

# **KENTUCKY**

## **Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2018**

**Date of Approval: Sep 18, 2018**

**Final CVSP**

## Part 1 - MCSAP Overview

### 1 - Introduction

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

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

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

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

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

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

## 2 - Mission/Goal Statement

### Instructions:

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

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

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

Kentucky's mission and goals support the United States Department of Transportation's and the Federal Motor Carrier Safety Administration's (FMCSA's) fatality reduction goals. During calendar year (CY) 2013 this was to reduce roadway fatalities involving large trucks and buses per 100 million vehicle miles traveled (VMT) to 0.114 from 0.117 in 2012. For Kentucky, this goal translated to reducing CMV fatalities from the CY 2011 .160 rate to .157. Kentucky significantly surpassed that goal by seeing a reduction and rate of .145 and .146 in CY 2012 and 2013. Kentucky will continue to utilize activities of enforcement, public awareness and other traffic safety methods in an effort to reduce the fatality crash rate by .001 during CY 2018 compared to the rate during CY 2016 while supporting the primary mission of the Federal Motor Carrier Safety Administration (FMCSA) to reduce crashes, injuries and fatalities involving large trucks and buses.

Kentucky's 2018 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 2018 CVSP will also contain activities that follow the FY 2018 FMCSA national priorities with the exception of Oilfield Operations as Kentucky does not have any significant issues relating to oilfield operations. The continuing implementation of CSA has provided challenges and change within the KSP; resources have been redirected to deal with DataQ's and compliance review changes and the KSP follows the guidance relating to the adjudicated citation policy.

With the modification to the MCSAP BASIC grant structure in 2017 and inclusion of the New Entrant program under the MCSAP umbrella, the 2018 CVSP will include Kentucky's continued effort and dedication to the New Entrant program with a goal of reducing the number and severity of crashes, injuries, and fatalities involving commercial motor vehicles by reviewing new interstate motor carriers to ensure that they have effective safety management programs. Kentucky will also continue efforts to implement and sustain an intrastate New Entrant program which began being allowed with the 2017 FFY. The intrastate program will not interfere with Kentucky's efforts regarding interstate carriers.

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

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

Data source: FMCSA A&I crash statistics, J. E. Smoot, June 2017

### 3 - MCSAP Structure Explanation

#### Instructions:

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

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

Kentucky will be entering its 29<sup>th</sup> year in the Motor Carrier Safety Assistance Program. The Department of Kentucky State Police (KSP) under the Justice and Public Safety Cabinet is the lead MCSAP agency within the Commonwealth. The Department is broken into three divisions, Administrative, Operations and Technical Services, the Commercial Vehicle Enforcement function now falls within the Operations Division as a Troop. CVE has its central headquarters located in Frankfort, KY with six regions throughout the state. The current projected operation staffing is approximately 189 sworn and civilian personnel. This staffing is broken down as follows:

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

4 Additional inspectors that are assigned as New Entrant Auditors,

86 sworn officers that perform these same duties as above, both at scale facilities and through patrol operations, which includes officers and supervisors, additionally, officers conduct drug and criminal interdiction as well as traffic enforcement within the Commonwealth. Included in the 86 are compliance review officers, currently 4 that work within the Programs Branch.

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

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

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

Kentucky's program is comprehensive, encompassing all National Program elements outlined by FMCSA. In addition to routine inspection and enforcement operations, the KSP continues the program that was put into place in 2005 to conduct all New Entrant Safety Audits on Kentucky interstate motor carriers and will continue efforts to implement an Intrastate New Entrant program in FFY 2018.

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

KSP continues to fund three sub-grantees that are trained to complete NAS inspections: Louisville Metro Police Department, the Lexington Fayette Urban County Police and the Boone County Sheriff's Office; these agencies conduct MCSAP inspections and perform traffic enforcement activities. The utilization of the sub-grantees has been of great benefit in staffing their jurisdictions and relieving CVE of the burden of those large areas. Lexington currently has 21 certified level one inspectors while Louisville has 18 and Boone county 7.

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

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

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



of operating authority of motor carriers.

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

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

The FFY 2018 CVSP will take into account the National Priorities which are applicable to KY:

1. Enforcement of OOS orders at roadside which has been a priority of the KSP and was the main reason that the KSP changed to the Iteris InSpec reporting software. The KSP is at or near a 100% catch rate.
2. CSA Phase III - The KSP takes advantage of any training provided from the FMCSA in all areas but specifically in the areas of CSA and New Entrant. The KSP will plan on attending and implementing the CSA Phase III training when released.
3. Energy Enforcement and Cargo Tank Operations - The KSP has recently providing refresher training for Roadside Hazardous Materials training and will do the same for Cargo Tank during FFY 2017 to strengthen our inspectors roadside capability and observation skills relating to cargo tanks.
4. Electronic Logging Devices - The KSP will take advantage of the NTC training when available and prepare to move into the ELD age of enforcement by evaluating where we need to go and what type of activities, training or methods of transfer need to be addressed. The KSP has two NAS Part A and B instructors on staff and they will be heavily involved in this endeavor. The KY Transportation Research Center is developing a study to assist the KSP and industry.
5. Passenger Carrier Safety - The KSP will continue with its efforts to address passenger carrier safety by completing terminal inspections since Kentucky has little to no end point destinations where they can be completed.
6. Traffic Enforcement - The KSP continues to utilize its road officers for traffic enforcement on CMV's on both high crash corridors, by-pass routes on other roads that are identified by commanders where commercial vehicle enforcement is desired. The KSP does not utilize traffic enforcement on non CMV's or on CMV's without an inspection.
7. Compliance Reviews/Investigations – The KSP continues to staff dedicated officers within the Program Branch that concentrate on completing intrastate reviews but have been increasingly involved with assisting the FMCSA Division Office in addressing Interstate carriers to assist.
8. New Entrant Safety Audits – The KSP continues to staff dedicated inspectors within the Program Branch that concentrate on completing interstate audits. The reality of the decreased workload since beginning off-site audits has allowed the Programs Branch Supervisor to reduce the work force in this area without suffering a manpower issue. Additionally, with the reduced workload and the inclusion of intrastate audits into the MCSAP, the KSP will continue to look into the possibility of completing intrastate reviews while not allowing this to interfere or cause the interstate program to suffer.
9. 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.
10. Data Collection/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.
11. Public Education/Awareness – KY continues its efforts to both educate and provide safety awareness messages to the public. The addition of the Teens and Trucks programs in schools during calendar year 2016-2017 is one of the newest avenues that the KSP has taken.

**4 - MCSAP Structure****Instructions:**

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

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

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

Lead Agency Information	
Agency Name:	KENTUCKY STATE POLICE
Enter total number of personnel participating in MCSAP activities	188
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	173
Traffic Enforcement Activities	132
Investigations*	5
Public Education and Awareness	132
Data Collection and Reporting	188
* 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	21
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	21
Traffic Enforcement Activities	21
Investigations*	0
Public Education and Awareness	21
Data Collection and Reporting	21
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

Subrecipient Information	
Agency Name:	LOUISVILLE POLICE
Enter total number of personnel participating in MCSAP activities	18
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	18
Traffic Enforcement Activities	18
Investigations*	0
Public Education and Awareness	18
Data Collection and Reporting	18
* 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	7
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	7
Traffic Enforcement Activities	7
Investigations*	0
Public Education and Awareness	7
Data Collection and Reporting	7
* 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	0
<b>National Program Elements</b>	<b>Enter # personnel below</b>
Driver and Vehicle Inspections	0
Traffic Enforcement Activities	0
Investigations*	0
Public Education and Awareness	0
Data Collection and Reporting	0
* Formerly Compliance Reviews and Includes New Entrant Safety Audits	

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

## Part 2 - Crash Reduction and National Program Elements

### 1 - Overview

*Part 2 allows the State to provide past performance trend analysis and specific goals for FY 2018 in the areas of crash reduction, roadside inspections, traffic enforcement, audits and investigations, safety technology and data quality, and public education and outreach.*

*In past years, the program effectiveness summary trend analysis and performance goals were separate areas in the CVSP. Beginning in FY 2018, these areas have been merged and categorized by the National Program Elements as described in [49 CFR 350.109](#). This change is intended to streamline and incorporate this information into one single area of the CVSP based upon activity type.*

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

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

## 2 - CMV Crash Reduction

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

### Trend Analysis for 2012 - 2016

#### Instructions for all tables in this section:

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

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

### ALL CMV CRASHES

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

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

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

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	87	0.1670	0.18
01/01/2015	12/31/2015	86	0.1460	0.18
01/01/2014	12/31/2014	67	0.1470	0.1430
01/01/2013	12/31/2013	70	0.1560	0.1460
01/01/2012	12/31/2012	69	0.1570	0.1450

**MOTORCOACH/PASSENGER CARRIER CRASHES**

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

**Goal measurement as defined by your State:** N/A

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

KY has not identified any significant issues.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	3		
01/01/2015	12/31/2015	4		
01/01/2014	12/31/2014	3		
01/01/2013	12/31/2013	0		
01/01/2012	12/31/2012	6		

## Hazardous Materials (HM) CRASH INVOLVING HM RELEASE/SPILL

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

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

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

**Goal measurement as defined by your State:** N/A

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

KY has not identified any significant issues.

Measurement Period (Include 5 Periods)		Fatalities	Goal	Outcome
Begin Date	End Date			
01/01/2016	12/31/2016	2		
01/01/2015	12/31/2015	6		
01/01/2014	12/31/2014	3		
01/01/2013	12/31/2013	3		
01/01/2012	12/31/2012	2		

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

KYOPS, June 2017, John E Smoot

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

Kentucky has limited to no end destination locations which provides some difficulty in completing motorcoach inspections, KSP does however continue to focus on details that include terminal inspections and others as available. KSP trained twelve additional passenger carrier inspectors for agency as well as three for our local sub-grantee Lexington PD.

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. KSP has initiated carrier based terminal inspections, reviewed curb side operations in Lexington and now requires all commercial bus traffic to enter the scale facilities.

**Hazardous Materials**

Kentucky maintains a consistent hazardous materials inspection program and trains all of its CVE troop inspectors in the investigation of hazardous materials vehicles as well as cargo tank and bulk packaging. The KSP provided the majority of its inspectors an opportunity to go through the General Roadside Hazardous Materials course as a refresher during 2016 and 2017. Additionally, the KSP provided the same type of refresher training in the areas of Cargo Tank during 2017 and will do so with Other Bulk Packaging during FFY 2018. Kentucky added a state specific goal for 2015 and continues that program goal into FFY 2018 in its two largest counties which had significantly more crashes involving commercial vehicles carrying hazardous materials than the other counties within the state. Kentucky completes in excess of 6,000 hazardous materials inspections per year, at least 10% of the CVE Divisions inspections.

**Narrative Overview for FY 2018****Instructions:**

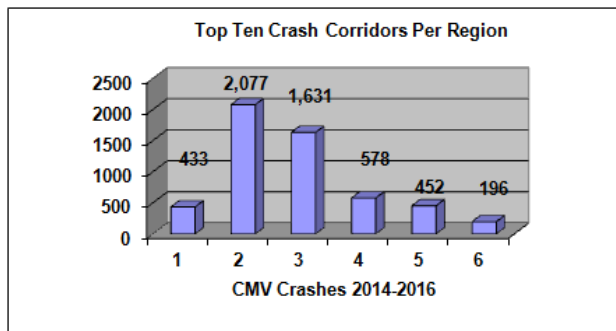
*The State must include a reasonable crash reduction goal for their State that supports FMCSA's mission to reduce the national number of crashes, injuries and fatalities involving commercial motor vehicles. The State has flexibility in setting its goal and it can be based on raw numbers (e.g., total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

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

The Commercial Vehicle Enforcement Troop is divided into six regions statewide each commanded by a regional commander responsible for his/her region. Each region has its own specific crash problem areas as identified within this CVSP by crash data. CVE implemented region specific objectives during FFY 2007 and crash reduction on these high crash corridors was a priority. CVE observed significant results in reduction of crashes. The success and reduction of crashes on many of the previously identified corridors provides a need to shift emphasis, KSP has identified with 2014-2016 crash data new high crash corridors within each region and these corridors are modified based on the most current three year data, additionally, CVE commanders will monitor crash data within their respective regions to identify areas that need additional attention. The below table indicates percentages of crashes on high crash corridors for each region.

Region Crash Data Per Corridor 2014 - 2016						
	Region One	Region Two	Region Three	Region Four	Region Five	Region Six
% Crashes on top 10 High Crash Corridors	13%	25%	24%	44%	24%	32%
% Crashes on Non High Crash Corridors	86%	75%	75%	56%	75%	68%
% Crashes on top 15 High Crash Corridors	18%	31%	29%	51%	29%	39%
% Crashes on Non High Crash Corridors	82%	68%	71%	49%	71%	61%





Region	1	2	3	4	5	6
49	291	265	100	86	26	
39	249	206	73	69	23	
38	174	170	55	44	21	
33	153	164	51	41	20	
32	146	128	51	37	15	
30	137	96	45	26	15	
30	130	82	44	21	15	
25	118	80	29	20	11	
25	118	79	26	16	8	
25	114	75	21	16	8	
23	113	74	21	16	8	
22	98	59	17	15	7	
21	94	57	17	15	7	
21	79	50	15	15	6	
20	63	46	13	15	6	
	433	2077	1631	578	452	196

**Enter the data source and capture date:**

KYOPS, June 2017, John E Smoot

**Projected Goal for FY 2018**

**Enter Crash Reduction Goal:**

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

**Program Activities: 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 will 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 2014 - 2016. Those top ten crash corridors are shown for each region below along with each regions program/activity measure. A higher percentage of enforcement activities, inspections and citations should occur on these corridors versus non identified corridors. Commanders will utilize routine patrol for inspection activity and traffic enforcement, high visibility blitzes and other activities as they deem necessary. Commanders will increase enforcement presence on top crash locations as determined by need from previous quarter activity. KSP will monitor the numbers of inspections and citations to verify compliance with the plan of action.*

**(Region One)**

COUNTY	ROUTE	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016
HENDERSON	051-US-41	51	54	60	58	49
CHRISTIAN	024 I-24	30	32	26	21	39
LYON	072 I-0024	21	24	31	40	38
DAVIESS	030 US-60	45	47	45	42	33
MCCRACKEN	073 I-0024	36	37	28	26	32
MCCRACKEN	073 I-0024-10	25	30	34	31	30
CALLOWAY	018 US-641	25	21	27	28	30
HOPKINS	054 EB-9004	25	30	33	34	25
MCCRACKEN	073 US-60	22	20	21	27	25
MARSHALL	079 I-0024-10				19	25

Note: The -10 on route numbers indicates ramp. Highlighted areas indicate scale facilities on the route.

**Program/Activity Measure:**

Activity will be measured quarterly and activities on high crash corridors should be at or near 18 % of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2013 activity indicates a total of 11,096 inspections and 3,071 citations for region one, based on this baseline and percentage plan, calendar year 2018 activity should conclude with approximately 1,997 inspections and 553 citations on the identified high crash corridors for this region, which is 18% of total activity.

**(Region Two)**

COUNTY	ROUTE	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016
JEFFERSON	056 I-65-10	189	173	193	188	291
JEFFERSON	056 I-65	178	179	167	167	249
JEFFERSON	056 I-64-10	112	107	108	118	174
HART	050 I-65-10	63	72	77	124	153
JEFFERSON	056 I-264-10	109	115	108	137	146

<b>HARDIN</b>	047 I-65	94	100	86	133	137
HARDIN	047 I-65-10	87	79	79	62	130
HART	050 I-65	85	87	96	115	118
BULLITT	015 I-65	72	75	106	120	118
BULLITT	015 I-65-10	61	72	122	119	114
JEFFERSON	056 I-64	76	65	78	93	113
JEFFERSON	056 I-71-10	64	74	75	84	98
JEFFERSON	056 I-264	69	73	78	91	94
JEFFERSON	056 I-265	52	49	50	66	79
JEFFERSON	056 KY-1020				57	63
WARREN	114 I-0065-10	71	72	62	60	61

**Program/Activity Measure:**

Activity will be measured quarterly and activities on high crash corridors should be at or near 31% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2013 activity indicates a total of 13,929 inspections and 3,537 citations for region two based on this baseline and percentage plan, calendar year 2018 activity should conclude with approximately 4,318 inspections and 1,096 citations on the identified high crash corridors for this region, which is 31% of total activity.

**(Region Three)**

COUNTY	ROUTE	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016
<b>KENTON</b>	059 I-75	186	198	188	177	265
<b>KENTON</b>	059 I-75-10	161	171	158	195	206
BOONE	008 I-75-10	140	132	115	119	170
BOONE	008 I-75	117	129	131	146	164
OLDHAM	093 I-0071-10	55	60	75	75	128
FAYETTE	034 I-75-10	62	76	90	109	96
BOONE	008 KY-0338	50	68	68	73	82

FAYETTE	034 US-27	84	79	79	81	80
FAYETTE	034 I-75	75	73	85	91	79
HENRY	052 I-0071-10			50	63	75
FAYETTE	034 US-25	48	48	64	63	74
FAYETTE	034 KY-4-10		49	57	65	59
BOONE	008 KY-0014					57

**Program/Activity Measure:**

Activity will be measured quarterly and activities on high crash corridors should be at or near 29% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2013 activity indicates a total of 13,597 inspections and 3,736 citations for region three, based on this baseline and percentage plan, calendar year 2018 activity should conclude with approximately 3,943 inspections and 1,083 citations on the identified high crash corridors for this region, which is 29% of total activity.

