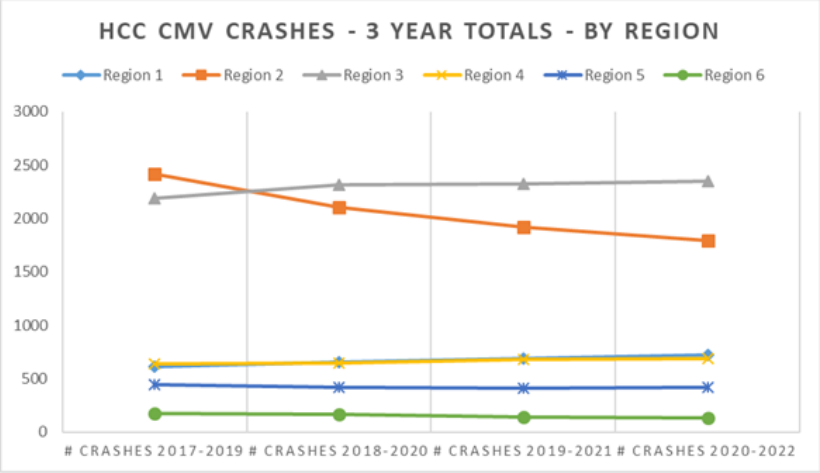
baseline. This reduction doubled the desired goal of a 3% reduction. KSP will shift its baseline utilizing the 2017- 2019 three year period for the 2022 – 2024 CVSP's.

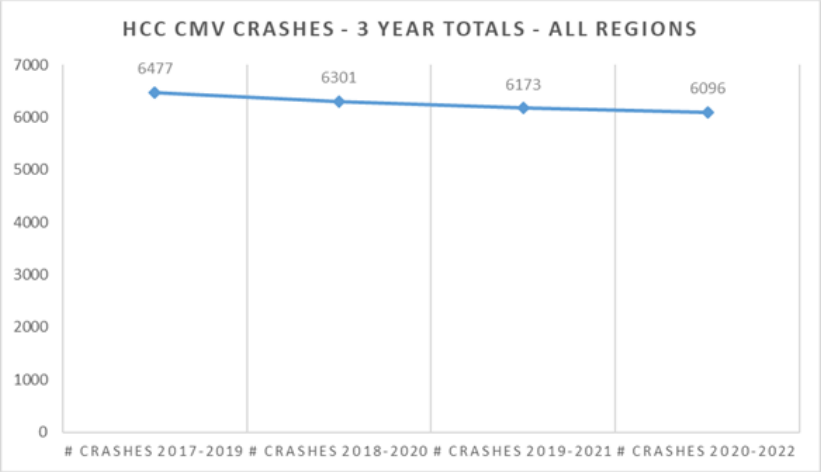
The Pandemic year created many modifications to enforcement and inspection efforts as many things across the country changed. Kentucky did observe a decrease in CMV crashes, 4,986 in calendar year 2020 compared to 6,170 during calendar year 2019. Unfortunately, fatalities in Kentucky increased during 2020, 100 compared to 88 during 2019.

With the new three year cycle, the 2018 - 2020 high crash corridors are 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.

KSP has updated the number of crashes on its identified high crash corridors using 2020 - 2022 crash data, broken down to show 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.

Region Crash Data Per Corridor 2020 - 2022						
	Region One	**Region Two**	**Region Three**	**Region Four**	**Region Five**	**Region Six**
% Crashes on top 10 High Crash Corridors	72%	78%	68%	85%	71%	71%
% Crashes on Non High Crash Corridors	28%	22%	32%	15%	29%	29%





Total All Regions HCC Top 10						
Region	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**Change 17-19 vs 20-22**	**% Change 17-19 vs 20-22**
Region 1	610	656	692	721	111	18.2%
Region 2	2420	2104	1921	1791	-629	-26.0%
Region 3	2192	2312	2327	2349	157	7.2%
Region 4	635	647	682	685	50	7.9%
Region 5	446	418	409	418	-28	-6.3%
Region 6	174	164	142	132	-42	-24.1%
Statewide	**6477**	**6301**	**6173**	**6096**	**-381**	**-5.9%**

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 relaistic percentage of crash reduction for our state is 5-7%. Provided below is the data showing the crash reduction rate since 2000.

Table 1. Summary of Commercial Vehicle Crashes

(2000-2022) (KYOPS Data, August 2023, R. Bolduc)

CMV Collisions on Public Roads						
Year	**Total**	**Fatal**	**Fatalities**	**Injury**	**Collision**	**%**

	Crashes	Crashes		Crashes	Change from Prior Year	Collision Change from Prior Year
2000	8,228	83	96	1,785		
2001	7,244	79	95	1546	-984	-11.96%
2002	6,610	94	113	1,391	-634	-8.75%
2003	6,700	104	115	1,362	90	1.36%
2004	6,641	105	119	1,316	-59	-0.88%
2005	6,814	107	123	1,351	173	2.61%
2006	6,807	88	99	1,332	-7	-0.10%
2007	6,652	91	101	1,267	-155	-2.28%
2008	6,236	88	105	1,097	-416	-6.25%
2009	4,930	90	101	916	-1,306	-20.94%
2010	5,072	75	91	895	142	2.88%
2011	5,400	72	78	923	328	6.47%
2012	5,048	63	69	856	-352	-6.52%
2013	5,266	62	70	897	218	4.32%
2014	5,913	63	68	938	647	12.29%
2015	6,401	76	86	1,044	488	8.25%
2016	6,077	80	88	953	-324	-5.06%
2017	5,794	58	68	897	-283	-4.66%
2018	6,153	69	81	936	359	6.20%
2019	6,170	81	88	884	17	0.28%
2020	4,986	88	100	759	-1,184	-19.19%

2021	5,899	87	102	903	913	18.31%
2022	6,076	75	84	873	177	3.00%

Revised 08/10/2023

Enter the data source and capture date:
KYOPS, August, 2023, R. Bolduc

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 would be shown as 4 percent. If the crash reduction goal is 15 crashes per year, then each annual goal would be shown as 15.

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 72% 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 12,073 inspections and 2,189 citations for region one, based on this baseline and percentage plan, calendar year 2023 activity should conclude with approximately 8,693 inspections and 1,576 citations on the identified high crash corridors for this region, which is 72% of total activity.

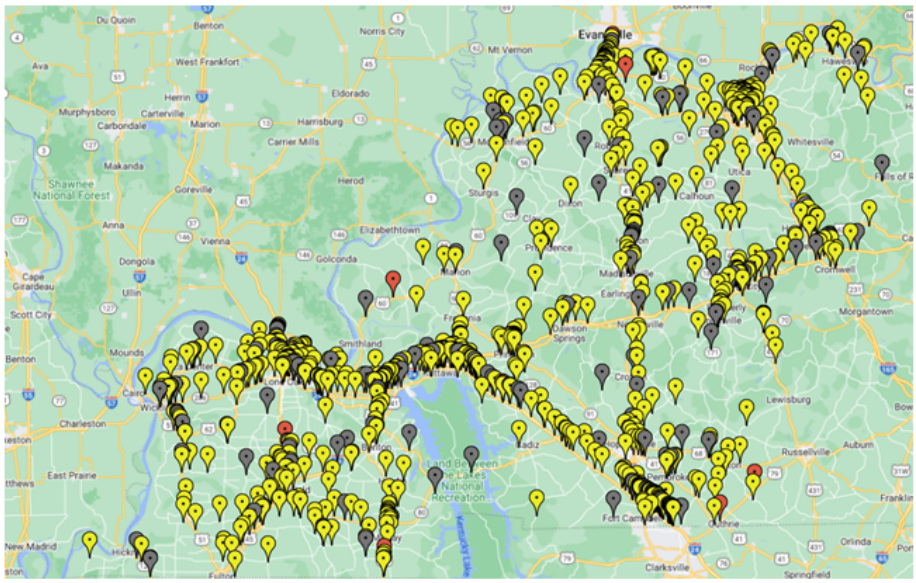
Region 1 HCC Top 10						
County	Route	# Crashes 2017-2019	# Crashes 2018-2020	# Crashes 2019-2021	# Crashes 2020-2022	% Change 17-19 vs 20-22
MCCRACKEN	I 0024	114	142	166	165	44.7%
CHRISTIAN	I 0024	86	93	104	130	51.2%

HENDERSON	US0041	89	83	83	80	-10.1%
MARSHALL	I 0024	70	73	72	68	-2.9%
LYON	I 0024	57	61	72	87	52.6%
HOPKINS	WK9001/69	48	55	57	52	8.3%
DAVIESS	US0060	50	48	41	40	-20.0%
GRAVES	JC9003	37	35	29	26	-29.7%
CHRISTIAN	EB9004	28	35	40	42	50.0%
MUHLENBERG	WK9001	31	31	28	31	0.0%
Regional Totals		**611**	**656**	**692**	**721**	**18.2%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crash data and map

Collision	926
Collisions w/injury:	154
Collisions w/fatality:	10
Collisions w/property damage:	762
Collisions w/commercial vehicle:	926
Total injuries:	237
Total fatalities:	11
Total	926



(Region Two)

Program/Activity Measure:

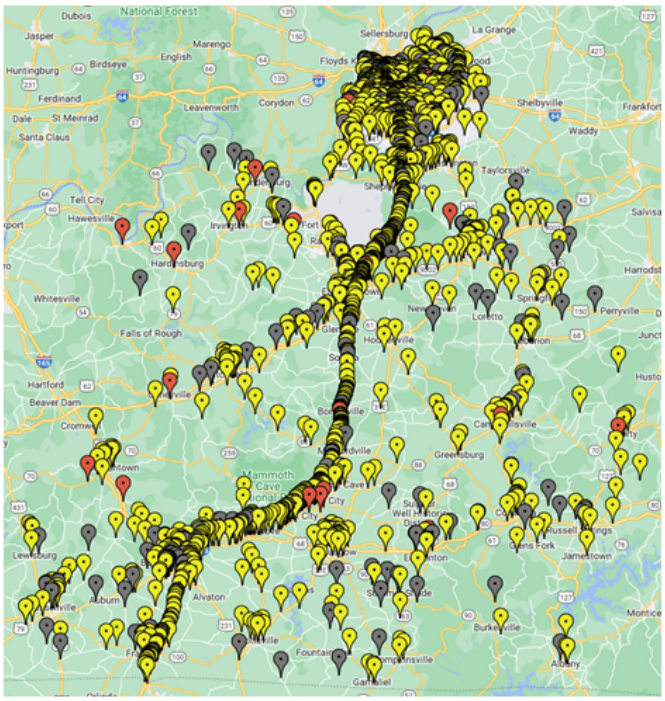
Activity will be measured quarterly and activities on high crash corridors should be at or near 78% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 10,708 inspections and 1,172 citations for region two based on this baseline and percentage plan, calendar year 2023 activity should conclude with approximately 8,352 inspections and 914 citations on the identified high crash corridors for this region, which is 78% of total activity.

Region 2 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
JEFFERSON	I 0065	452	357	317	267	-40.9%
BULLITT	I 0065	252	267	303	317	25.8%
JEFFERSON	I 0264	304	265	213	169	-44.4%
JEFFERSON	I 0064	316	262	200	137	-56.6%
HARDIN	I 0065	311	260	228	253	-18.6%
WARREN	I 0065	202	186	201	210	4.0%
JEFFERSON	I 0265	192	164	135	123	-35.9%
JEFFERSON	I 0071	156	131	105	81	-48.1%
HART	I 0065	137	124	138	166	21.2%
JEFFERSON	US0031W	98	88	81	68	-30.6%
Regional Totals		**2420**	**2104**	**1921**	**1791**	**-26.0%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	1,861
Collisions w/injury:	320
Collisions w/fatality:	28
Collisions w/property damage:	1,513
Collisions w/commercial vehicle:	1,861
Total injuries:	468
Total fatalities:	32
Total	1,861



(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 13,172 inspections and 2,571 citations for region three, based on this baseline and percentage plan, calendar year 2023 activity should conclude with approximately 8,957 inspections and 1,748 citations on the identified high crash corridors for this region, which is 68% of total activity.

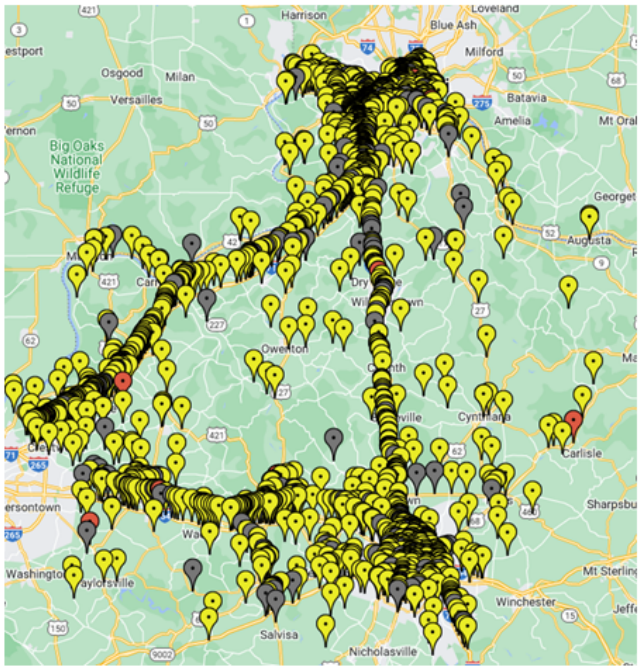
Region 3 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
KENTON	I 0075	680	738	674	607	-10.7%
BOONE	I 0075	483	535	590	634	31.3%
FAYETTE	I 0075	223	217	232	237	6.3%
OLDHAM	I 0071	150	159	162	186	24.0%
GALLATIN	I 0071	123	125	120	109	-11.4%
CARROLL	I 0071	124	120	119	108	-12.9%
SHELBY	I 0064	107	106	98	111	3.7%
SCOTT	I 0075	109	105	112	123	12.8%
KENTON	I 0275	82	104	139	144	75.6%

HENRY	I 0071	111	103	81	90	-18.9%
Regional Totals		**2192**	**2312**	**2327**	**2349**	**7.2%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	2,162
Collisions w/injury:	248
Collisions w/fatality:	12
Collisions w/property damage:	1,902
Collisions w/commercial vehicle:	2,162
Total injuries:	337
Total fatalities:	12
Total	2,162



(Region Four)

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 85% 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 15,051 inspections and 2,546 citations for region four, based on this baseline and percentage plan, calendar year 2023 activity should conclude with approximately 12,793 inspections and 2,164 citations on the identified high crash corridors for this region, which is 85% of total activity.

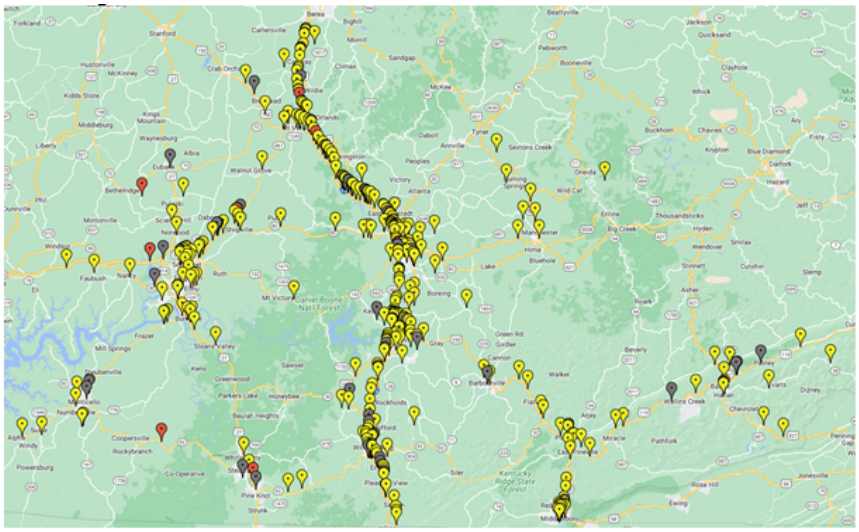
Region 4 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
LAUREL	I 0075	123	166	210	219	78.0%
ROCKCASTLE	I 0075	169	161	136	117	-30.8%

WHITLEY	I 0075	103	111	124	131	27.2%
LAUREL	US0025	36	39	43	42	16.7%
KNOX	US0025E	39	32	24	22	-43.6%
PULASKI	KY0080	32	31	28	37	15.6%
LAUREL	KY0080	36	29	33	32	-11.1%
LAUREL	US0025E	32	29	30	33	3.1%
PULASKI	US0027	36	28	28	23	-36.1%
BELL	US0025E	29	21	26	29	0.0%
Regional Totals		**635**	**647**	**682**	**685**	**7.9%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	414
Collisions w/injury:	51
Collisions w/fatality:	9
Collisions w/property damage:	354
Collisions w/commercial vehicle:	414
Total injuries:	78
Total fatalities:	11
Total	414



(Region Five)

Program/Activity Measure:

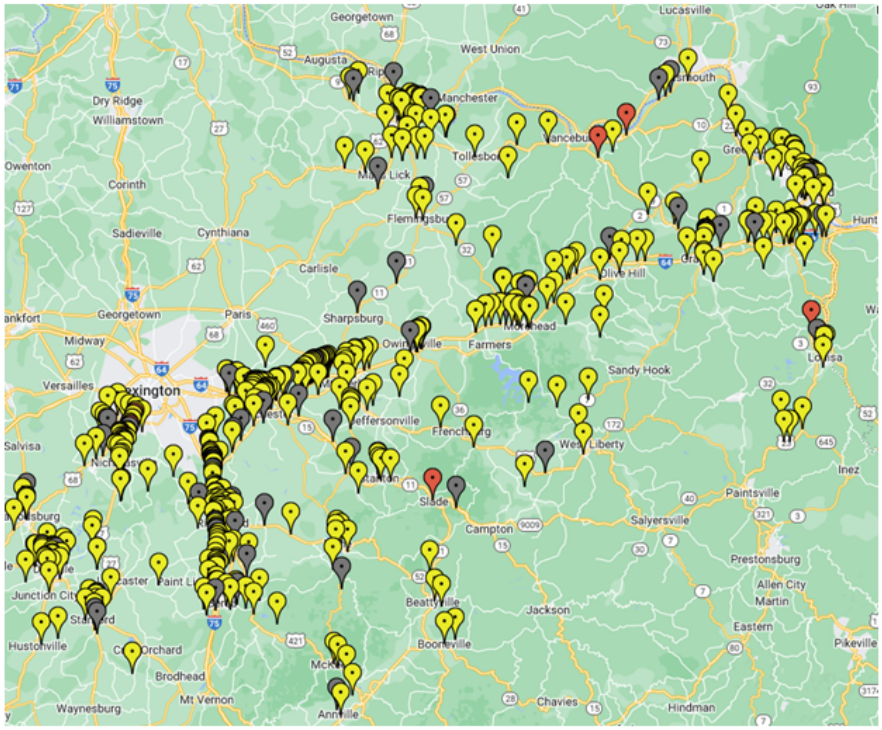
Activity will be measured quarterly and activities on high crash corridors should be at or near 71% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2019 activity indicates a total of 7,649 inspections and 1,571 citations for region five, based on this baseline and percentage plan, calendar year 2023 activity should conclude with approximately 5,431 inspections and 1,115 citations on the identified high crash corridors for this region, which is 71% of total activity.

Region 5 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
MADISON	I 0075	172	151	169	179	4.1%
CARTER	I 0064	39	49	44	34	-12.8%
JESSAMINE	US0027	39	38	26	34	-12.8%
ROWAN	I 0064	29	33	37	36	24.1%
BOYD	US0060	42	30	23	14	-66.7%
BOYD	I 0064	26	29	28	29	11.5%
CLARK	I 0064	27	26	33	52	92.6%
BOYD	US0023	27	23	20	17	-37.0%
CARTER	KY0001	20	20	12	11	-45.0%
MADISON	US0025	25	19	17	12	-52.0%
Regional Totals		**446**	**418**	**409**	**418**	**-6.3%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	553
Collisions w/injury:	72
Collisions w/fatality:	12
Collisions w/property damage:	469
Collisions w/commercial vehicle:	553
Total injuries:	107
Total fatalities:	12
Total	553



(Region Six)

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 2,967 inspections and 237 citations for region six, based on this baseline and percentage plan, calendar year 2023 activity should conclude with approximately 2,107 inspections and 168 citations on the identified high crash corridors for this region, which is 71% of total activity.

