

KENTUCKY

Commercial Vehicle Safety Plan for the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program Fiscal Year 2017

Date of Approval: Dec 16, 2016

Final CVSP

Basic and Incentive Program Overview

The Basic and Incentive Program Overview part allows the State to provide a brief description of the mission or goal statement of the MCSAP Lead Agency, a description of the State's MCSAP Basic/Incentive Program structure, and to indicate how it meets the MCSAP minimum requirements as prescribed in 49 CFR 350.213(b). The MCSAP grant program has been consolidated to include Basic/Incentive, New Entrant, and Border Enforcement. These three separate grant programs are now considered focus areas in the CVSP. Each focus area will be addressed individually within the eCVSP system and will be contained within a consolidated CVSP.

1 - Mission or Goal Statement of Lead State Commercial Motor Vehicle Safety Agency

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 a discussion of any safety activities conducted under any other FMCSA focus areas such as New Entrant and Border Enforcement or the High Priority grant program. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

“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 2017 compared to the rate during CY 2015 while supporting the primary mission of the Federal Motor Carrier Safety Administration (FMCSA) to reduce crashes, injuries and fatalities involving large trucks and buses.

Kentucky's 2017 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 2017 CVSP will also contain activities that follow the FY 2017 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 and inclusion of the New Entrant program under the MCSAP umbrella, the 2017 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 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, the KSP will add the Kentucky Department of Transportation as a sub-grantee to manage those two programs as they have been for several years.

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

2 - Basic and Incentive Program Structure

Instructions:

Briefly describe the State's commercial motor vehicle (CMV) enforcement program funded with Basic/Incentive funding and/or used to substantiate the Lead Agency's Maintenance of Effort (MOE). Include a description of the program structure (state and local agency participation, including responsibilities, a general overview of the number of FTE supporting the program and in what areas they contribute, etc.).

NOTE: Please do not include activities/FTE primarily assigned to and funded under another focus area such as New Entrant and/or Border Enforcement or another FMCSA grant program such as High Priority. There are separate sections within eCVSP where information on the New Entrant and Border Enforcement (if applicable) focus areas will be entered. High Priority grant opportunities will be applied for outside the eCVSP system.

The Department of Kentucky State Police (KSP) under the Justice and Public Safety Cabinet is the lead MCSAP agency within the Commonwealth. The Department is broken into four divisions, Administrative, Operations, Technical Services and the Commercial Vehicle Enforcement Division (CVE). The Commercial Vehicle Enforcement Division (CVE) will be entering its 28th year in the Motor Carrier Safety Assistance Program. CVE has its central headquarters located in Frankfort, KY with six regions throughout the state. The total division enforcement staffing is approximately 148 sworn and civilian personnel. CVE is staffed with 26 civilian inspectors which are assigned to fixed facilities where they perform safety inspections, enforce size and weight regulations, and enforce the highway use tax. Of this staff, CVE has 102 sworn officers that perform these same duties both at scale facilities and through patrol operations, there are also 12 officers and 1 Sgt 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, lastly KSP has an additional 19 civilian support staff that work within the KSP and utilize a percentage of grant funding. In addition, officers conduct drug and criminal interdiction as well as traffic enforcement. Additionally, KSP has approximately 28 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. 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 and will introduce an Intrastate New Entrant program in FFY 2017.

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. Additionally, CVE utilizes canines and handlers that are assigned to this special operations section. 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 18 certified level one inspectors while Louisville has 17 and Boone county 6.

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 2017 CVSP will take into account the National Priorities:

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.
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.

3 - Basic and Incentive Minimum Requirements - Driver Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in this Fiscal Year's CVSP. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Promote activities in support of the national program elements including the following:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities aimed at removing impaired CMV drivers from the highways through adequate enforcement of restrictions on the use of alcohol and controlled substances and by ensuring ready roadside access to alcohol detection and measuring equipment.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Breath testers are readily accessible to roadside officers and inspectors either at roadside or a fixed facility location.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Criminal interdiction activities, in conjunction with an appropriate CMV inspection, including human trafficking and activities affecting the transportation of controlled substances by any occupant of a CMV, and training on appropriate strategies for carrying out those interdiction activities.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Ensure drug interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Engage in drug interdiction activities in conjunction with inspections including interdiction activities that affect the transportation of controlled substances.