**(Region Four)**

COUNTY	ROUTE	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016
ROCKCASTLE	102 I-75-10	49	50	56	61	100
ROCKCASTLE	102 I-75	37	41	51	64	73
WHITLEY	118 I-75	40	42	35	48	55
WHITLEY	118 I-75-10	55	58	53	48	51
LAUREL	063 I-75	52	51	42	38	51
LAUREL	063 I-75-10	27	34	33	31	45
LAUREL	063 KY-80	30	19	28	27	44
LAUREL	063 US-25	32	29	27	32	29
BELL	007 US-25E	18	20	20	20	26
KNOX	061 US-25E	21	20	20	23	21
PULASKI	100 US-27	15	16	13	13	21
WHITLEY	118 US-25W		18	17	17	17

LAUREL	063 US-25E-10			15	13	17
KNOX	061 US-25E-10				12	15
LAUREL	063 KY-192		25	21	21	13

**Program/Activity Measure:**

Activity will be measured quarterly and activities on high crash corridors should be at or near 51% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2013 activity indicates a total of 15,798 inspections and 5,048 citations for region four, based on this baseline and percentage plan, calendar year 2018 activity should conclude with approximately 8,057 inspections and 2,574 citations on the identified high crash corridors for this region, which is 51% of total activity.

**(Region Five)**

COUNTY	ROUTE	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016
MADISON	076 I-75	52	55	77	73	86
MADISON	076 I-75-10	35	31	37	44	69
MONTGOMERY	087 US-60	21	25	23	21	44
JESSAMINE	057 US-27	20	24	31	37	41
MADISON	076 KY-0627		18	15	20	37
MADISON	076 KY-2878				14	26
MADISON	076 US-0025		17	20	21	21
JESSAMINE	057 KY-169			13	16	20
BOYD	010 US-23	20	25	29	25	16
CARTER	022 I-64	22	20	19	19	16
MADISON	076 KY-0052			19	21	16

**Program/Activity Measure:**

Activity will be measured quarterly and activities on high crash corridors should be at or near 29% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2013 activity indicates a total of 12,847 inspections and 3,337 citations for region five, based on this baseline and percentage plan, calendar year 2018 activity should conclude with approximately 3,726 inspections and 968 citations on the identified high crash corridors for this region, which is 29% of total activity.

**(Region Six)**

COUNTY	ROUTE	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015	NUMBER OF CRASHES 2014-2016
PIKE	098 KY-194	47	35	22	22	26
PIKE	098 US-23	31	31	22	22	23
PIKE	098 US-23-10	38	29	26	22	21
LETCHER	067 US-119	26	25	26	25	20
PIKE	098 US-460	40	42	33	24	15
FLOYD	036 US-23-10	17	22	16	23	15
PERRY	097 KY-15	20	16	12	13	15
PIKE	098 US-119	16	14	14	13	11
FLOYD	036 KY-0122	13	14	8	9	8
FLOYD	036 US-23	19	12	6	7	8
LETCHER	067 KY-15	17	9	8	8	8
BREATHITT	013 KY-0015	14	18	14	10	7

**Program/Activity Measure:**

Activity will be measured quarterly and activities on high crash corridors should be at or near 38% of the total region activity. Data will be gathered from Kentucky's crash and citation database. As a baseline, calendar year 2013 activity indicates a total of 6,654 inspections and 650 citations for region six, based on this baseline and percentage plan, calendar year 2018 activity should conclude with approximately 2,529 inspections and 247 citations on the identified high crash corridors for this region, which is 38% of total activity.

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

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

**Performance Measurement:**

The State will monitor and evaluate the effectiveness of its CMV Crash Reduction Goal quarterly and annually by evaluating the following data elements. Activity will be monitored quarterly utilizing activities of inspection, crash and citation data to identify that high crash corridors are being actively worked and to determine what modifications to enforcement activity needs to be realized. CVE utilizes KYOPS, the real-time state crash database, to review current and historical crash and citation data for determining problems and monitoring activities. CVE will expect to see a 3% decrease in collisions, on a three year average with the benchmark three year period being 2014 – 2016, by the end of FFY 2020, with incremental reductions in the 1% range per calendar year and with this reduction hoping to reduce the VMT by the minimum proposed .001 reduction for calendar year 2018 and beyond.

### 3 - Roadside Inspections

*In this section, provide a trend analysis, an overview of the State's roadside inspection program, and projected goals for FY 2018.*

**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 2012 - 2016**

Inspection Types	2012	2013	2014	2015	2016
Level 1: Full	33589	32700	24985	21794	18929
Level 2: Walk-Around	29007	27276	24819	21715	20852
Level 3: Driver-Only	29373	13282	11959	11933	14759
Level 4: Special Inspections	0	1	3	0	4
Level 5: Vehicle-Only	620	662	725	297	256
Level 6: Radioactive Materials	0	0	7	3	3
<b>Total</b>	<b>92589</b>	<b>73921</b>	<b>62498</b>	<b>55742</b>	<b>54803</b>

#### **Narrative Overview for FY 2018**

##### **Overview:**

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

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

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

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

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

**Program Activity Measure:** CVE will monitor activity on these routes quarterly to determine crash, inspection and citation data and results or need for

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

## Projected Goals for FY 2018

### Instructions for Projected Goals:

Complete the following tables in this section indicating the number of inspections that the State anticipates conducting during Fiscal Year 2018. For FY 2018, 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:** 173

Projected Goals for FY 2018 - Roadside Inspections					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	14047	1767	226	16040	29.22%
Level 2: Walk-Around	18000	2246	21	20267	36.92%
Level 3: Driver-Only	17200	1122	16	18338	33.41%
Level 4: Special Inspections	5	0	0	5	0.01%
Level 5: Vehicle-Only	230	0	7	237	0.43%
Level 6: Radioactive Materials	0	3	0	3	0.01%
<b>Sub-Total Lead Agency</b>	<b>49482</b>	<b>5138</b>	<b>270</b>	<b>54890</b>	



**MCSAP subrecipient agency**

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

**Subrecipient is:** LEXINGTON DIVISION OF POLICE

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

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	250	20	0	270	46.88%
Level 2: Walk-Around	209	0	0	209	36.28%
Level 3: Driver-Only	97	0	0	97	16.84%
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%
<b>Sub-Total Funded Agencies</b>	<b>556</b>	<b>20</b>	<b>0</b>	<b>576</b>	

**Subrecipient is:** LOUISVILLE POLICE

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

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	693	20	0	713	47.16%
Level 2: Walk-Around	727	0	0	727	48.08%
Level 3: Driver-Only	60	0	0	60	3.97%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	12	0	0	12	0.79%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Funded Agencies</b>	<b>1492</b>	<b>20</b>	<b>0</b>	<b>1512</b>	

**Subrecipient is:** BOONE COUNTY SHERIFF

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

Projected Goals for FY 2018 - Subrecipients					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	276	10	0	286	67.29%
Level 2: Walk-Around	59	0	0	59	13.88%
Level 3: Driver-Only	26	0	0	26	6.12%
Level 4: Special Inspections	0	0	0	0	0.00%
Level 5: Vehicle-Only	54	0	0	54	12.71%
Level 6: Radioactive Materials	0	0	0	0	0.00%
<b>Sub-Total Funded Agencies</b>	<b>415</b>	<b>10</b>	<b>0</b>	<b>425</b>	

KENTUCKY TRANSPORTATION

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

Projected Goals for FY 2018 - 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	%
<b>Sub-Total Funded Agencies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	

**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 2018:	0

**Summary**

## Projected Goals for FY 2018 - Roadside Inspections Summary

<b>Projected Goals for FY 2018 Summary for All Agencies</b>					
<b>MCSAP Lead Agency: KENTUCKY STATE POLICE</b>					
<b># certified personnel: 173</b>					
<b>Subrecipient Agencies: BOONE COUNTY SHERIFF , KENTUCKY TRANSPORTATION CABINET, LEXINGTON DIVISION OF POLICE, LOUISVILLE POLICE</b>					
<b># certified personnel: 46</b>					
<b>Number of Non-Funded Agencies: 0</b>					
<b># certified personnel: 0</b>					
<b># projected inspections: 0</b>					
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1: Full	15266	1817	226	17309	30.15%
Level 2: Walk-Around	18995	2246	21	21262	37.04%
Level 3: Driver-Only	17383	1122	16	18521	32.26%
Level 4: Special Inspections	5	0	0	5	0.01%
Level 5: Vehicle-Only	296	0	7	303	0.53%
Level 6: Radioactive Materials	0	3	0	3	0.01%
<b>Total ALL Agencies</b>	<b>51945</b>	<b>5188</b>	<b>270</b>	<b>57403</b>	

**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.

**4 - Investigations**

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



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

**Trend Analysis for 2012 - 2016**

<b>Investigative Types - Interstate</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Compliance Investigations	35	58	22	17	56
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR	27	51	19	16	47
CSA On-Site Comprehensive	8	7	3	1	9
<b>Total Investigations</b>	<b>70</b>	<b>116</b>	<b>44</b>	<b>34</b>	<b>112</b>
Total Security Contact Reviews			1	2	1
Total Terminal Investigations					

<b>Investigative Types - Intrastate</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Compliance Investigations	134	53	44	63	3
Cargo Tank Facility Reviews					
Non-Rated Reviews (Excludes CSA & SCR)					
CSA Off-Site					
CSA On-Site Focused/Focused CR	131	53	44	61	2
CSA On-Site Comprehensive	3	0	0	2	1
<b>Total Investigations</b>	<b>268</b>	<b>106</b>	<b>88</b>	<b>126</b>	<b>6</b>
Total Security Contact Reviews		6	3	6	2
Total Terminal Investigations		0	1	0	6

**Narrative Overview for FY 2018****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 2018**

**Complete the table below indicating the number of investigations that the State anticipates conducting during FY 2018.**

Projected Goals for FY 2018 - Investigations		
Investigative Type	Interstate Goals	Intrastate Goals
Compliance Investigations	0	0
Cargo Tank Facility Reviews	0	0
Non-Rated Reviews (Excludes CSA & SCR)	0	0
CSA Off-Site	0	0
CSA On-Site Focused/Focused CR	61	6
CSA On-Site Comprehensive	24	3
<b>Total Investigations</b>	<b>85</b>	<b>9</b>
Total Security Contact Reviews	3	0
Total Terminal Investigations	0	0

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

Please see below regarding data and methodology. As methods and data capture has changed some data is not retrievable in the format requested. \* The 'CVE' data source comes from internal programs records kept from 2010 forward. The pre-2016 accuracy of this data is unknown. \*\* Much of the statistical breakdown of the 'CVE' data is uncertain because the 'CVE' data did not keep specific statistics on: CTFR's, non-rated reviews (excluding SCR's & CSA), SCR's, and terminal investigations. The only reliable way to obtain this information is to check each report individually which would be an extensive effort. \*\*\* From 2012 forward, these are now called 'CSA Onsite Comprehensive' \*\*\*\* Data mismatch between A&I and CVE Data. The mismatches are small and it is unknown which is more reliable. • FMCSA has us investigating mostly interstate carriers at approximately a 10:1 ratio to intrastate carriers. The current workload from FMCSA hasn't allowed a significant focus on intrastate carriers nor do we have the manpower to shift that focus. • As of July 31, 2017, one officer will be retiring reducing our numbers to 4 sworn officers (full time investigators) and 1 inspector (part time investigator, full time safety auditor). I'm going to attempt to recruit a replacement. • These numbers are projected with us at 4 full time investigators and 1 part time investigator. A new full time investigator, if recruited, will not be producing independent output for about 1 year so their numbers will not be included (numbers will be shared with another investigator during their training and FTO period). Full time investigator estimated output: 6 comprehensive investigations (the new annual certification minimum) 16 focused investigations The estimated output is based on 2 investigations per month for 11 months. This is inclusive of an allowance for training, vacations, and non-investigation related activities throughout the year. Part time investigator estimated output: 3 comprehensive investigations 3 focused investigations • Totals: 4 full time investigators @ 6 comprehensive investigations and 16 focused investigations each + 1 part time investigator @ 3 comprehensive investigations and 3 focused investigations = 94 total. Approximately 10% of the total numbers are designated as intrastate to match current realities.

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

Compliance review officers will work with the FMCSA to perform reviews on carriers with high BASIC rankings. CVE has historically utilized 6 full time investigators but will reduce that number to 4 full time personnel for CR duties and will maintain that level of strength with one part time investigator as described above. The KSP instituted a program for civil fines in compliance with FMCSA regulations.

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

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

The 35% rate mentioned earlier for officer MCSAP function is a benchmark of basic MCSAP road personnel and does not apply to CR personnel. During calendar year 2016 the KSP completed 69 reviews, The KSP expects to complete 85 reviews as described above during FFY 2018 and beyond due to its investigators completing the EIT course, a national priority, and now assisting the FMCSA with interstate carriers. Additionally, the KSP has completed the CSA Phase II training and will utilize that training along with phase III when the FMCSA releases it. Between January 1, 2017 and June 30, 2017 the KSP has completed the following: 30 reviews -25 focused -5 full. Of the 30 reviews, 26 were interstate and 14 was intrastate. Of the 25 focused, 3 were conditional and 22 were not rated. Of the 5 full reviews, 2 were satisfactory.

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

**Performance Measure:**

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

Number of carriers identified, reviewed and fined.

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

## 5 - Traffic Enforcement

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

### Trend Analysis for 2012 - 2016

#### 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		
01/01/2016	12/31/2016	11201	8898
01/01/2015	12/31/2015	11853	9690
01/01/2014	12/31/2014	7424	6303
01/01/2013	12/31/2013	6693	5851
01/01/2012	12/31/2012	5123	4595

☒ **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.**

### Narrative Overview for FY 2018

#### Instructions:

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



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

The large truck causation study indicates a need for increased driver focus. Traffic Enforcement activities are a tool in addressing driver behavior at the time it occurs. Accompanying inspections often reveal additional violations and the information gathered as a result of these activities is entered into the carriers profile in the national database. Traffic Enforcement prevents crashes and removes unsafe vehicles/drivers from the road. CVE is staffed with approximately 86 sworn officers that perform patrol operations as well as completing fixed facility inspections. With all staffing and percentages utilizing MCSAP eligible activities the KSP shows approximately 27 FTE hours dedicated to roadside traffic enforcement MCSAP activities. During patrol operations these officers primary responsibility is to provide traffic enforcement efforts with the emphasis on commercial motor vehicles. CVE has not been utilizing the non-CMV enforcement monies due to other high priority funding in previous years. Kentucky does not intend to utilize MCSAP funds for non-CMV enforcement during FFY 2018.

Traffic enforcement is a daily function of our CMV units and their focus is on CMV activity with an inspection, however if passenger car enforcement is required by our CMV inspectors they will take the appropriate enforcement without charging that time to the MCSAP grant. To reduce CMV crashes and fatalities throughout Kentucky by increasing the use of mobile patrol units to increase traffic enforcement and inspection activity to ensure vehicles, both commercial and non-commercial operate safely around commercial vehicles. CVE is utilizing crash information from the Kentucky crash reporting system to identify high crash areas within each region and anticipates by utilizing additional traffic enforcement in these areas that crashes can be reduced by 3% for the three year period ending 2018 from the benchmark set by 2014 – 2016 data, see crash data. Each region will have its own baseline established by the crash data shown in the data tables, for purposes here region one will begin with 433 crashes, region two 2,077 crashes, region three 1,631 crashes, region four 578 crashes, region five 452 crashes, and region six 196 crashes. Specific manpower allocation is fixed in some methods by region staff levels. Commanders utilize scheduling based on manpower available and assign duties per high crash corridors and other activities as required.

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

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

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

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

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

### **Projected Goals for FY 2018**

*Using the radio buttons in the table below, indicate the traffic enforcement activities the State intends to conduct in FY 2018. The projected goals are based on the number of traffic stops, not tickets or warnings issued. These goals are NOT intended to set a quota.*

			Enter Projected Goals (Number of Stops only)
Yes	No	Traffic Enforcement Activities	FY 2018
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	11200
<input type="radio"/>	<input checked="" type="radio"/>	CMV without Inspection	
<input type="radio"/>	<input checked="" type="radio"/>	Non-CMV	
<input checked="" type="radio"/>	<input type="radio"/>	Comprehensive and high visibility in high risk locations and corridors (special enforcement details)	36

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

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

FY 2018 Planned Safety Activities				
Inspections	Investigations	New Entrant Safety Audits	Sum of FY 2018 Activities	Average 2004/05 Activities
57403	94	508	58005	83436

The sum of your planned FY 2018 safety activities must equal or exceed the average number of 2004/2005 activities to be reimbursed for non-CMV traffic enforcement activities. Update the number of FY 2018 roadside inspections, investigations, and/or new entrant safety audits to be eligible for reimbursement.

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

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

## 6 - Safety Technology

The FAST Act made Performance and Registration Information Systems Management (PRISM) a condition for MCSAP eligibility. ([49 CFR 350.201 \(aa\)](#)) States must achieve full participation (Step 6) by October 1, 2020. Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O&M) costs associated with Innovative Technology Deployment (ITD) and the PRISM ([49 CFR 350.201\(cc\)](#).)

For PRISM, O&M costs are eligible expenses subject to FMCSA approval. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP requirements, including achievement of at least Step 6 in PRISM, O&M costs are eligible expenses.

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.).

### Safety Technology Compliance Status

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

Technology Program	Current Compliance Level	Include O & M Costs?
ITD	Core CVISN Compliant	Yes
PRISM	Step 8	Yes

Available data sources:

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

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

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

### Narrative Overview for FY 2018

#### Problem Statement Narrative and Projected Goal:

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

N/A

**Program Activities: Describe any actions that will be taken to implement full participation in PRISM.**

N/A

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

N/A

## 7 - Public Education and Outreach

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

### **Trend Analysis for 2012 - 2016**

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

<b>Public Education and Outreach Activities</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>
Carrier Safety Talks	122	72	64	78	53
CMV Safety Belt Education and Outreach	0	5	4	11	5
State Trucking Association Meetings	6	5	6	3	5
State-Sponsored Outreach Events	5	18	21	23	6
Local Educational Safety Events	73	24	25	37	24
Teen Safety Events	11	6	9	11	40

### **Narrative Overview for FY 2018**

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

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

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

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

Additionally, the KSP utilizes its passenger carrier inspectors to complete terminal inspections of buses and motor coaches, with the limited number of end destination points it is difficult to complete a large number of passenger carrier inspections so the terminal inspections provide not only a benefit to the state but a benefit to in-state passenger carriers. The KSP is planning on training additional 15 - 20 passenger carrier inspectors to support the 6 current certified inspectors. The KSP is also looking at possible locations for in-state inspections.