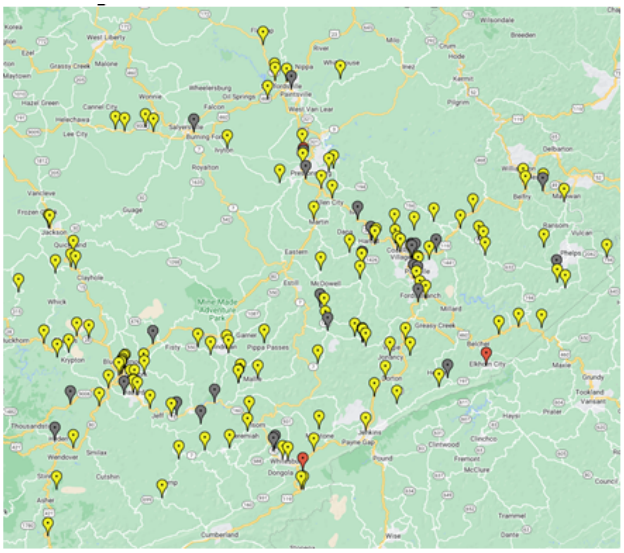
Region 6 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
PIKE	US0023	54	48	42	39	-27.8%
FLOYD	US0023	19	23	20	24	26.3%
PERRY	KY0015	28	21	15	11	-60.7%
PIKE	KY0194	13	13	10	11	-15.4%
PIKE	US0460	14	12	9	7	-50.0%
PIKE	US0119	11	11	14	15	36.4%
MAGOFFIN	US0460	12	11	9	6	-50.0%
LETCHER	US0119	8	10	10	9	12.5%
BREATHITT	KY0015	6	8	7	6	0.0%

JOHNSON	US0023	9	7	6	4	-55.6%
Regional Totals		**174**	**164**	**142**	**132**	**-24.1%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	159
Collisions w/injury:	28
Collisions w/fatality:	4
Collisions w/property damage:	127
Collisions w/commercial vehicle:	159
Total injuries:	39
Total fatalities:	6
Total	159



Revised 08/10/2023

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 08/10/2023

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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. This number will remain unchanged for FFY 2024.

CVE is staffed with 28 civilian inspectors, hiring more this fiscal year, which are assigned to fixed facilities where they perform safety inspections; additionally CVE has 38 sworn officers and 15 sworn supervisors that perform these same duties both at scale facilities and through patrol operations with emphasis on the identified high crash corridors. There are 7 sworn personnel assigned to non-patrol MCSAP duties inside of the CVE Division and 2 sworn personnel assigned to non-patrol MCSAP duties outside of the CVE Division. Lastly, there are 13 sworn personnel considered to be CVE sworn who are assigned to non-MCSAP roles within the agency. CVE currently employs 9 civilian safety auditors who are assigned to

complete safety audits on a full time basis. All of the personnel identified above are complete a minimum of 32 inspections per year to remain inspection certified. CVE also employs 10 other non-inspection certified civilian employees in various MCSAP-related support roles or administrative positions, 8 of those positions are within the CVE Division and 2 are outside of the CVE Division. All staff only charge MCSAP funding when completing MCSAP eligible activities.

Additionally, KSP has approximately 49 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. This 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 amount of time spent engaged in MCSAP eligible activities 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 08/10/2023

As part of enforcement tactics, CVE inspectors have the ability to alert onsite or nearby 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 2023 enforcement campaigns and the 2023 Safe DRIVE Wave campaigns listed below, and will continue to do so for 2024.

2023 Wave Dates

Wave #1: Feb 25-March 2nd

Wave #2: June 20-22

Wave #3: August 1-3

Wave #4: October 3-5

Wave #5: November 20-22

2023 Enforcement Dates

Drive Sober or Get Pulled Over

Dec 16, 2022 - Jan 1, 2023

Aug 18 - Sep 4

Dec 15 - Jan 1, 2024

Operation CARE

Dec 23, 2021 - Jan 2, 2023

Feb 12 (Super Bowl Sunday - DUI)

Mar 11 - 19 (St. Patrick's Day- DUI)

May 5 (DUI) & May 22 - 29 (Seatbelt)

Jul 3 - 4 (Independence Day - DUI)

Sep 1 - 4 (Labor Day - DUI)

Nov 22 - 26 (Thanksgiving - DUI)

Dec 22 - Jan 1, 2024

Operation Crash Reduction (NHTSA)

Oct 6 - 9 (Columbus Day - Seatbelt)

6 State Trooper Project

Feb 17 - 19 (I-75 Speed, Belts, DUI)

Mar 9 - 11 (Criminal Patrol/Drug Interdiction)

May 22 - 29 (Seatbelt)

Jul 16 - 22 (Move Over Enforcement)

Sep 14 - 17 (Marijuana Erad/Interdiction

Move Over

TBA

CIOT

May 22 - Jun 4

NHTSA Speed Prevention

Jul 10 – July 31

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 and 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 08/10/2023

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 2024, 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 2024 - 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 2024 - 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 Subrecipients	**1338**	**115**	**65**	**1518**	

Subrecipient is: LOUISVILLE POLICE

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

Projected Goals for FY 2024 - 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 Subrecipients	**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 2024 - 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 Subrecipients	**738**	**8**	**0**	**746**	

Subrecipient is: KENTUCKY TRANSPORTATION CABINET

Enter the total number of certified personnel in this funded agency: 0

Projected Goals for FY 2024 - 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 Subrecipients	**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 2024:	0

Summary

Projected Goals for FY 2024 - Roadside Inspections Summary

Projected Goals for FY 2024 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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						
	FY 2022		FY 2023		FY 2024	
Investigation Type	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 2024 Methodology w/Assumptions General • 2 full time compliance investigators, • Estimated average production per investigator: • 2.25 investigations per month for 2 full-time investigators (27 per investigator per year) • Total: 54 investigations per year Comprehensive • 3 comprehensive investigations x 2 investigators per year (6 total per year) Focused Investigations • 54 total investigations per year - 6 comprehensive investigations = 48 total focused investigations per year • 48 total focused investigations per year, split between Onsite and Offsite • 40 Onsite focused • 8 Offsite focused Totals • 54 investigations per year • 33% of activity designated intrastate • 36 interstate investigations • 18 intrastate investigations Revised 08/10/2023

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 2 full-time investigators. The KSP instituted a program for civil fines in compliance with FMCSA regulations. However, the program has been dormant pending updates being made to outdated applicable Kentucky Administrative Regulations. 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, special detail assignments from the command staff, 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 as needed.

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 49 reviews in spite of challenges caused by the COVID-19 pandemic, but that was still up from 45 reviews performed in FFY 2019. In FFY 2022, the KSP further increased its number of investigations to 69. The KSP expects to complete 54 reviews as described above during FFY 2024 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 expected. 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 planning to add additional investigators if feasible given reduced agency staffing overall. The projected goals for investigations anticipates a slight decrease in investigations which typically occurs while an experienced investigator trains a new investigator in the field. Additionally, the KSP has been initiating a significantly higher number of enforcement cases as compared to years past, this also has a slight negative effect on the overall number of investigations completed since some enforcement cases can become complex or time consuming.

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

Revised 08/10/2023

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.

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 reviews. 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 (or more frequently as necessary) 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 08/10/2023

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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Traffic enforcement means documented enforcement activities by 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.

KSP's CVE Division completes the overwhelming majority of Kentucky's traffic enforcement inspections, with a minority share being completed by other staff within KSP and KSP's subgrantees. CVE is staffed with 38 sworn officers and 15 sworn supervisors 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 the primary responsibility of these officers is to provide CMV-focused traffic enforcement activity. CVE has not been utilizing the non-CMV enforcement monies due to other high priority funding in previous years. Additionally, decreased staffing levels have made attaining the required 2014-2015 safety activity levels very difficult. 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. 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 begun transferring a small number of traditional Policing Troopers to the CVE Division as staffing allows, KSP currently has 5 Troopers and 2 Trooper-Rs assigned to the CVE Division. Additionally, the former Director of CVE directed sworn staff to move toward a stronger traffic enforcement emphasis during FY2022, including the writing of citations instead of issuing warnings. The KSP expected to begin seeing an increase in traffic enforcement in FY2022, yet production remained largely unchanged from FY 2021 with a slight increase being experienced.

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 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 though 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

retain unchanged its previously stated goal for traffic enforcement inspections for FY24.

Monitoring & Evaluation: 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. 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.

Traffic Enforcement Activity

	CY 2019	CY 2020	CY 2021	CY 2022	CY 2023*
Activity Summary	State	State	State	State	State
Total Number of Traffic Enforcement Inspections	7051	7384	7823	7838	4808
Number of Traffic Enforcement Inspections (Driver observed)	5925	6537	7004	6793	4189
With Moving Violations	5822	6474	6858	6547	4073
With Drug & Alcohol Violations	126	89	92	82	54
With Railroad Crossing Violations	2	1	0	0	0
Number of Traffic Enforcement Inspections (Vehicle observed)	1126	847	819	1045	619
Total Number of Traffic Enforcement Violations	9888	9656	10479	10894	6411
Number of Traffic Enforcement Violations (Driver observed)	6270	6834	7294	7156	4406
Moving Violations	6112	6722	7098	6845	4252
Drug & Alcohol Violations	156	107	111	97	65
Railroad Crossing Violations	2	1	0	0	0
Number of Traffic Enforcement Violations (Vehicle observed)	3618	2822	3185	3738	2005

Note: CY2023 figures are YTD as of the 7/28/2023 snapshot. KSP projects CY 2023 activity to be largely the same as experienced in CY2021 and CY2022.

Report Filters: Domicile - All, Vehicle Type - All, Report Focus - Kentucky, Violation Type - All, Time Period - Calendar, Year - 2019 to 2023

Data Source: FMCSA's Motor Carrier Management Information System (MCMIS) data snapshot as of 7/28/2023, including current year-to-date information for CY 2023. The data presented above are accurate as of this date but are subject to updates as new or additional information may be reported to MCMIS following the snapshot date.

Data captured from A/I, August 2023, R.Bolduc

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CVSP Revision Updates:

In addition to the above information, the following updates and changes have been made to Kentucky's traffic enforcement plan during the CVSP revision process to more fully address each aspect of the MCSAP Planning Memo.

10% increase in traffic enforcement w/inspection

For FY22, Kentucky had a goal of 7,051 CMV with inspection traffic enforcement stops. Kentucky actually had 7,838 total traffic enforcement inspections according to FMCSA MCMIS data. This represents an 11.2% increase over Kentucky's base goal. Note, this FMCSA data (in the Traffic Enforcement Activity chart above) includes all traffic enforcement inspection activity in Kentucky, which includes the efforts of KSP and its subgrantees. Also, there is no distinction between inspections completed on regular time, overtime, or utilizing a high priority grant in the FMCSA data. The actual number of traffic enforcement inspections completed by KSP on MCSAP Basic time is somewhat lower than is indicated by FMCSA data. Nevertheless, this data is what has been used on prior CVSPs and it represents the best currently available data for Kentucky's overall traffic enforcement performance and it represents a consistent measure of Kentucky's performance over time.

Kentucky has adjusted its projected goals for FY 2024's Traffic Enforcement activities up by 10% from 7,051 to 7,757 in an effort to meet the goals set forth in the MCSAP Planning Memo.

Under a new MCSAP Commander, CVE is also making significant changes to its approach to Traffic Enforcement which is expected to improve activity and to more closely align inspection activity with the inspection goals stated in this CVSP. A summary of the planned changes is listed below:

Roadside enforcement officers will be utilized on high crash corridors (HCCs) at the ratio specified for that region in Part 2 Section 2 of the CVSP. Regional commanders will use the CVE Intelligence Analyst, in addition to existing tools and systems, to decide on the best method for scheduling and deploying personnel within their region(s) to achieve the specified HCC ratio.

- While assigned to a HCC, an officer's activity goals are prioritized as follows:
    1. Level 3 inspections on CMVs with traffic enforcement
    2. Level 3 inspections on CMVs without traffic enforcement
    3. Traffic enforcement on non-CMVs focused on traffic violations with a high crash correlation
    4. Level 1 and Level 2 inspections only when OOS or other serious safety violations are suspected
- While assigned to non-HCC enforcement, officers are free to address other problems in their regions as directed by their commanders, but Level 3 inspections on CMVs with traffic enforcement will remain prioritized.

Weigh station inspectors will focus on completing Level 1 inspections with a decreased emphasis on Level 2 and Level 3 inspections.

- Inspectors will be encouraged to complete fewer inspections on non-MCSAP prioritized or non-MCSAP eligible, non-OOS credential violations when a state citation will satisfy enforcement needs. This will increase inspection quality and time spent on higher value inspections.

Overall activity will be monitored by regional commanders with the goal of roughly matching overall CVSP inspection activity goals each quarter. Commanders will make adjustments in activity and assignments over time to achieve an inspection breakdown of approximately: 36% Level 1, 31% Level 2, 33% Level 3 inspections each quarter.

Details will be scheduled on a more consistent basis, at least quarterly, and with an increased emphasis on commercial vehicle traffic enforcement in addition to non-CMV traffic enforcement around CMVs, focused on traffic violations with a high crash correlation.

- Details will be scheduled on and leading up to major holidays (and other times of peak traffic activity). Activity reports for these details will be kept and monitored.

- During these details, officers will maximize the number of Level 3 Traffic Enforcement inspections completed and most officers will be assigned to HCCs.

Excessive speed: As mentioned in other parts of this CVSP, CVE is currently conducting monthly speed enforcement details with an emphasis on HCCs. CVE is utilizing both radar and lidar technology during these details in an effort to reduce speeding in known problem areas.

Work zone safety: Regional commanders will review work zone locations in their regions quarterly and emphasize enforcement at work zones where there is an elevated crash risk, especially those located on HCCs.

- New strategies and best practices have been developed to allow for increased enforcement activity in and around work zones with a particular emphasis on CMVs and non-CMVs engaged in high risk behavior.

    1. Example: These strategies allow for an officer to safely stop and inspect traffic violators at a safe location beyond a work zone, even if that requires following the violator for an extended period prior to initiating a traffic stop. Since many work zones are bi-directional, a traffic stop on one side of a work zone provides high visibility traffic deterrence which is visible to traffic entering into a work zone via the opposite direction of travel.

- Work zones are readily identifiable via a map maintained by the Kentucky Transportation Cabinet available at https://maps.kytc.ky.gov/activehighwayplan/ .

Impaired driving: All CVE officers are trained to detect impaired drivers and are equipped with portable breath testers to aid in evaluating potentially impaired drivers. Additionally, some officers have received advanced training on detecting impaired drivers and in advanced drug impairment recognition techniques. Each driver stopped is screened for impairment by trained observation and, when necessary, by standardized field sobriety tests.

Distracted driving: CVE recognizes that distracted driving has many of the same indicators as impaired driving and it presents many of the same risks. Officers are equipped with binoculars to aid in detecting distracted driving in both CMVs and non-CMVs. Recently, some CVE officers attended a webinar on CMV Distracted Driving which highlighted risk factors and possible solutions. CVE is considering how to apply the information gained from the webinar to public outreach and enforcement efforts.

Occupant/driver restraint: As with distracted driving, officers are equipped with binoculars to aid in the detection of violation of occupant/driver restraint laws. Additionally, driver-focused camera systems installed at weigh stations have proven to be a highly effective tool in spotting violations. In these scenarios, drivers are photographed in high resolution as they pass through a weigh station. These photographs are able to help determine whether or not a driver or other occupants were using restraint devices as required by law.

Driver fatigue: Driver fatigue shares many of the same indicators and risks as impaired driving and distracted driving. Officers are trained to distinguish between these and to deal with them accordingly. Additionally, officers review records of duty status for each driver inspected to determine if the regulatorily required rest breaks are being taken. If a driver is determined to meet the out-of-service conditions for exceeding hours of service limitations, illness, or fatigue, that driver is placed out-of-service until they are requalified to drive.

- Driver fatigue enforcement: In the past few years, CVE has partnered with the KY and TN Division Offices to conduct multi-state compliance investigation details focused on motor carriers with an elevated hours of service BASIC score. These details have been successful in the past, resulting in multiple enforcement cases against problem motor carriers. CVE believes that a combination of roadside detection and investigative follow-up can have a positive impact on reducing driver fatigue.

- Safety Audits: CVE has provided and reinforced training on the detection of false or non-compliant records of duty status during compliance investigations and safety audits. Efforts during the last FFY have led to the discovery of multiple non-compliant ELD devices being used by motor carriers with some of them eventually being added to FMCSA's revoked ELD list. CVE intends to continue to provide reinforced training on detecting HOS violations to its investigative staff and to add additional ELD subject matter experts to its current list.

Prohibited operation: DACH & FOOS Violations: Kentucky has dramatically improved its detection of DACH prohibited drivers and FOOS violations and exceeds national averages in these areas.

- FOOS Orders: As mentioned elsewhere in this CVSP, a check is performed automatically, by Kentucky's RIMS inspection software, for each motor carrier inspected to determine if they are under a FOOS order. Additionally, the KATS system installed at weigh stations and other locations throughout Kentucky automatically screens USDOT numbers to determine if a motor carrier is under a FOOS order. If a carrier is suspected to be under a FOOS order, an alarm sounds, notifying inspection staff to stop the vehicle. This approach has been highly successful. According to data available in A&I, as of 9/29/2023 for FY2022, Kentucky had a 98.3% catch rate for all FOOS orders and 100% rate for IMH and Unsat/Unfit FOOS orders.

- DACH: Kentucky's prohibited driver detection rate is very good and improving based upon the last available report on DACH catch rates provided by the KY Division Office. Each CMV driver is required to be checked during each inspection to determine if they are listed as prohibited. If a driver is determined to have a prohibited status, the inspecting officer then determines if they are in violation of their prohibited status. Many drivers detected as prohibited are determined to be legally operating, but those in violation are placed OOS until their prohibited status has been rectified. Additionally, safety audit and compliance investigation staff screen each carrier for prohibited drivers in accordance with eFOTM guidance. Auditors and investigators have received advanced DACH training and have DACH access to determine if a driver is prohibited, or if they were used while prohibited in the past, even if they are currently non-prohibited.

Other areas: Kentucky has identified significantly higher rates of CMV-involved collisions in Fayette and Jefferson Counties, in addition to several other problem areas. KSP, in coordination with its subgrantees, is developing a plan to address these problem areas. Each of these

counties has a high rate of VMT in addition to active work zones and significant traffic congestion problems, requiring a new approach than has been taken in years past. CVE intends to provide updates on its progress in these counties in its quarterly performance reports.

Increased funding from BIL: CVE, along with law enforcement agencies across the nation, is suffering a staffing shortage and difficulties with both recruitment and retention. In an effort to improve recruitment and retention rates, much of the funding increase from BIL was used to help fund salary increases for staff. While CVE has retained some additional staff due to the increases, recruitment remains a significant challenge. Due to continuing staffing challenges, CVE does not expect to see significant improvements in CVSP activity goals, though BIL funding has helped maintain current activity rates.

High Visibility Enforcement: CVE intends to increase high visibility traffic enforcement by assigning additional officers, at the regional level, to work HCCs as described under the Roadside enforcement officers and Work zone safety bullet points above.

Revised 11/02/2023

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	7757
○	◉	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 with the ITD and PRISM programs, responsible agencies, and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

This section covers two of FMCSA's safety technology programs:

- *Innovative Technology Deployment (ITD)*
- *Performance and Registration Information Systems Management (PRISM)*

Please complete the information below to indicate your State's participation level in each program, along with specific information about how MCSAP Operations and Maintenance (O&M) funding is used to support each of these safety technology programs. ***All O&M expenses for both ITD and PRISM must be included and described both in this section and in the appropriate section of Part 4, Financial Information.***

Innovative Technology Deployment (ITD)

The ITD program is a key component of the FMCSA's drive to improve commercial motor vehicle safety. The ITD program empowers States to apply cutting-edge technology to share data more effectively and improve roadway safety.

With the enhanced funding provided to each State as part of the Bipartisan Infrastructure Law (BIL), certain technologies may be funded by MCSAP if certain criteria outlined below are met.

The technology:

- *Is widely available not requiring any product development*
- *Can be fully deployed and operational within the period of performance*
- *Has a direct impact on CMV safety based on verified performance data*
- *Is outlined in a State's approved ITD Program Plan/Top Level Design (PP/TLD) if required*

If there is a need for any technology development as part of a MCSAP project, and if the time to fully implement the technology exceeds the MCSAP period of performance, then the HP-ITD grant would be the appropriate source for federal funding. All ITD technology projects proposed will be reviewed by the ITD Program Office for eligibility determination.

ITD O&M is defined as costs associated with deployment projects that maintain and repair real property, or a system, based on its current status and abilities. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support deployment activities, as defined previously in the MCSAP Comprehensive Policy (MCP) section 5.2.

Performance and Registration Information Systems Management (PRISM)

FMCSA's PRISM program is a partnership with State CMV registration offices and law enforcement that improves highway safety by identifying and immobilizing commercial motor carriers that are prohibited from operating due to a Federal Out-of-Service (OOS) order. PRISM is a key component to FMCSA's mission to reduce the number of CMV crashes, injuries and fatalities in a rapidly expanding interstate motor carrier population. PRISM provides States a safety mechanism to identify and immobilize motor carriers with serious safety deficiencies and hold them accountable through registration and law enforcement sanctions. States may fund new PRISM system development, deployment, as well as Operations and Maintenance. Further information regarding full participation in PRISM can be found in the MCP Section 4.3.1.