Enter explanation of activities:

4 - Basic & Incentive Minimum Requirements - Federal Registration & Financial Responsibility Activities

Instructions:

Use the radio buttons in the table below to indicate the activities that the State will execute to meet the requirements of 49 CFR §350.213(b) in the upcoming Fiscal Year. All statements must be answered using the radio buttons or the CVSP will be considered incomplete.

1. If a State marks any responses as "None, Not Planned", it must explain how it satisfies the minimum requirements in the narrative section below.
2. If the State marks any boxes as "Planned", it should provide further information in the narrative section below indicating the purpose of the proposed policy and when the State expects to fully implement it.
3. If the State marks all responses as "Existing", no further explanation is required.

Existing	Planned	None, Not Planned	Federal Registration and Financial Responsibility activities including:
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to enforce federal registration (such as operating authority) requirements under 49 U.S.C. 13902, 49 CFR Part 365, 49 CFR Part 368, and 49 CFR 392.9a by prohibiting the operation of (i.e., placing out of service) any vehicle discovered to be operating without the required operating authority or beyond the scope of the motor carrier's operating authority.
<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	Activities to cooperate in the enforcement of financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387 (if adopted by a State).

Enter explanation of activities:

Basic and Incentive Program Effectiveness Summary - Past Performance

The Program Effectiveness Summary - Past Performance part provides a 5 year trend analysis based upon national performance objectives found in 49 CFR Part 350. For each section, insert information in the tables to describe goals and objectives from previous CVSPs along with actual outcomes.

1 - State Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific goal measurement used including source and capture date, e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be completed.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If you select 'Other' as the goal measurement, explain the measure used in the narrative box below.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If challenges were experienced while working toward the goals, please provide a brief narrative including details of how the State adjusted the program and if the modifications were successful.

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

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
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
01/01/2011	12/31/2011	77	0.2250	0.16

Enter the source and capture date of the data listed in the table above:

Data analysis and trend data captured by MCSAP Coordinator, John E Smoot, utilizing KYOPS crash database, FMCSA A & I data and FHWA on-line data. Data captured during May and June 2016.

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

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.

2 - State Motorcoach/Passenger Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: N/A

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
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		
01/01/2011	12/31/2011	3		

Enter the source and capture date of the data listed in the table above:

A&I, June 2016, by John E Smoot.

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

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.

3 - State Hazardous Materials Fatality Reduction Trend Analysis: 2011 - 2015

Instructions:

Complete the table below to document the State's safety performance goals and outcomes over the past five measurement periods. Include the beginning and ending date of the state's measurement period, the goals, and the outcome. Please indicate the specific basis of the goal calculation (including source and capture date), e.g., large truck fatal crashes per 100 million vehicle miles traveled (VMT). All columns must be filled in with data.

1. Insert the beginning and end dates of the measurement period used, (e.g., calendar year, Federal fiscal year, State fiscal year or any consistent 12 month period for which data is available).
2. FMCSA views the total number of fatalities as a key national measurement. Insert the total number of fatalities during the measurement period.
3. Insert a description of the state goal as expressed in the CVSP (e.g., rate: large truck fatal crashes per 100M VMT, actual number of fatal crashes, actual number of fatalities, or other). If a State did not establish a goal in their CVSP for a particular measurement period, do not enter a value in the Goal column for that period.
4. Insert the actual outcome as it relates to the goal as expressed by the state. States may continue to express the goal as they have in the past five years and are not required to change to a different measurement type.
5. If you select 'Other' or 'N/A' as the goal measurement, explain the measure used in the narrative box below.

Goal measurement as defined by your State: N/A

State Defined Measurement Period (Include 5 Periods)		Fatalities	Goal As Expressed In CVSP (State Defined Measurement)	Outcome (As It Relates To The Goal Column)
Begin Date	End Date	Number of Lives		Indicate Actual Outcome
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		
01/01/2011	12/31/2011	3		

Enter the source and capture date of the data listed in the table above:

KYOPS, June 2016, John E Smoot.

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

Kentucky maintains a consistent hazardous materials inspection program and trains all of its CVE division 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 and will complete that with the remainder of staff during FFY 2017. Additionally, the KSP will provide the same type of refresher training in the areas of Cargo Tank and Other Bulk Packaging. Kentucky added a state specific goal for 2015 and continues that program goal into FFY 2017 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, or 10% of the CVE Divisions inspections.