The KSP continues to require all of its dedicated inspector staff, 142 individuals, to be certified in hazardous materials and has completed the re-training in both general haz mat and cargo tank. During 2018 all personnel will be re-trained on other bulk-packaging.

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 utilizes 6 Public Information Officers, one per region, for most of the division's public relations activities however occasionally other staff may be involved in presentations or programs. KSP documented 133 programs during 2016 resulting in thousands of contacts. KSP will expect to make a similar impact during FFY 2018.

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

KSP plans on continuing the Teens and Trucks in local schools during the 2017 – 2018 school year and hopes to provide at least 6 classes per region over the coming year and to expand the program in the following years.

### **Projected Goals for FY 2018**

***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 2018
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	70
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	15
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	4
<input checked="" type="radio"/>	<input type="radio"/>	State-Sponsored Outreach Events	25
<input checked="" type="radio"/>	<input type="radio"/>	Local Educational Safety Events	30
<input checked="" type="radio"/>	<input type="radio"/>	Teen Safety Events	40

***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 133 documented programs of 2016. Supervisors will review activity to assure that CVE is making a strong effort towards appropriate public awareness.

Region PIO's will be scheduling programs for the Teens and Trucks as schools provide available dates and times. As this will be only the second year for this program a benchmark for classes has not been set as the first year provided challenges in that schools found it difficult to schedule this, however the KSP would anticipate reaching no less than 1,000 students during this second year.

## 8 - State Safety Data Quality (SSDQ)

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

### SSDQ Compliance Status

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

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

Available data sources:

- [FMCSA website SSDQ information](#)

In the table below, use the drop-down menus to indicate the State's current rating within each of the State Safety Data Quality categories, and the State's goal for FY 2018.

SSDQ Category	Current SSDQ Rating	Goal for FY 2018
Crash Record Completeness	Good	Good
Fatal Crash Completeness	Good	Good
Crash Timeliness	Good	Good
Crash Accuracy	Good	Good
Crash Consistency	No Flag	No Flag
Inspection Record Completeness	Good	Good
Inspection VIN Accuracy	Good	Good
Inspection Timeliness	Good	Good
Inspection Accuracy	Good	Good

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

Data current as of May 26, 2017. Downloaded June 27, 2017

### Narrative Overview for FY 2018

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

**Program Activities for FY 2018 - 2020:** Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good," including measurable milestones.

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

## 9 - New Entrant Safety Audits

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

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

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

### Trend Analysis for 2012 - 2016

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

New Entrant Safety Audits	2012	2013	2014	2015	2016
Interstate	545	752	787	535	439
Intrastate	0	0	0	0	0
<b>Total Audits</b>	<b>545</b>	<b>752</b>	<b>787</b>	<b>535</b>	<b>439</b>

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 2018

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

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

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

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

### Projected Goals for FY 2018

For the purpose of completing the table below:

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



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

Projected Goals for FY 2018 - New Entrant Safety Audits		
	FY 2018	
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	57	10
# of Safety Audits (Offsite)	441	0
# Group Audits	0	0
<b>TOTAL Safety Audits</b>	<b>498</b>	<b>10</b>
# of Non-Audit Resolutions	0	138

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

**Program Strategies**

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

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

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

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

**Program Activity Plan**

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

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

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

**Performance Measurement Plan:**

Kentucky has placed as a goal the completion of 498 actual safety audits over the 12 month period associated with grant activity and expects to see a quarter of that or 125 audits completed each quarter, additionally the KSP recognizes that several carriers leave the program through other resolutions other than actual audits and the proposed number on the summary of activity chart is based on historical data from MCMIS.

As an example of activity and what the KSP uses to measure its activities below is the results of new entrant activity for the period of 10/1/2015 – 09/30 2016:

EXITED DUE TO CHANGE: 173



EXITED DUE TO INACTIVATION: 123

REVOKED FROM THE NEW ENTRANT PROGRAM (NO-CA EA): 0

REVOKED FROM THE NEW ENTRANT PROGRAM (NO CONTACT): 53

EXITED FROM NEW ENTRANT PROGRAM WITH SA: 549

EXITED FROM NEW ENTRANT PROGRAM WITH CR: 1

EXITED FROM NEW ENTRANT PROGRAM (SA EXEMPT): 67

Source: MCMIS, June 30, 2017, J. E. Smoot

**Part 3 - National Emphasis Areas and State Specific Objectives**

*FMCSA establishes annual national priorities (emphasis areas) based on emerging or continuing issues, and will evaluate CVSPs in consideration of these national priorities. Part 3 allows States to address the national emphasis areas/priorities outlined in the Notice of Funding Opportunity (NOFO) and any State-specific objectives as necessary.*

**1 - Enforcement of Federal OOS Orders during Roadside Activities****Instructions:**

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

**Check this box if:**

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

**2 - Passenger Carrier Enforcement****Instructions:**

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

**Check this box if:**

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

### 3 - State Specific Objectives – Past

#### Instructions:

*Describe any State-specific CMV problems that were addressed with FY2017 MCSAP funding. Some examples may include hazardous materials objectives, Electronic Logging Device (ELD) implementation, and crash reduction for a specific segment of industry, etc. Report below on year-to-date progress on each State-specific objective identified in the FY 2017 CVSP.*

#### **Progress Report on State Specific Objectives(s) from the FY 2017 CVSP**

*Please enter information to describe the year-to-date progress on any State-specific objective(s) identified in the State's FY 2017 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 2017, with incremental reductions in the 1% range per calendar year.

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

The overall crash rate for 2012 - 2015 compared to 2009 - 2011 is a 4% increase which is a significant rise in a difficult time. Kentucky closed CY 2016 with 89 CMV involved fatalities, this compared to 81 during calendar year 2015, a slight increase.

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

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

#### 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 first three quarters of FFY 2017 the KSP completed 4,537 hazardous materials inspections. With 4,537 hazardous material inspections completed to date, the KSP has is slightly behind the average necessary to meet its goal of 5,919 hazardous materials inspections for the fiscal year. Additionally, the Fayette/Jefferson counties emphasis has shown increased activity slightly however Jefferson county is still somewhat behind in its efforts to reach goals. Fayette county has reached the desired goal of inspections while county wide there is still work to be done.

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

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

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

The activity in Jefferson county has struggled to keep up with the goals as prescribed. The individual goal of increasing inspections in Fayette county is accomplished while the overall number for region three has not been reached.

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

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

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

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

*Describe any State-specific objective(s) identified for FY 2018. Click on "Add New Activity" to enter information on each State-specific objective. This is an optional section and only required if a State has identified a specific State problem planned to be addressed with grant funding.*

## Part 4 - Financial Information

### 1 - Overview

The spending plan is a narrative explanation of each budget component, and should support the cost estimates for the proposed work. The plan should focus on how each item will achieve the proposed project goals and objectives, and justify how costs are calculated. The spending plan should be clear, specific, detailed, and mathematically correct. Sources for assistance in developing the Spending Plan include [2 CFR part 200](#), [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 ([2 CFR §200.404](#)), and allocable ([2 CFR §200.405](#)).

- **Allowable** costs are permissible under the OMB Uniform Guidance, DOT and FMCSA directives, MCSAP policy, and all other relevant legal and regulatory authority.
- **Reasonable** 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.
  - 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 data forms are displayed by budget category. You may add additional lines to each table, as necessary. Please include clear, concise explanations in the narrative boxes regarding the reason for each cost, how costs are calculated, why they are necessary, and specific information on how prorated costs were determined.

The following definitions describe Spending Plan terminology.

- **Federal Share** means the portion of the total project costs paid by Federal funds. Federal share cannot exceed 85 percent of the total project costs for this FMCSA grant program.
- **State Share** means the portion of the total project costs paid by State funds. State share must be at least 15 percent of the total project costs for this FMCSA grant program. A State is only required to contribute 15 percent of the total project costs of all budget categories combined as State share. A State is NOT required to include a 15 percent State share for each line item in a budget category. The State has the flexibility to select the budget categories and line items where State match will be shown.
- **Total Project Costs** means total allowable costs incurred under a Federal award and all required cost sharing (sum of the Federal share plus State share), including third party contributions.
- **Maintenance of Effort** expenditures will be entered in a separate line below each budget category table for FY 2018. MOE expenditures will not, and should not, be included in the calculation of Total Project Costs, Federal share, or State share line items.

#### New for FY 2018

- **Incorporation of New Entrant and Border Enforcement into MCSAP**

The FAST Act consolidated new entrant and border enforcement under the MCSAP grant. For FY 2018, costs for New Entrant safety audits and border enforcement activities will no longer be captured in separate spending plans. States may opt to identify new entrant and border enforcement costs separately in the budget tables, but are not required to do so.

- **Calculation of Federal and State Shares**

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

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

*States may change or delete the system-calculated Federal and State share values at any time to reflect actual allocation for any line item. For example, States may allocate 75 percent of an item to Federal share, and 25 percent of the item to State share. States must ensure that the sum of the Federal and State shares equals the Total Project Costs for each line before proceeding to the next budget category.*

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

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

- **Expansion of On Screen Messages**

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

*The system will confirm that:*

- *Federal share plus State share equals Total Project Costs on each line item*
- *Accounting Method is selected in Personnel, Part 4.2*
- *Overtime value does not exceed the FMCSA limit*
- *Planned MOE Costs equal or exceed FMCSA limit*
- *Proposed Federal and State share totals are each within \$5 of FMCSA's Federal and State share estimated amounts*
- *Territory's proposed Total Project Costs are within \$5 of \$350,000*

*For States completing a multi-year CVSP, the financial information should be provided for FY 2018 only.*

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,748,581.00	\$837,985.00	\$5,586,566.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of MCSAP award amount ):	\$837,985.00
MOE Baseline:	\$1,751,368.59



## 2 - Personnel

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

*List grant-funded staff who will complete the tasks discussed in the narrative descriptive sections of the eCVSP.*

**Note:** *Do not include any personally identifiable information in the eCVSP.*

*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 of 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. For example, a MCSAP officer spent approximately 35 percent of his 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 annual salary column, enter the annual salary for each position.*

*Total Project Costs are calculated by multiplying # of Staff X % of Time X Annual 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, then justification must be provided in the CVSP for review and approval by FMCSA headquarters.*

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

Summary of MCSAP Funding Limitations	
Allowable amount for Lead MCSAP Agency Overtime without written justification (15% of MCSAP award amount):	\$837,985.00

<b>Personnel: Salary and Overtime Project Costs</b>						
<b>Salary Project Costs</b>						
Position(s)	# of Staff	% of Time	Annual Salary	Total Project Costs	Federal Share	State Share
Major	1	100.0000	\$10,571.26	\$10,571.26	\$8,985.57	\$1,585.69
Captain	7	100.0000	\$11,490.50	\$80,433.50	\$68,368.47	\$12,065.03
Lieutenant	8	100.0000	\$9,652.02	\$77,216.16	\$65,633.74	\$11,582.42
Sergeant	16	100.0000	\$8,273.16	\$132,370.56	\$112,514.98	\$19,855.58
Inspector	41	100.0000	\$13,788.60	\$565,332.60	\$480,532.71	\$84,799.89
Officer	54	100.0000	\$6,806.78	\$367,566.12	\$312,431.20	\$55,134.92
Coordinator/Staff	2	100.0000	\$37,045.37	\$74,090.74	\$62,977.13	\$11,113.61
Programs Staff	5	100.0000	\$23,637.60	\$118,188.00	\$100,459.80	\$17,728.20
Compliance Review Support	1	100.0000	\$10,505.60	\$10,505.60	\$8,929.76	\$1,575.84
Administrative Support	10	100.0000	\$10,604.09	\$106,040.90	\$90,134.76	\$15,906.14
Sergeant Special Assignment	1	100.0000	\$472.75	\$472.75	\$401.84	\$70.91
Officers Special Assignment	14	100.0000	\$446.49	\$6,250.86	\$5,313.23	\$937.63
Trooper Certified Inspectors	29	100.0000	\$173.34	\$5,026.86	\$4,272.83	\$754.03
Specialist Pay	142	100.0000	\$4,000.00	\$568,000.00	\$482,800.00	\$85,200.00
<b>Subtotal: Salary</b>				<b>\$2,122,065.91</b>	<b>\$1,803,756.02</b>	<b>\$318,309.89</b>
<b>Overtime Project Costs</b>						
General Staff	1	100.0000	\$80,201.69	\$80,201.69	\$68,171.44	\$12,030.25
<b>Subtotal: Overtime</b>				<b>\$80,201.69</b>	<b>\$68,171.44</b>	<b>\$12,030.25</b>
<b>TOTAL: Personnel</b>				<b>\$2,202,267.60</b>	<b>\$1,871,927.46</b>	<b>\$330,340.14</b>
<b>Accounting Method:</b>	<b>Accrual</b>					
<b>Planned MOE: Personnel</b>	<b>\$896,577.28</b>					

**Enter detailed explanation of how you came up with the personnel costs.**

**Personnel Costs:**

The Personnel budget chart above reflects a portion of the salary that would be anticipated being charged to the MCSAP grant as a percentage of the individual's average activity. A portion of those charges would be MOE expenses so the percentage of Time on the ecvsp chart will show 100% due to subtracting the MOE after figuring the % of time eligible MCSAP activities are conducted. An Excel spreadsheet is included below to show actual annual cost and average percentages of time that individuals are focused on MCSAP eligible activities.

The Division of Commercial Vehicle Enforcement's 121 **region** officers, 86, and inspectors, 35, primary responsibility is commercial vehicle and weight enforcement, CVE region inspection staff dedicate approximately 35% of their time to MCSAP related activities and charge time to MCSAP only when performing MCSAP eligible activities, Supervisors charge 35% to the MCSAP grant and possibly more depending on activities performed, Civilian inspectors main focus is MCSAP related activities so their time is generally near 70% MCSAP charges. The other portion of the certified inspection staff charge time as appropriate and when completing MCSAP eligible activities. Additionally, KSP utilizes trained troopers to do inspections as their duty day permits and their time is charged based on activity performed. Lastly, the KSP has support staff, seven of which function solely dedicated to MCSAP activities and other staff that charge time to the grant only when performing MCSAP eligible activities.

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

The included chart displays an approximate breakdown of how these charges are applied to the MCSAP grant.

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

Staff	Units	Cost / Hour W/O Fringe	Fringe Cost	Avg. # Hours per year	% MCSAP	Salary	Fringe	Total Cost
LTC	1	\$43.00	\$50.00	1960	0	\$84,280.00	\$98,000.00	\$182,280.00

Major	1	\$23.00	\$16.00	1960	0.35	\$45,080.00	\$31,360.00	\$76,440.00
Capt.	7	\$25.00	\$16.00	1960	0.35	\$343,000.00	\$219,520.00	\$562,520.00
Lt.	8	\$21.00	\$14.00	1960	0.35	\$329,280.00	\$219,520.00	\$548,800.00
Sgt	16	\$18.00	\$14.00	1960	0.35	\$564,480.00	\$439,040.00	\$1,003,520.00
Inspector	41	\$15.00	\$12.00	1960	0.7	\$1,205,400.00	\$964,320.00	\$2,169,720.00
Officers	54	\$17.00	\$13.00	1960	0.35	\$1,799,280.00	\$1,375,920.00	\$3,175,200.00
Coordinator/Staff	2	\$28.21	\$16.00	1960	1	\$110,583.20	\$62,720.00	\$173,303.20
Programs Staff	5	\$18.00	\$16.00	1960	1	\$176,400.00	\$156,800.00	\$333,200.00
CR Support	1	\$16.00	\$13.00	1960	0.5	\$31,360.00	\$25,480.00	\$56,840.00
Admin Support	10	\$16.15	\$16.00	1960	0.5	\$316,540.00	\$313,600.00	\$630,140.00
S/A Sgt.	1	\$18.00	\$14.00	1960	0.02	\$35,280.00	\$27,440.00	\$62,720.00
S/A Ofcs	14	\$17.00	\$13.00	1960	0.02	\$466,480.00	\$356,720.00	\$823,200.00
Trooper	29	\$22.00	\$29.00	1960	0.006	\$1,250,480.00	\$1,648,360.00	\$2,898,840.00
Overtime State	1	\$50,000.00	\$21,500.00	1960	1			
Overtime Grant	1	\$46,463.79	\$19,979.43	1960	1			
Specialist Pay	142	\$4,000.00	\$1,720.00	1	1	\$568,000.00	\$244,240.00	\$812,240.00
						\$7,325,923.20	\$6,183,040.00	\$13,508,963.20

GRANT			Salary Grant	
Salary	Fringe	Total Cost	85%	15%

\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
\$10,571.26	\$7,353.92	\$17,925.18	\$8,985.57	\$1,585.69
\$80,433.50	\$51,477.44	\$131,910.94	\$68,368.48	\$12,065.03
\$77,216.16	\$51,477.44	\$128,693.60	\$65,633.74	\$11,582.42
\$132,370.56	\$102,954.88	\$235,325.44	\$112,514.98	\$19,855.58
\$565,332.60	\$452,266.08	\$1,017,598.68	\$480,532.71	\$84,799.89
\$367,566.16	\$322,653.24	\$690,219.40	\$312,431.24	\$55,134.92
\$74,090.74	\$42,022.40	\$116,113.14	\$62,977.13	\$11,113.61
\$118,188.00	\$105,056.00	\$223,244.00	\$100,459.80	\$17,728.20
\$10,505.60	\$8,535.80	\$19,041.40	\$8,929.76	\$1,575.84
\$106,040.90	\$105,056.00	\$211,096.90	\$90,134.77	\$15,906.14
\$472.75	\$367.70	\$840.45	\$401.84	\$70.91
\$6,250.83	\$4,780.05	\$11,030.88	\$5,313.21	\$937.62
\$5,026.93	\$6,626.41	\$11,653.34	\$4,272.89	\$754.04

\$46,463.79	\$19,979.43		\$39,494.22	\$6,969.57
\$568,000.00	\$244,240.00	\$812,240.00	\$482,800.00	\$85,200.00

\$2,168,529.79	\$1,524,846.78	\$3,626,933.35	\$1,843,250.32	\$325,279.47
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### 3 - Fringe Benefits

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

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 have an 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\(b\)](#).