PRISM O&M are costs associated with projects that improve CMV safety, maintain and/or advance PRISM levels. O&M costs may also include memberships, fees, dues, program travel, and other related program costs that maintain or support PRISM deployment activities. All PRISM technology projects proposed will be reviewed by the PRISM Program Manager for eligibility determination.

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, specific details must be included both in this section and in your Part 4 Spending Plan.

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core ITD Compliant	Yes
PRISM	Enhanced Participation	Yes

Avaliable data sources:

- The Innovative Technology Deployment (ITD) website is a centralized repository for information that States should utilize to plan and implement effective ITD programs. ITD users can log in to query information from SAFER and other FMCSA systems, as well as access resources including recordings of previous webinars, conference materials, and web infrastructure technical specifications.
- The PRISM Data and Safety Hub (DASH) is an online workspace where State partners can log in to access reports, submit data, get materials to help implement PRISM and obtain information on the Level Up initiative.

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 ITD and PRISM 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 ITD and PRISM programs. Include a description of O&M costs for ITD and PRISM.

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 ITD and PRISM 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

A public education and outreach program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMVs 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: 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 activities the State plans to conduct, including but not limited to passenger transportation, work zone safety, hazardous materials transportation, human trafficking/smuggling, and share the road safely initiatives. Include the number of personnel that will be participating in these efforts and any Public Education and Outreach activities that are not specifically listed in the Projected Goals table.

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 Cabinets 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:

2022 CVE Media Outreach

Media Type	Safety Total
Facebook	29
Twitter	11
Instagram	4
Linkedin	0
Press Releases	4
News Coverage	12
Grand Total	**60**

With the yearly wave campaigns, enforcement campaigns, as well as educational programs, KSP is projected to continue increasing its social media posts from 2021 and 2022 efforts.

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 an 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 60,240 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.

TREDS Training Update

KSP currently has 2 TREDS instructors and its subgrantees have a total of 3 (Boone County: 1, Lexington: 2). Due in part to the COVID-19 pandemic, interest in conducting TREDS training declined and neither KSP nor its subgrantees have completed any TREDS presentations. However, some TREDS-related material has been presented by KSP and Lexington as a part of other outreach efforts.

KSP will redouble its efforts to complete outreach using the TREDS program and re-familiarize its instructors on the material. KSP intends to begin using the TREDS program during at least one large event per quarter to gauge industry and public interest in the material. Additionally, KSP will collaborate with our public affairs department to utilize additional resources provided by TREDS, including print materials, social media posts, and videos to increase awareness. KSP will also encourage our sub-grantees to begin presenting the TREDS program in their coverage areas.

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.

Targeted outreach efforts:

In an effort to target outreach efforts in the emphasis areas of work zone safety and human trafficking, KSP will be doing the following in the upcoming FFY:

Citation Jackets: We will continue to utilize and distribute the citation jackets (as mentioned earlier in this narrative) to promote awareness about human trafficking among CMV drivers. KSP expects to reach tens of thousands of CMV drivers using this outreach method. Each citation jacket includes contact information to report suspected human trafficking.

CVSA Human Trafficking Awareness Initiative (HTAI): KSP will be participating in this initiative through the Human Trafficking Prevention Program.

Presentations: Information from Truckers Against Trafficking (TAT) related to human trafficking will be incorporated into each presentation made by CVE Public Affairs Officers (PAO). This information will include contact information to report suspected human trafficking. Additionally, information about work zone safety will also be included in each PAO presentation. These presentations will be given at events open to the general public, as well as those targeting motor carriers and CMV drivers.

Social Media: KSP will work with public affairs to conduct social media outreach in an effort to emphasize work zone safely (with specific messaging targeting certain work zones). Additionally, social media will be used to provide the general public with information on human trafficking and how to report suspected incidents.

Revised 11/03/2023

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 opportunities and obligations allow. KSP will develop a benchmark once industry interest is gauged but would eventually expect to integrate TREDS materials into 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 11/02/2023

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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). All O&M expenses for SSDQ must be included and described both in this section and in the appropriate section of the Financial Information in Part 4.

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 July 28, 2023. Downloaded August 10, 2023.

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 08/10/2023

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. Include a description of all O&M costs for SSDQ. Also, describe how your State provides resources to conduct DataQs operations within your State, and how elevated/appeals requests are handled.

The KSP has a dedicated data quality staff within it's Program Support 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 idenification and other important data quality issues prior to uploading to MCMIS. Additionally, the KSP utilizes staff to complete and maintain timelinees in reviewing and completeing DataQ's.

Revised 08/10/2023

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 08/10/2023

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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ( ) **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

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: Kentucky State Police

Please complete the information below by entering data from the NEWS Dashboard regarding Safety Audits in your State. Data Source: New Entrant website (NEWS)	
Date information retrieved from NEWS Dashboard to complete eCVSP	08/11/2023
Total Number of New Entrant Carriers in NEWS (Unassigned and Assigned)	1142
Current Number of Past Dues	0

***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	71	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**	**571**	**0**
# of Non-Audit Resolutions	180	0	185	0	571	0

Strategies: Describe the strategies that will be utilized to meet the program objective above. Describe how the State will reduce past due Safety Audits. 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 08/11/2023

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 in spite of a national explosion of overdue safety audits, Kentucky has managed to keep its number of overdue safety audits significantly below the national average and among the lowest in the nation. Kentucky has recently hired and trained additional safety auditors to handle the increased number of safety audits in its New Entrant Inventory. Additionally, in anticipation of a significant influx of New Entrant carriers, Kentucky changed the way it handles carriers to increase program efficiencies and to reduce the likelihood of carriers becoming overdue.

According to current data available in NEWS, Kentucky currently has zero overdue safety audits. According to current data available in GOTHAM, Kentucky's number of overdue safety audits has been trending downward and remaining at very levels relative to its New Entrant inventory. For any audits which do become overdue, each auditor has standing instructions to communicate the status of the audit with the NE Program Coordinator well in advance of the audit's deadline. The Program Coordinator provides information and an explanation concerning each overdue carrier to the KY Division Office each month and upon request. The majority of overdue safety audits are caused by a carrier's inaction, failure to provide documentation within a timely manner, or abuse of the NE Program's deadline and contact policies. With the recent changes in how Kentucky handles NE carriers, Kentucky estimates that fewer than 25% of all overdue audits are preventable by the assigned safety auditor.

Unassigned Carriers

Audit Type	
Onsite	27
Expedited Action	0
High Risk	0
Past Due	0
Past Due within 30 days	0
Offsite	324
Interstate	324
Intrastate Hazmat	0
Intrastate Non-Hazmat	0
High Risk	0
Past Due	0
Past Due within 30 days	0

Assigned Audits

Audit Type	Total	Has Docs
Onsite In-Process	60	2
Expedited Action	17	1
High Risk	0	0
From Converted Offsite	8	0
Past Due	0	0
Past Due within 30 days	8	1
Pending Follow-Up	0	0
Action Required	0	0
Onsite Closed	1066	135
Closed Completed	542	49
Closed Not Completed	407	22
Closed Converted to Offsite	117	64
Action Required	15	2
Offsite In-Process	407	71
Expedited Action	0	0
High Risk	0	0
No Longer Offsite Eligible	1	1
Custom Doc Request Ltr Not Sent	348	39
Past Due	0	0
Past Due within 30 days	4	2
Pending Follow-Up	0	0
Action Required	0	0
Offsite Closed	6728	3607
Closed Completed	3268	2961
Closed Not Completed	3226	534
Closed Converted to Onsite	234	112
Action Required	34	17

New Entrants Inventory List for Division

Print PDF | Download Data | Report Description

Summary | Carrier Detail

Select State Type: OIC State

Create Report

Office	Total New Entrants	Total Over Due	<3 Months Away	3-6 Month Away	6-9 Month Away	9-12 Month Away
National	**114960**	**16424**	**20833**	**22598**	**28594**	**26511**
⊞ **Eastern**	**23744**	**2054**	**4995**	**4860**	**6171**	**5664**
⊞ **Midwestern**	**21818**	**2547**	**3922**	**4644**	**5780**	**4925**
⊟ **Southern**	**26862**	**2446**	**4264**	**5767**	**7430**	**6955**
Alabama	1254	11	142	296	387	418
Arkansas	641	6	75	145	225	190
Florida	6498	510	1376	1292	1685	1635
Georgia	6754	365	1259	1759	1848	1523
Kentucky	1096	3	103	281	360	349
Louisiana	811	14	152	201	242	202
Mississippi	1134	62	167	224	369	312
North Carolina	3218	3	394	797	1019	1005
Oklahoma	794	1	17	217	293	266
South Carolina	3533	1468	571	420	513	561
Tennessee	1129	3	8	135	489	494
⊞ **Western**	**42536**	**9377**	**7652**	**7327**	**9213**	**8967**

GOTHAM report updated 08/04/2023. SMS data in the report as of the last SMS snapshot (07/28/2023)

New Entrant Monthly Trends for Kentucky Division

Select: National | Service Center Southern | State Kentucky

Create Report

Click on a column title to re-sort the list.

	Year Month	NE Inventory	NE Inventory Change	Carriers Overdue	< 3 Months Away	3-6 Months Away	6-9 Months Away	9-12 Months Away	Audits	Failed Audits	NE Entered	Other Exits	CFV SA Exempt	OIC State	Ser Cer
1	07/2023	1102	-26	9	89	280	359	365	63	6	114	77	2	KY	SI
2	06/2023	1127	-8	10	125	254	354	384	59	8	134	83	7	KY	SI
3	05/2023	1135	-16	11	131	274	314	405	74	10	142	84	6	KY	SI
4	04/2023	1151	-22	13	137	287	314	400	65	4	123	80	3	KY	SI
5	03/2023	1173	9	16	155	302	301	399	70	5	174	95	4	KY	SI
6	02/2023	1164	-10	16	171	301	315	360	58	3	126	78	1	KY	SI
7	01/2023	1173	11	20	196	298	315	344	56	8	129	62	1	KY	SI
8	12/2022	1161	-6	22	210	300	314	315	53	5	111	64	6	KY	SI
9	11/2022	1167	0	22	158	335	318	334	51	4	122	71	4	KY	SI
10	10/2022	1167	-24	22	169	337	305	334	59	1	101	66	3	KY	SI
11	09/2022	1191	14	22	169	339	322	338	47	3	125	64	2	KY	SI
12	08/2022	1177	9	21	180	272	360	344	55	1	137	73	1	KY	SI
13	07/2022	1168	-12	23	183	285	356	321	62	3	96	46	5	KY	SI
14	06/2022	1180	-8	22	172	296	350	340	68	4	130	70	3	KY	SI
15	05/2022	1187	-6	19	182	324	285	377	64	2	111	53		KY	SI
16	04/2022	1193	-14	20	175	341	293	364	74	6	112	52	4	KY	SI
17	03/2022	1207	1	22	164	330	323	368	85	5	166	80	2	KY	SI
18	02/2022	1206	-2	28	171	355	334	318	68	1	114	48	3	KY	SI
19	01/2022	1208	20	25	158	352	364	309	59	2	119	40	8	KY	SI

GOTHAM report updated 08/04/2023. SMS data in the report as of the last SMS snapshot (07/28/2023)

SI Information is updated as of ("*" indicates review/safety audit has been completed since the last upload. Assignment will be removed with the next Gotham release)

Revised 8/11/2023

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 571 actual safety audits (and 571 non-audit resolutions) over the 12 month period associated with grant activity and expects to see a quarter of that, or about 143 audits, completed each quarter. Additionally the KSP recognizes that several carriers leave the program through non-audit resolutions other than actual audits, with an equal number projected to exit the NE program in that manner. The proposed numbers on the summary of activity chart are based on historical data from MCMIS and NEWS.

Kentucky, like other states, experienced an unprecedented increase in NE Carriers following the COVID-19 pandemic. However, a declining economy has caused the increase to stabilize and potentially begin to decrease. Additionally, Kentucky is seeing a significant decrease in carriers receiving an audit versus those which receive a non-audit resolution. This is also is linked with declining economic indicators which aren't currently showing signs of improvement. Accordingly, Kentucky is projecting around half of the carriers in the NE inventory during FY2024 will exit the NE program without an audit, continuing current trends.

Although Kentucky expects its actual number of audits to be greater than those projected, Kentucky is leaving its FY2024 projected audit goals largely unchanged due to widespread uncertainty about how long the increase in NE inventory will last, and how great a potential decrease might become. Kentucky is currently seeing most carriers exit the NE program without an audit, but the trend tends to be close to 50/50, particularly when examining historical audit numbers which tend to even out over longer periods of time.

If trends continue to indicate increasing NE inventory numbers in FY2025, Kentucky expects to increase its projections accordingly in FY2025. Kentucky is projecting 571 audits and 571 non-audit resolutions to match a current inventory total of 1,142. The total inventory is expected to decline by this time next year.

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 FFY 2022:

EXITED DUE TO CHANGE: 224

EXITED DUE TO INACTIVATION: 109

REVOKED FROM THE NEW ENTRANT PROGRAM (NO CONTACT/NO-SHOW): 253

REVOKED FROM THE NEW ENTRANT PROGRAM (FAILED): 40

EXITED FROM NEW ENTRANT PROGRAM WITH SA: (PASS): 705

EXITED FROM NEW ENTRANT PROGRAM (INACTIVATION): 109

EXITED FROM NEW ENTRANT PROGRAM (AG EXEMPT/INVESTIGATION/ETC): 74

Source: NEWS & GOTHAM August 2023, R. Bolduc

Revised 10/18/2023

Part 3 - National Emphasis Areas and State Specific Objectives

Part 3 Section 1 - Overview

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 national emphasis areas and priorities outlined in the MCSAP Planning Memorandum that do not fit well within any section in Part 2 – Crash Reduction.

States may include any State-specific objectives. For example, create an objective to provide refresher training to MCSAP funded personnel on detecting human trafficking and human smuggling in Section 5.

Specific goals and activities must be projected for the three fiscal year period (FYs 2022 - 2024).

Part 3 Section 2 - 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. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

*FMCSA has established an Out-of-Service (OOS) catch rate of at least 85 percent for carriers operating while under a Federal **Imminent Hazard (IH) and unsatisfactory/unfit (UNSAT/UNFIT) OOS** order. If your catch rate is below 85 percent, States must develop performance goals and activities to meet the FMCSA threshold of at least 85 percent.*

The OOS Catch Rate report is located on the A&I Online website in the Grants module. Select the OOS report from the Activity Dashboard to view your catch rate. Portal credentials are required to access this website.

Your State's FY 2022 Federal IH and UNSAT/UNFIT OOS Catch Rate percentage: 100.00%

Data Source: Last completed fiscal year, FMCSA Motor Carrier Management Information System (MCMIS) and the Safety and Fitness Electronic Records (SAFER) as of 04/28/2023

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 3 - Passenger Carrier Enforcement

Please review your State's passenger carrier transportation goals, problem statement narrative, program activities and monitoring. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

FMCSA requests that States conduct enhanced investigations for motor carriers of passengers and other high-risk carriers. 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 4 - 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 signifacantly above the 5,138 projected in the FFY 2018 CVSP. Additionally, the Fayette/Jefferson counties emphasis has shown increased activity slightly however Jefferson county is still somewhat behind in its efforts to reach goals. Fayette county has reached the desired goal of inspections while county wide there is still work to be done.

Goal: Insert goal from previous year CVSP (#, %, etc., as appropriate).
Reduce hazardous material carrier involved crashes by 1% in the above identified counties by the close of FFY 2017, while increasing inspections within regions two and three by 3%, and specifically concentrating on Fayette and Jefferson counties by increasing inspections in those counties by 10%.

Actual: Insert year to date progress (#, %, etc., as appropriate).
The Fayette/Jefferson counties emphasis continued for the FFY, Region 2 failed to meet the goals; region 3 exceeded the Fayette county goal while not meeting the Region 3 goal. Revised 06/16/2021

Narrative: Describe any difficulties achieving the goal, problems encountered, obstacles overcome, lessons learned, etc.
Manpower issues and assignments in a large region have posed issues with getting the goal accomplished in Jefferson county, commanders are attempting to utilize overtime to provide additional coverage. The KSP will continue its emphasis on HM CMV Inspections but will not continue this specific objective into the 2022 +- 2024 CVSP cycle.

Part 3 Section 5 - State Specific Objectives – Future

Please review your State specific objectives and narrative overview. Do changes need to be made on this page for the upcoming fiscal year? Note: 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. I understand that I must include the heading "Update for FY 2024" before adding my changes in the narrative section and then click "Save" to save the changes.**
- ◉ **No, the information in this section remains valid for the upcoming fiscal year and no updates are necessary. If no is selected, this section will not be open for editing.**

Instructions:

The State may include additional objectives from the national priorities or emphasis areas identified in the NOFO as applicable. In addition, the State may include any State-specific CMV problems identified in the State that will be addressed with MCSAP funding. Some examples may include human trafficking/smuggling initiatives, work zone safety details, 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 justify 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 2024 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	$7,142,534.00	$375,923.00	$7,518,457.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,127,769.00
MOE Baseline:	$1,751,368.59

Part 4 Section 2 - Personnel

Personnel costs are salaries for employees working directly on a project. Only salaries for employees of the lead MCSAP agency should be applied to personnel costs. Salaries for employees of subrecipients should be placed in Contractual and Subaward.

***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 prior approval (15% of MCSAP Award Amount):	$1,127,769.00

Personnel: Salary and Overtime Project Costs							
Salary Project Costs							
Position(s)	# of Staff	% of Time on MCSAP Grant	Salary	Total Project Costs (Federal + State)	Federal Share	State Share	MOE
Major	1	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	$535,512.78	$535,512.78	$508,737.14	$26,775.64	$0.00
Subtotal: Overtime				**$535,512.78**	**$508,737.14**	**$26,775.64**	**$653,205.76**
TOTAL: Personnel				**$2,861,499.80**	**$2,718,424.92**	**$143,074.88**	**$1,052,922.79**
Accounting Method:	**Accrual**						

Enter a detailed explanation of how personnel costs, including all overtime 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 171 staff is divided as broken down below:

28 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.

38 sworn officers and 15 sworn supervisors 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.

9 civilian New Entrant Auditors,

There are 7 sworn personnel assigned to non-patrol MCSAP duties inside of the CVE Division and 2 sworn personnel assigned to non-patrol MCSAP duties outside of the CVE Division. There are 13 sworn personnel considered to be CVE sworn who are assigned to non-MCSAP roles within the agency. Each of these personnel complete at least 32 level one inspections per year to maintain certification.

CVE also employs 10 other non-inspection certified civilian employees in various MCSAP-related support roles or administrative positions, 8 of those positions are within the CVE Division and 2 are outside of the CVE Division. All staff only charge MCSAP funding when completing MCSAP eligible activities.

Additionally, KSP has approximately 49 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.

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 are 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.

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

Revised 08/14/2023

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
MOE	100.0000	0.0000	$678,480.07	$0.00	$0.00	$0.00	$678,480.07
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	100.0000	100.0000	$428,410.22	$428,410.22	$406,989.71	$21,420.51	$0.00
TOTAL: Fringe Benefits				**$2,226,369.77**	**$2,115,051.33**	**$111,318.44**	**$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 $2,226,369.77. 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 snipped 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.

KERS & SPRS Employer Contribution Rates		
System	**Fiscal Year 2023**	**Fiscal Year 2024**
	Effective July 1, 2022	Effective July 1, 2023
KERS Nonhazardous	9.97%** plus a monthly amount as defined by the system's actuary	9.97%** plus a monthly amount as defined by the system's actuary
KERS Hazardous	31.82%	31.82%
SPRS	99.43%	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:

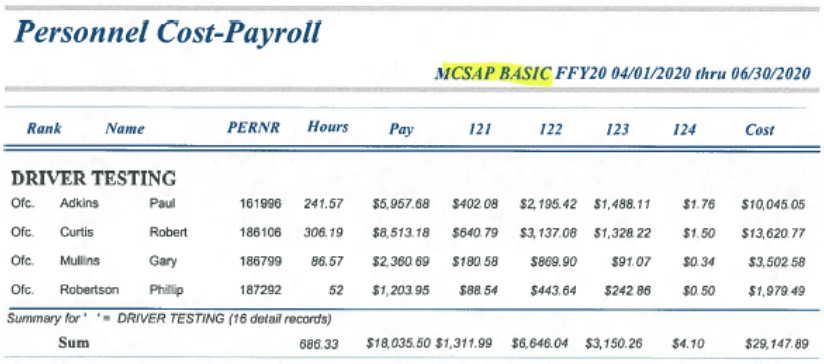
Troopers – 99.43%

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	$2,360.69	$180.58	$869.90	$91.07	$0.34	$3,502.58
Ofc.	Robertson	Phillip	187292	52	$1,203.95	$88.54	$443.64	$242.86	$0.50	$1,979.49
Summary for ' ' = DRIVER TESTING (16 detail records)										
	Sum			686.33	$18,035.50	$1,311.99	$6,646.04	$3,150.26	$4.10	$29,147.89

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

Overtime fringe calculation:

Calculating the exact fringe rate is challenging because there are three different fringe rate tiers (for Troopers, Officers, and Civilian employees) and uncertainty about how many personnel from each tier would work a given amount of overtime hours. Additionally, the fringe overtime rate for overtime is different than the base fringe rates because overtime fringe excludes health and life insurance costs.