A&I, June 2016, John E Smoot

4 - Traffic Enforcement Trend Analysis: 2011 - 2015

Instructions:

Please refer to the MCSAP Comprehensive Policy for an explanation of FMCSA's traffic enforcement guidance. Complete the table 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 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 of the measured element (traffic enforcement stops with an inspection, non-inspection stops, non-CMV stops).
3. Insert the total number of written warnings and citations during the measurement period. The number of warnings and citations do not need to be split out separately in the last column.

State Defined Measurement Period (Include 5 Periods)		Number Of CMV Traffic Enforcement Stops with an Inspection	Number of Citations and Warnings Issued
Begin Date	End Date		
01/01/2015	12/31/2015	12473	6222
01/01/2014	12/31/2014	11118	7753
01/01/2013	12/31/2013	12196	6743
01/01/2012	12/31/2012	15112	4829
01/01/2011	12/31/2011	15298	3652

Check if State does not conduct CMV traffic enforcement stops without an inspection.

Check if State does not conduct Non-CMV traffic enforcement stops.

Enter the source and capture date of the data listed in the table above:

The numbers are based on MCMIS data snapshot as of May 27, 2016 and Kentucky KYOPS database, June 30, 2016.

5 - Outreach and Education Goals - Report on progress from the FY 2016 CVSP**Instructions:**

Please enter information to describe your year-to-date Outreach and Education activities from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1**Activity: Describe Outreach and Education activity conducted:**

Kentucky provided education and outreach activities in nearly 183 documented activities including the Farm Machinery Show and Mid America Truck shows in Louisville KY. KY eliminated doing outreach presentations for single carriers during FFY 2015 after guidance from the FMCSA.

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

197

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

183

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

Outreach is a somewhat opportunity oriented task and it is somewhat difficult to estimate those opportunities.

6 - State Specific Objectives – Report on Progress from the FY2016 CVSP**Instructions:**

Please enter information as necessary to describe year-to-date progress on your State-specific objectives from the FY2016 CVSP. Click on "Add New Activity" to enter information.

Activity #1**Activity: Describe State-specific activity conducted from previous year's CVSP.**

Crash Reduction

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

1% reduction annually in crashes over the high crash corridors for a total over the three year period of 3% reduction.

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

Each regions actual numbers are as follows, region one - 10% reduction, region two - 13% increase, region three - 7% increase, region four - 4% increase, region five - 6 reduction, and region six - 26% reduction. The overall reduction rate for 2012 - 2015 compared to 2009 - 2011 is a 4% increase which is a significant rise in a difficult year. Crashes throughout the country had risen during 2015, most likely partially due to increased traffic.

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

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.

Basic & Incentive CMV Safety Objectives

The CMV Safety Program Objectives part allows States to define their goals and objectives for this year's plan, address the national priorities contained in the Notice of Funding Availability (NOFA), and to identify any State-specific objectives for any safety or performance problems identified by the State. The State must address problems it believes will help reduce the overall number of CMV crash related fatalities and injuries.

1 - Crash Reduction Goal**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 vehicle transportation. The State has flexibility in setting its goal. It can be based on raw numbers (e.g., total number of fatalities or crashes) or based on a rate (e.g., fatalities per 100 million VMT).

Problem Statement Narrative: Describe the identified problem including baseline data:

The Division of Commercial Vehicle Enforcement 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 2013-2015 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. Below table indicates percentages of crashes on high crash corridors for each region.

Region Crash Data Per Corridor 2012 - 2014						
	Region One	Region Two	Region Three	Region Four	Region Five	Region Six
% Crashes on High Crash Corridors	13%	20%	20%	34%	18%	27%
% Crashes on Non High Crash Corridors	87%	80%	80%	66%	82%	73%

Region Crash Data Per Corridor 2013 - 2015						
	Region One	Region Two	Region Three	Region Four	Region Five	Region Six
% Crashes on High Crash Corridors	13%	21%	21%	36%	18%	31%
% Crashes on Non High Crash Corridors	87%	79%	79%	64%	82%	69%

Enter Data Source Capture Date:
06/22/2016

Enter Data Source:
Crash data acquired from KYOPS Crash Data, J. E. Smoot

Enter Crash Reduction Goal
3% over the three year period with annual benchmark goals of 1%.