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

The cost of fringe benefits are allowable if:

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

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

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

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

The **Fringe Benefit Rate** is:

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

The **Base Amount** is:

- The salary/wage costs within the proposed budget to which the fringe benefit rate will be applied.
- For example, if the total wages for all grant-funded staff is \$150,000, then that is the amount the fringe rate of 64.8 (from the example above) will be applied. The calculation is:  $\$150,000 \times 64.8/100 = \$97,200$  Total Project Costs.

The Total Project Costs equal Fringe Benefit Rate X Base Amount divided by 100.

Fringe Benefits Project Costs					
Position(s)	Fringe Benefit Rate	Base Amount	Total Project Costs	Federal Share	State Share
Major	69.5700	\$10,571.26	\$7,354.42	\$6,251.26	\$1,103.16
Captain	64.0000	\$80,433.50	\$51,477.44	\$43,755.82	\$7,721.62
Lieutenant	66.6700	\$77,216.16	\$51,480.01	\$43,758.01	\$7,722.00
Sergeant	77.7800	\$132,370.56	\$102,957.82	\$87,514.15	\$15,443.67
Inspector	80.0000	\$565,332.60	\$452,266.08	\$384,426.17	\$67,839.91
Officer	87.7800	\$367,566.16	\$322,649.57	\$274,252.13	\$48,397.44
Coordinator/Staff	56.7200	\$74,090.74	\$42,024.26	\$35,720.62	\$6,303.64
Programs Staff	88.8900	\$118,188.00	\$105,057.31	\$89,298.71	\$15,758.60
Compliance Review Support	81.2500	\$10,505.60	\$8,535.80	\$7,255.43	\$1,280.37
Administrative Support	99.0700	\$106,040.90	\$105,054.71	\$89,296.50	\$15,758.21
Sergeant Special Assignment	77.7800	\$472.75	\$367.70	\$312.55	\$55.15
Officers Special Assignment	76.4700	\$6,250.83	\$4,780.00	\$4,063.00	\$717.00
Trooper Certified Inspectors	100.0000	\$5,026.93	\$5,026.93	\$4,272.89	\$754.04
Specialist Pay	43.0000	\$568,000.00	\$244,240.00	\$207,604.00	\$36,636.00
Overtime	100.0000	\$43,424.42	\$43,424.42	\$36,910.76	\$6,513.66
<b>TOTAL: Fringe Benefits</b>			<b>\$1,546,696.47</b>	<b>\$1,314,692.00</b>	<b>\$232,004.47</b>
<b>Planned MOE: Fringe Benefits</b>	<b>\$649,872.81</b>				

**Enter detailed explanation of how you came up with the fringe benefits costs.**

#### Fringe Benefits

Fringe benefits are a summation of the actual fringe benefits that employees receive including, FICA, Medical, Health insurance, and retirement. It should be noted that Medical and Health insurance are not charged to overtime hours. Retirement benefit charges differ between trooper and CVE officers, trooper fringe is 109.48 % of salary while CVE Officer fringe is approximately 69% - 77% of salary. FICA charges are based on a 7.65% rate. Health insurance ranges from 10% - 17%. The total amount for fringe benefits that will be charged to the grant is estimated at \$1,523,251.48.

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

Fringe	85%	15%
Major	\$6,250.83	\$1,103.09
Capt.	\$43,755.82	\$7,721.62
Lt.	\$43,755.82	\$7,721.62
Sgt	\$87,511.65	\$15,443.23
Inspector	\$384,426.17	\$67,839.91
Officers	\$274,255.25	\$48,397.99
Coordinator/Staff	\$35,719.04	\$6,303.36
Programs Staff	\$89,297.60	\$15,758.40
CR Support	\$7,255.43	\$1,280.37
Admin Support	\$89,297.60	\$15,758.40
S/A Sgt.	\$312.54	\$55.15
S/A Ofcs	\$4,063.04	\$717.01
Trooper	\$5,632.45	\$993.96
Overtime State		
Overtime Grant	\$36,910.76	\$6,513.66
Specialist Pay	\$207,604.00	\$36,636.00
	\$1,314,692.00	\$232,004.47

**4 - Travel**

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

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

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

Total Project Costs should be determined by State users, and input in the table below.

Travel Project Costs					
Purpose	# of Staff	# of Days	Total Project Costs	Federal Share	State Share
Routine Annual Training	91	1	\$10,000.00	\$8,500.00	\$1,500.00
COHMED Conference	2	5	\$3,990.00	\$3,391.50	\$598.50
CVSA Conference	3	5	\$6,360.00	\$5,406.00	\$954.00
CVSA Inspector Championship	1	6	\$2,254.00	\$1,915.90	\$338.10
MCSAP FMCSA Planning Meeting	5	3	\$8,710.00	\$7,403.50	\$1,306.50
MCSAP Commanders Meeting	12	3	\$6,144.00	\$5,222.40	\$921.60
Unplanned Training Travel	8	5	\$13,056.00	\$11,097.60	\$1,958.40
<b>TOTAL: Travel</b>			<b>\$50,514.00</b>	<b>\$42,936.90</b>	<b>\$7,577.10</b>
<b>Planned MOE: Travel</b>	<b>\$0.00</b>				

**Enter detailed explanation of how you came up with the travel costs.**

**Program Travel:**

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

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

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

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

**COHMED**

Expense	Units	Amount	Days	Total
Airfare	2	700		1400
Lodging	2	200	5	2000
Registration	2	550		1100
Per-Diem	2	44	5	440
Ground Travel	2	75		150

Grand Total 5090

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

**CVSA****Inspector Championship**

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

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

**MCSAP Planning Meeting**

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

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

**Commanders Meeting**

Expense	Units	Amount	Days	Total
Ground Travel	12	200		2400
State Park Lodge	12	90	2	2160

Per-Diem	12	44	3	1584
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Grand Total				6144
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The KSP places the below for unplanned opportunities that may arise.

#### **Other Non Planned Training**

Expense	Units	Amount	Days	Total
Air	8	700		5600
Lodging	8	200	3	4800
Per-Diem	8	44	3	1056
Ground Travel	8	200		1600
Grand Total				13056



## 5 - Equipment

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

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

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

The Total Project Costs equal # of Items x Full Cost per Item x Percentage of Time Dedicated to MCSAP.

Equipment Project Costs						
Item Name	# of Items	Full Cost per Item	% Time Dedicated to MCSAP	Total Project Costs	Federal Share	State Share
Patrol Vehicles	15	\$3,833.33	100	\$57,499.95	\$48,874.96	\$8,624.99
Patrol Vehicle Equipment	15	\$4,015.00	100	\$60,225.00	\$51,191.25	\$9,033.75
Four Ford Trucks	4	\$35,331.00	35	\$49,463.40	\$42,043.89	\$7,419.51
Bus Ramps	6	\$6,400.00	100	\$38,400.00	\$32,640.00	\$5,760.00
<b>TOTAL: Equipment</b>				<b>\$205,588.35</b>	<b>\$174,750.10</b>	<b>\$30,838.25</b>
<b>Equipment threshold is greater than \$5,000.</b>						
<b>Planned MOE: Equipment</b>	<b>\$100,000.00</b>					

**Enter detailed explanation of how you came up with the equipment costs.**

### Equipment:

The KSP expects to purchase approximately 15 new patrol vehicles, Ford Police Interceptor Utility AWD or possibly Dodge Chargers, for CVE officers who perform MCSAP activities and for compliance review officers to replace those lost through normal wear and mileage. These patrol vehicles provide for patrol officers to complete CMV inspections in areas away from scale facilities and on local bypass routes as well as providing the capability to perform traffic enforcement functions to address the traffic safety function. The patrol vehicles which cost approximately \$30,000 each per state contract will be pro-rated with the 35 % of MCSAP use charged to the MCSAP grant and the remainder charged to state funds, the KSP may purchase a Compliance Review(CR) vehicle and/or New Entrant (NE) vehicle and they will be charged 100% to the grant, as CR and NE investigators are 100% dedicated to CR, New Entrant or MCSAP activities. The MCSAP Federal portion of this expense is expected to be approximately \$148,875.00 with \$8,625.00 in match, \$100,000 to MOE.

Additional expenses for vehicles in the form of equipment to outfit them such as lights/sirens, consoles/docking stations, partitions/gunlocks and radios/repeaters, MCSAP prorated cost will be approximately \$60,225 with \$51,191.25 charged to Federal MCSAP and the remaining \$9,033.75 being match.

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

The KSP wishes to buy (4) 2017 F-350 trucks for the CVE Troop. These trucks will be used to tow the Division's trailers scales

for roadside weigh details as well as to provide the ability to transport bus ramps to complete bus inspections within the regions. These trucks will be purchased by rotating the cost at the 35% rate and the remainder charged to state funds.

### **Weight Enforcement**

Crash data indicates that there have been 20 crashes for the time period 2014 – 2016 that have documented “overweight” as a factor in the collision and while this may not seem like a significant number it is most likely low as most crashes are not taken by CMV officers that are familiar with weight laws and issues. Additionally, 3 of those crashes were fatalities. The KSP wrote approximately 5,845 weight citations during the same three year period as above and many of those citations were issued at fixed scale facilities. The ability to utilize these portable platform scales provides more opportunities to address the weight issues throughout the commonwealth, not only at scale facilities. The Four regions where these trucks will be deployed have been surveyed and some of those region commanders’ comments are included below:

*“Captain, the roadways that come to mind are KY88 in Green County, we have had multiple wrecks in the area with 2 being fatal accidents. KY86 in Hardin/Breckinridge County is a high traffic area used by chip and log trucks. This roadway is a Class A roadway and is in need of desperate attention due to the lack of enforcement. KY218, KY436 and KY218 are also roadways where companies are crossing when these roads are not classed for the vehicles operating.”*

*“We have one permanent facility on US 23, which hits the tip of the iceberg, insofar as CMV traffic in Region 6 is concerned. A roving truck/trailer scale combination would, on a regular basis, allow us to enforce weight laws on US 119, US 460, KY 15, KY 194, KY 80, KY 699, the Hal Rogers Parkway and the southern portion of US 23, all of which support a higher number of CMV’s transporting coal, logs, rock, and a variety of freight, regionally speaking. Due to the harvesting of logs, coal, and other natural resources, often times our trouble areas are “time limited”, and fluid. A number of these roads are our high crash corridors.*

*Region 6 is the #1 region for coal transportation. As coal hauling vehicles are historically heavier, so goes the other related hazards, such as stopping distances, as well as general vehicle wear regarding safety related components. Weight enforcement helps us keep this in check, as much as the laws allow, and in most cases, produces an inspection with out of service violations.*

*The absence of weight data is because we haven’t had a dependable vehicle to safely and reliably transport trailer scales in more than seven years.”*

*“ US62 in Lyon County - This is the bypass route that the trucks use to bypass the scales. It runs through 3 counties (Lyon, Livingston, Marshall) and has 2 big bridges one of which is posted for a lower weight than what the road is. US 62 is a non-designated route which they are allowed 15 miles from the interstate. In the last 2 years there have been 25 collisions involving a CMV resulting in 2 fatalities and 10 injuries, there have been 16 overweight’s cited*

*US68 in Trigg County- This is a route that is non-designated and is used as a short cut from Hopkinsville to Murray. There are 2 big bridges they have to cross to get through Land Between the Lakes. In past 2 years there have been 11 collisions involving a CMV resulting in 2 injuries, there have been 0 cited for weight.*

*US45 in McCracken County- major route from Tennessee that runs through Mayfield to Paducah. There are numerous bridges on that route. In the last 2 years there have been 16 collisions involving a CMV resulting in 3 injuries, there have been 0 cited for weight.*

*The above routes have approximately 200-300 trucks a day that drive over them; the roads keep numerous potholes on them because of the traffic. Since we are short-handed and do not have officers being able to work the routes all the time it would be beneficial to set up details with the trailer scales. We could get more with the trailer scales then we could with portables.”*

*“I-71- frequent collisions involving CMVs, high traffic area for CMVs, mostly 2 lane roadway, multiple locations of log transporting and refuse transporting (often overweight)*

*US 42/127- high area for dump truck traffic, evading scales, but also a quarry located on this route. This route also has several large industrial factories along the river.*

*US 25- Multiple factories along this route, CMVs take 25 to get to destination faster and avoid traveling through scale facilities.*

*KY 55 & 36- overweight hauling scrap metal and sand using these routes as a shortcut*

*KY 146- near a dump, complaints often on Hedges*

*KY 153 – variety of complaints through post at this location (near multiple truck stops)*

*Fayette*

*175 – High crash and high traffic*

*164 – High traffic, no weigh station from Rowen to Shelby. Morehead, Mt Sterling, Winchester, Lexington, and Frankfort. All cities in between with high truck traffic that may never see a weigh station.”*

**Bus Inspections**

While KY does not have what would be described as a significant bus inspection problem we have seen bus crashes with five fatalities in 2015 and three in 2016. The ability for KY to perform routine bus inspections is somewhat limited as there are few end destination points where inspectors could perform these inspections. KY would however like to expand its program as the reality is that a large number of the motor coach inspections completed are level 5 terminal inspections. The acquisition of new bus ramps and the ability to move these ramps throughout the regions will enhance our ability to complete these inspections at the destination points that we do have. There for KY will utilize the trucks for two eligible MCSAP functions, weight enforcement at locations away from the scales and bus inspections at locations allowed by MCSAP Comprehensive policy.

**Budget Summary:**

4 2017 F-350 trucks @ \$35,331 each for a total cost of **\$141,324.00, prorated at 35% - \$49,463.40 charged to MCSAP and the remainder paid for with state funds, not MOE.**

6 sets of front and rear ramps for bus inspections at a cost of \$6,400 per set for a total cost of **\$38,400.00.**

**6 - Supplies**

*Supplies means all tangible property other than that described in §200.33 Equipment. A computing device is a supply if the acquisition cost is less than the lesser of the capitalization level established by the non-Federal entity for financial statement purposes or \$5,000, regardless of the length of its useful life. See also §§200.20 Computing devices and 200.33 Equipment. Estimates for supply costs may be based on the same allocation as personnel. For example, if 35 percent of officers' salaries are allocated to this project, you may allocate 35 percent of your total supply costs to this project. A different allocation basis is acceptable, so long as it is reasonable, repeatable and logical, and a description is provided in the narrative.*

*List a description of each item requested, including the number of each unit/item, the unit of measurement for the item, and the cost of each item/unit.*

*Total Project Costs equal #of Units x Cost per Unit.*

Supplies Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Uniforms and related equipment	1	Cost	\$30,000.00	\$30,000.00	\$25,500.00	\$4,500.00
Office Supplies	1	Cost	\$25,000.00	\$25,000.00	\$21,250.00	\$3,750.00
<b>TOTAL: Supplies</b>				<b>\$55,000.00</b>	<b>\$46,750.00</b>	<b>\$8,250.00</b>
<b>Planned MOE: Supplies</b>	<b>\$25,000.00</b>					

***Enter detailed explanation of how you came up with the supplies costs.***

**Supplies:**

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

Uniforms and other related supplies are expected to cost \$45,000. \$15,000 of that is charged to MOE. Uniforms are charged to the grant based on functional type and the amount of eligible MCSAP activities that are performed while utilizing that equipment. A typical class A uniform will only have 35% of cost charged to grant while a uniform that is functional for vehicle inspections and dedicated to that activity will be charged at 100%.

Routine office supplies, paper, pens etc are expected to be cost the state approximately \$35,000 for the fiscal year and will be charged accordingly to the grant, \$10,000 of that cost will be MOE. 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.

## 7 - Contractual and Subaward

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

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

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

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

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

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

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

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

Total Project Costs should be determined by State users and input in the table below.

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 used to support (i.e. ITD, PRISM, SSDQ or other services).

Contractual and Subaward Project Costs						
Legal Name	DUNS/EIN	Number	Instrument Type	Total Project Costs	Federal Share	State Share
Lexington Division of Police	DUNS	20428777	Subrecipient	\$70,588.24	\$60,000.00	\$10,588.24
Description of Services: MCSAP Related Activities						
Boone County Sheriffs Office	DUNS	142354062	Subrecipient	\$11,764.71	\$10,000.00	\$1,764.71
Description of Services: MCSAP Related Activities						
KY Transportation Cabinet	DUNS	188593644	Subrecipient	\$1,108,470.59	\$942,200.00	\$166,270.59
Description of Services: MCSAP Related Activities						
Louisville Police	DUNS	73135584	Subrecipient	\$70,588.24	\$60,000.00	\$10,588.24
Description of Services: MCSAP Related Inspections						
<b>TOTAL: Contractual and Subaward</b>				<b>\$1,261,411.78</b>	<b>\$1,072,200.00</b>	<b>\$189,211.78</b>
<b>Planned MOE: Contractual and Subaward</b>	<b>\$73,537.07</b>					

Enter detailed explanation of how you came up with the contractual and subaward costs.

Contractual:

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

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

Louisville Metro Police - \$70,588.24

Lexington Police - \$70,588.24

Boone County Sheriff - \$11,764.71

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

The Kentucky Transportation Cabinet was added as a sub-grantee with the FFY 2017 CVSP and this will continue into 2018. The Transportation Cabinet has been the lead in developing and maintaining PRISM and Innovative Technologies (ITD) (formerly CVISN) and with the inclusion of these programs now being under the MCSAP umbrella it is necessary to include them in the CVSP as these are vital components to the CMV safety mission. These costs are necessary, reasonable, and allocable.