To provide the most accurate fringe calculation possible, the overtime fringe rate was calculated based upon the weighted average of actual overtime hours and costs incurred by employees working overtime during the past three FFYs. The methodology follows: Reports were run for employees working MCSAP overtime during the past three years and their individual overtime fringe to pay ratio was calculated. The weighted average OT fringe ratio was calculated for each of the three employee tiers (Trooper, Officer, and Civilian). Then, the ratio of overtime worked between the three employee tiers was calculated. Finally, the weighted average fringe overtime rate was calculated based upon the average overtime fringe ratios between each employee tier, weighted by the actual number of hours that tier worked in overtime.

Since the overtime fringe rate is a complex calculation as documented above, the calculated overtime fringe cost is reported at 100% in the fringe rate table. The weighted average fringe rate was calculated to be 80% of the overtime salary amount. $535,512.78 (overtime amount) *.80 (weighted average OT fringe) = $428,410.22.

KSP is confident that calculating the overtime fringe rate based upon actual past usage patterns will provide a more accurate overtime fringe figure than alternative methods.

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 10/23/2023

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 §200.475.

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.

Daily travel costs for employees, occurring within the normal scope of their duties, is not accounted for with the exception of vehicle fuel and maintenance costs. Those costs are captured under "Other Costs" and are pro-rated. However, we do account for officers that may have travel costs due to both expected and unplanned CMV training which occurs through out the year. These costs are listed under 'Routine Annual 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 currently has one certified two officer, but may add another, 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 plans to add instructors to train the NTC parts A and B certification courses. 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 10/23/2023

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 equipment threshold amount. To refer to Capital assets, Computing devices, General purpose equipment, Information technology systems, Special purpose equipment, and Supplies see 2 CFR § 200.1 Definitions.*

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 how many of each item, the full cost of each item, and the percentage of time this item will be dedicated to MCSAP activities.

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	9	$13,650.00	100	$122,850.00	$116,707.50	$6,142.50	$0.00
Patrol Vehicle Equipment	9	$4,015.00	100	$36,135.00	$34,328.25	$1,806.75	$0.00
TOTAL: Equipment				**$158,985.00**	**$151,035.75**	**$7,949.25**	**$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 9 new patrol vehicles for CVE officers who perform MCSAP activities 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. The MCSAP prorated expense for the patrol vehicles is estimated to be approximately $122,850 with $116,707.50 being charged federally, $6,142.50 in 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 $36,135.00 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.

Revised 10/23/2023

Part 4 Section 6 - Supplies

Supplies means all tangible property other than that described in Equipment in 2 CFR §200.1 Definitions. 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.

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
Boots	170	$291.24	100.0000	$49,510.80	$47,035.26	$2,475.54	$0.00
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
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. Billling 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 08/14/2023

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 §200.1 Definitions). All contracts issued under a Federal award must comply with the procurement standards described in 2 CFR §200.317, 2 CFR §200.318, and Appendix II to Part 200.*

***Note**: Contracts are separate and distinct from subawards; see 2 CFR §200.331 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 §200.1 Definitions and 2 CFR §200.331).*

***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 §200.1 Definitions).*

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 non-proprietary identifier that replaced 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	$1,495,726.00	$1,420,939.70	$74,786.30	$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	XTABXRBBAUB1	Subrecipient	100.0000	$72,000.00	$68,400.00	$3,600.00	$0.00
Description of Services: MCSAP Related Inspections							
Lexis Nexis	N/A	Contract	100.0000	$50,000.00	$47,500.00	$2,500.00	$0.00
Description of Services: Update KYOPS because of the move to SafeSpect and sunset of SAFETYNET							
TOTAL: Contractual and Subaward				**$1,729,726.00**	**$1,643,239.70**	**$86,486.30**	**$0.00**

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

Contractual:

Update 07/02/2024:

Due to the mandated switch to SafeSpect from SAFETYNET, KSP will need to engage the services of its KYOPS contractor (Lexis Nexis) to make changes in preparation for this transition. Currently, inspection data in SAFETYNET is retrieved by KYOPS where is able to be analyzed using the reports and database tools built into KYOPS. This functionality is critical because this is the primary means of retrieving and analyzing data used for all KSP MCSAP purposes, including financial and performance reporting. Before KSP will be able to transition away from SAFETYNET, the SafeSpect API will need to be mapped to KYOPS so that the data can be utilized by KYOPS. KSP has received a preliminary estimate for this and related work which indicates this project will cost up to $50,000 to complete. This expense is 100% MCSAP eligible since this data and information is used exclusively for MCSAP planning and reporting purposes.

Funds for this project were moved from KY Transportation Cabinet's line item on the chart above, specifically project 10 indicated in the list below. Project 10's budget was reduced from $102,106 to $71,672. This provided $30,434 in funds. This change reduced KY Transportation Cabinet's overall budget by the same amount from $1,526,160.00 to $1,495,726.00. This year's award funding was $19,566 higher than the preliminary estimate, and these two changes provided the estimated $50,000 to fund the updates to KYOPS. ($30,434 + $19,566 = $50,000)

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 or supply expenses. The availability of these agencies provides the opportunity to have CMV enforcement and inspection activity in these jurisdictions while relieving the CVE Division 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 FY24 funds as a sub-grantee under the Kentucky State Police for ITD/PRISM Maintenance and Operations activities. The program will run October 1, 2023 through September 30, 2026. 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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12. Budget Summary

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 and the Kentucky State Police will be utilizing the CVIEW on a daily basis. Agency's designated point-of-contacts 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, 2024**
1	Setup maintenance contract	
2	One year contract for maintenance, hosting, updates	
Project End		**September 30, 2025**

1.7 Budget Narrative

Description of Services	Total Cost
Hosting and Maintenance for Kentucky's CVIEW, inspection software, and related interfaces	**$195,682**

Maintenance and support under this contract to include:

- *Software updates pushed out as needed*
- *Management of the CVIEW/SAFER submission process*
- *Management of the user interface*
- *Minor bug fixes*
- *Minor software changes to comply with federal changes*
- *Management of federal connections and data feeds*
- *Management and maintenance of KY specific changes*
- *Support resources to troubleshoot data related problems/issues*
- *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: $195,682 (50% ITD - $97,841, 50% PRISM - $97,841)

95% Federal Share: $185,897

5% State Share: $9,785

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 an 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, 2024**
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, 2025**

2.7 Budget Narrative

Description of Services	Total Cost
Administrative and Technical Support for the ITD Program	**$194,737**
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 participate 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: $194,737 (50% ITD - $97,368.50, 50% PRISM - $97,368.50)

95% Federal Share: $185,000

5% State Share: $9,737

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**	**$11,895**
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.				

Total Cost: $11,895 (ITD - $9,211, PRISM - $2,684)

95% Federal Share: $11,300

5% State Share: $595

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 FY23 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 13.72% in the VOOS rate, 1.19% in the DOOS rate, and 18.97% in the violation rate.

Type of Inspection	VOOS Rate	DOOS Rate	Violation Rate

Non-E-Screening	17.25%	6.12%	53.02%
E-Screening	30.97%	7.31%	71.99%

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, 2024**
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, 2025**

3.7 Budget Narrative

Contractual Cost Budget Narrative (SF-424A, Line 6f)	
Description of Services	**Total Cost**
ITD-Related Training	**$52,632**
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.	

Total Cost: $52,632 (50% ITD - $26,316, 50% PRISM - $26,316)

95% Federal Share: $50,000

5% State Share: $2,632

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**	**$6,843**
Estimates are made for trips to various areas of Kentucky (particularly the 3 KSP-CVE regions) to assist with training; budget is based on previous travel needed for training.				

Total Cost: $6,843 (50% ITD - $3,421.50, 50% PRISM - $3,421.50)

95% Federal Share: $6,500

5% State Share: $343

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 organizations 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, 2024**
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, 2025**

4.7 Budget Narrative

Contractual Cost Budget Narrative

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

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

95% Federal Share: $40,000

5% State Share: $2,106

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 (100), while membership fees for IRP, Inc. support both ITD and PRISM programs (50/50).

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, 2024**
1	Pay IFTA Membership Fees (Annual membership)	
2	Pay IRP Membership Fees (Annual Membership)	
Project End		**September 30, 2025**

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**	**$21,368**	**$21,368**
International Fuel Tax Agreement	**1**	**$17,895**	**$17,895**
		Total	**$39,263**

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.	

Total Cost: $39,263 (ITD - $28,579, PRISM - $10,684)

95% Federal Share: $37,299

5% State Share: $1,964

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 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 back up 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, 2024**
1	Pay E-Screening State Membership	
Project End		**September 30, 2025**

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**
This provides funding for the cost to participate on the board of directors for Kentucky's electronic screening program through PrePass Safety Alliance.			

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

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 project 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, 2024**
1	Setup maintenance contracts	
2	Monitor roadside screening systems	
3	Perform preventative maintenance	
3	Troubleshoot problems and implement solutions	
Project End		**September 30, 2025**

7.7 Budget Narrative

Description of Services	Total Cost
Maintenance of Roadside Screening Systems	**$352,144**
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: $352,144 (50% ITD - $176,072, 50% PRISM - $176,072)

95% Federal Share: $334,536

5% State Share: $17,608

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 project 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, 2024**
Pay Maintenance Fees for Kentucky's MCC System	
End Project	**September 30, 2025**

8.7 Budget Narrative

Description of Services	Total Cost
Contractual agreement for the maintenance and support of the MCC System	**$283,390**
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: $283,390 (75% ITD - $212,542.50, 25% PRISM - $70,847.50)

95% Federal Share: $269,220

5% State Share: $14,170

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, 2024**
Pay Annual Maintenance Fees for Kentucky's OW/OD Permitting System	

End Project	**September 30, 2025**

9.7 Budget Narrative

Description of Services	Total Cost
Contractual agreement for the maintenance and support of the automated OW/OD permitting system	**$132,203**
KYTC has received a quote for the annual upkeep and maintenance for Kentucky's automated OW/OD load permitting and routing system.	

Total Cost: $132,203 (50% ITD - $66,101.50, 50% PRISM - $66,101.50)

95% Federal Share: $125,592

5% State Share: $6,611

10. Support FOR Kentucky's CVSP and Quarterly Reporting

10.1 Introduction

The purpose of this project is to assist with the development of Kentucky's Commercial Vehicle Safety Plan (CVSP) and 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. Reductions in staffing make it necessary for Kentucky State Police to have assistance with planning, project development, and quarterly reporting.

10.3 Performance Objectives

Specific objectives of this effort will include:

1. To assist with the preparation of 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 support for the development of the CVSP as requested by KSP.

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, 2024**
1	Facilitate Brainstorming Session with KSP and Other Stakeholders	
2	Collect and Analyze Data	
3	Coordinate and Communicate with KSP and Other Stakeholders	
4	Assist with development of Kentucky's CVSP	
5	Assist with development of Quarterly Reports (four periods)	
6	Coordinate with KSP on Submission of Project Products (as needed)	
Project End		**September 30, 2025**

10.7 Budget Narrative

Description of Services	Total Cost
Support for CVSP and quarterly reporting	**$71,672**
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 assist with the development of the CVSP and 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 and obtain training to support the activities of this project.	

Total Cost: $71,672 (50% ITD - $35,836, 50% PRISM - $35,836)

95% Federal Share: $68,088.40

5% State Share: $3,583.60

11. Maintenance of the motor Carrier Portal

11.1 Introduction

The purpose of this project is to provide operations and maintenance for Kentucky's Motor Carrier Portal (MCP) system. MCP is a web-based portal that allows interaction with any of the systems that trucking companies utilize to obtain credentials, tax licenses, permits, and registrations. It interfaces with Kentucky's screening data and provides information for the motor carrier through the MCP Dashboard. The MCP includes Passengers, Household Goods, Utility and Driveaway, U-Drive-It, trip permits, KYU, KIT, and links to the external systems such as UCR, IRP, OWOD and IFTA-IPC. The Motor Carrier Portal also provides a health dashboard allowing users to track all data interfaces to ensure all screening decisions are using the most up to date data. This project supports both the ITD and PRISM programs (50/50).

11.2 Problem Statement

The MCP system is a key component of Kentucky's ITD and PRISM programs. This program is critical for the Division of Motor Carriers, Kentucky State Police, and commercial motor carriers. Kentucky seeks funds to maintain this system.

The Division of Motor Carriers and Office of Information Technology have identified technical debt and several bugs in the Portal applications that need to be addressed. The bugs identified in the applications vary in impact to internal and

external users, and priority. The Technical debt identified for the applications requires back end technology updates to varying degrees, and will include things like .NET changes, Bootstrap upgrade, etc.

11.3 Performance Objectives

The objective of this project is to provide funding for maintenance and support for Kentucky's MCP system through:

Analysis, development, testing and deployment for high priority bugs identified by the department.

Analysis, development, testing and deployment for application technical debt, thereby improving application reliability and performance.

11.4 Program Activity Plan

KYTC will work with the Office of Information Technology (OIT) to complete the following tasks:

Task 1: Identify and Prioritize Bugs – KYTC will kick off this project with the development of a team to identify and prioritize items for development. This team will be comprised of Division of Motor Carrier staff who work regularly with the Motor Carrier Portal and motor carriers who use Portal applications. Feedback from motor carriers received through calls, emails, etc. will also be considered when identifying bugs to be worked on.

Task 2: Provide Maintenance Support for MCP Technical Debt – KYTC already has a contract for the maintenance of the MCP. Funds received through this project will be utilized to pay for the updates required to eliminate technical debt. OIT will identify and document back-end system technical debt, and solicit feedback from the Division of Motor Carriers on the priority compared to other maintenance efforts.

11.5 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.

11.6 Schedule and Milestones

	Milestone	Expected Completion Date
Project Start		**October 1, 2024**
1	Identify and Prioritize Bugs	
2	Provide Maintenance Support for MCP Technical Debt	
Project End		**September 30, 2025**

11.7 Budget Narrative

Description of Services	Total Cost
Contractual agreement for the maintenance and support of the MCP	**$105,264**
The Office of Information Technology with KYTC has contract workers that will perform this work. OIT has estimated the personnel costs associated with this project by looking over the project plan and using the hours required along with personnel cost rates. The estimates are based on previous OIT projects delivered to the Division of Motor Carriers.	

Total Cost: $105,264 (50% ITD - $52,632, 50% PRISM - $52,632)

95% Federal Share: $100,000

5% State Share: $5,264

12. Budget Summary

Project	Line Item	Chapter	FFY2024 Original	FFY2024 Revised	Change	95% Federal	5% State
KYTC 1 Maintenance of CVIEW, inspection software	Contractual 1	1	$ 195,682.00	$ 195,682.00	$ -	$ 185,897.90	$ 9,784.
KYTC 2 ITD/PRISM Admin & Tech Support (Contractural)	Contractual 2	2	$ 194,737.00	$ 194,737.00	$ -	$ 185,000.15	$ 9,736.
KYTC 2 ITD/PRISM Admin & Tech Support (Travel)	Travel 1	3	$ 11,895.00	$ 11,895.00	$ -	$ 11,300.25	$ 594.
KYTC 3 ITD/PRISM Training (Contractural)	Contractual 3	4	$ 52,632.00	$ 52,632.00	$ -	$ 50,000.40	$ 2,631.
KYTC 3 ITD/PRISM Training (Travel)	Travel 2	5	$ 6,843.00	$ 6,843.00	$ -	$ 6,500.85	$ 342.
KYTC 4 Data Quality	Contractual 4	6	$ 42,106.00	$ 42,106.00	$ -	$ 40,000.70	$ 2,105.
KYTC 5 IRP/IFTA Dues	Other	7	$ 39,263.00	$ 39,263.00	$ -	$ 37,299.85	$ 1,963.
KYTC 6 E-Screening Membership Dues	Other	8	$ 7,895.00	$ 7,895.00	$ -	$ 7,500.25	$ 394.
KYTC 7 Maintenance of Roadside Systems	Contractural 5	9	$ 352,144.00	$ 352,144.00	$ -	$ 334,536.80	$ 17,607.
KYTC 8 Maintenance of Motor Carrier Connect System	Contractual 6	10	$ 283,390.00	$ 283,390.00	$ -	$ 269,220.50	$ 14,169.
KYTC 9 Maintenance of OW/OD System	Contractural 7	11	$ 132,203.00	$ 132,203.00	$ -	$ 125,592.85	$ 6,610.
KYTC 10 Preparation of CVSP/Quarterlies	Contractural 8	12	$ 102,106.00	$ 71,672.00	$ (30,434.00)	$ 68,088.40	$ 3,583.
KYTC 11 Maintenance of MCP	Contractural 9	13	$ 105,264.00	$ 105,264.00	$ -	$ 100,000.80	$ 5,263.
		Totals	$1,526,160.00	$1,495,726.00	$ (30,434.00)	$1,420,939.70	$ 74,786.

Funds in Support of ITD/PRISM Programs

Project	Line Item	FFY2024 Revised	ITD	Prism
KYTC 1 Maintenance of CVIEW, inspection software	Contractual 1	$ 195,682.00	$ 97,841.00	$ 97,841.00
KYTC 2 ITD/PRISM Admin & Tech Support (Contractural)	Contractual 2	$ 194,737.00	$ 97,368.50	$ 97,368.50
KYTC 2 ITD/PRISM Admin & Tech Support (Travel)	Travel 1	$ 11,895.00	$ 9,211.00	$ 2,684.00
KYTC 3 ITD/PRISM Training (Contractural)	Contractual 3	$ 52,632.00	$ 26,316.00	$ 26,316.00
KYTC 3 ITD/PRISM Training (Travel)	Travel 2	$ 6,843.00	$ 3,421.50	$ 3,421.50
KYTC 4 Data Quality	Contractual 4	$ 42,106.00	$ 21,053.00	$ 21,053.00
KYTC 5 IRP/IFTA Dues	Other	$ 39,263.00	$ 28,579.00	$ 10,684.00
KYTC 6 E-Screening Membership Dues	Other	$ 7,895.00	$ 3,947.50	$ 3,947.50
KYTC 7 Maintenance of Roadside Systems	Contractural 5	$ 352,144.00	$ 176,072.00	$ 176,072.00
KYTC 8 Maintenance of Motor Carrier Connect System	Contractual 6	$ 283,390.00	$ 212,542.50	$ 70,847.50
KYTC 9 Maintenance of OW/OD System	Contractural 7	$ 132,203.00	$ 66,101.50	$ 66,101.50
KYTC 10 Preparation of CVSP/Quarterlies	Contractural 8	$ 71,672.00	$ 35,836.00	$ 35,836.00
KYTC 11 Maintenance of MCP	Contractural 9	$ 105,264.00	$ 52,632.00	$ 52,632.00
		$ 1,495,726.00	$ 830,921.50	$ 664,804.50

Revised 07/02/2024

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 §200.1 Definitions) 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. For more information, please see 2 CFR § 200.414 Indirect (F&A) costs.

- ***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 computers *12 months = 324 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 invesitgating the aquistion 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 08/14/2023

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	$7,142,534.00	$375,923.00	$7,518,457.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,127,769.00
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	$508,737.14	$26,775.64	$535,512.78	$0.00
Overtime subtotal	**$508,737.14**	**$26,775.64**	**$535,512.78**	**$653,205.76**
Personnel total	**$2,718,424.92**	**$143,074.88**	**$2,861,499.80**	**$1,052,922.79**

Fringe Benefits				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
MOE	$0.00	$0.00	$0.00	$678,480.07
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	$406,989.71	$21,420.51	$428,410.22	$0.00
Fringe Benefits total	**$2,115,051.33**	**$111,318.44**	**$2,226,369.77**	**$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	$116,707.50	$6,142.50	$122,850.00	$0.00
Patrol Vehicle Equipment	$34,328.25	$1,806.75	$36,135.00	$0.00
Equipment total	**$151,035.75**	**$7,949.25**	**$158,985.00**	**$0.00**

Supplies				
	Federal Share	State Share	Total Project Costs (Federal + State)	MOE
Boots	$47,035.26	$2,475.54	$49,510.80	$0.00
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
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	$1,420,939.70	$74,786.30	$1,495,726.00	$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
Lexis Nexis	$47,500.00	$2,500.00	$50,000.00	$0.00
Contractual and Subaward total	**$1,643,239.70**	**$86,486.30**	**$1,729,726.00**	**$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	**$7,142,534.05**	**$375,922.95**	**$7,518,457.00**	**$1,751,369.00**
Total Costs Budgeted	**$7,142,534.05**	**$375,922.95**	**$7,518,457.00**	**$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	$7,142,534.00	$375,923.00	$7,518,457.00

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without prior approval (15% of MCSAP Award Amount):	$1,127,769.00
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	$508,737.14	$26,775.64	$535,512.78	$653,205.76
Personnel Total	$2,718,424.92	$143,074.88	$2,861,499.80	$1,052,922.79
Fringe Benefits Total	$2,115,051.33	$111,318.44	$2,226,369.77	$678,480.07
Travel Total	$48,748.30	$2,565.70	$51,314.00	$0.00
Equipment Total	$151,035.75	$7,949.25	$158,985.00	$0.00
Supplies Total	$137,505.81	$7,237.42	$144,743.23	$19,966.14
Contractual and Subaward Total	$1,643,239.70	$86,486.30	$1,729,726.00	$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	$7,142,534.05	$375,922.95	$7,518,457.00	$1,751,369.00
Indirect Costs	$0.00	$0.00	$0.00	NA
Total Costs Budgeted	**$7,142,534.05**	**$375,922.95**	**$7,518,457.00**	**$1,751,369.00**

Part 5 - Certifications and Documents

Part 5 Section 1 - Overview

Part 5 includes electronic versions of specific requirements, certifications and documents that a State must agree to and abide by 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.