Identify each of the national program elements the State will utilize to meet the performance objective. The State will describe these activities in greater detail in the respective narrative sections of the CMV Safety Program Objectives and Commercial Vehicle Enforcement Activities.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)**
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)**
- Conduct Carrier Investigations (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)**
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)**
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)**

Program Activities: States must include activities related to this goal in the output estimates in the Commercial Vehicle Enforcement Activities part. However, States must also indicate in this objective the amount of effort (staff hours, FTE, inspections, traffic enforcement stops, etc.) that will be resourced directly for this purpose. For example, 3,000 of the 10,000 Level 1 inspections listed in the Commercial Vehicle Enforcement Activities Section 1 will be dedicated to this objective.

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. 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 2009-2011	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015
HENDERSON	051-US-41	46	51	54	60	58
DAVISS	030 US-60	47	45	47	45	42
LYON	072 I-0024		21	24	31	40
HOPKINS	054 EB-9004	27	25	30	33	34
MCCRACKEN	073 I-0024-10		25	30	34	31
CALLOWAY	018 US-641	29	25	21	27	28
LYON	072 I-0024-10			26	23	28
MCCRACKEN	073 US-60	24	22	20	21	27

MCCRACKEN	073 I-0024		36	37	28	26
MUHLENBERG	089 US-0431	34	31	26	23	22
CHRISTIAN	024 I-24	29	30	32	26	21
CHRISTIAN	024 I-24-10	28	25	28	21	21
HENDERSON	051 US-0041A			23	23	21
BALLARD	004 US-0060		31	25	21	20
MARSHALL	079 I-0024-10					19
CRITTENDEN	028 US-0060				18	18
HOPKINS	054 EB-9004-10	24	25	23	18	18
MCCRACKEN	073 US-45		0	19		18
MARSHALL	079 US-0062		20	23	22	17
MUHLENBERG	089 KY-0181					17

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 13 % 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 two, based on this baseline and percentage plan, calendar year 2015 activity should conclude with approximately 1,442 inspections and 399 citations on the identified high crash corridors for this region, which is 13% of total activity.

(Region Two)

COUNTY	ROUTE	NUMBER OF CRASHES 2009-2011	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015
JEFFERSON	056 I-65-10	169	189	173	193	188
JEFFERSON	056 I-65	143	178	179	167	167
JEFFERSON	056 I-264-10	93	109	115	108	137
HARDIN	047 I-65	94	94	100	86	133
HART	050 I-65-10	70	63	72	77	124
BULLITT	015 I-65	68	72	75	106	120
BULLITT	015 I-65-10		61	72	122	119
JEFFERSON	056 I-64-10	114	112	107	108	118
HART	050 I-65		85	87	96	115
JEFFERSON	056 I-64	83	76	65	78	93
JEFFERSON	056 I-264	75	69	73	78	91
JEFFERSON	056 I-71-10		64	74	75	84
JEFFERSON	056 I-265	40	52	49	50	66
HARDIN	047 I-65-10	86	87	79	79	62

JEFFERSON	056 KY-1020					57
JEFFERSON	056 I-265-10		53	52	52	55
WARREN	114 I-0065		67	54	55	54
JEFFERSON	056 I-US-0031W		59	57	51	49
SIMPSON	107 US-0031W		49	53	50	47

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 21% 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 three based on this baseline and percentage plan, calendar year 2015 activity should conclude with approximately 2,786 inspections and 707 citations on the identified high crash corridors for this region, which is 21% of total activity.

(Region Three)

COUNTY	ROUTE	NUMBER OF CRASHES 2009-2011	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015
KENTON	059 I-75-10	146	161	171	158	195
KENTON	059 I-75	151	186	198	188	177
BOONE	008 I-75	102	117	129	131	146
BOONE	008 I-75-10	128	140	132	115	119
FAYETTE	034 I-75-10	61	62	76	90	109
FAYETTE	034 I-75	67	75	73	85	91
FAYETTE	034 US-27	82	84	79	79	81
OLDHAM	093 I-0071-10		55	60	75	75
BOONE	008 KY-0338		50	68	68	73
FAYETTE	034 KY-4-10			49	57	65
FAYETTE	034 US-25		48	48	64	63
HENRY	052 I-0071-10				50	63
FAYETTE	034 US-60		52	51	52	52
FAYETTE	034 KY-4	57	53	41	41	48
GALLATIN	039 I-0071		43	49	45	44
BOONE	008 US-0025				42	42
SHELBY	106 I-64		41	42	49	41
OLDHAM	093 I-0071				37	40

CARROLL	021 I-0071-10				38	39
CARROLL	021 I-0071					38

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 21% 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 four, based on this baseline and percentage plan, calendar year 2015 activity should conclude with approximately 2,855 inspections and 785 citations on the identified high crash corridors for this region, which is 21% of total activity.