Dates of Grant: October 1, 2017 – September 30, 2019

\$1,284,941.18

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## 1.1 Introduction

The purpose of this project is to provide maintenance, hosting, and updates for Kentucky's CVIEW and inSPECT. 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. inSPECT is the software utilized by KSP-CVE to record and transmit commercial vehicle inspections. inSPECT is customized to work with the Kentucky Observation system and CVIEW and allows officers to make timely, informed decisions about vehicles for inspection.

## 1.2 Problem Statement

The Kentucky CVIEW is central to Kentucky's ITD architecture and has interfaces with SAFER, Kentucky's Motor Carrier Portal, Kentucky's Observation System, the Kentucky Automated Truck Screening (KATS) System, inSPECT, 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. inSPECT 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 inSPECT (September 1, 2018 – August 31, 2019).

## 1.4 Program Activity Plan

The following activities will occur during this project:

- The Kentucky Transportation Cabinet will contract with the vendor for hosting, maintenance, and support of Kentucky's CVIEW and inSPECT.
- The Kentucky Transportation Cabinet will also monitor the functionality of CVIEW and communicate with the vendor as needed.
- The Kentucky State Police will monitor the functionality of inSPECT and communicate with the Kentucky Transportation Cabinet and the vendor as needed.
- The Kentucky Transportation Cabinet and Kentucky State Police will communicate with Kentucky's ITD team and FMCSA to identify needed

enhancements to the CVIEW and inSPECT.

- The Kentucky Transportation Cabinet and Kentucky State Police will communicate with the vendor on enhancements that are needed to the CVIEW and inSPECT.

## 1.5 Performance Measurement Plan

- The Kentucky Transportation Cabinet will be utilizing the CVIEW on a daily basis. Brian Beaven will communicate regularly with the vendor when problems are identified or when enhancements are needed.
- The Kentucky State Police will be utilizing inSPECT on a daily basis. John Smoot will communicate regularly with the vendor when problems are identified and when enhancements are needed.
- The Kentucky Transportation Cabinet and Kentucky State Police will track the problems identified in CVIEW and inSPECT and the time required to fix the problem in a spreadsheet.

## 1.6 Schedule and Milestones

Milestone		Expected Completion Date
<b>Project Start</b>		<b>September 2018</b>
1	Setup maintenance contract	September 2018
2	One year contract for maintenance, hosting, updates	August 2019
<b>Project End</b>		<b>September 2019</b>
Description of Services		Total Cost
Hosting and Maintenance for Kentucky's CVIEW and related interfaces		<b>\$88,235.29</b>
<i>Based on a quote from our current CVIEW developer and provider, annual maintenance is approximately \$175,000. However, due to remaining funds in other grants that are allocated for maintenance and hosting of the CVIEW and inSPECT, only about half of those funds are being requested under this grant application. Items that will be covered under this annual maintenance contract include:</i> <ul style="list-style-type: none"> <li>· CVIEW Hosting, Support, and Maintenance</li> <li>· Test CVIEW Hosting, Support, and Maintenance</li> <li>· FTP processes to create and relay data to KATS, inSPECT, and Observation</li> <li>· Observation/inSPECT annual maintenance</li> <li>· Temp permit and OS/OW permits interfaces</li> <li>· IFTA Revoked File Processing</li> <li>· Maintenance of Custom Reports</li> <li>· Ignore/Grace Table Maintenance</li> <li>· PrePass output file</li> <li>· Chameleon carrier flag</li> <li>· Contingency fees for additional work as needed (\$20,000)</li> </ul>		
Milestone		Expected Completion Date
<b>Project Start</b>		<b>July 1, 2018</b>
1	Establish Contract	July 1, 2018
2	Planning Meeting	March 31, 2019
3	Quarterly Team Meetings (at least 4 total)	September 30, 2019



4	Attend Local and National Meetings Representing Kentucky's ITD Team	September 30, 2019		
Project End		September 30, 2019		
Description of Services	Total Cost			
Administrative and Technical Support for the ITD Program	\$176,470.59			
KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has been serving in this capacity since the beginning of Kentucky's ITD program and is an integral part of the ITD team. These funds will serve to pay the staff who participates in the activities mentioned in the project narrative. There are also funds allowed for their staff members to travel on behalf of Kentucky's ITD team. KTC also hosts a planning meeting each year for Kentucky's ITD team and these funds will be utilized for expenses associated with that event. Additional effort will be placed in collecting and disseminating performance metrics to the ITD team and FMCSA.				
Travel Cost Budget Narrative (SF-424A, Line 6c)				
Purpose	# of Staff	Method of Travel	Days	Total Cost
To provide travel funds for the ITD/PRISM team members (state employees) to represent Kentucky	2	Air, Vehicle	12	\$11,764.71
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.				
Milestone		Expected Completion Date		
Project Start		September 1, 2018		
1	Training Kickoff Meeting Held with ITD Team	September 30, 2018		
2	Conduct hands-on training in all regions	May 31, 2019		
3	Collect "Before" Data for Analysis	April 30, 2019		
4	Collect "After" Data for Analysis	August 31, 2019		
5	Summarize Data Analysis	September 30, 2019		
Project End		September 30, 2019		
Contractual Cost Budget Narrative (SF-424A, Line 6f)				
Description of Services	Total Cost			
ITD-Related Training	\$52,941.18			
KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has a long history of working with KYTC and KSP-CVE and has the technical expertise for this effort. The bulk of these funds will be utilized to pay staff to train officers and inspectors. Funds are set aside for travel so that staff can go to the officers and inspectors.				
Travel Cost Budget Narrative (SF-424A, Line 6c)				
Purpose	# of Staff	Method of Travel	Days	Total Cost
To provide travel funds for the ITD/PRISM team members (state employees) to assist with training in Kentucky	4	State Vehicle	10	\$5,882.35
Estimates are made for trips to various areas of Kentucky (particularly the 6 KSP-CVE regions) to assist with training; budget is based on previous travel needed for training				
Milestone		Expected Completion Date		
Project Start		October 1, 2018		
1	Prepare list of data quality problems	January 1, 2019		

2	Develop resolution report	April 30, 2019
3	Develop long-term resolution plan for issues as needed	July 31, 2019
4	Develop Data Quality Report	September 30, 2019
<b>Project End</b>		<b>September 30, 2019</b>

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

Description of Services	Total Cost
Data Quality	\$41,176.47
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 spearhead the data quality initiative, but funds are allowed for travel when necessary.	

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

**Project Start** **January 2019**

1	IFTA Membership Fees (Annual membership)	April 2019
2	IRP Membership Fees (Annual Membership)	June 2019

**Project End** **September 2019**

**Other Cost Budget Narrative  
(SF-424A, Line 6h)**

Item Name	# of Units	Cost per Unit	Total Cost
International Registration Plan	1	\$26,705.88	\$26,705.88
International Fuel Tax Agreement	1	\$20,000	\$20,000

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.

Milestone	Expected Completion Date
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**Project Start** **October 2018**

1	Annual E-Screening State Membership	October 2018
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**Project End** **September 2019**

**Other Cost Budget Narrative  
(SF-424A, Line 6h)**

Item Name	# of Units	Cost per Unit	Total Cost
E-Screening Membership Fees	1	\$8823.53	\$8823.53

This provides funding for the cost to participate on the board of director's for Kentucky's electronic screening program through HELP, Inc.

Milestone	Expected Completion Date
<b>Project Start</b>	<b>July 2018</b>
Setup maintenance contracts	July 2018
<b>Project End</b>	<b>September 2019</b>

Description of Services	Total Cost
Maintenance of Roadside Screening Systems	\$411,764.71

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

Benchmarks	Expected Completion Date
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**Project Start** **October 2017**

1	Establish maintenance contract	December 2017
2	Upgrade software to version 5	March 2018
3	Customize software	March 2019
<b>End Project</b>		<b>March 2019</b>
<b>Description of Services</b>		<b>Total Cost</b>
<i>Contractual agreement for the maintenance and upgrades/customization of the OW/OD permitting system</i>		<b>\$264,705.88</b>
KYTC will contract with Bentley, the developer of Kentucky's OW/OD permitting system for the annual upkeep and maintenance of the system. They will also upgrade the software to Version 5 and complete some customizations using these funds. This cost estimate is based upon information received from Bentley.		

**Total Cost: \$264,705.88**

**85% Federal Share: \$225,000**

**15% State Share: \$39,705.88**

### Overall Budget

ct	Line Item	Chapter	Total Eligible Costs	85% Federal	15% State
Maintenance of CVIEW, inSPECT, etc.	Contractual 1	1	\$88,235.29	\$ 75,000.00	\$13,235.29
TRISM Admin & Tech Support	Contractual 2	2	\$176,470.59	\$ 150,000.00	\$26,470.59
TRISM Admin & Tech Support	Travel 1	2	\$11,764.71	\$ 10,000.00	\$1,764.71
TRISM Training	Contractual 3	3	\$52,941.18	\$ 45,000.00	\$7,941.18
TRISM Training	Travel 2	3	\$5,882.35	\$ 5,000.00	\$882.35
Quality	Contractual 4	4	\$41,176.47	\$ 35,000.00	\$6,176.47
ETA Dues	Other	5	\$46,705.88	\$ 39,700.00	\$7,005.88
eeening Membership Dues	Other	6	\$8,823.53	\$ 7,500.00	\$1,323.53
Maintenance of Roadside Systems	Contractual 5	7	\$411,764.71	\$ 350,000.00	\$61,764.71
Maintenance of OW/OD System	Contractual 6	8	\$264,705.88	\$ 225,000.00	\$39,705.88
<i>Totals</i>			\$1,284,941.18	\$1,092,200.00	\$192,741.18

## 8 - Other Costs

*Other costs are those not classified elsewhere, such as communications or utility costs. As with other expenses, these must be allocable to the Federal award. The total costs and allocation bases must be shown in the narrative.*

*Examples of Other costs may include utilities and/or leased equipment, employee training tuition, meeting registration costs, etc. The quantity, unit of measurement (e.g., monthly, annually, each, etc.) and unit cost must be included. All Other costs must be specifically itemized and described.*

*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.*

*Enter a description of each requested Other Cost.*

*Enter the number of items/units, the unit of measurement, and the cost per unit/item 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 Number of Units x Cost per Item.*

### Indirect Costs

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

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

**Your State will not claim reimbursement for Indirect Costs.**

Other Costs Project Costs						
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Project Costs	Federal Share	State Share
Conference Registration Fees	5	Cost	\$550.00	\$2,750.00	\$2,337.50	\$412.50
FMCSR Regulation Books	120	Cost	\$26.00	\$3,120.00	\$2,652.00	\$468.00
Hazardous Materials Regulation Books	120	Cost	\$23.00	\$2,760.00	\$2,346.00	\$414.00
Locality Software	1	Cost	\$6,512.00	\$6,512.00	\$5,535.20	\$976.80
Mid American Truck Space Rental	1	Cost	\$7,600.00	\$7,600.00	\$6,460.00	\$1,140.00
Cellular Costs	1	Cost	\$46,000.00	\$46,000.00	\$39,100.00	\$6,900.00
Vehicle Repairs	1	Cost	\$26,625.69	\$26,625.69	\$22,631.84	\$3,993.85
CVSA Decals	1	Cost	\$13,500.00	\$13,500.00	\$11,475.00	\$2,025.00
Vehicle Operating Expenses	1	Cost	\$110,000.00	\$110,000.00	\$93,500.00	\$16,500.00
Post Crash Data Retrieval Software	1	Cost	\$6,000.00	\$6,000.00	\$5,100.00	\$900.00
Copy Machines	1	Cost	\$12,000.00	\$12,000.00	\$10,200.00	\$1,800.00
CVSA Annual Dues	1	Cost	\$10,400.00	\$10,400.00	\$8,840.00	\$1,560.00
Computer Maintenance	324	12	\$55.00	\$17,820.00	\$15,147.00	\$2,673.00
<b>TOTAL: Other Costs</b>				<b>\$265,087.69</b>	<b>\$225,324.54</b>	<b>\$39,763.15</b>
<b>Planned MOE: Other Costs</b>	<b>\$6,381.84</b>					

***Enter detailed explanation of how you came up with the other costs.***

**Other:**

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

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 \$3,120.

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

The KSP will purchase cellular locality software which will provide maintenance, accountability and tracking of KSP's cellular devices. Anticipated cost is \$6,512.

**Locality allows you to:**

- Quickly troubleshoot and solve chronic connectivity issues with cellular data and GPS networks.
- Ensure your mobile workers have access to the best cellular coverage and the fastest network technologies.
- Maintain a current and accurate list of each cellular network adapter, who it's assigned to, and how often it's used.
- Export geo-tagged data for integration with other 3rd party applications.
- Easily identify and manage under-utilized and outdated devices.
- Access a detailed view of signal quality by carrier, device and technology.

**Benefits of Locality:**

- **Increased Productivity:** Locality provides the visibility into your cellular deployment and the business intelligence tools needed to ensure that mobile workers and IT support staff are operating at their highest productivity.
- **Overall Cost Reduction:** Receive the real world data you need to reduce your cellular data service expenses and lower your internal IT support costs.
- **Easy To Deploy:** Locality is a client/ server software solution offered as a hosted, Software as a Service (Seas) solution on an annual subscription basis, so you can quickly deploy the solution without the expense of purchasing and deploying your own hardware. (Also offered as an on-premises solution.)

**Integrates With NetMotion Mobility:** Locality works with any VPN, but for Mobility users, Locality offers even more value. It can be configured to utilize Mobility's Analytics module, providing more visibility into your mobile deployment.

The KSP rents space at the Mid American Truck Show each year for the purposes of providing opportunities to reach out to the trucking industry and the general public. With this being the largest truck show in America it has shown to be an important event to address CMV safety and develop relationships with the motor carrier industry.

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 \$46,000. 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 \$26,625.69 charged to the grant.

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

The KSP maintains vehicle maintenance records in an in-house database and charges a 35 percent usage rate for actual costs incurred for vehicles that are not 100% MCSAP usage. Vehicles that are 100% MCSAP are charged at that rate. KSP provides a spreadsheet each billing cycle that addresses and identifies these charges. Fuel costs are estimated to be \$110,000.00 charged to the grant.

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

The KSP provides copy machines at CVE Programs and scale facilities for the daily use of administration personnel, inspectors and officers. These copy machines are segregated and used only for MCSAP eligible costs and programs. Cost for these machines is expected to be \$12,000.

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

CVSA membership - \$10,400 annually.

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

**9 - Comprehensive Spending Plan**

The comprehensive spending plan is auto-populated from all line items in the tables and is in read-only format.

<b>ESTIMATED Fiscal Year Funding Amounts for MCSAP</b>			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,748,581.00	\$837,985.00	\$5,586,566.00

<b>Summary of MCSAP Funding Limitations</b>	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$837,985.00
MOE Baseline:	\$1,751,368.59

<b>Estimated Expenditures</b>			
<b>Personnel</b>			
	Federal Share	State Share	Total Project Costs
Major	\$8,985.57	\$1,585.69	\$10,571.26
Captain	\$68,368.47	\$12,065.03	\$80,433.50
Lieutenant	\$65,633.74	\$11,582.42	\$77,216.16
Sergeant	\$112,514.98	\$19,855.58	\$132,370.56
Inspector	\$480,532.71	\$84,799.89	\$565,332.60
Officer	\$312,431.20	\$55,134.92	\$367,566.12
Coordinator/Staff	\$62,977.13	\$11,113.61	\$74,090.74
Programs Staff	\$100,459.80	\$17,728.20	\$118,188.00
Compliance Review Support	\$8,929.76	\$1,575.84	\$10,505.60
Administrative Support	\$90,134.76	\$15,906.14	\$106,040.90
Sergeant Special Assignment	\$401.84	\$70.91	\$472.75
Officers Special Assignment	\$5,313.23	\$937.63	\$6,250.86
Trooper Certified Inspectors	\$4,272.83	\$754.03	\$5,026.86
Specialist Pay	\$482,800.00	\$85,200.00	\$568,000.00
<b>Salary Subtotal</b>	<b>\$1,803,756.02</b>	<b>\$318,309.89</b>	<b>\$2,122,065.91</b>
General Staff	\$68,171.44	\$12,030.25	\$80,201.69
<b>Overtime subtotal</b>	<b>\$68,171.44</b>	<b>\$12,030.25</b>	<b>\$80,201.69</b>
<b>Personnel total</b>	<b>\$1,871,927.46</b>	<b>\$330,340.14</b>	<b>\$2,202,267.60</b>
<b>Planned MOE</b>	<b>\$896,577.28</b>		

Fringe Benefits			
	Federal Share	State Share	Total Project Costs
Major	\$6,251.26	\$1,103.16	\$7,354.42
Captain	\$43,755.82	\$7,721.62	\$51,477.44
Lieutenant	\$43,758.01	\$7,722.00	\$51,480.01
Sergeant	\$87,514.15	\$15,443.67	\$102,957.82
Inspector	\$384,426.17	\$67,839.91	\$452,266.08
Officer	\$274,252.13	\$48,397.44	\$322,649.57
Coordinator/Staff	\$35,720.62	\$6,303.64	\$42,024.26
Programs Staff	\$89,298.71	\$15,758.60	\$105,057.31
Compliance Review Support	\$7,255.43	\$1,280.37	\$8,535.80
Administrative Support	\$89,296.50	\$15,758.21	\$105,054.71
Sergeant Special Assignment	\$312.55	\$55.15	\$367.70
Officers Special Assignment	\$4,063.00	\$717.00	\$4,780.00
Trooper Certified Inspectors	\$4,272.89	\$754.04	\$5,026.93
Specialist Pay	\$207,604.00	\$36,636.00	\$244,240.00
Overtime	\$36,910.76	\$6,513.66	\$43,424.42
<b>Fringe Benefits total</b>	<b>\$1,314,692.00</b>	<b>\$232,004.47</b>	<b>\$1,546,696.47</b>
<b>Planned MOE</b>	<b>\$649,872.81</b>		