These certifications must be completed and signed on an annual basis.

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

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

- (•) Yes
- ( ) Yes, uploaded certification document
- ( ) No

State Certification declaration:

I, Emily Horton, 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. No exceptions. Note: This form is signed and submitted electronically on behalf of, and with the approval of, Major Emily Horton.

Part 5 Section 3 - 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? Emily Horton
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 emily.horton@ky.gov

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

- (●) Yes
- ( ) Yes, uploaded certification document
- ( ) No

I, Emily Horton, certify that KENTUCKY 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. Note: This form is signed and submitted electronically on behalf of, and with the approval of, Major Emily Horton. Kentucky has one open finding (KY/FI-1-2010-MC Finding 4385) related to two incompatibilities between the FMCSRs and Kentucky Kentucky statute KRS 281.600. If short, this statute provides exceptions to two types of vehicles, used in intrastate commerce, which are incompatible with the FMCSRs because they grant an exemption from Part 393 of the FMCSRs for these vehicles. This finding was reviewed as a part of the recent National Program Review and the KSP is coordinating with the FMCSA KY Division Office to implement an appropriate remedy. A corrective action plan is in place. The KSP is in the process of attempting to have this statute updated to remedy the incompatibility. The KSP has drafted updated statutory language which is currently under review by legal staff. Provided that a legislative sponsor can be found, the KSP is seeking to have this statute updated during the upcoming legislative session which lasts from approximately January until March 2024. If the KSP's efforts are unsuccessful, the KSP will repeat the process during subsequent legislative sessions. The KSP provides regular updates to the FMCSA KY Division Office on the status of this finding on its quarterly performance evaluation reports and at any other time upon request.

Part 5 Section 4 - 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
SB 96	06/29/2023	KRS 189.990	Effective on June 29, 2023, KRS 189.990 was amended to provide for enhanced penalties for violations of a posted bridge weight limit on bridges more than 75 years old. A copy of this bill can be found in the attachments.

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

( ) Yes (●) No

AN ACT relating to motor vehicles.

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

➔SECTION 1. A NEW SECTION OF KRS CHAPTER 189 IS CREATED TO READ AS FOLLOWS:

(1) As used in this section:

(a) "Local government" means any city, county, urban-county government, consolidated local government, charter county government, or unified local government of the Commonwealth;

(b) "Participant" means any person who drives or maintains a motor vehicle used in a racing event;

(c) "County roads" has the same meaning as in KRS 178.010(1)(b);

(d) "Streets" has the same meaning as in KRS 177.365(4); and

(e) "Racing event" means a motor vehicle race which is sanctioned by a nationally or internationally recognized racing organization and includes preparations, practices, and qualifications for the race.

(2) A local government may provide permits to allow a racing event within its jurisdiction:

(a) On county roads;

(b) On streets; or

(c) At airports, subject to approval from the relevant airport board.

(3) A local government may charge an applicant for a permit under this section:

(a) An application fee not to exceed one thousand dollars ($1,000); and

(b) The cost of any expenses incurred by the local government to facilitate the racing event.

(4) A local government that issues a permit for a racing event shall ensure the applicant for the permit has:

(a) Adequate insurance to pay any damages incurred because of loss or injury

to any person or property;

(b) Adequate security, emergency services, and necessary facilities provided during the racing event; and

(c) The ability to protect the health, safety, and welfare of the citizens of the local government, the race participants, and those attending the racing event.

(5) For the facilitation of a racing event sanctioned under this section, a local government may:

(a) Temporarily close roads, streets, alleys, sidewalks, and airport runways;

(b) Reroute pedestrian and motor vehicle traffic; and

(c) Waive local ordinances and traffic regulations.

(6) No less than sixty (60) days prior to a scheduled racing event, a local government shall provide written notice to the Transportation Cabinet of any racing event permit issued under this section. The written notice shall include:

(a) The time, date, and location of the racing event;

(b) The nationally or internationally recognized racing organization sponsoring the event;

(c) A road closure plan that specifies the streets, roads, alleys, sidewalks, and airport runways that will be temporarily closed or obstructed during the racing event;

(d) A traffic control plan that specifies the on-site traffic controls and detour routes to be used during the racing event; and

(e) The names and phone numbers of emergency and law enforcement contacts overseeing the racing event.

(7) The route of a racing event under this section shall not use or cross any state maintained highway.

(8) So long as the participants adhere to all requirements and regulations set forth by

the nationally or internationally recognized racing organization sponsoring the racing event, participants in a racing event under this section shall be exempt from all vehicle equipment and operation standards of this chapter.

➔Section 2. KRS 189.990 is amended to read as follows:

(1) Any person who violates any of the provisions of KRS 189.020 to 189.040, subsection (1) or (4) of KRS 189.050, KRS 189.060 to 189.080, subsections (1) to (3) of KRS 189.090, KRS 189.100, 189.110, 189.130 to 189.160, subsections (2) to (4) of KRS 189.190, KRS 189.200, 189.285, 189.290, 189.300 to 189.360, KRS 189.380, KRS 189.400 to 189.430, KRS 189.450 to 189.458, KRS 189.4595 to 189.480, subsection (1) of KRS 189.520, KRS 189.540, KRS 189.570 to 189.590, except subsection (1)(b) or (6)(b) of KRS 189.580, KRS 189.345, subsection (6) of KRS 189.456, and 189.960 shall be fined not less than twenty dollars ($20) nor more than one hundred dollars ($100) for each offense. Any person who violates subsection (1)(a) of KRS 189.580 shall be fined not less than twenty dollars ($20) nor more than two thousand dollars ($2,000) or imprisoned in the county jail for not more than one (1) year, or both, unless the accident involved death or serious physical injury and the person knew or should have known of the death or serious physical injury, in which case the person shall be guilty of a Class D felony. Any person who violates paragraph (c) of subsection (5) of KRS 189.390 shall be fined not less than eleven dollars ($11) nor more than thirty dollars ($30). Neither court costs nor fees shall be taxed against any person violating paragraph (c) of subsection (5) of KRS 189.390.

(2) (a) ***1. Except as provided in subparagraph 2. of this paragraph,*** any person who violates the weight provisions of KRS 189.212, 189.221, 189.222, 189.226, 189.230, 189.270, or 189.2713 shall be fined two cents ($0.02) per pound for each pound of excess load when the excess is five thousand (5,000) pounds or less. When the excess exceeds five thousand

(5,000) pounds the fine shall be two cents ($0.02) per pound for each pound of excess load, but the fine levied shall not be less than one hundred dollars ($100) and shall not be more than five hundred dollars ($500).

2. Any person who violates a posted bridge weight limit on a state-maintained bridge that is more than seventy-five (75) years old shall be fined:

a. Five hundred dollars ($500) for the first offense;

b. One thousand dollars ($1,000) for the second offense within a one (1) year period;

c. Two thousand dollars ($2,000) for any subsequent offense within a one (1) year period.

The Transportation Cabinet shall erect signs warning drivers of the increased fines in this subparagraph. Signs erected under this subparagraph shall be placed in such a manner that drivers are given adequate warning in order to exit the road prior to crossing the bridge. If warning signs are not erected in accordance with this subparagraph, the fines in this subparagraph shall not apply and violators shall be fined under subparagraph 1. of this paragraph.

(b) Any person who violates the provisions of KRS 189.271 and is operating on a route designated on the permit shall be fined one hundred dollars ($100); otherwise, the penalties in paragraph (a) of this subsection shall apply.

(c) Any person who violates any provision of subsection (2) or (3) of KRS 189.050, subsection (4) of KRS 189.090, KRS 189.221 to 189.230, 189.270, 189.2713, 189.280, or the dimension provisions of KRS 189.212, for which another penalty is not specifically provided shall be fined not less than ten dollars ($10) nor more than five hundred dollars ($500).

(d) 1. Any person who violates the provisions of KRS 177.985 while operating on a route designated in KRS 177.986 shall be fined one hundred dollars ($100).

2. Any person who operates a vehicle with a permit under KRS 177.985 in excess of eighty thousand (80,000) pounds while operating on a route not designated in KRS 177.986 shall be fined one thousand dollars ($1,000).

(e) Nothing in this subsection or in KRS 189.221 to 189.228 shall be deemed to prejudice or affect the authority of the Department of Vehicle Regulation to suspend or revoke certificates of common carriers, permits of contract carriers, or drivers' or chauffeurs' licenses, for any violation of KRS 189.221 to 189.228 or any other act applicable to motor vehicles, as provided by law.

(3) (a) Any person who violates subsection (1) of KRS 189.190 shall be fined not more than fifteen dollars ($15).

(b) Any person who violates subsection (5) of KRS 189.190 shall be fined not less than thirty-five dollars ($35) nor more than two hundred dollars ($200).

(4) (a) Any person who violates subsection (1) of KRS 189.210 shall be fined not less than twenty-five dollars ($25) nor more than one hundred dollars ($100).

(b) Any peace officer who fails, when properly informed, to enforce KRS 189.210 shall be fined not less than twenty-five dollars ($25) nor more than one hundred dollars ($100).

(c) All fines collected under this subsection, after payment of commissions to officers entitled thereto, shall go to the county road fund if the offense is committed in the county, or to the city street fund if committed in the city.

(5) Any person who violates KRS 189.370 shall for the first offense be fined not less than one hundred dollars ($100) nor more than two hundred dollars ($200) or imprisoned not less than thirty (30) days nor more than sixty (60) days, or both. For

each subsequent offense occurring within three (3) years, the person shall be fined not less than three hundred dollars ($300) nor more than five hundred dollars ($500) or imprisoned not less than sixty (60) days nor more than six (6) months, or both. The minimum fine for this violation shall not be subject to suspension. A minimum of six (6) points shall be assessed against the driving record of any person convicted.

(6) Any person who violates KRS 189.500 shall be fined not more than fifteen dollars ($15) in excess of the cost of the repair of the road.

(7) Any person who violates KRS 189.510 or KRS 189.515 shall be fined not less than twenty dollars ($20) nor more than fifty dollars ($50).

(8) Any peace officer who violates subsection (2) of KRS 189.520 shall be fined not less than thirty-five dollars ($35) nor more than one hundred dollars ($100).

(9) (a) Any person who violates KRS 189.530(1) shall be fined not less than thirty-five dollars ($35) nor more than one hundred dollars ($100), or imprisoned not less than thirty (30) days nor more than twelve (12) months, or both.

(b) Any person who violates KRS 189.530(2) shall be fined not less than thirty-five dollars ($35) nor more than one hundred dollars ($100).

(10) Any person who violates any of the provisions of KRS 189.550 shall be guilty of a Class B misdemeanor.

(11) Any person who violates subsection (3) of KRS 189.560 shall be fined not less than thirty dollars ($30) nor more than one hundred dollars ($100) for each offense.

(12) The fines imposed by paragraph (a) of subsection (3) and subsections (6) and (7) of this section shall, in the case of a public highway, be paid into the county road fund, and, in the case of a privately owned road or bridge, be paid to the owner. These fines shall not bar an action for damages for breach of contract.

(13) Any person who violates any of the provisions of KRS 189.120 shall be fined not less than twenty dollars ($20) nor more than one hundred dollars ($100) for each

offense.

(14) Any person who violates any provision of KRS 189.575 shall be fined not less than twenty dollars ($20) nor more than twenty-five dollars ($25).

(15) Any person who violates subsection (2) of KRS 189.231 shall be fined not less than twenty dollars ($20) nor more than one hundred dollars ($100) for each offense.

(16) Any person who violates restrictions or regulations established by the secretary of transportation pursuant to subsection (3) of KRS 189.231 shall, upon first offense, be fined one hundred dollars ($100) and, upon subsequent convictions, be fined not less than one hundred dollars ($100) nor more than five hundred dollars ($500) or imprisoned for thirty (30) days, or both.

(17) (a) Any person who violates any of the provisions of KRS 189.565 shall be guilty of a Class B misdemeanor.

(b) In addition to the penalties prescribed in paragraph (a) of this subsection, in case of violation by any person in whose name the vehicle used in the transportation of inflammable liquids or explosives is licensed, the person shall be fined not less than one hundred dollars ($100) nor more than five hundred dollars ($500). Each violation shall constitute a separate offense.

(18) Any person who abandons a vehicle upon the right-of-way of a state highway for three (3) consecutive days shall be fined not less than thirty-five dollars ($35) nor more than one hundred dollars ($100), or imprisoned for not less than ten (10) days nor more than thirty (30) days.

(19) Every person violating KRS 189.393 shall be guilty of a Class B misdemeanor, unless the offense is being committed by a defendant fleeing the commission of a felony offense which the defendant was also charged with violating and was subsequently convicted of that felony, in which case it is a Class A misdemeanor.

(20) Any law enforcement agency which fails or refuses to forward the reports required by KRS 189.635 shall be subject to the penalties prescribed in KRS 17.157.

(21) A person who operates a bicycle in violation of the administrative regulations promulgated pursuant to KRS 189.287 shall be fined not less than ten dollars ($10) nor more than one hundred dollars ($100).

(22) Any person who violates KRS 189.860 shall be fined not more than five hundred dollars ($500) or imprisoned for not more than six (6) months, or both.

(23) Any person who violates KRS 189.754 shall be fined not less than twenty-five dollars ($25) nor more than three hundred dollars ($300).

(24) Any person who violates the provisions of KRS 189.125(3)(a) shall be fined fifty dollars ($50). This fine shall be subject to prepayment. A fine imposed under this subsection shall not be subject to court costs pursuant to KRS 24A.175, additional court costs pursuant to KRS 24A.176, the fee imposed pursuant to KRS 24A.1765, or any other additional fees or costs.

(25) Any person who violates the provisions of KRS 189.125(3)(b) shall not be issued a uniform citation, but shall instead receive a courtesy warning up until July 1, 2009. For a violation on or after July 1, 2009, the person shall be fined thirty dollars ($30). This fine shall be subject to prepayment. A fine imposed under this subsection shall not be subject to court costs pursuant to KRS 24A.175, additional court costs pursuant to KRS 24A.176, a fee imposed pursuant to KRS 24A.1765, or any other additional fees or costs. A person who has not been previously charged with a violation of KRS 189.125(3)(b) may elect to acquire a booster seat meeting the requirements of KRS 189.125. Upon presentation of sufficient proof of the acquisition, the charge shall be dismissed and no fees or costs shall be imposed.

(26) Any person who violates the provisions of KRS 189.125(6) shall be fined an amount not to exceed twenty-five dollars ($25). This fine shall be subject to prepayment. A fine imposed under this subsection shall not be subject to court costs pursuant to KRS 24A.175, additional court costs pursuant to KRS 24A.176, the fee imposed pursuant to KRS 24A.1765, or any other additional fees or costs.

(27) Fines levied pursuant to this chapter shall be assessed in the manner required by KRS 534.020, in amounts consistent with this chapter. Nonpayment of fines shall be governed by KRS 534.020 and 534.060.

(28) A licensed driver under the age of eighteen (18) charged with a moving violation pursuant to this chapter as the driver of a motor vehicle may be referred, prior to trial, by the court to a diversionary program. The diversionary program under this subsection shall consist of one (1) or both of the following:

(a) Execution of a diversion agreement which prohibits the driver from operating a vehicle for a period not to exceed forty-five (45) days and which allows the court to retain the driver's operator's license during this period; and

(b) Attendance at a driver improvement clinic established pursuant to KRS 186.574. If the person completes the terms of this diversionary program satisfactorily the violation shall be dismissed.

(29) A person who violates the provisions of subsection (2) or (3) of KRS 189.459 shall be fined two hundred fifty dollars ($250). The fines and costs for a violation of subsection (2) or (3) of KRS 189.459 shall be collected and disposed of in accordance with KRS 24A.180. Once deposited into the State Treasury, ninety percent (90%) of the fine collected under this subsection shall immediately be forwarded to the personal care assistance program under KRS 205.900 to 205.920. Ten percent (10%) of the fine collected under this subsection shall annually be returned to the county where the violation occurred and distributed equally to all law enforcement agencies within the county.

(30) Any person who violates KRS 189.292 or 189.294 shall be fined twenty-five dollars ($25) for the first offense and fifty dollars ($50) for each subsequent offense.

(31) Any person who violates KRS 189.281(5) or (7)(b) shall be subject to a fine of two hundred fifty dollars ($250). This fine shall be subject to prepayment. A fine imposed under this subsection shall not be subject to court costs pursuant to KRS

24A.175, additional costs pursuant to KRS 24A.176, the fee imposed pursuant to KRS 24A.1765, or any other additional fees or costs.

DATA ANALYSIS & TRENDS

Kentucky will enter its thirty-fifth year of the performance-based enforcement plan and begins its sixth year of the multi-year format and the third 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 third 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 and 2022 showed an increase in collisions back to levels consistent with the average of the pre-pandemic years of 2014-2019. However, a notable decrease in fatalities occurred from 2021 (87 fatalities) to 2022 (75 fatalities) as 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 2022 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 substantially higher 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. The number of collisions in each region was relatively stable except for Region 2 which saw a significant increase (+172, +10.2%) in collisions from 2021 while also seeing a decline in fatal collisions (-8, -22.2%). Region 1 showed a significant decrease in fatal collisions during 2022 (-13, -56.5%) compared to calendar year 2021. Overall, though the total number of collisions increased in 2022, the number of injury and fatal collisions both declined. (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 11% of fatality crashes in calendar year 2022 a slight decrease from the 13% during calendar year 2021 (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 2022, which is also consistent with 2020 & 2021. 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 & 2021.

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 & 2021 data.

The most common human factors included "inattention", followed by "misjudge clearance. Looking at vehicular factors of the commercial vehicle, we see the largest percentage being identified as "other" which is a non-specific catch all category. However, CMV's are consistent with previous years when we look at "Tire Failure" and "Load Securement" crashes as being identified issues and items that should be concentrated on during inspections. The most

common environmental factor was “slippery surface” followed by “construction work zone” and “other.” (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 significant 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 high crash 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, R. Bolduc, utilizing KYOPS crash database, FMCSA A & I data and FHWA on-line data. Data captured during August 2023.

Narrative Overview for FY 2022 – 2024

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, 4,986 in calendar year 2020 compared to 6,170 during calendar year 2019. Unfortunately, fatalities in Kentucky increased during 2020, 100 compared to 88 during 2019.

With the new three year cycle, the 2018 - 2020 high crash corridors are 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.

KSP has updated the number of crashes on its identified high crash corridors using 2020 - 2022 crash data, broken down to show 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.

Table 1. Summary of Commercial Vehicle Crashes (2000-2022) (KYOPS Data, August 2023, R. Bolduc)

CMV Collisions on Public Roads						
Year	Total Crashes	Fatal Crashes	Fatalities	Injury Crashes	Collision Change from Prior Year	% Collision Change from Prior Year
2000	8,228	83	96	1,785		
2001	7,244	79	95	1546	-984	-11.96%
2002	6,610	94	113	1,391	-634	-8.75%
2003	6,700	104	115	1,362	90	1.36%
2004	6,641	105	119	1,316	-59	-0.88%
2005	6,814	107	123	1,351	173	2.61%
2006	6,807	88	99	1,332	-7	-0.10%
2007	6,652	91	101	1,267	-155	-2.28%
2008	6,236	88	105	1,097	-416	-6.25%
2009	4,930	90	101	916	-1,306	-20.94%
2010	5,072	75	91	895	142	2.88%
2011	5,400	72	78	923	328	6.47%
2012	5,048	63	69	856	-352	-6.52%
2013	5,266	62	70	897	218	4.32%
2014	5,913	63	68	938	647	12.29%
2015	6,401	76	86	1,044	488	8.25%
2016	6,077	80	88	953	-324	-5.06%
2017	5,794	58	68	897	-283	-4.66%
2018	6,153	69	81	936	359	6.20%
2019	6,170	81	88	884	17	0.28%
2020	4,986	88	100	759	-1,184	-19.19%
2021	5,899	87	102	903	913	18.31%
2022	6,076	75	84	873	177	3.00%

Note on Table 1 & other collision data: During the preparation of the FFY 2024 CVSP, an error was discovered in the way KYOPS reported CMV collision data for 2017-2020. For data run during those years, KYOPS was including CMV collisions which occurred in parking lots in addition to collisions on public roads. The data above, and any similar data throughout this CVSP, contains the corrected data which reports only CMV collisions occurring on public roads, excluding collisions occurring on private property, parks, and parking lots.