(Region Four)

COUNTY	ROUTE	NUMBER OF CRASHES 2009-2011	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015
ROCKCASTLE	102 I-75	37	37	41	51	64
ROCKCASTLE	102 I-75-10	38	49	50	56	61
WHITLEY	118 I-75-10	46	55	58	53	48
WHITLEY	118 I-75	34	40	42	35	48
LAUREL	063 I-75	44	52	51	42	38
LAUREL	063 US-25	31	32	29	27	32
LAUREL	063 I-75-10		27	34	33	31
LAUREL	063 KY-80	26	30	19	28	27
KNOX	061 US-25E	22	21	20	20	23
LAUREL	063 KY-192			25	21	21
BELL	007 US-25E	14	18	20	20	20
WHITLEY	118 US-25W			18	17	17
PULASKI	100 KY-80	19	15	12		14
LAUREL	063 US-25E-10				15	13
PULASKI	100 US-27	20	15	16	13	13
BELL	007 US-0119					12
KNOX	061 US-25E-10					12
WAYNE	116 KY-0090					12
CLAY	026 HR-9006			11	10	11
HARLAN	048 US-119				14	11

Program/Activity Measure:

Activity will be measured quarterly and activities on high crash corridors should be at or near 36% 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 five, based on this baseline and percentage plan, calendar year 2015 activity should conclude with approximately 5,687 inspections and 1,817 citations on the identified high crash corridors for this region, which is 36% of total activity.

(Region Five)

COUNTY	ROUTE	NUMBER OF CRASHES 2009-2011	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015
MADISON	076 I-75	44	52	55	77	73
MADISON	076 I-75-10	41	35	31	37	44
JESSAMINE	057 US-27	15	20	24	31	37
BOYD	010 US-23	18	20	25	29	25
MADISON	076 US-0025			17	20	21
MADISON	076 KY-0052				19	21
MONTGOMERY	087 US-60	16	21	25	23	21
CARTER	022 I-64-10		22	26		20
MADISON	076 KY-0627			18	15	20
CARTER	022 I-64	16	22	20	19	19
BOYD	010 US-60	21	28	25	23	17
CLARK	025 KY-0627			20	18	16
JESSAMINE	057 KY-169				13	16
ROWAN	103 KY-0032			26	21	16
MASON	081 KY-9	18	21	24	20	15
CLARK	025 I-64-10		22		16	14
MADISON	076 KY-2878					14
BOYD	010 US-23-10		19	17	15	13
BOYLE	011 US-0127			14		13

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 12,847 inspections and 3,337 citations for region six, based on this baseline and percentage plan, calendar year 2015 activity should conclude with approximately 2,312 inspections and 600 citations on the identified high crash corridors for this region, which is 18% of total activity.

(Region Six)

COUNTY	ROUTE	NUMBER OF CRASHES 2009-2011	NUMBER OF CRASHES 2010-2012	NUMBER OF CRASHES 2011-2013	NUMBER OF CRASHES 2012-2014	NUMBER OF CRASHES 2013-2015
LETCHER	067 US-119	29	26	25	26	25
PIKE	098 US-460	44	40	42	33	24
FLOYD	036 US-23-10		17	22	16	23
PIKE	098 US-23-10	42	38	29	26	22
PIKE	098 KY-194	49	47	35	22	22
PIKE	098 US-23	31	31	31	22	22
PERRY	097 KY-15	29	20	16	12	13
PIKE	098 US-119	16	16	14	14	13
BREAFHITT	013 KY-0015		14	18	14	10
FLOYD	036 KY-0122		13	14	8	9
FLOYD	036 KY-1428					8
LETCHER	067 KY-15	20	17	9	8	8
JOHNSON	058 US-0023					8
FLOYD	036 US-23	22	19	12	6	7
LETCHER	067 KY-0007					6
LETCHER	067 US-23-10					6
PERRY	097 KY-7					6
PIKE	098 US-119-10		16	13	10	6
PIKE	098 KY-0632			9		6
FLOYD	036 KY-0979		12	11		5

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 6,654 inspections and 650 citations for region one, based on this baseline and percentage plan, calendar year 2015 activity should conclude with approximately 2,063 inspections and 202 citations on the identified high crash corridors for this region, which is 31% 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 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 by 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 the KYOPS, the real-time state crash database, data suite to review current and historical crash and citation for determining problems and monitoring activities. 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 and with this reduction hoping to reduce the VMT by the minimum proposed .001 reduction.