Travel			
	Federal Share	State Share	Total Project Costs
Routine Annual Training	\$8,500.00	\$1,500.00	\$10,000.00
COHMED Conference	\$3,391.50	\$598.50	\$3,990.00
CVSA Conference	\$5,406.00	\$954.00	\$6,360.00
CVSA Inspector Championship	\$1,915.90	\$338.10	\$2,254.00
MCSAP FMCSA Planning Meeting	\$7,403.50	\$1,306.50	\$8,710.00
MCSAP Commanders Meeting	\$5,222.40	\$921.60	\$6,144.00
Unplanned Training Travel	\$11,097.60	\$1,958.40	\$13,056.00
<b>Travel total</b>	<b>\$42,936.90</b>	<b>\$7,577.10</b>	<b>\$50,514.00</b>
<b>Planned MOE</b>	<b>\$0.00</b>		

Equipment			
	Federal Share	State Share	Total Project Costs
Patrol Vehicles	\$48,874.96	\$8,624.99	\$57,499.95
Patrol Vehicle Equipment	\$51,191.25	\$9,033.75	\$60,225.00
Four Ford Trucks	\$42,043.89	\$7,419.51	\$49,463.40
Bus Ramps	\$32,640.00	\$5,760.00	\$38,400.00
<b>Equipment total</b>	<b>\$174,750.10</b>	<b>\$30,838.25</b>	<b>\$205,588.35</b>
<b>Planned MOE</b>	<b>\$100,000.00</b>		

Supplies			
	Federal Share	State Share	Total Project Costs
Uniforms and related equipment	\$25,500.00	\$4,500.00	\$30,000.00
Office Supplies	\$21,250.00	\$3,750.00	\$25,000.00
<b>Supplies total</b>	<b>\$46,750.00</b>	<b>\$8,250.00</b>	<b>\$55,000.00</b>
<b>Planned MOE</b>	<b>\$25,000.00</b>		

Contractual and Subaward			
	Federal Share	State Share	Total Project Costs
Lexington Division of Police	\$60,000.00	\$10,588.24	\$70,588.24
Boone County Sheriffs Office	\$10,000.00	\$1,764.71	\$11,764.71
KY Transportation Cabinet	\$942,200.00	\$166,270.59	\$1,108,470.59
Louisville Police	\$60,000.00	\$10,588.24	\$70,588.24
<b>Contractual and Subaward total</b>	<b>\$1,072,200.00</b>	<b>\$189,211.78</b>	<b>\$1,261,411.78</b>
<b>Planned MOE</b>	<b>\$73,537.07</b>		

Other Costs			
	Federal Share	State Share	Total Project Costs
Conference Registration Fees	\$2,337.50	\$412.50	\$2,750.00
FMCSR Regulation Books	\$2,652.00	\$468.00	\$3,120.00
Hazardous Materials Regulation Books	\$2,346.00	\$414.00	\$2,760.00
Locality Software	\$5,535.20	\$976.80	\$6,512.00
Mid American Truck Space Rental	\$6,460.00	\$1,140.00	\$7,600.00
Cellular Costs	\$39,100.00	\$6,900.00	\$46,000.00
Vehicle Repairs	\$22,631.84	\$3,993.85	\$26,625.69
CVSA Decals	\$11,475.00	\$2,025.00	\$13,500.00
Vehicle Operating Expenses	\$93,500.00	\$16,500.00	\$110,000.00
Post Crash Data Retrieval Software	\$5,100.00	\$900.00	\$6,000.00
Copy Machines	\$10,200.00	\$1,800.00	\$12,000.00
CVSA Annual Dues	\$8,840.00	\$1,560.00	\$10,400.00
Computer Maintenance	\$15,147.00	\$2,673.00	\$17,820.00
<b>Other Costs total</b>	<b>\$225,324.54</b>	<b>\$39,763.15</b>	<b>\$265,087.69</b>
<b>Planned MOE</b>	<b>\$6,381.84</b>		

Total Costs			
	Federal Share	State Share	Total Project Costs
<b>Subtotal for Direct Costs</b>	<b>\$4,748,581.00</b>	<b>\$837,984.89</b>	<b>\$5,586,565.89</b>
<b>Total Costs Budgeted</b>	<b>\$4,748,581.00</b>	<b>\$837,984.89</b>	<b>\$5,586,565.89</b>
<b>Total Planned MOE</b>	<b>\$1,751,369.00</b>		

**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.

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

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,748,581.00	\$837,985.00	\$5,586,566.00

Summary of MCSAP Funding Limitations	
Allowable amount for Overtime without written justification (15% of Basic award amount):	\$837,985.00
MOE Baseline:	\$1,751,368.59

Estimated Expenditures				
	Federal Share	State Share	Total Project Costs	Planned MOE Costs
Salary Subtotal	\$1,803,756.02	\$318,309.89	\$2,122,065.91	NA
Overtime Subtotal	\$68,171.44	\$12,030.25	\$80,201.69	NA
Personnel Total	\$1,871,927.46	\$330,340.14	\$2,202,267.60	\$896,577.28
Fringe Benefits Total	\$1,314,692.00	\$232,004.47	\$1,546,696.47	\$649,872.81
Travel Total	\$42,936.90	\$7,577.10	\$50,514.00	\$0.00
Equipment Total	\$174,750.10	\$30,838.25	\$205,588.35	\$100,000.00
Supplies Total	\$46,750.00	\$8,250.00	\$55,000.00	\$25,000.00
Contractual and Subaward Total	\$1,072,200.00	\$189,211.78	\$1,261,411.78	\$73,537.07
Other Costs Total	\$225,324.54	\$39,763.15	\$265,087.69	\$6,381.84
	85% Federal Share	15% State Share	Total Project Costs	Planned MOE Costs
Subtotal for Direct Costs	\$4,748,581.00	\$837,984.89	\$5,586,565.89	\$1,751,369.00
Indirect Costs	\$0.00	\$0.00	\$0.00	NA
<b>Total Costs Budgeted</b>	<b>\$4,748,581.00</b>	<b>\$837,984.89</b>	<b>\$5,586,565.89</b>	<b>\$1,751,369.00</b>

**Part 5 - Certifications and Documents**

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

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

**1 - State Certification**

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

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

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

- ☒ Yes
- ☐ No

**State Certification declaration:**

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

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

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

1. What is the name of your certifying State official? Nathan Day
2. What is the title of your certifying State official? Major
3. What are the phone # and email address of your State official? nathan.day@ky.gov 502-782-1800

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

- ☒ Yes
- ☐ No

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

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

**3 - New Laws/Legislation/Policy Impacting CMV Safety**

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

☐ Yes ☒ No

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

☐ Yes ☒ No

## ANNUAL CERTIFICATION OF COMPATABILITY

In accordance with 49 CFR, Parts 350 and 355, as Director for the Department of Kentucky State Police, Commercial Vehicle Enforcement Division, I do hereby certify, based on an annual review, the Commonwealth of Kentucky's compatibility with appropriate parts of the Federal Motor Carrier Safety Regulations (FMCSR's) and the Federal Hazardous Material Regulations (FHMRS) as follows:

### INTERSTATE MOTOR CARRIERS

### INTRASTATE MOTOR CARRIERS

(No changes)

Kentucky's MCSAP review completed in 2010 identified issues regarding incompatibility with some regulations. KSP, Commercial Vehicle Enforcement Division is diligently working with the Kentucky Department of Transportation to introduce legislation addressing for-hire bus carriers and farm trucks. To date, the agencies have been unable to have legislation introduced that would bring the Commonwealth into compliance with federal law as it is taking a substantial amount of time and effort to educate the Kentucky General Assembly regarding the need to implement this very important legislation. We continue to work with legislators and educate them on the importance of adopting these laws to bring for-hire bus carriers and farm trucks into compliance. Updating for FFY 2018 CVSP, We have presented the legislative proposals to the Transportation Cabinte addressing the deficiencies and those proposals are to be addressed by the Transportation Cabinet with the General Assembly. Until some of these statutes are changed, the regulations cannot be amended. Other regulatory proposals are also being submitted to the Executive Branch for Review in an effort to address the deficiencies. To date, the agency has been unsuccessful in getting the legislative changes proposed and passed.

Dated this 20 day of July 2016

Major Natha Dan

Major

## ANNUAL CERTIFICATION OF COMPATABILITY

The below new laws were enacted during 2017:

KRS 189.2715 *(New)* Relating to Overweight/Over-dimensional loads and Metal Products.

<http://www.lrc.ky.gov/recorddocuments/bill/17RS/HB184/bill.pdf>

KRS 189.222 *(Change)* Relating to Transporting Agricultural products & Feed for livestock or poultry.

<http://www.lrc.ky.gov/recorddocuments/bill/17RS/HB174/bill.pdf>

KRS 189.010 *(Change)* New Definition of "Non-divisible load"

<http://www.lrc.ky.gov/recorddocuments/bill/17RS/HB265/bill.pdf>

Drafts attached.



1 AN ACT relating to overweight and overdimensional vehicles.

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

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

5 *After the effective date of this section and until June 30, 2020:*

6 *(1) As used in this section, "metal commodities" means output products from metal-*  
7 *producing industries that are transported in their most basic and original form*  
8 *from a mill or storage facility to market for processing. "Metal commodities"*  
9 *does not include manufactured parts being transported from a manufacturer or*  
10 *supplier to another customer;*

11 *(2) The department shall promulgate administrative regulations pursuant to KRS*  
12 *Chapter 13A governing the issuance of annual and single-trip permits for the*  
13 *operation of motor vehicles transporting metal commodities with a minimum*  
14 *gross weight of eighty thousand and one (80,001) pounds and a maximum gross*  
15 *weight of one hundred twenty thousand (120,000) pounds in divisible or*  
16 *nondivisible loads to or from a facility manufacturing metal commodities in this*  
17 *state or a facility used for storage of metal commodities;*

18 *(3) A motor carrier transporting metal commodities in divisible or nondivisible loads*  
19 *to or from a facility manufacturing metal commodities in this state or a facility*  
20 *used for storage of metal commodities, may apply for an annual or single-trip*  
21 *overweight permit pursuant to subsection (2) of this section. A permit issued*  
22 *under this section shall be specific to a single truck and shall be valid twenty-four*  
23 *(24) hours a day;*

24 *(4) (a) The cost of an annual permit issued under this section shall be one*  
25 *thousand two hundred fifty dollars (\$1,250).*

26 *(b) The cost of a single-trip permit issued under this section shall be one*  
27 *hundred dollars (\$100);*

1 (5) Permits issued under this section shall contain a Web site hyperlink or any other  
2 method to provide the motor carrier with routes that are approved by the  
3 department;

4 (6) Upon renewal of any annual permit issued under this section, the permit holder  
5 shall report to the cabinet the number of trips made and the total miles driven  
6 under the permit during the previous year; and

7 (7) Administrative regulations promulgated by the department under this section  
8 may require motor carriers to meet specific Federal Motor Carrier Safety  
9 Administration (FMCSA) safety ratings and FMCSA safety measurement system  
10 scores before issuance of a permit under this section.

11 ➔SECTION 2. A NEW SECTION OF KRS CHAPTER 189 IS CREATED TO  
12 READ AS FOLLOWS:

13 (1) In order to promote economic development and retain jobs within this state,  
14 subject to the provisions of Section 3 of this Act, the department may promulgate  
15 administrative regulations pursuant to KRS Chapter 13A governing the issuance  
16 of annual permits for the operation of motor vehicles transporting steel products  
17 or steel materials in divisible or nondivisible loads to or from a facility  
18 manufacturing products in this state or a facility used for storage of those  
19 products, whose gross weight exceeds the limits prescribed by this chapter. In no  
20 instance shall the gross weight limits issued pursuant to this section exceed one  
21 hundred twenty thousand (120,000) pounds. The movement of the products or  
22 materials shall be limited to no more than one hundred fifty (150) miles within  
23 the state.

24 (2) A motor carrier transporting steel products or steel materials in divisible or  
25 nondivisible loads to or from a facility manufacturing steel products in this state  
26 or a facility used for storage of those products, may apply for an annual  
27 overweight permit pursuant to subsection (1) of this section. The permit shall be

1 valid twenty-four (24) hours a day, but shall be limited to movements of steel  
2 products or steel materials of not more than one hundred fifty (150) miles within  
3 the state. The cost of the annual permit shall be two hundred fifty dollars (\$250).

4 ➔Section 3. KRS 189.222 is amended to read as follows:

- 5 (1) Except as provided in subsection (2) of this section, the secretary of the  
6 Transportation Cabinet in respect to highways which are a part of the state-  
7 maintained system, by official order, may increase on designated highways or  
8 portions thereof, the maximum height, length, and gross weight prescribed in KRS  
9 189.221, if in the opinion of the secretary, the increased height, length, and weight  
10 designated by him are justified by the strength, safety, and durability of the  
11 designated highways, and the highways do not appear susceptible to unreasonable  
12 and unusual damage by reason of the increases and the secretary may establish  
13 reasonable classification of state maintained roads and fix a different maximum for  
14 each classification. Any increase in the height, length, or width of any motor truck  
15 or tractor semitrailer combinations or any other vehicle combinations including any  
16 part of the body or load or designation of highways to be used by the vehicles, shall  
17 not, in any way, exceed the federal law or regulations thereunder or jeopardize the  
18 allotment or qualification for federal aid funds of the Commonwealth of Kentucky  
19 or exceed the following dimensions and weights:

20 (a) 1. Height, for vehicles transporting motor vehicles, fourteen (14) feet;

21 2. Height, for all other vehicles, thirteen and one-half (13-1/2) feet;

22 (b) Length, semitrailers, fifty-three (53) feet; trailers, twenty-eight (28) feet;  
23 motor trucks, forty-five (45) feet, not to exceed two (2) trailers per truck  
24 tractor;

25 (c) Weight, twenty thousand (20,000) pounds per single axle, with axles less than  
26 forty-two (42) inches apart to be considered as a single axle; thirty-four  
27 thousand (34,000) pounds on two (2) axles in tandem arrangement which are

1 spaced forty-two (42) inches or more apart and less than ninety-six (96) inches  
2 apart; forty-eight thousand (48,000) pounds on three (3) axles which are  
3 spaced forty-two (42) inches or more apart and less than one hundred twenty  
4 (120) inches apart. No single axle in any arrangement shall exceed twenty  
5 thousand (20,000) pounds or seven hundred (700) pounds per inch of the  
6 aggregate width of all the tires on a single axle, whichever is less. The total  
7 gross weight of the vehicle and load shall not exceed eighty thousand (80,000)  
8 pounds;

9 (d) Except on the interstate highway system, a tolerance of not more than five  
10 percent (5%) per axle load shall be permitted before a carrier is deemed to  
11 have violated paragraph (c) of this subsection. The gross weight shall not  
12 exceed eighty thousand (80,000) pounds;

13 (e) Except as provided for in paragraph (f) of this subsection, truck tractor,  
14 semitrailer and trailer combinations, and other vehicle combinations may be  
15 operated only on the interstate system and on those parts of the federal aid  
16 highway system and the state-maintained system which have been designated  
17 by the secretary of the Transportation Cabinet by official order as safely  
18 allowing same;

19 (f) A vehicle or combination of vehicles that is one hundred two (102) inches  
20 wide or less and has a gross weight of not more than eighty thousand (80,000)  
21 pounds may be driven on any state highway, for a distance of up to fifteen  
22 (15) miles from an interstate or parkway exit.

23 (2) In addition to the provisions of KRS 189.2226, vehicles with a gross weight of up to  
24 eighty thousand (80,000) pounds may travel on any state highway in the  
25 Commonwealth without obtaining a special permit, if the weight does not exceed  
26 any limits mandated by federal law or regulation, any posted bridge weight limit, or  
27 the weight limits for the size and type of vehicle established under paragraph (c) of

- 1 subsection (1) of this section, and if the vehicle is transporting any of the following:
- 2 (a) Meats or agricultural crop products originating from a farm to first market;
- 3 (b) Livestock or poultry from their point of origin to first market;
- 4 (c) Primary forest products, including, but not limited to, sawdust, wood chips,
- 5 bark, slabs, or logs originating from their points of origin to first market; or
- 6 (d) Supplies, materials, or equipment necessary to carry out a farming operation
- 7 engaged in the production of agricultural crop products, meats, livestock, or
- 8 poultry.
- 9 (3) Vehicles registered under KRS 186.050~~[(4)(b)]~~ that are engaged exclusively in the
- 10 transportation of items listed in subsection (2)(a), (b), and (c) of this section may
- 11 exceed the gross weight provisions set forth in subsection (1)(c) of this section by a
- 12 weight tolerance of ten percent (10%), except on the interstate highway system.
- 13 (4) Vehicles exclusively engaged in the transportation of motor vehicles,
- 14 unmanufactured tobacco, or unmanufactured tobacco products may, on those
- 15 highways which are a part of the state-maintained system and which have been
- 16 designated by the secretary of the Transportation Cabinet by official order as safely
- 17 allowing same, attain the maximum lengths as provided by subsection (1)(b) of this
- 18 section, excluding the usual and ordinary bumper overhang of the transported
- 19 vehicles.
- 20 (5) Vehicles engaged exclusively in the transportation of farm or primary forestry
- 21 products and registered under KRS 186.050(4) or 186.050(9) and vehicles engaged
- 22 exclusively in the transportation of ready-mixed concrete shall be excluded from the
- 23 axle weight provisions, except on interstate highways, and subject only to total
- 24 gross weight provisions.
- 25 (6) Vehicles registered pursuant to KRS 186.050(3)(b) and engaged in the
- 26 transportation of primary forest products, including, but not limited to, vehicles
- 27 transporting sawdust, wood chips, bark, slabs, or logs, may exceed the axle, or gross

1 weight provisions as set forth in accordance with subsection (1)(c) of this section by  
2 a weight tolerance of ten percent (10%), except on the interstate highway system.