Table 2. Roadside Vehicle Inspections in Kentucky (2004-2022) (SafetyNet, A&I Data, August 2023, R. Bolduc)

Time Period - CY	Number of Inspections	Inspection Accuracy	Crash Accuracy
2004	81,677	82%	-
2005	86,044	59%	-
2006	79,218	90%	-
2007	84,205	77%	-
2008	83,983	99%	-
2009	90,337	99%	97%
2010	98,004	99%	97%
2011	115,337	99%	97%
2012	98,400	99%	98%
2013	86,603	99%	98%
2014	73,381	99%	98%
2015	72,214	99%	97%
2016	65,496	99%	97%
2017	78,985	99%	98%
2018	77,835	99%	98%
2019	62,994	99%	98%
2020	55,470	100%	99%
2021	55,895	100%	98%
2022	63,376	100%	100%

Table 3. Fatality and Crash Rate based on CMV Fatalities, Crashes and VMT for all Vehicles (KYOPS, A&I, FHWA Data, August 2023, R. Bolduc)

Year	**CMV Fatalities**	**KY VMT** (billions)	**Fatality Rate** (fatalities per 100 million vehicle miles traveled)	**CMV Crashes**	**Crash Rate**
2005	123	47.4	0.259	6,814	14.3
2006	103	47.7	0.215	6,807	14.2
2007	101	47.9	0.21	6,652	13.8
2008	105	47.5	0.22	6,236	13.1
2009	101	47.4	0.213	4,930	10.4
2010	91	48	0.19	5,083	10.6
2011	78	48.1	0.162	5,376	11.1
2012	69	47.3	0.145	5,029	10.6
2013	70	47	0.148	5,241	11.1
2014	67	47.9	0.14	5,892	12.3
2015	86	48.6	0.177	6,358	13.1
2016	88	49.3	0.178	6,034	12.2
2017	68	49.2	0.138	6,517	13.2
2018	81	49.5	0.163	6,932	14
2019	88	49.4	0.178	6.154	12.45
2020	100	46.5	0.215	4,981	10.71
2021	102	48.1	0.212	5,850	12.58
2022	84	49.8 (est)	0.169	6,076	12.21

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. During 2022, both the number of fatalities and the fatality rate was notably lower and comparable to the rates experienced in 2015 and 2018, though with a lower total number of collisions in 2022.

Table 4. 2015 - 2022 Crashes per CVE Region (Commercial Vehicles) (KYOPS Data, August 2023, R. Bolduc)

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	**2022** CMV Crashes	**2022** Fatalities
1	802	16	760	10	841	13	811	14	761	7	933	23	927	10
2	2,272	28	2,072	17	2,135	23	2,148	28	1,431	34	1,689	36	1,861	28
3	1,953	20	1,927	12	2,111	14	2,166	14	1,831	21	2,154	6	2,162	12
4	398	6	371	6	387	7	385	5	380	9	441	6	414	9
5	516	8	512	9	521	9	508	12	457	12	528	11	553	12
6	136	2	152	4	159	3	152	8	127	6	156	5	159	4

Table 5. Comparison of All Non-Commercial Vehicle Crashes to Commercial Vehicle Crashes (2022) (KYOPS Data, August 2023, R. Bolduc)

		CRASHES			PERCENT OF TOTAL CRASHES	
VARIABLE	CATEGORY	NON-CMV	CMV	ALL	NON-CMV	CMV
Severity	Fatal	636	75	711	89%	11%
	Injury	18,966	873	19,839	96%	4%

Table 6. Comparison of Crash Factors (2022) (KYOPS Data, August 2023, R. Bolduc)

VARIABLE	CATEGORY	NON-CMV CRASHES	CMV CRASHES	ALL CRASHES
Severity	Fatal	636	75	711
	Injury	18,966	873	19,839
Directional Analysis	**Intersection**			
	Angle	11,729	347	12,076
	Rear End	673	17	690
	Opposing left turn	1,907	33	1,940
	Same direction sideswipe	2,711	314	3,025
	All Intersection	31,427	1,281	32,708
	Non-Intersections			
	Rear end in traffic lane	10,902	578	11,480
	Rear end on shoulder/other shld.	3,095	216	3,311
	Parked vehicle	822	49	871
	Head on	2,296	106	2,402
	Opposite direction sideswipe	3,111	348	3,459
	Same direction sideswipe	6,373	1,297	7,670
	Median crossover	9	2	11
	Fixed Object	9,678	533	10,211
	Run off roadway	3,685	173	3,858
	Overturned in road	0	0	0
	Interchange ramp	1,920	190	1,920
Time of Day	12 am - 6 am	7,342	475	7,817
	6 am - 12 pm	26,237	2,176	28,413
	12 pm - 6 pm	46,069	2,548	48,617
	6 pm - 12 am	22,917	872	23,789
Day of Week	Mon. - Fri.	78,744	5,427	84,171
	Sat. - Sun.	23,941	648	24,589
Month	Jan. - March	22,863	1,575	24,438
	April - June	24,771	1,475	26,246
	July - Sept.	25,006	1,447	26,453
	Oct. - Dec.	30,045	1,578	31,623
Number of Vehicles	One	29,789	1,426	31,215
	Multiple	72,883	4,649	77,532
Land Use	Rural	22,865	1,124	23,989
	Business	41,698	1,587	43,285
	Industrial	2,358	212	2,570
	Residential	21,544	673	22,217
	School	894	26	920
	Limited Access	13,053	2,451	15,504

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

VARIABLE	CATEGORY	NON-CMVCRASHES	CMVCRASHES	ALLCRASHES
Road Surface Conditions	Dry	95,890	5,377	101,267
	Ice	6,092	664	6,756
	Sand, Mud, Dirt, Oil, Gravel	572	30	602
	Snow/Slush	0	0	0
	Wet	0	0	0
Weather	Clear	69,961	4,038	73,999
	Raining	10,107	537	10,644
	Blowing Sand, Soil, Dirt, Snow	183	19	202
	Fog/Smog/Smoke	0	0	0
	Sleet/Hail	444	54	498
	Cloudy	18,715	1,164	19,879
	Fog with Rain	199	7	206
	Snowing	2,293	212	2,505
Road Character	Straight & Level	71,735	3,996	75,731
	Straight & Grade	10,693	823	11,516
	Straight & Hillcrest	4,043	216	4,259
	Curve & Level	9,065	522	9,587
	Curve & Grade	5,160	395	5,555
	Curve & Hillcrest	1,717	115	1,832
Light Condition	Daylight	71,261	4,568	75,829
	Dawn	2,271	153	2,424
	Darkness-lighted/on	12,183	566	12,749
	Darkness-lighted/off	1,420	85	1,505
	Darkness-not lighted	11,131	562	11,693
Speed Limit (mph)	25 or less	17,037	697	17,734
	30 to 35	26,516	913	27,429
	40 to 45	19,331	676	20,007
	50 to 55	31,052	1,928	32,980
	Over 55	8,749	1,861	10,610

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

VARIABLE	CATEGORY	NON-CMV CRASHES	CMV CRASHES	ALL CRASHES
Type Accident 1st Event	**Collision with Non-fixed object**			
	Animal	2,938	36	2,974
	Deer	303	2	305
	M.V. in Trans. Other Rdwy	391	17	408
	Other Motor Vehicle	73,303	4,451	77,754
	Pedestrian	797	14	811
	Railroad Train	23	2	25
	Other Object not Fixed	293	20	313
	Collision with Fixed Object			
	Bridge Parapet End	16	2	18
	Bridge Pier, Abutment	19	1	20
	Bridge Rail	130	22	152
	Building Wall	230	20	250
	Crash Cushing/Impact Attenuator	48	6	54
	Culvert/head wall	330	9	339
	Curbing	621	13	634
	Earth Embankment/Rock Cut/Ditch	4,110	190	4,300
	Fence	849	23	872
	Fire Hydrant	139	16	155
	Guardrail End	333	17	350
	Guardrail Face	1,244	90	1,334
	Light/Luminaire Support	239	12	251
	Mailbox	659	19	678
	Median Support	205	12	217
	Other Post, Pole, or Support	371	25	396
	Overhead Sign Post	5	2	7
	Sign Post	432	31	463
	Traffic Signal Support	31	3	34
	Tree	1,246	25	1,271
	Utility Pole	1,130	80	1,210
	Other Fixed Object	0	1,571	1,571
	Non-Collision			
	Fell From Vehicle	248	25	273
	Fire/Explosion	78	7	85
	Jacknife	759	25	784
	Overturned	682	102	784
	Ran Off Roadway	1,554	3,164	4,718
	Other Non-Collision	20	0	20

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

VARIABLE	CATEGORY	NON-CMV CRASHES	CMV CRASHES	ALL CRASHES
Contributing Factors	**Human**			
	Alcohol Involvement	3,178	3	3,181
	Cell Phone	936	13	949
	Disregard Traffic Control	3,574	64	3,638
	Distraction	4,326	70	4,396
	Drug Involvement	1,104	13	1,117
	Emotional	500	4	504
	Exceeded Stated Speed Limit	1,132	8	1,140
	Failed to Yield Right of Way	11,735	237	11,972
	Fatigue	617	18	635
	Fell Asleep	1,151	28	1179
	Following Too Close	5,868	145	6,013
	Improper Backing	1,092	96	1,188
	Improper Passing	1,079	27	1,106
	Inattention	37,393	1,217	38,610
	Lost Consciousness/Fainted	683	11	694
	Medication	175	2	177
	Misjudge Clearance	8,193	964	9,157
	Not Under Proper Control	13,855	583	14,438
	Overcorrecting/Oversteering	1,954	85	2,039
	Physical Disability	167	1	168
	Sick	225	5	230
	Too Fast for Conditions	3,587	92	3,679
	Turning Improperly	1,634	75	1,709
	Weaving in Traffic	198	2	200
	Other	3,547	182	3,729
	Vehicular			
	Brakes Defective	1,289	33	1,322
	Headlights Defective	90	0	90
	Load Securement	221	54	275
	Other Lighting Defective	85	2	87
	Oversized Load on a Vehicle	50	26	76
	Overweight	7	5	12
	Steering Failure	402	13	415
	Tire Failure	509	77	586
	Tow Hitch Defective/Sep. of Units	49	7	56
	Other	1,240	107	1,347

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

VARIABLE	CATEGORY	NON-CMV CRASHES	CMV CRASHES	ALL CRASHES
Contributing Factors	**Environmental**			
	Animals Action	6,221	67	6,288
	Construction Work Zone	620	181	801
	Debris in Roadway	1,021	51	1,072
	Fixed Objects	145	16	161
	Glare	1,263	18	1,281
	Holes/Deep Ruts/Bumps	152	5	157
	Improperly Parked Vehicle(s)	322	37	359
	Improperly/Non-Working Traffic Contrls	70	4	74
	Maintenance/Utility Work Zone	274	2	276
	Shoulders Defective/Drop-off	188	34	222
	Slippery Surface	9,538	434	9,972
	View Obstructed/Limited	649	33	682
	Water Pooling	1,133	36	1,169
	Other	1,793	155	1,948

Region Specific High Crash Areas

Region One

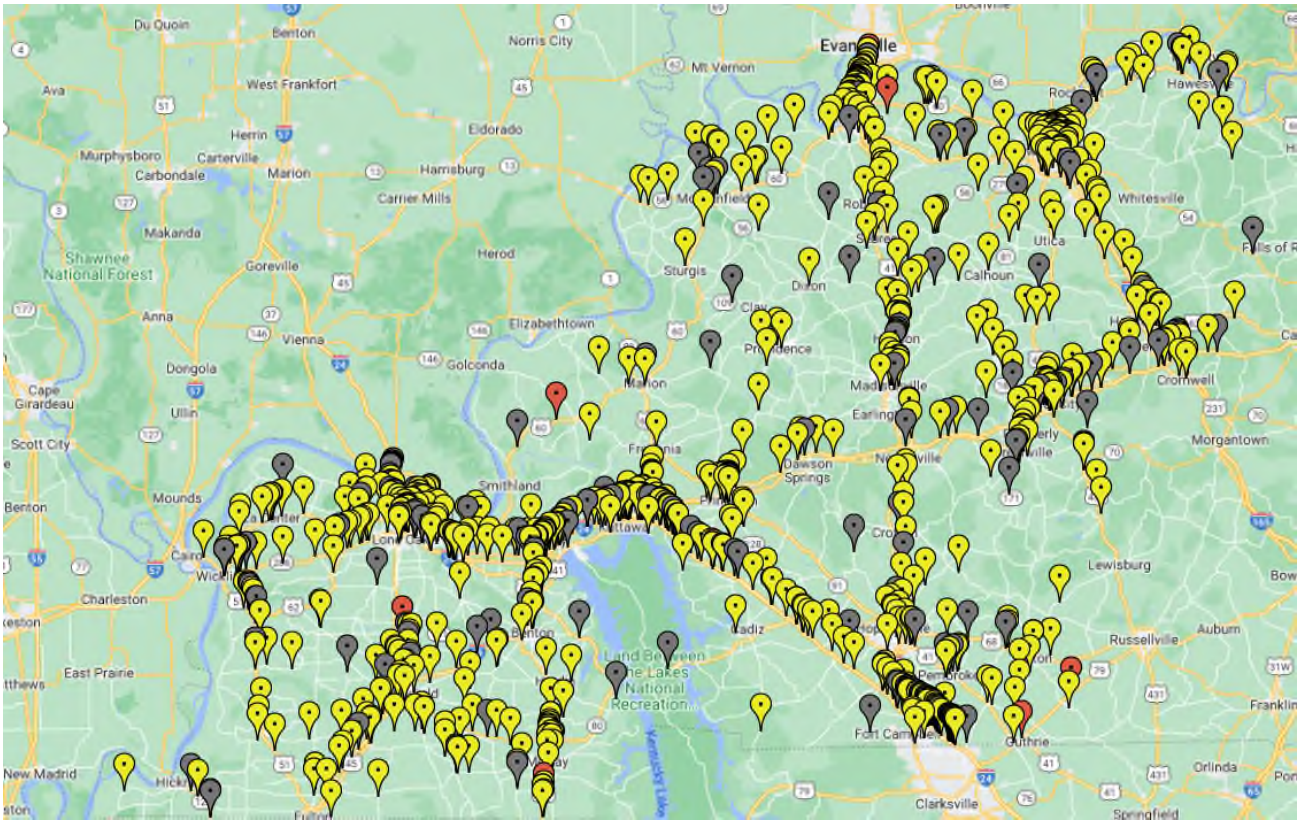
Region 1 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
MCCRACKEN	I 0024	114	142	166	165	44.7%
CHRISTIAN	I 0024	86	93	104	130	51.2%
HENDERSON	US0041	89	83	83	80	-10.1%
MARSHALL	I 0024	70	73	72	68	-2.9%
LYON	I 0024	57	61	72	87	52.6%
HOPKINS	WK9001/69	48	55	57	52	8.3%
DAVIESS	US0060	50	48	41	40	-20.0%
GRAVES	JC9003	37	35	29	26	-29.7%
CHRISTIAN	EB9004	28	35	40	42	50.0%
MUHLENBERG	WK9001	31	31	28	31	0.0%
Regional Totals		**611**	**656**	**692**	**721**	**18.2%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	926
Collisions w/injury:	154
Collisions w/fatality:	10
Collisions w/property damage:	762
Collisions w/commercial vehicle:	926
Total injuries:	237
Total fatalities:	11
Total	926

2022 – Region One CMV Crashes



Region Two

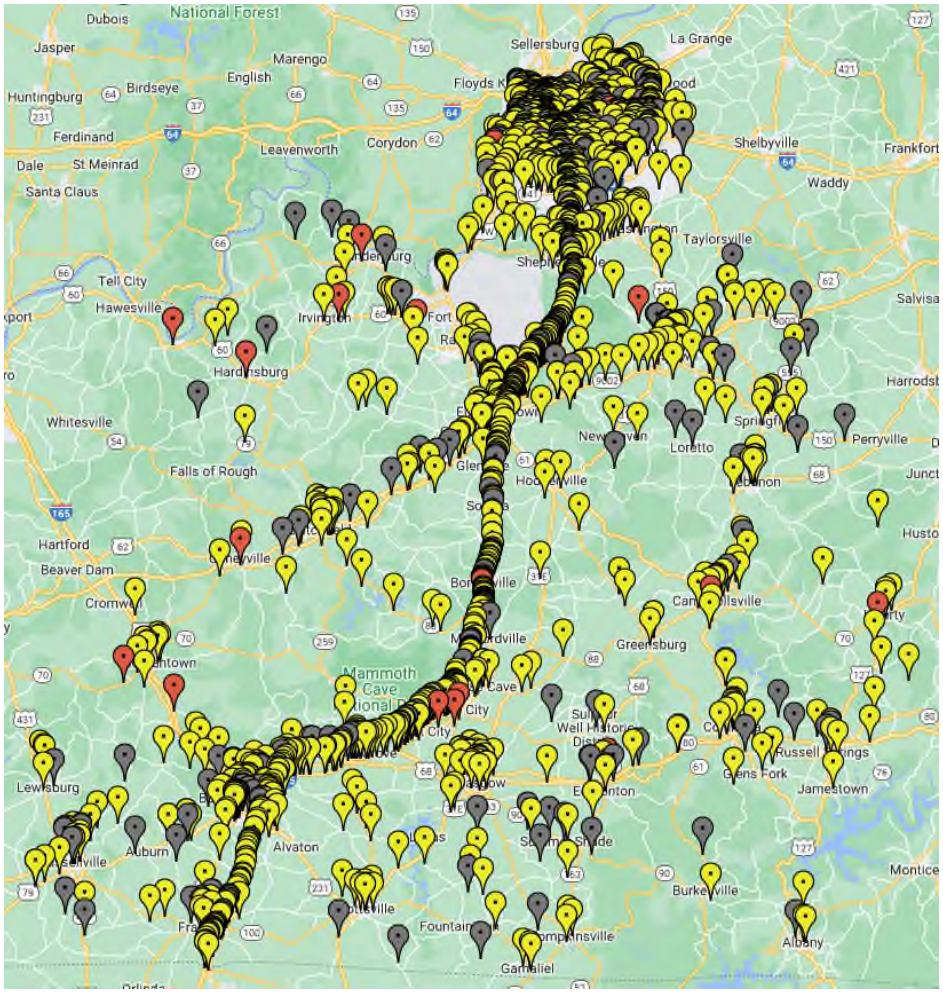
Region 2 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
JEFFERSON	I 0065	452	357	317	267	-40.9%
BULLITT	I 0065	252	267	303	317	25.8%
JEFFERSON	I 0264	304	265	213	169	-44.4%
JEFFERSON	I 0064	316	262	200	137	-56.6%
HARDIN	I 0065	311	260	228	253	-18.6%
WARREN	I 0065	202	186	201	210	4.0%
JEFFERSON	I 0265	192	164	135	123	-35.9%
JEFFERSON	I 0071	156	131	105	81	-48.1%
HART	I 0065	137	124	138	166	21.2%
JEFFERSON	US0031W	98	88	81	68	-30.6%
Regional Totals		**2420**	**2104**	**1921**	**1791**	**-26.0%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	1,861
Collisions w/injury:	320
Collisions w/fatality:	28
Collisions w/property damage:	1,513
Collisions w/commercial vehicle:	1,861
Total injuries:	468
Total fatalities:	32
Total	1,861