2 - State Safety Data Quality and Information Systems Objective

Instructions:

In the tables below, indicate your State’s rating or compliance level within each of the Safety Data and Information Systems categories.

Under certain conditions, the FAST Act allows MCSAP lead agencies to use MCSAP funds for Operations and Maintenance (O & M) costs associated with Safety Data Systems (SSDQ), Innovative Technology Deployment (ITD, previously known as CVISN) and the Performance and Registration Information Systems Management (PRISM).

1. For SSDQ, if the State meets accuracy, completeness and timeliness measures regarding motor carrier safety data and participates in the national data correction system (DataQs).
2. For PRISM, O&M costs are eligible expenses subject to FMCSA approval.
3. For ITD, if the State agrees to comply with ITD program requirements and has complied with all MCSAP program requirements including achievement of at least Level 6 in PRISM, O & M costs are eligible expenses.

Instructions will be provided within the Spending Plan Narrative section regarding documentation of these costs within the CVSP.

State Safety Data Quality: Indicate your State’s SSDQ rating and goal in the table below by utilizing the drop-down menus.

SSDQ Category	Goal from FY 2016 CVSP	Current SSDQ Rating	Goal for FY 2017
Crash Record Completeness	Good	Good	Good
Fatal Crash Completeness	Good	Good	Good
Crash Timeliness	Good	Good	Good
Crash Accuracy	Good	Good	Good
Crash Consistency	No Flag	No Flag	No Flag
Inspection Record Completeness	Good	Good	Good
Inspection VIN Accuracy	Good	Good	Good
Inspection Timeliness	Good	Good	Good
Inspection Accuracy	Good	Good	Good

Enter the date of the A&I Online data snapshot used for the “Current SSDQ Rating” column:

A & I, June 20,2016

Compliance table: Please verify the level of compliance for your State in the table below using the drop-down menu. If the State plans to include O&M costs, details must be in this section and in your Spending Plan. If 'no' is indicated in the verification column, please provide an explanation in the narrative box below.

Technology Program	Current Compliance Level according to FMCSA	Verification by State of Current Compliance Level
ITD	Core CVISN Compliant	Yes
PRISM	step 8	Yes
SSDQ	Good	Yes

Data Sources:

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

Identified below are brief introductions to the CVISN and PRISM Maintenance and Operations costs, more detailed information on plans and budgeting will be under the Sub-Grantee section as the KSP will include the KY Transportation Cabinet as a Sub-Grantee beginning in FFY 2017 as they have been the historic lead with these seven projects.

1. HOSTING AND MAINTENANCE FOR KENTUCKY'S CVIEW AND INSPECT 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.

2. ADMINISTRATIVE AND TECHNICAL SUPPORT FOR KENTUCKY'S CVISN/PRISM PROGRAM The purpose of this project is to provide administrative and technical support for Kentucky's CVISN and PRISM programs through December 2018. In 2006, the Kentucky Transportation Cabinet entered into an agreement with the Kentucky Transportation Center (KTC) at the University of Kentucky (UK) to provide program management, technical support, and logistical support for Kentucky's CVISN Program. Under this agreement, the CVISN Team has been reformed and reenergized, six CVISN planning meetings have been held, priority projects have been identified and initiated, and Kentucky is moving forward with the Expanded CVISN Program. Over time, assisting with the PRISM program also became part of KTC's responsibilities. Staff members at KTC are providing day-to-day support for the programs, including preparation of meeting agendas, scheduling and arrangements for off-site meetings, information gathering and dissemination, documentation of existing and planned systems, preparation of quarterly reports, participation in conference calls, etc. KTC staff also collects and analyzes data as requested by the Program Manager or CVISN/PRISM team. The CVISN Program Manager and members of Kentucky's CVISN/PRISM team will utilize a portion of this funding to travel to national CVISN and PRISM-related meetings on behalf of Kentucky's program.