3 (7) Vehicles designed for and engaged exclusively in the collection and hauling of  
4 refuse and registered under KRS 186.050(3)(b) shall be excluded from the axle  
5 weight provisions, except when in operation on the federal interstate system, and  
6 subject only to total gross weight provisions.

7 (8) The secretary of the Transportation Cabinet may by order increase the weight and  
8 height limits prescribed by this chapter for motor vehicles while being operated  
9 exclusively on roads or highways being constructed, reconstructed, or repaired  
10 under contract with the Transportation Cabinet by the contractor or subcontractor,  
11 agent, or employee thereof.

12 (9) Except as otherwise provided in this chapter, the secretary of the Transportation  
13 Cabinet shall not authorize the operation of any vehicle or combination of vehicles,  
14 upon any part of the federal aid highway system or state parkway system, which  
15 exceeds the following dimensions and weights:

- 16 (a) Width, one hundred two (102) inches, including any part of the body or load;  
17 (b) Weight, twenty thousand (20,000) pounds per single axle, with axles less than  
18 forty-two (42) inches apart to be considered as a single axle; thirty-four  
19 thousand (34,000) pounds on two (2) axles in tandem arrangement which are  
20 spaced forty-two (42) inches or more apart and less than ninety-six (96) inches  
21 apart; forty-eight thousand (48,000) pounds on three (3) axles which are  
22 spaced forty-two (42) inches or more apart and less than one hundred twenty  
23 (120) inches apart. The total gross weight of the vehicle and load shall not  
24 exceed eighty thousand (80,000) pounds. If any federal law or laws or  
25 regulations thereunder are hereafter enacted authorizing weights and  
26 dimensions in excess of those set out in paragraphs (a) and (b) of this  
27 subsection, the secretary of the Transportation Cabinet may by official order

1           increase the maximum weights and dimensions but the increased weights and  
2           dimensions shall not exceed those set out in this section.

3   (10) Except on the interstate highway system, vehicles engaged exclusively in the  
4       transportation of crushed stone, fill dirt and rock, soil, bulk sand, coal, phosphate  
5       muck, asphalt, concrete, solid waste, tankage or animal residues, livestock, and  
6       agricultural products shall be permitted a tolerance of ten percent (10%) of the axle  
7       weight provisions before a carrier is deemed to have violated paragraph (1)(c) of  
8       this section.

9   (11) The Transportation Cabinet may promulgate administrative regulations pursuant to  
10       KRS Chapter 13A, relating to the implementation of 23 C.F.R. Part 658 as it relates  
11       to state-maintained or locally maintained roads. The enforcement of the provisions  
12       of KRS 189.221 and this section on locally maintained roads shall not be the  
13       responsibility of the law enforcement officers of the Transportation Cabinet, unless  
14       the head of the corresponding local government unit has requested, in writing,  
15       enforcement assistance from the Transportation Cabinet.

16       ➔Section 4. KRS 189.990 is amended to read as follows:

17   (1) Any person who violates any of the provisions of KRS 189.020 to 189.040,  
18       subsection (1) or (4) of KRS 189.050, KRS 189.060 to 189.080, subsections (1) to  
19       (3) of KRS 189.090, KRS 189.100, 189.110, 189.130 to 189.160, subsections (2) to  
20       (4) of KRS 189.190, KRS 189.200, 189.285, 189.290, 189.300 to 189.360, KRS  
21       189.380, KRS 189.400 to 189.430, KRS 189.450 to 189.458, KRS 189.4595 to  
22       189.480, subsection (1) of KRS 189.520, KRS 189.540, KRS 189.570 to 189.590,  
23       except subsection (1)(b) or (6)(b) of KRS 189.580, KRS 189.345, subsection (4) of  
24       KRS 189.456, and 189.960 shall be fined not less than twenty dollars (\$20) nor  
25       more than one hundred dollars (\$100) for each offense. Any person who violates  
26       subsection (1)(a) of KRS 189.580 shall be fined not less than twenty dollars (\$20)  
27       nor more than two thousand dollars (\$2,000) or imprisoned in the county jail for not

1 more than one (1) year, or both, unless the accident involved death or serious  
2 physical injury and the person knew or should have known of the death or serious  
3 physical injury, in which case the person shall be guilty of a Class D felony. Any  
4 person who violates paragraph (c) of subsection (5) of KRS 189.390 shall be fined  
5 not less than eleven dollars (\$11) nor more than thirty dollars (\$30). Neither court  
6 costs nor fees shall be taxed against any person violating paragraph (c) of  
7 subsection (5) of KRS 189.390.

8 (2) (a) Any person who violates the weight provisions of KRS 189.212, 189.221,  
9 189.222, 189.226, 189.230, ~~[or]~~ 189.270, or Section 1 of this Act shall be  
10 fined two cents (\$0.02) per pound for each pound of excess load when the  
11 excess is five thousand (5,000) pounds or less. When the excess exceeds five  
12 thousand (5,000) pounds the fine shall be two cents (\$0.02) per pound for  
13 each pound of excess load, but the fine levied shall not be less than one  
14 hundred dollars (\$100) and shall not be more than five hundred dollars (\$500).

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

18 (c) Any person who violates any provision of subsection (2) or (3) of KRS  
19 189.050, subsection (4) of KRS 189.090, KRS 189.221 to 189.230, 189.270,  
20 Section 1 of this Act, 189.280, or the dimension provisions of KRS 189.212,  
21 for which another penalty is not specifically provided shall be fined not less  
22 than ten dollars (\$10) nor more than five hundred dollars (\$500).

23 (d) On or after July 1, 2020:

24 1. Any person who violates the weight provisions of Section 2 of this Act  
25 shall be subject to the penalties outlined in paragraph (a) of this  
26 subsection; and

27 2. Any person who violates any provision of Section 2 of this Act for



1                   which another penalty is not specifically provided shall be fined not  
2                   less than ten dollars (\$10) nor more than five hundred dollars (\$500).

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

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

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

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

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

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

20       (5) Any person who violates KRS 189.370 shall for the first offense be fined not less  
21       than one hundred dollars (\$100) nor more than two hundred dollars (\$200) or  
22       imprisoned not less than thirty (30) days nor more than sixty (60) days, or both. For  
23       each subsequent offense occurring within three (3) years, the person shall be fined  
24       not less than three hundred dollars (\$300) nor more than five hundred dollars (\$500)  
25       or imprisoned not less than sixty (60) days nor more than six (6) months, or both.  
26       The minimum fine for this violation shall not be subject to suspension. A minimum  
27       of six (6) points shall be assessed against the driving record of any person

- 1 convicted.
- 2 (6) Any person who violates KRS 189.500 shall be fined not more than fifteen dollars  
3 (\$15) in excess of the cost of the repair of the road.
- 4 (7) Any person who violates KRS 189.510 or KRS 189.515 shall be fined not less than  
5 twenty dollars (\$20) nor more than fifty dollars (\$50).
- 6 (8) Any peace officer who violates subsection (2) of KRS 189.520 shall be fined not  
7 less than thirty-five dollars (\$35) nor more than one hundred dollars (\$100).
- 8 (9) (a) Any person who violates KRS 189.530(1) shall be fined not less than thirty-  
9 five dollars (\$35) nor more than one hundred dollars (\$100), or imprisoned  
10 not less than thirty (30) days nor more than twelve (12) months, or both.
- 11 (b) Any person who violates KRS 189.530(2) shall be fined not less than thirty-  
12 five dollars (\$35) nor more than one hundred dollars (\$100).
- 13 (10) Any person who violates any of the provisions of KRS 189.550 shall be guilty of a  
14 Class B misdemeanor.
- 15 (11) Any person who violates subsection (3) of KRS 189.560 shall be fined not less than  
16 thirty dollars (\$30) nor more than one hundred dollars (\$100) for each offense.
- 17 (12) The fines imposed by paragraph (a) of subsection (3) and subsections (6) and (7) of  
18 this section shall, in the case of a public highway, be paid into the county road fund,  
19 and, in the case of a privately owned road or bridge, be paid to the owner. These  
20 fines shall not bar an action for damages for breach of contract.
- 21 (13) Any person who violates any of the provisions of KRS 189.120 shall be fined not  
22 less than twenty dollars (\$20) nor more than one hundred dollars (\$100) for each  
23 offense.
- 24 (14) Any person who violates any provision of KRS 189.575 shall be fined not less than  
25 twenty dollars (\$20) nor more than twenty-five dollars (\$25).
- 26 (15) Any person who violates subsection (2) of KRS 189.231 shall be fined not less than  
27 twenty dollars (\$20) nor more than one hundred dollars (\$100) for each offense.

- 1 (16) Any person who violates restrictions or regulations established by the secretary of  
2 transportation pursuant to subsection (3) of KRS 189.231 shall, upon first offense,  
3 be fined one hundred dollars (\$100) and, upon subsequent convictions, be fined not  
4 less than one hundred dollars (\$100) nor more than five hundred dollars (\$500) or  
5 imprisoned for thirty (30) days, or both.
- 6 (17) (a) Any person who violates any of the provisions of KRS 189.565 shall be guilty  
7 of a Class B misdemeanor.
- 8 (b) In addition to the penalties prescribed in paragraph (a) of this subsection, in  
9 case of violation by any person in whose name the vehicle used in the  
10 transportation of inflammable liquids or explosives is licensed, the person  
11 shall be fined not less than one hundred dollars (\$100) nor more than five  
12 hundred dollars (\$500). Each violation shall constitute a separate offense.
- 13 (18) Any person who abandons a vehicle upon the right-of-way of a state highway for  
14 three (3) consecutive days shall be fined not less than thirty-five dollars (\$35) nor  
15 more than one hundred dollars (\$100), or imprisoned for not less than ten (10) days  
16 nor more than thirty (30) days.
- 17 (19) Every person violating KRS 189.393 shall be guilty of a Class B misdemeanor,  
18 unless the offense is being committed by a defendant fleeing the commission of a  
19 felony offense which the defendant was also charged with violating and was  
20 subsequently convicted of that felony, in which case it is a Class A misdemeanor.
- 21 (20) Any law enforcement agency which fails or refuses to forward the reports required  
22 by KRS 189.635 shall be subject to the penalties prescribed in KRS 17.157.
- 23 (21) A person who operates a bicycle in violation of the administrative regulations  
24 promulgated pursuant to KRS 189.287 shall be fined not less than ten dollars (\$10)  
25 nor more than one hundred dollars (\$100).
- 26 (22) Any person who violates KRS 189.860 shall be fined not more than five hundred  
27 dollars (\$500) or imprisoned for not more than six (6) months, or both.

- 1 (23) Any person who violates KRS 189.754 shall be fined not less than twenty-five  
2 dollars (\$25) nor more than three hundred dollars (\$300).
- 3 (24) Any person who violates the provisions of KRS 189.125(3)(a) shall be fined fifty  
4 dollars (\$50). This fine shall be subject to prepayment. A fine imposed under this  
5 subsection shall not be subject to court costs pursuant to KRS 24A.175, additional  
6 court costs pursuant to KRS 24A.176, the fee imposed pursuant to KRS 24A.1765,  
7 or any other additional fees or costs.
- 8 (25) Any person who violates the provisions of KRS 189.125(3)(b) shall not be issued a  
9 uniform citation, but shall instead receive a courtesy warning up until July 1, 2009.  
10 For a violation on or after July 1, 2009, the person shall be fined thirty dollars (\$30).  
11 This fine shall be subject to prepayment. A fine imposed under this subsection shall  
12 not be subject to court costs pursuant to KRS 24A.175, additional court costs  
13 pursuant to KRS 24A.176, a fee imposed pursuant to KRS 24A.1765, or any other  
14 additional fees or costs. A person who has not been previously charged with a  
15 violation of KRS 189.125(3)(b) may elect to acquire a booster seat meeting the  
16 requirements of KRS 189.125. Upon presentation of sufficient proof of the  
17 acquisition, the charge shall be dismissed and no fees or costs shall be imposed.
- 18 (26) Any person who violates the provisions of KRS 189.125(6) shall be fined an  
19 amount not to exceed twenty-five dollars (\$25). This fine shall be subject to  
20 prepayment. A fine imposed under this subsection shall not be subject to court costs  
21 pursuant to KRS 24A.175, additional court costs pursuant to KRS 24A.176, the fee  
22 imposed pursuant to KRS 24A.1765, or any other additional fees or costs.
- 23 (27) Fines levied pursuant to this chapter shall be assessed in the manner required by  
24 KRS 534.020, in amounts consistent with this chapter. Nonpayment of fines shall  
25 be governed by KRS 534.060.
- 26 (28) A licensed driver under the age of eighteen (18) charged with a moving violation  
27 pursuant to this chapter as the driver of a motor vehicle may be referred, prior to

1 trial, by the court to a diversionary program. The diversionary program under this  
2 subsection shall consist of one (1) or both of the following:

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

6 (b) Attendance at a driver improvement clinic established pursuant to KRS  
7 186.574. If the person completes the terms of this diversionary program  
8 satisfactorily the violation shall be dismissed.

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

18 (30) ~~[(a) Prior to January 1, 2011, any person who violates KRS 189.292 or 189.294~~  
19 ~~shall not be issued a uniform citation, but shall instead receive a courtesy~~  
20 ~~warning.~~

21 ~~(b)~~ On or after January 1, 2011, any person who violates KRS 189.292 or  
22 189.294 shall be fined twenty-five dollars (\$25) for the first offense and fifty  
23 dollars (\$50) for each subsequent offense.

24 ➔Section 5. The Interim Joint Committee on Transportation of the Legislative  
25 Research Commission is directed to conduct a review of the effect that overweight and  
26 overdimensional vehicles have on the Commonwealth's roadways and railroad  
27 infrastructure. As part of this review the Committee shall:

1 (1) Identify major routes traveled by vehicles that operate under overweight or  
2 overdimensional permits;

3 (2) Obtain from the Transportation Cabinet an assessment of sections of roadways  
4 that show possible damage from vehicles operating under an overweight or  
5 overdimensional permit;

6 (3) Obtain from the rail industry an assessment of sections of regularly damaged  
7 rails at railroad crossings;

8 (4) Analyze the data to determine whether there is any correlation between  
9 overweight or overdimensional vehicles and roadway or rail damage

10 (5) Examine issues of modal parity by determining if an increase in the allowable  
11 weight of motor carriers, by permit, has an impact on the diversion of this same freight  
12 from other modes; and

13 (6) Determine whether fees for overweight permits and taxes paid by motor  
14 carriers are at an appropriate level to properly compensate for any increased damage to  
15 roadways.

16 ➔Section 6. The Committee shall transmit the results of the study to the  
17 Legislative Research Commission by September 30, 2019.

18 ➔Section 7. Provisions of Sections 5 and 6 of this Act to the contrary  
19 notwithstanding, the Legislative Research Commission shall have the authority to  
20 alternatively assign the issues identified herein to an interim joint committee or  
21 subcommittee thereof and to designate a study completion date.

22 ➔Section 8. The provisions of Sections 5 to 8 of this of this Act shall have the  
23 same legal status as a House Concurrent Resolution.

24 ➔Section 9. 2017 RS HB 174/GA (2017 Ky. Acts ch. 8) shall be amended as  
25 follows:

26 On page 3, delete lines 7 through 16 in their entirety and insert the following in lieu  
27 thereof:

1 "(3) Vehicles registered under KRS 186.050~~[(4)(b)]~~ that are engaged exclusively in the  
2 transportation of items listed in subsection (2)(a), (b), and (c) of this section may  
3 exceed the gross weight provisions set forth in subsection (1)(c) of this section by a  
4 weight tolerance of ten percent (10%), except on the interstate highway system."

5 ➔Section 10. Section 2 of this Act takes effect July 1, 2020.

6 ➔Section 11. The following KRS section is repealed:

7 189.2715 Annual overweight permit for transporting steel products or materials --  
8 Weight and mileage limitations.

1 AN ACT relating to overdimensional vehicle loads and declaring an emergency.

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

3 ➔Section 1. KRS 189.010 is amended to read as follows:

4 As used in this chapter:

5 (1) "Department" means the Department of Highways.

6 (2) "Crosswalk" means:

7 (a) That part of a roadway at an intersection within the connections of the lateral  
8 lines of the sidewalks on opposite sides of the highway measured from the  
9 curbs or in the absence of curbs, from the edges of the traversable roadway; or

10 (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated  
11 for pedestrian crossing by lines or other markings on the surface.

12 (3) "Highway" means any public road, street, avenue, alley or boulevard, bridge,  
13 viaduct, or trestle and the approaches to them and includes private residential roads  
14 and parking lots covered by an agreement under KRS 61.362, off-street parking  
15 facilities offered for public use, whether publicly or privately owned, except for-hire  
16 parking facilities listed in KRS 189.700.

17 (4) "Intersection" means:

18 (a) The area embraced within the prolongation or connection of the lateral curb  
19 lines, or, if none, then the lateral boundary lines of the roadways of two (2)  
20 highways which join one another, but do not necessarily continue, at  
21 approximately right angles, or the area within which vehicles traveling upon  
22 different highways joining at any other angle may come into conflict; or

23 (b) Where a highway includes two (2) roadways thirty (30) feet or more apart,  
24 then every crossing of each roadway of such divided highway by an  
25 intersecting highway shall be regarded as a separate intersection. If the  
26 intersecting highway also includes two (2) roadways thirty (30) feet or more  
27 apart, every crossing of two (2) roadways of the highways shall be regarded as



1           a separate intersection. The junction of a private alley with a public street or  
2           highway shall not constitute an intersection.

3   (5) "Manufactured home" has the same meaning as defined in KRS 186.650.

4   (6) "Motor truck" means any motor-propelled vehicle designed for carrying freight or  
5       merchandise. It shall not include self-propelled vehicles designed primarily for  
6       passenger transportation but equipped with frames, racks, or bodies having a load  
7       capacity of not exceeding one thousand (1,000) pounds.

8   (7) "Operator" means the person in actual physical control of a vehicle.

9   (8) "Pedestrian" means any person afoot or in a wheelchair.