2022 - Region Two – CMV Crashes

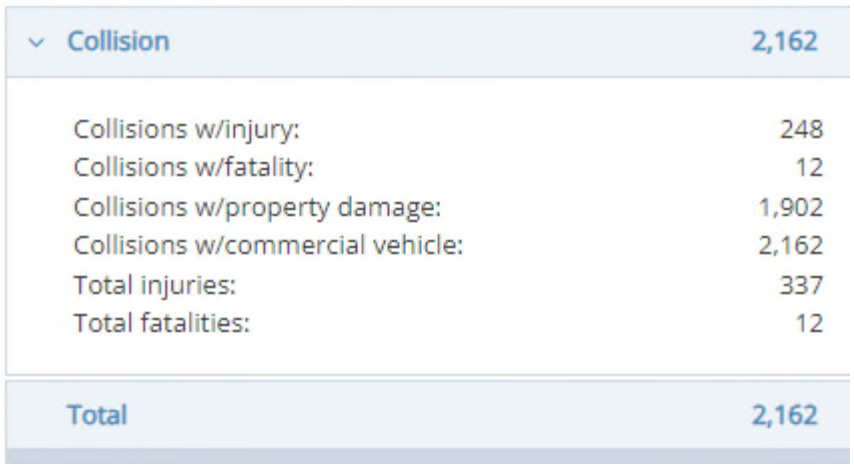


Region Three

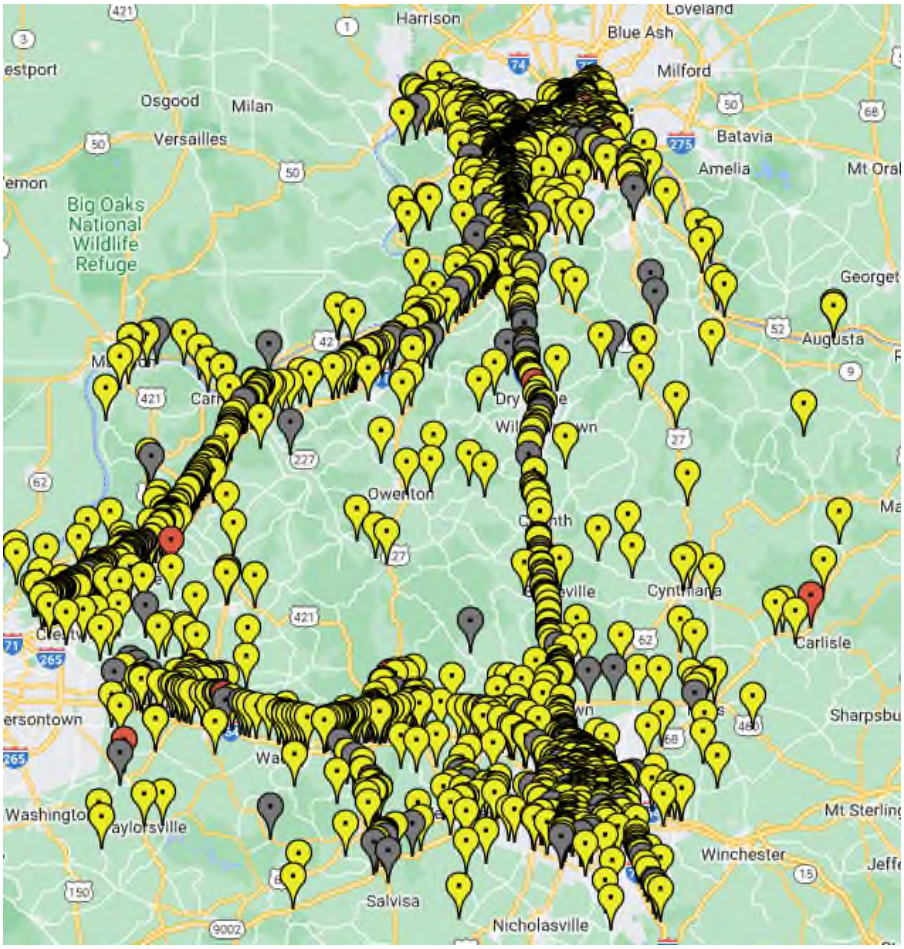
Region 3 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
KENTON	I 0075	680	738	674	607	-10.7%
BOONE	I 0075	483	535	590	634	31.3%
FAYETTE	I 0075	223	217	232	237	6.3%
OLDHAM	I 0071	150	159	162	186	24.0%
GALLATIN	I 0071	123	125	120	109	-11.4%
CARROLL	I 0071	124	120	119	108	-12.9%
SHELBY	I 0064	107	106	98	111	3.7%
SCOTT	I 0075	109	105	112	123	12.8%
KENTON	I 0275	82	104	139	144	75.6%
HENRY	I 0071	111	103	81	90	-18.9%
Regional Totals		**2192**	**2312**	**2327**	**2349**	**7.2%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map



2022 – Region Three - CMV Crashes



Region Four

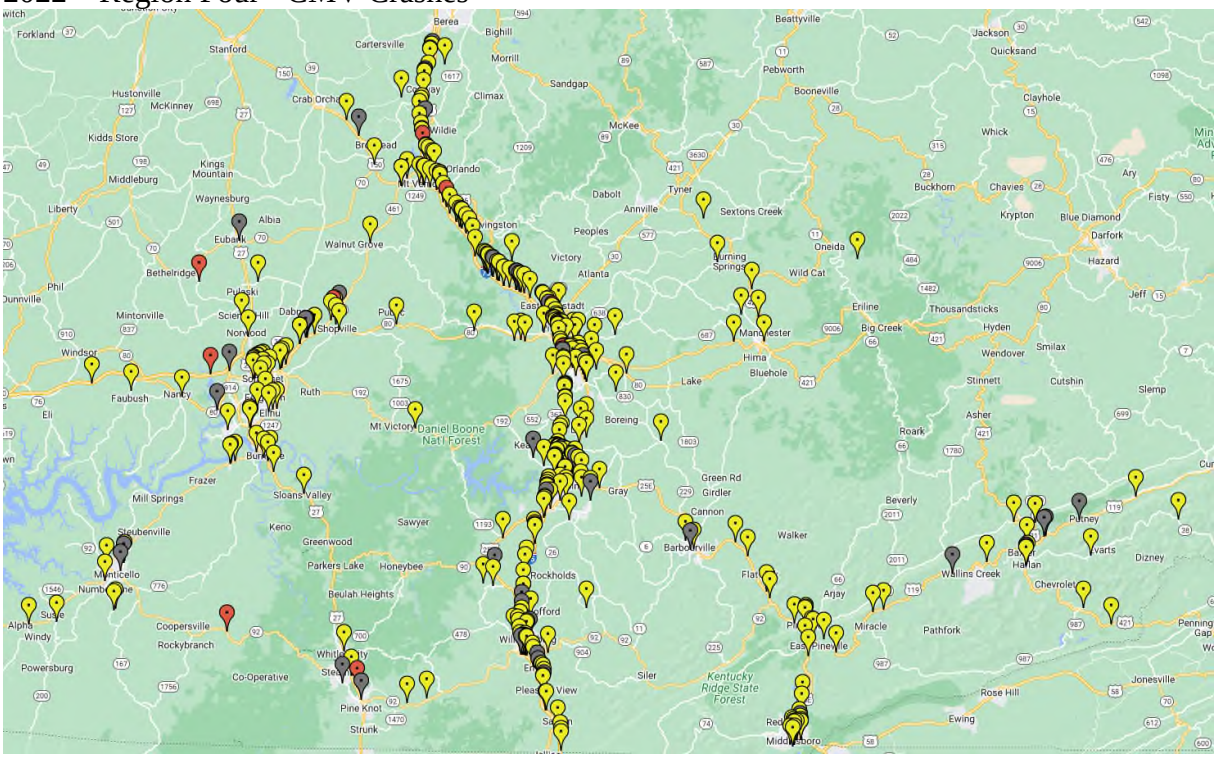
Region 4 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
LAUREL	I 0075	123	166	210	219	78.0%
ROCKCASTLE	I 0075	169	161	136	117	-30.8%
WHITLEY	I 0075	103	111	124	131	27.2%
LAUREL	US0025	36	39	43	42	16.7%
KNOX	US0025E	39	32	24	22	-43.6%
PULASKI	KY0080	32	31	28	37	15.6%
LAUREL	KY0080	36	29	33	32	-11.1%
LAUREL	US0025E	32	29	30	33	3.1%
PULASKI	US0027	36	28	28	23	-36.1%
BELL	US0025E	29	21	26	29	0.0%
Regional Totals		**635**	**647**	**682**	**685**	**7.9%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	414
Collisions w/injury:	51
Collisions w/fatality:	9
Collisions w/property damage:	354
Collisions w/commercial vehicle:	414
Total injuries:	78
Total fatalities:	11
Total	414

2022 – Region Four - CMV Crashes



Region Five

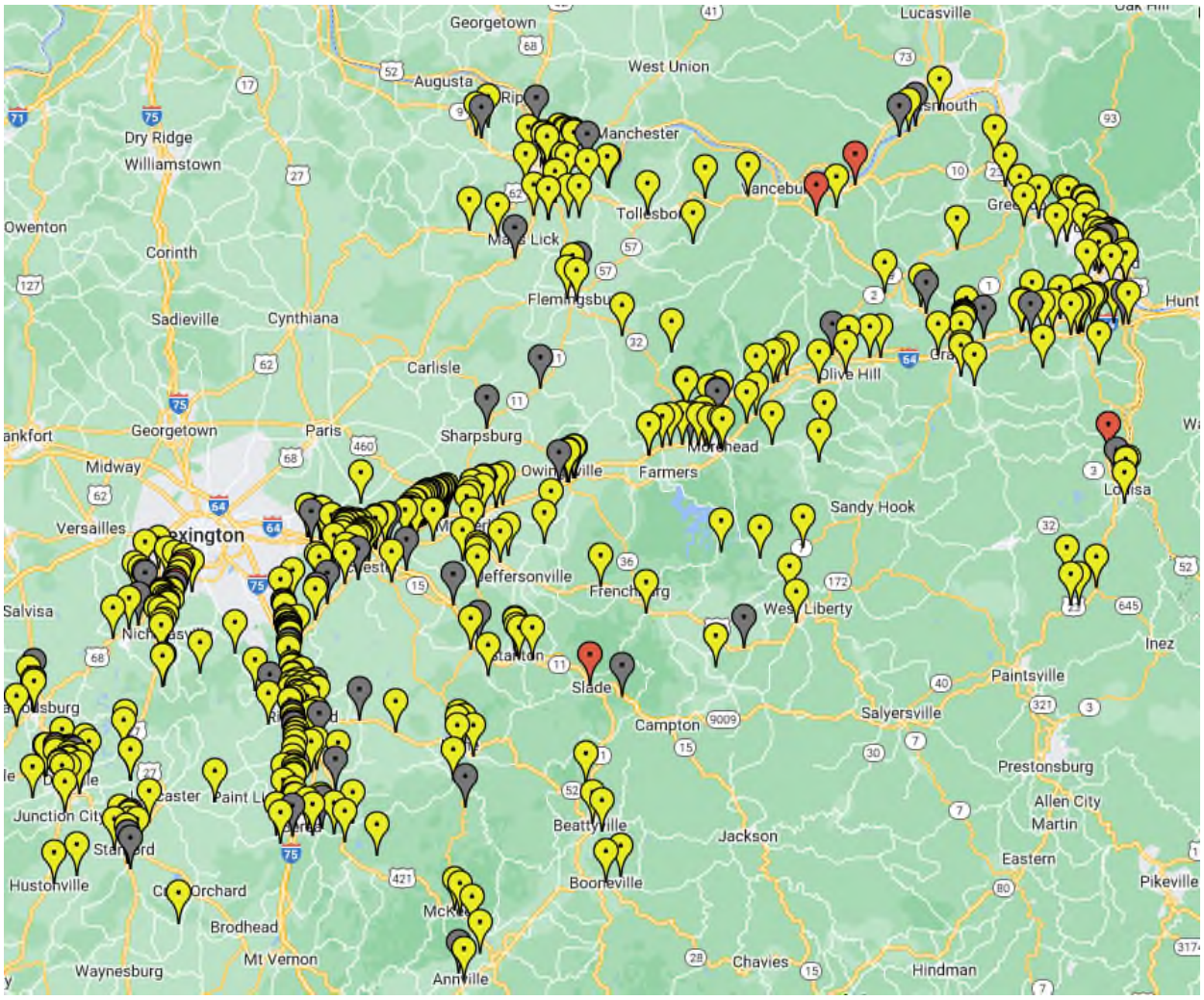
Region 5 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
MADISON	I 0075	172	151	169	179	4.1%
CARTER	I 0064	39	49	44	34	-12.8%
JESSAMINE	US0027	39	38	26	34	-12.8%
ROWAN	I 0064	29	33	37	36	24.1%
BOYD	US0060	42	30	23	14	-66.7%
BOYD	I 0064	26	29	28	29	11.5%
CLARK	I 0064	27	26	33	52	92.6%
BOYD	US0023	27	23	20	17	-37.0%
CARTER	KY0001	20	20	12	11	-45.0%
MADISON	US0025	25	19	17	12	-52.0%
Regional Totals		**446**	**418**	**409**	**418**	**-6.3%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

Collision	553
Collisions w/injury:	72
Collisions w/fatality:	12
Collisions w/property damage:	469
Collisions w/commercial vehicle:	553
Total injuries:	107
Total fatalities:	12
Total	553

2022 – Region Five - CMV Crashes

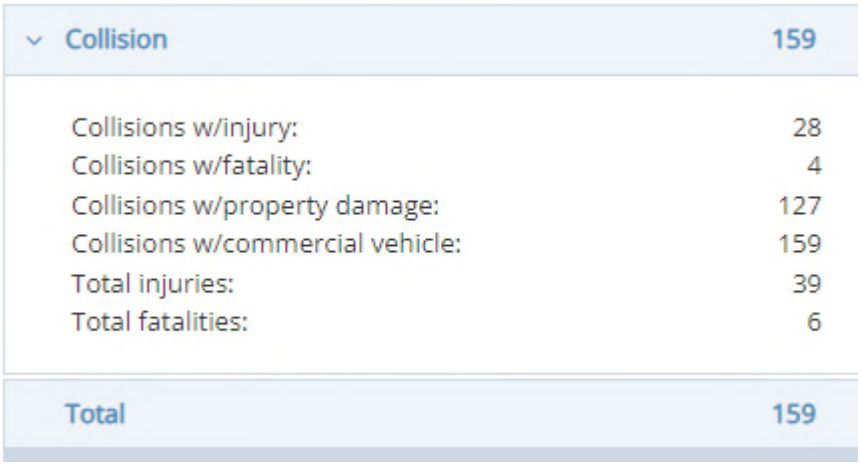


Region Six

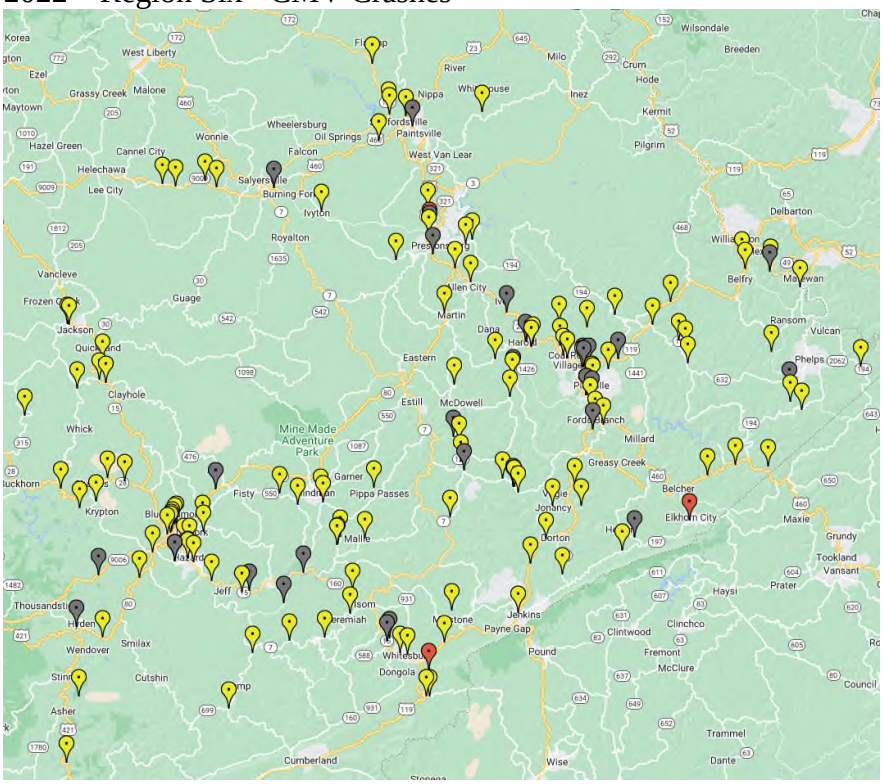
Region 6 HCC Top 10						
County	**Route**	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**% Change 17-19 vs 20-22**
PIKE	US0023	54	48	42	39	-27.8%
FLOYD	US0023	19	23	20	24	26.3%
PERRY	KY0015	28	21	15	11	-60.7%
PIKE	KY0194	13	13	10	11	-15.4%
PIKE	US0460	14	12	9	7	-50.0%
PIKE	US0119	11	11	14	15	36.4%
MAGOFFIN	US0460	12	11	9	6	-50.0%
LETCHER	US0119	8	10	10	9	12.5%
BREATHITT	KY0015	6	8	7	6	0.0%
JOHNSON	US0023	9	7	6	4	-55.6%
Regional Totals		**174**	**164**	**142**	**132**	**-24.1%**

Note: A yellow highlight indicates that a fixed weigh station is on this route.

Calendar Year 2022 Crashes data and map

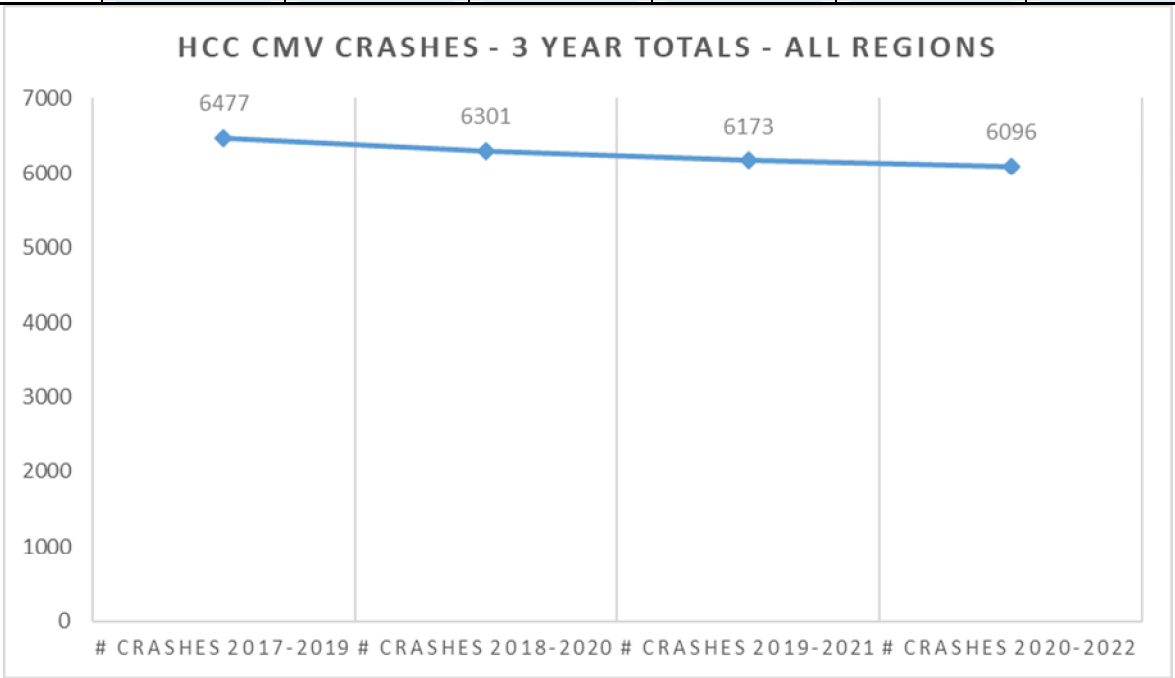


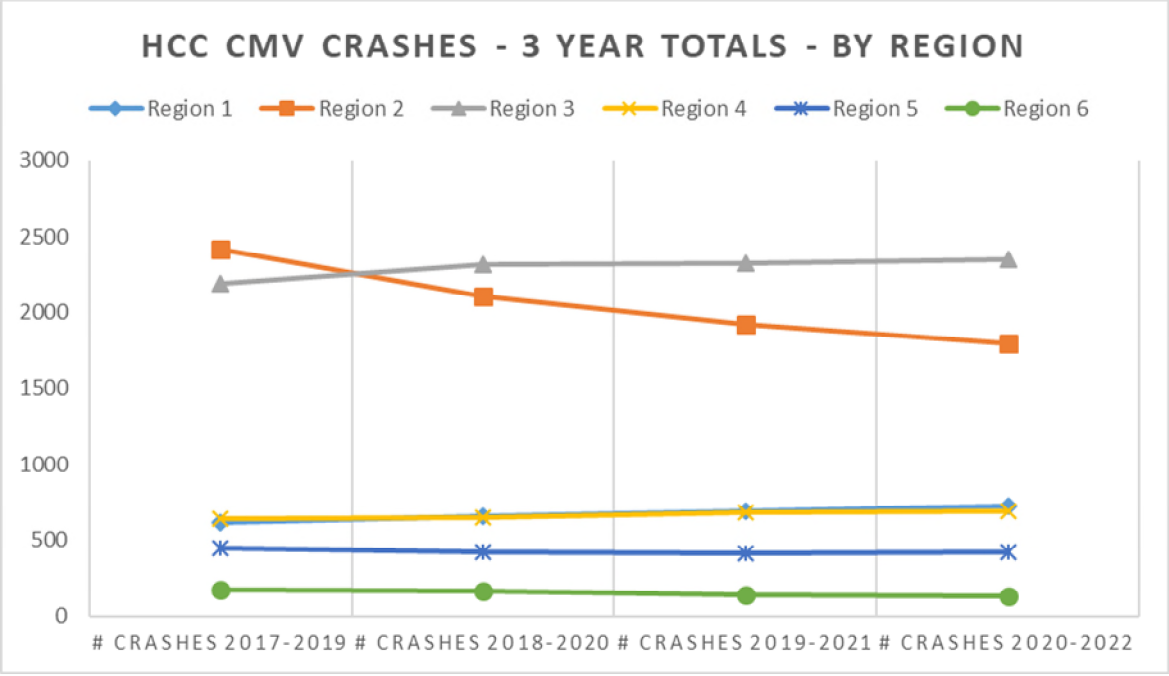
2022 – Region Six - CMV Crashes



All Regions Combined

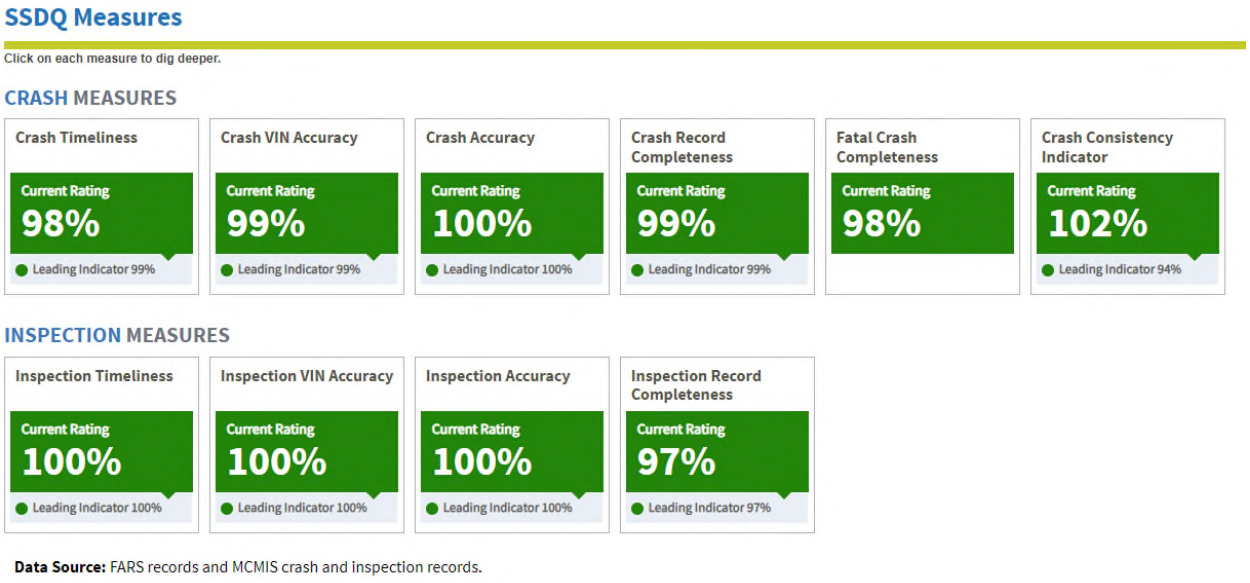
Total All Regions HCC Top 10						
Region	**# Crashes 2017-2019**	**# Crashes 2018-2020**	**# Crashes 2019-2021**	**# Crashes 2020-2022**	**Change 17-19 vs 20-22**	**% Change 17-19 vs 20-22**
Region 1	610	656	692	721	111	18.2%
Region 2	2420	2104	1921	1791	-629	-26.0%
Region 3	2192	2312	2327	2349	157	7.2%
Region 4	635	647	682	685	50	7.9%
Region 5	446	418	409	418	-28	-6.3%
Region 6	174	164	142	132	-42	-24.1%
Statewide	**6477**	**6301**	**6173**	**6096**	**-381**	**-5.9%**





Region Crash Data Per Corridor 2020 - 2022						
	Region One	**Region Two**	**Region Three**	**Region Four**	**Region Five**	**Region Six**
% Crashes on top 10 High Crash Corridors	72%	78%	68%	85%	71%	71%
% Crashes on Identified Non High Crash Corridors	28%	22%	32%	15%	29%	29%

SSDQ Measures
08/11/2023



Data Source: FARS records and MCMIS crash and inspection records.

Out Of Service Catch Rate
08/11/2023

Kentucky: Summary of Out-of-Service (OOS) Catch Counts & Rates (June 2023 Results)					
Measures		**FY 2021**	**FY 2022**	**FY 2023 YTD***	**June 2023**
Inspection Counts	Inspections On All OOS Carriers	30	60	38	4
	Inspections On All OOS Carriers Identified	29	59	37	4
OOS Carriers not Identified	Imminent Hazard Carriers not Identified	0	0	0	0
	Unsatisfactory/Unfit Carriers not Identified	0	0	1	0
	Other OOS Types not Identified	1	1	0	0
OOS Carriers Identified	Imminent Hazard Carriers Identified	0	0	0	0
	Unsatisfactory/Unfit Carriers Identified	3	12	1	1
	Other OOS Types Identified	26	47	36	3
% Identified (OOS Catch Rate)	% of All OOS Carriers Identified	96.67%	98.33%	97.37%	N/A
	% of Imminent Hazard & Unsat/Unfit Carriers Identified	100.00%	100.00%	50.00%	N/A

By Pass Routes

08/11/2023

Region One

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021	Crashes 2020 – 2022
DAVIESS	030 US-0231	10	8	7	7	2	10
LYON	072 US-0062	17	19	13	14	5	20
TODD	110 US-0079	10	8	8	8	9	13
UNION	113 KY-0056	6	9	6	4	4	9
FULTON	038 KY-1648	0	0	0	0	0	0

Region Two

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021	Crashes 2020 – 2022
ALLEN	002 US-0031E	13	14	11	10	4	9
ALLEN	002 US-0231	1	2	4	5	4	5
HARDIN	047 I-0065	436	438	376	323	97	304
HARDIN	047 US-0031W	37	31	59	69	7	42
LOGAN	071 US-0431	29	28	23	24	18	19
LOGAN	071 US-0068	19	20	17	16	2	31
LOGAN	071 US-0079	7	9	15	17	4	13
SIMPSON	1007 US-0031W	74	73	63	47	4	37
SIMPSON	107 KY-1008	6	5	7	5	15	9
WARREN	114 WN-9007	38	36	40	40	14	33
WARREN	114 US-0068	48	43	41	35	13	34

Region Three

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021	Crashes 2020 – 2022
BOONE	008 US-0042	37	41	39	34	20	50
KENTON	059 US-0025	36	42	45	45	29	63
SCOTT	105 US-0025	21	14	10	10	3	9
SHELBY	106 US-0060	19	18	16	10	6	19

Region Four

COUNTY	ROUTE	Crashes 2015 – 2017	Crashes 2016 – 2018	Crashes 2017 – 2019	Crashes 2018 – 2020	Crashes 2019 – 2021	Crashes 2020 – 2022
LAUREL	063 US-0025	36	34	38	42	6	45
LAUREL	063 KY-0192	27	34	16	19	18	22
LAUREL	063 US-0025E	40	42	34	32	12	38

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.

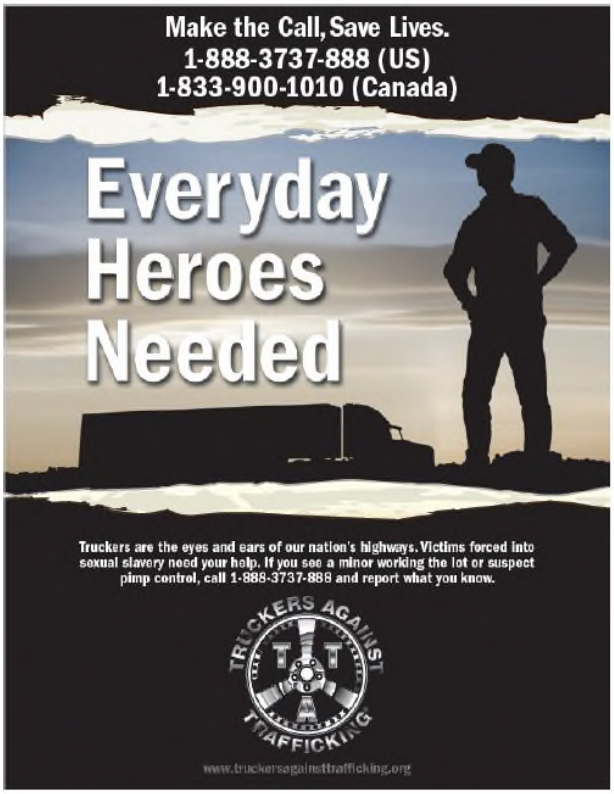
What are the risks? - Texting is risky because it causes the driver to take his/her eyes off the roadway. Dispatching devices that are part of a fleet management system can be used for other purposes, but texting on a dispatching device is indistinguishable from texting on another text-capable device,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

Http://www.kentuckystatepolice.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

May 16, 2022
KSP Participates in 'International Roadcheck' Enforcement Campaign:
KSP will participate in the Commercial Vehicle Safety Alliance's (CVSA) annual International Roadcheck enforcement program from May 17-19. This 72-hour enforcement blitz occurs in the U.S., Canada, and Mexico to ensure commercial motor vehicles and drivers comply with regulations.
"We want every vehicle on our roadways to be in proper working order for the safety of the driver operating that vehicle and everyone traveling on our roadways," said CVSA President Capt. John Broers with the South Dakota Highway Patrol.
Inspectors will be looking for critical vehicle inspection item violations outlined in the North American Standard Out-of-Service Criteria. If a violation is found, the vehicle will be placed out of service and will not be able to operate on the road until the identified issue is corrected.
Each year, CVSA focuses on a specific aspect of roadside inspection during International Roadcheck. This year, the focus is on wheel ends. Wheel end components support the heavy loads carried by commercial motor vehicles, maintain stability and control, and are critical for braking. According to CVSA, wheel end components account for about one quarter of the vehicle out-of-service violations during International Roadcheck, and past data consistently shows wheel ends as a top 10 violation.
KSP Major Nathan Day, Division Director for the Commercial Vehicle Enforcement Troop, says the International Roadcheck program is essential for highway safety.
"It's important to our agency that motorists are safe on our roadways," said Major Nathan Day. "International Roadcheck is another way for us to ensure safety and remove any commercial vehicles or drivers that put others in danger."
Vehicles that successfully pass inspection, without any critical vehicle inspection item violations found after a completed Level I or Level V Inspection, should receive a CVSA decal. In general, vehicles with a CVSA decal are not re-inspected during the three-month period that the decal is valid. Instead, inspectors focus their efforts on vehicles without a valid CVSA decal.
CVE inspectors will check the driver's operating credentials, hours-of-service documentation, seat belt usage, and alcohol and/or drug impairment during the inspection. If an inspector discovers driver-related out-of-service conditions, a driver will be placed out of service.
According to CVSA, last year's International Roadcheck conducted more than 40,000 commercial motor vehicles inspections, with 6,710 commercial motor vehicles and 2,080 drivers removed from roadways. The top out-of-service driver violation category in North America was hours of service, accounting for 33.6% of all driver out-of-service conditions.
International Roadcheck is a CVSA program with participation by the Federal Motor Carrier Safety Administration, Pipeline and Hazardous Materials Safety Administration, Canadian Council of Motor Transport Administrators, Transport Canada, and the Secretariat of Communications and Transportation (Mexico).
Officer Douglas

Photos from post:


MILLENNIAL
TRANSPORT SERVICES

Social Media

Note: Yellow highlighted items indicate a CVE-related enforcement or educational outreach item by KSP, regardless of funding source.

2022 CVE Facebook Post and Analytics

Social Media Post and Date	Impressions	Reach	Engagement
12/26/2022_Make it Home for the Holidays Enforcement Initiative	12,913	12,582	173
12/25/2022_Make it Home for the Holidays Enforcement Initiative	19,923	18,790	772
12/24/2022_Make it Home for the Holidays Enforcement Initiative	27,280	26,325	818
12/23/2022_Operation C.A.R.E.	9,519	9,210	97
12/22/2022_Drive Sober or Get Pulled Over	9,891	9,600	86
12/21/2022_Make it Home for the Holidays Enforcement Initiative	20,386	20,162	295
12/19/2022_Make it Home for the Holidays Enforcement Initiative	7,401	7,037	81
12/17/2022_Make it Home for the Holidays Enforcement Initiative	14,854	14,584	309
12/14/2022_Make it Home for the Holidays Enforcement Initiative	16,048	15,431	234
12/08/2022_Shop with a Trooper_CVE Officer_Post 12	40,283	32,059	4,611
11/25/2022_Operation C.A.R.E.	9,572	9,402	115
11/21/2022_Operation C.A.R.E.	10,959	10,744	174
11/10/2022_Promotional Ceremony	44,023	39,798	11,344
10/02/2022_Operation SafeDRIVE	6,392	6,312	110
10-15-2022_6-State Trooper Project_Drug Interdiction	39,156	37,571	2,353
9-2-2022_Drive Sober or Get Pulled Over	17,942	17,942	417
07/23/2023_Move Over	18,506	18,414	1,158
07/22/2023_Move Over Video		118.7K	1.9K
07/21/2022_Civilian Awards	29,132	20,759	1,717
07/20/2022_Move Over	69,004	57,502	2,884
07/18/2022_Move Over Video		12.8K	276
7/17/2022_Move Over	31,599	31,599	2,091

06/23/2022_Operation SafeDRIVE Video		16.9K	199
06/06/2022_Secure Your Load	83,082	78,171	4,077
06/01/2022_Happy Bday Kentucky (CVE Officer in Photo)	35,436	34,613	2,861
05/16/2022_International Roadcheck	55,407	47,376	1,117
05/05/2022_Apprentice Program_Video		24.7K	527
05/05/2022_Operation C.A.R.E.	14,756	14,010	147
04/23/2022_Cammack Death Anniversary	25,012	23,833	837
04/22/2022_Aaron Stidham_Passed Away from Cancer	193,923	182,680	20,940
03/17/2022_Operation C.A.R.E. (St. Patrick's Day)		61.8K	1.2K
03/12/2022_Operation C.A.R.E.	27,677	26,048	541
03/10/2022_6 State Trooper Project_Drug Interdiction	50,763	50,763	2,143
03/02/2022_SafeDRIVE	17,787	17,532	255
02/18/2022_6 State Trooper Project	17,960	16,821	725
02/13/2022_Superbowl Enforcement Video		55.9K	1.4K

2022 CVE Twitter Post and Analytics

Social Media Post and Date	Impressions	Engagement
12/17/2022_Make it Home for the Holidays Initiative	2,017	20
11/09/2022_Retweek Gov. Beshear Promotion Ceremony		222
07/17/2022_Move Over	10,343	377
07/11/2022_Operation Safe Driver Week	3,717	93
06/26/2022_ Retweet KYTC "Trucks Park Here"		12
06/21/2022_Operation SafeDRIVE	5,079	170
06/06/2022_Retweet Ky Highway Safety_Secure Your Load Day		22
06/07/2022_Secure Your Load Day	2,983	172
05/16/2022_International Roadcheck	3,044	68

05/16/2022_Retweet Fox56 News_International Roadcheck		10
02/17/2022_Retweet Chad Hedrick Interstate Safety		7
02/16/2022_Farm Machinery Show_Officer Douglas	2,606	66

2022 CVE Instagram Post and Analytics

Social Media Post and Date	Impressions	Reach	Engagement
12/13/2022_Shop with a Trooper_CVE Officer_Post 12	7,988	6,279	635
12/09/2022_Shop with a Trooper_CVE Officer_Reel		8,463	659
11/10/2022_Promotional Ceremony (CVE units promoted)	10,606	7,840	640
08/22/2022_Safety Town_Officer Dougas	3,348	2,904	143
07/24/2022_Civlian Awards (CVE Inspector - job performance)	4,900	4,451	202
07/17/2022_Move Over Reel		19,064	1,273
06/01/2022_Happy Bday, KY (CVE Officer in Photo)	5,363	4,684	331
03/17/2022_Operation C.A.R.E.	14,284	13,000	939
02/24/2022_CVE History Facts	7,586	5,824	315
02/13/2022_Superbowl Enforcement	11,266	10,225	794

2022 CVE LinkedIn Post and Analytics

Social Media Post and Date	Impressions	Reactions
02/2022_Promotional Ceremony (CVE officers promoted)	1,437	37
04/2022 Coffee with a Trooper_Officer Jason Morris	977	24
4/1/2022_Job Ad_CVE Inspector_Franklin	183	4

07/2022_Civilian Awards (CVE employee achievement)	1,736	28
06/2022_Kentucky Birthday_CVE Officer in Photo	445	14
05/2022_Apprentice Program	742	27

2022 CVE Press Releases

Date	Release Title	Recipients	Sent By:
11/16/2022	Kentucky State Police Enhance Public Safety with the Promotion of Troopers and Officers	442	Jason Morris
10/28/2022	Kentucky State Police Investigate Fatal Collision in Meade County	437	Jason Morris
Sep-22	Fatal Collision involving Grayson County Man on the Western KY Parkway	504	Jason Morris
6/21/2022	Kentucky State Police to Participate in Operation SafeDRIVE	676	Jason Morris
5/23/2022	*UPDATE* Two Vehicle Injury Collision in Adair County Closes Parkway	246	Jason Morris
5/16/2022	Kentucky State Police Inspectors Ensure Commercial Vehicles are Compliant	796	Jason Morris
5/4/2022	Two Vehicle Injury Collision in Adair County Closes Parkway	246	Jason Morris
4/26/2022	Fatal Collision in Breckinridge Co. on US60	252	Jason Morris
4/14/2022	Overturned Truck Closes Parkway and Injures One Person in Metcalfe County	248	Jason Morris
2/28/2022	9 Vehicle Collision in Muhlenberg County on the Western Kentucky Parkway	278	Jason Morris
11/10/2022	Kentucky State Police Enhance Public Safety with the Promotion of Troopers and Officers (Pike County)	647	Steven Douglas
6/21/2022	Kentucky State Police Participate in Operation SafeDRIVE	651	Steven Douglas
5/16/2022	Kentucky State Police Inspectors Ensure Commercial Vehicles are Compliant	646	Steven Douglas

2022 CVE News Coverage/Print Media

News Story Title	News Organization	Date	Link
International Roadcheck	WBKO	5/16/2022	https://www.wbko.com/2022/05/16/ksp-commercial-vehicle-inspections-program-begin-this-week/
KSP Promotions	WNKY	11/9/2022	https://www.wnky.com/beshear-ksp-recognize-31-troopers-and-officers-for-promotions/
KSP Civilian Awards	WNKY	7/21/2022	https://www.wnky.com/ksp-honors-15-employees-with-annual-civilian-awards/
Funeral Held for late KSP Officer	ABC36	4/25/2022	https://www.wtvq.com/ksp-officer-begins-chemo-treatment/
Operation SafeDRIVE	WYMT	6/21/2022	https://www.wymt.com/2022/06/21/kentucky-state-police-begin-safedrive-initiative/
Weigh Station Cameras	CDL Life	9/13/2022	https://cdllife.com/2022/one-kentucky-weigh-station-now-has-driver-focus-cameras-that-can-see-inside-your-cab-but-theyll-be-installed-in-13-more-locations-soon/
International Roadcheck	FOX56	5/16/2022	https://fox56news.com/news/kentucky/kentucky-state-police-conducting-commercial-vehicle-inspections/
Operation SafeDRIVE	LEX18	7/21/2022	https://www.lex18.com/news/kentucky-state-police-participate-in-operation-safedrive
Operation SafeDRIVE	WTLO	6/22/2022	https://www.wtloam.com/2022/06/22/kentucky-state-police-announce-their-safedrive-initiative/
Operation SafeDRIVE	WOWK-TV	6/21/2022	https://www.wowktv.com/news/local/kentucky-state-police-participate-in-campaign-to-keep-drivers-safe-on-the-road/
Operation SafeDRIVE	WPSD	7/21/2022	https://www.wpsdlocal6.com/news/kentucky-state-police-participate-in-operation-safedrive-with-focus-on-interstate-safety/article_01a48644-f18c-11ec-90da-273f08fcaeca.html
Operation SafeDRIVE	ABC36	6/21/2022	https://www.wtvq.com/ksp-to-target-driving-behaviors-that-lead-to-crashes-in-operation-safedrive/
Operation SafeDRIVE	CBS17	3/2/2022	https://www.cbs17.com/news/operation-safedrive-aims-to-eliminate-crashes-on-southeast-i-95/
Operation SafeDRIVE	Columbia Magazine	6/21/2022	http://www.columbiamagazine.com/index.php?sid=122937
KSP CVE Participating in Operation SafeDRIVE	AAMVA MOVE Magazine	4/1/2022	https://www.aamva.org/publications-news/move-magazine

2022 CVE Media Outreach

Media Type	Safety Total
Facebook	29
Twitter	11
Instagram	4
Linkedin	0
Press Releases	4
News Coverage	12
Grand Total	**60**