10   (9) "Right-of-way" means the right of one (1) vehicle or pedestrian to proceed in a  
11       lawful manner in preference to another vehicle or pedestrian approaching under  
12       such circumstances of direction, speed, and proximity as to give rise to danger of  
13       collision unless one grants precedence to the other.

14   (10) "Roadway" means that portion of a highway improved, designed, or ordinarily used  
15       for vehicular travel, exclusive of the berm or shoulder. If a highway includes two  
16       (2) or more separate roadways, the term "roadway" as used herein shall refer to any  
17       roadway separately but not to all such roadways collectively.

18   (11) "Safety zone" means the area or space officially set apart within a roadway for the  
19       exclusive use of pedestrians and which is protected or is so marked or indicated by  
20       adequate signs as to be plainly visible at all times while set apart as a safety zone.

21   (12) "Semitrailer" means a vehicle designed to be attached to, and having its front end  
22       supported by, a motor truck or truck tractor, intended for the carrying of freight or  
23       merchandise and having a load capacity of over one thousand (1,000) pounds.

24   (13) "Truck tractor" means any motor-propelled vehicle designed to draw and to support  
25       the front end of a semitrailer. The semitrailer and the truck tractor shall be  
26       considered to be one (1) unit.

27   (14) "Sharp curve" means a curve of not less than thirty (30) degrees.

1 (15) "State Police" includes any agency for the enforcement of the highway laws  
2 established pursuant to law.

3 (16) "Steep grade" means a grade exceeding seven percent (7%).

4 (17) "Trailer" means any vehicle designed to be drawn by a motor truck or truck-tractor,  
5 but supported wholly upon its own wheels, intended for the carriage of freight or  
6 merchandise and having a load capacity of over one thousand (1,000) pounds.

7 (18) "Unobstructed highway" means a straight, level, first-class road upon which no  
8 other vehicle is passing or attempting to pass and upon which no other vehicle or  
9 pedestrian is approaching in the opposite direction, closer than three hundred (300)  
10 yards.

11 (19) (a) "Vehicle" includes:

- 12 1. All agencies for the transportation of persons or property over or upon  
13 the public highways of the Commonwealth; and
- 14 2. All vehicles passing over or upon the highways.

15 (b) "Motor vehicle" includes all vehicles, as defined in paragraph (a) of this  
16 subsection except:

- 17 1. Road rollers;
- 18 2. Road graders;
- 19 3. Farm tractors;
- 20 4. Vehicles on which power shovels are mounted;
- 21 5. Construction equipment customarily used only on the site of  
22 construction and which is not practical for the transportation of persons  
23 or property upon the highways;
- 24 6. Vehicles that travel exclusively upon rails;
- 25 7. Vehicles propelled by electric power obtained from overhead wires  
26 while being operated within any municipality or where the vehicles do  
27 not travel more than five (5) miles beyond the city limits of any

1 municipality; and

2 8. Vehicles propelled by muscular power.

3 (20) "Reflectance" means the ratio of the amount of total light, expressed in a  
4 percentage, which is reflected outward by the product or material to the amount of  
5 total light falling on the product or material.

6 (21) "Sunscreening material" means a product or material, including film, glazing, and  
7 perforated sunscreening, which, when applied to the windshield or windows of a  
8 motor vehicle, reduces the effects of the sun with respect to light reflectance or  
9 transmittance.

10 (22) "Transmittance" means the ratio of the amount of total light, expressed in a  
11 percentage, which is allowed to pass through the product or material, including  
12 glazing, to the amount of total light falling on the product or material and the  
13 glazing.

14 (23) "Window" means any device designed for exterior viewing from a motor vehicle,  
15 except the windshield, any roof-mounted viewing device, and any viewing device  
16 having less than one hundred fifty (150) square inches in area.

17 (24) "All-terrain vehicle" means any motor vehicle used for recreational off-road use.

18 (25) "Nondivisible load," as pertains to state highways that are not part of the  
19 national truck network established pursuant to 23 C.F.R. pt. 658, means a load or  
20 vehicle, that if separated into smaller loads or vehicles:

21 (a) Compromises the intended use of the vehicle, making it unable to perform  
22 the function for which it was intended;

23 (b) Destroys the value of the load or vehicle, making it unusable for its intended  
24 purpose; or

25 (c) Requires more than four (4) work hours to dismantle and reassemble using  
26 appropriate equipment.

27 ➔Section 2. Whereas the definitions contained in this Act directly affect and

- 1 enhance the speedy and efficient delivery of equipment, particularly farm implements
- 2 needed for spring planting, an emergency is declared to exist, and this Act takes effect
- 3 upon its passage and approval by the Governor or upon its otherwise becoming a law.

1 AN ACT relating to overweight vehicles.

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

3 ➔Section 1. KRS 189.222 is amended to read as follows:

4 (1) Except as provided in subsection (2) of this section, the secretary of the  
5 Transportation Cabinet in respect to highways which are a part of the state-  
6 maintained system, by official order, may increase on designated highways or  
7 portions thereof, the maximum height, length, and gross weight prescribed in KRS  
8 189.221, if in the opinion of the secretary, the increased height, length, and weight  
9 designated by him are justified by the strength, safety, and durability of the  
10 designated highways, and the highways do not appear susceptible to unreasonable  
11 and unusual damage by reason of the increases and the secretary may establish  
12 reasonable classification of state maintained roads and fix a different maximum for  
13 each classification. Any increase in the height, length, or width of any motor truck  
14 or tractor semitrailer combinations or any other vehicle combinations including any  
15 part of the body or load or designation of highways to be used by the vehicles, shall  
16 not, in any way, exceed the federal law or regulations thereunder or jeopardize the  
17 allotment or qualification for federal aid funds of the Commonwealth of Kentucky  
18 or exceed the following dimensions and weights:

- 19 (a) Height, thirteen and one-half (13-1/2) feet;
- 20 (b) Length, semitrailers, fifty-three (53) feet; trailers, twenty-eight (28) feet;
- 21 motor trucks, forty-five (45) feet, not to exceed two (2) trailers per truck
- 22 tractor;
- 23 (c) Weight, twenty thousand (20,000) pounds per single axle, with axles less than
- 24 forty-two (42) inches apart to be considered as a single axle; thirty-four
- 25 thousand (34,000) pounds on two (2) axles in tandem arrangement which are
- 26 spaced forty-two (42) inches or more apart and less than ninety-six (96) inches
- 27 apart; forty-eight thousand (48,000) pounds on three (3) axles which are

1 spaced forty-two (42) inches or more apart and less than one hundred twenty  
2 (120) inches apart. No single axle in any arrangement shall exceed twenty  
3 thousand (20,000) pounds or seven hundred (700) pounds per inch of the  
4 aggregate width of all the tires on a single axle, whichever is less. The total  
5 gross weight of the vehicle and load shall not exceed eighty thousand (80,000)  
6 pounds;

7 (d) Except on the interstate highway system, a tolerance of not more than five  
8 percent (5%) per axle load shall be permitted before a carrier is deemed to  
9 have violated paragraph (c) of this subsection. The gross weight shall not  
10 exceed eighty thousand (80,000) pounds;

11 (e) Except as provided for in paragraph (f) of this subsection, truck tractor,  
12 semitrailer and trailer combinations, and other vehicle combinations may be  
13 operated only on the interstate system and on those parts of the federal aid  
14 highway system and the state-maintained system which have been designated  
15 by the secretary of the Transportation Cabinet by official order as safely  
16 allowing same;

17 (f) A vehicle or combination of vehicles that is one hundred two (102) inches  
18 wide or less and has a gross weight of not more than eighty thousand (80,000)  
19 pounds may be driven on any state highway, for a distance of up to fifteen  
20 (15) miles from an interstate or parkway exit.

21 (2) In addition to the provisions of KRS 189.2226, vehicles with a gross weight of up to  
22 eighty thousand (80,000) pounds may travel on any state highway in the  
23 Commonwealth without obtaining a special permit, if the weight does not exceed  
24 any limits mandated by federal law or regulation, any posted bridge weight limit, or  
25 the weight limits for the size and type of vehicle established under paragraph (c) of  
26 subsection (1) of this section, and if the vehicle is transporting any of the following:

27 (a) Meats or agricultural crop products originating from a farm to first market;

- 1 (b) Livestock or poultry from their point of origin to first market;
- 2 (c) Primary forest products, including, but not limited to, sawdust, wood chips,
- 3 bark, slabs, or logs originating from their points of origin to first market; or
- 4 (d) Supplies, materials, or equipment necessary to carry out a farming operation
- 5 engaged in the production of agricultural crop products, meats, livestock, or
- 6 poultry.
- 7 (3) (a) Vehicles registered under KRS 186.050(4)(b) that are engaged exclusively in
- 8 the transportation of items listed in subsection (2)(a), (b), and (c) of this
- 9 section may exceed the gross weight provisions set forth in subsection (1)(c)
- 10 of this section by a weight tolerance of ten percent (10%), except on the
- 11 interstate highway system.
- 12 (b) Vehicles registered under KRS 186.050(3) that are engaged exclusively in
- 13 the transportation of items listed in subsection (2)(a) and (b) of this section
- 14 may exceed the gross weight provisions set forth in subsection (1)(c) of this
- 15 section by a weight tolerance of ten percent (10%), except on the interstate
- 16 highway system.
- 17 (4) Vehicles exclusively engaged in the transportation of motor vehicles,
- 18 unmanufactured tobacco, or unmanufactured tobacco products may, on those
- 19 highways which are a part of the state-maintained system and which have been
- 20 designated by the secretary of the Transportation Cabinet by official order as safely
- 21 allowing same, attain the maximum lengths as provided by subsection (1)(b) of this
- 22 section, excluding the usual and ordinary bumper overhang of the transported
- 23 vehicles.
- 24 (5) Vehicles engaged exclusively in the transportation of farm or primary forestry
- 25 products and registered under KRS 186.050(4) or 186.050(9) and vehicles engaged
- 26 exclusively in the transportation of ready-mixed concrete shall be excluded from the
- 27 axle weight provisions, except on interstate highways, and subject only to total

1 gross weight provisions.

2 (6) Vehicles registered pursuant to KRS 186.050(3)(b) and engaged in the  
3 transportation of primary forest products, including, but not limited to, vehicles  
4 transporting sawdust, wood chips, bark, slabs, or logs, may exceed the axle, or gross  
5 weight provisions as set forth in accordance with subsection (1)(c) of this section by  
6 a weight tolerance of ten percent (10%), except on the interstate highway system.

7 (7) Vehicles designed for and engaged exclusively in the collection and hauling of  
8 refuse and registered under KRS 186.050(3)(b) shall be excluded from the axle  
9 weight provisions, except when in operation on the federal interstate system, and  
10 subject only to total gross weight provisions.

11 (8) The secretary of the Transportation Cabinet may by order increase the weight and  
12 height limits prescribed by this chapter for motor vehicles while being operated  
13 exclusively on roads or highways being constructed, reconstructed, or repaired  
14 under contract with the Transportation Cabinet by the contractor or subcontractor,  
15 agent, or employee thereof.

16 (9) Except as otherwise provided in this chapter, the secretary of the Transportation  
17 Cabinet shall not authorize the operation of any vehicle or combination of vehicles,  
18 upon any part of the federal aid highway system or state parkway system, which  
19 exceeds the following dimensions and weights:

20 (a) Width, one hundred two (102) inches, including any part of the body or load;

21 (b) Weight, twenty thousand (20,000) pounds per single axle, with axles less than  
22 forty-two (42) inches apart to be considered as a single axle; thirty-four  
23 thousand (34,000) pounds on two (2) axles in tandem arrangement which are  
24 spaced forty-two (42) inches or more apart and less than ninety-six (96) inches  
25 apart; forty-eight thousand (48,000) pounds on three (3) axles which are  
26 spaced forty-two (42) inches or more apart and less than one hundred twenty  
27 (120) inches apart. The total gross weight of the vehicle and load shall not



1           exceed eighty thousand (80,000) pounds. If any federal law or laws or  
2           regulations thereunder are hereafter enacted authorizing weights and  
3           dimensions in excess of those set out in paragraphs (a) and (b) of this  
4           subsection, the secretary of the Transportation Cabinet may by official order  
5           increase the maximum weights and dimensions but the increased weights and  
6           dimensions shall not exceed those set out in this section.

7   (10) Except on the interstate highway system, vehicles engaged exclusively in the  
8       transportation of crushed stone, fill dirt and rock, soil, bulk sand, coal, phosphate  
9       muck, asphalt, concrete, solid waste, tankage or animal residues, livestock, feed for  
10      livestock or poultry, and agricultural products shall be permitted a tolerance of ten  
11      percent (10%) of the axle weight provisions before a carrier is deemed to have  
12      violated paragraph (1)(c) of this section.

13   (11) The Transportation Cabinet may promulgate administrative regulations pursuant to  
14      KRS Chapter 13A, relating to the implementation of 23 C.F.R. Part 658 as it relates  
15      to state-maintained or locally maintained roads. The enforcement of the provisions  
16      of KRS 189.221 and this section on locally maintained roads shall not be the  
17      responsibility of the law enforcement officers of the Transportation Cabinet, unless  
18      the head of the corresponding local government unit has requested, in writing,  
19      enforcement assistance from the Transportation Cabinet.

## **FY 2018 Certification of MCSAP Conformance (State Certification)**

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

1. The State has adopted commercial motor carrier and highway hazardous materials safety regulations, standards and orders that are compatible with the FMCSRs and the HMRs, and the standards and orders of the Federal Government.
2. The State has designated the Kentucky State Police as the Lead State Agency to administer the Commercial Vehicle Safety Plan throughout the State for the grant sought and the Kentucky State Police and its sub-grantees to perform defined functions under the CVSP. The Lead State Agency has the legal authority, resources, and qualified personnel necessary to enforce the State's commercial motor carrier, driver, and highway hazardous materials safety laws, regulations, standards, and orders.
3. The State will obligate the funds or resources necessary to provide a matching share to the Federal assistance provided in the grant to administer the plan submitted and to enforce the State's commercial motor carrier safety, driver, and hazardous materials laws, regulations, standards, and orders in a manner consistent with the approved plan.
4. The laws of the State provide the State's enforcement officials right of entry and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

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

bus station, terminal, border crossing, maintenance facility, destination, or other location where motor carriers may make planned stops (excluding a weigh station).

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

Date 07/20/2017

Signature Major Nathan Day

FFY 2016 MOE Substantiation document	
<b>Enter Total MCSAP Eligible Expenditures</b>	
Personnel	\$3,110,363.35
Fringe Benefits	\$779,712.73
Travel	\$850,379.57
Equipment	\$1,098,113.67
Supplies	\$484,122.04
Contractual	\$18,443.81
Other Costs	\$50,308.83
Sub-total Direct Costs	\$6,391,444.00
Indirect Costs	\$0.00
Total MCSAP Eligible Costs Expended	\$6,391,444.00
<b>Enter Total MCSAP Grant Funds Expended</b>	
Federal Grant Funds	\$3,711,596.73
State Matching Funds	\$927,899.18
Total MCSAP Grant Funds Expended	\$4,639,495.91
<b>Total MOE Funds Expended</b>	<b>\$1,751,948.09</b>
<b>MOE Baseline (Baseline years 2004 &amp; 2005)</b>	
	<b>\$1,751,368.59</b>

The FFY 2016 Total MOE Funds Expended is equal to or greater than the Total MOE Baseline. This indicates the State has met the required MOE threshold.

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

dated this 28 day of August 2017

Major Nathan Day Signature



**2 - MOE Certification**

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

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

Yes	No	MOE Certification Statement
<input type="radio"/>	<input type="radio"/>	<p>Kentucky hereby certifies that the information included in this document is true, accurate and complete:</p> <ol style="list-style-type: none"> <li>1. The Lead MCSAP agency has validated and met the minimum MOE baseline amount for FFY 2016.</li> <li>2. All Lead Agency expenditures included in the document are MCSAP-eligible.</li> <li>3. Supporting documents are available for review by the Federal Motor Carrier Safety Administration upon request.</li> </ol>

# **KENTUCKY**

## **Maintenance of Effort Substantiation for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Federal Fiscal Year 2016**

<b>FFY 2016 MCSAP Maintenance of Effort Substantiation Document</b>
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<b>1 - MOE Substantiation Document</b>
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*Each federal fiscal year the State must maintain the average maintenance of effort of the Lead State Agency in order to meet the requirements outlined in 49 CFR 350.301. The State must include MCSAP eligible costs associated with activities performed by the Lead State agency during Federal Fiscal Year (FFY) 2016 (October 1, 2015 through September 30, 2016).*

**Lead MCSAP Agency:**  
Kentucky State Police

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

*The following information is collected in the FFY 2016 MOE Substantiation document:*

- **MCSAP Eligible Expenditures:** These costs are all the MCSAP eligible expenditures incurred by the lead MCSAP agency in FFY 2016. These costs are broken out by budget categories (e.g. personnel, fringe benefits, travel, etc.). Do not include indirect cost calculations in this total.
  - Do not include expenditures that were reimbursed, in whole or in part, by other federal funds or used as matching funds for any other federal grant program.
  - Do not include expenditures by subrecipients and non-funded state or local agencies.
- **Indirect Costs:** These costs are the approved MCSAP eligible indirect costs incurred by the MCSAP lead agency in FFY 2016, if applicable.
  - Enter '0' into the table if there were no eligible indirect costs in FFY 2016.
  - Enter '0' into the table if no indirect costs for FFY 2016 were claimed for reimbursement.
- **Federal Grant Funds:** These costs are the total Federal MCSAP grant funds expended in FFY 2016. This information can be found in the SF-425 Federal Financial Report (FFR) submitted in GrantSolutions.
- **State Matching Funds:** These costs are the total State MCSAP grant funds expended in FFY 2016. This information can be found in the SF-425 Federal Financial Report (FFR) submitted in GrantSolutions.

*Based on the information above, complete the table below. The system will automatically calculate totals and indicate if the State has met their MOE requirement for FFY 2016.*