3. CVISN AND PRISM-RELATED TRAINING The purpose of this project is to provide CVISN and PRISM-related training to KSP-CVE officers and inspectors. This training is necessary since KSP-CVE personnel have numerous responsibilities. Many of the safety, registration, and credentials information related to the CVISN and PRISM programs can be confusing and complicated. In addition, KSP-CVE recently converted from using Kentucky's legacy system to Kentucky's CVIEW. They also recently changed from ASPEN to inSPECT and have recently rolled out several electronic screening systems (KATS). Because of the diversity of their responsibilities, the complexity of the information, and the recently implemented changes, regular training is needed for KSP-CVE to ensure they are comfortable with utilizing the technologies and systems that have been provided to them. The tools are only useful when properly utilized by enforcement. This type of training will allow KSP-CVE officers and inspectors to access this data and identify carriers with credential or registration problems or poor safety history for inspection. With increased usage of Kentucky's CVIEW and inSPECT, problems will be identified and solved as well as enhancements will be implemented. Similar training has been conducted annually for the past two years and KSP-CVE supervisors and Kentucky Department of Vehicle Regulation staff have noted an increase in the credential violations that were identified along with increases in the out-of-service rates for those utilizing the data. A separate study conducted by the KTC noted that when this type of data was used to choose a vehicle for inspection (rather than randomly choosing a vehicle) the vehicle out-of-service rate rose from 16.22 percent to 38.46 percent.

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

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

6. E-SCREENING MEMBERSHIP FEES The purpose of this project is to provide funding for the cost to participate on the HELP, Inc. Board of Directors for Kentucky's e-screening program. Participation in the PrePass e-screening program supports the core CVISN requirement of electronic screening. Maintaining Kentucky's e-screening membership will help to improve the reporting of performance metrics (#3). PrePass provides reports that help to quantify the benefits received from e-screening. This project implements CVISN performance measures of safety, efficiency, and environmental benefits through electronic screening. It will promote safety and credentials of commercial vehicles in the United States. The project will also

increase the effectiveness and efficiency of KSP-CVE in their efforts to focus on non-compliant carriers. Additionally, this project encourages states to share safety and credentialing information with each other. 7. MAINTENANCE OF ROADSIDE SCREENING SYSTEMS The purpose of this project is to provide maintenance and support for Kentucky's roadside screening systems. Kentucky will have automated screening systems in 13 locations by the end of 2016. More sites are anticipated to be added in 2017. These systems utilize all or some of the following technologies: An automated license plate reader (ALPR) that provides the license plate number from the front of the vehicle along with the state/jurisdiction. An automated USDOT/KYU number reader (USDOTR) that provides the USDOT number and KYU from the side of the vehicle. A scene camera to capture a digital image of each passing vehicle for general description and visual identification purposes. A triggering device (loop) to begin the image capture process. An interface to the existing weigh-in-motion (WIM) and truck sorting and tracking system (Mettler-Toledo), which directs trucks targeted for inspection to park. Overview cameras to monitor and track vehicles through the facilities. Thermal imaging cameras to identify brake and tire problems. A screening database containing national and state information pertaining to safety, registration, and credentials. The database is updated daily, using data from Kentucky's Commercial Vehicle Information Exchange Window (CVIEW). Safety and Fitness Electronic Records (SAFER) provides (via Kentucky's CVIEW) the PRISM status and the Federal Out-of-Service (FOOS) status of the motor carrier. Computers within the inspection station to provide an interface for the user. Screening system are a very effective tool for commercial vehicle enforcement officers. The volume of truck traffic at weigh stations is extremely high therefore personnel are only able to inspect a small percentage of all vehicles. A screening system allows personnel to target "high-risk" carriers for inspection making better use of their time. Although volumes are lower on side routes, virtual weigh stations also improve efficiency and effectiveness by identifying "high-risk" carriers for inspection. These systems also provide the ability for enforcement to target specific issues if desired. Personnel can direct the system to pull in specific types of potential violations and then focus their efforts there.

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. If your State's PRISM compliance is less than step 6, describe activities your State plans to implement to achieve full PRISM compliance.

Program Activities: Describe any actions that will be taken to achieve a "Good" rating in any category not currently rated as "Good" including measureable milestones. Also, describe any actions that will be taken to implement full PRISM compliance.

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.

3 - Passenger Carrier Enforcement**Instructions:**

We request that States conduct Enhanced Investigations for motor carriers of passengers and other high risk carriers. We also ask that States plan to allocate resources to participate in the Enhanced Investigations training being offered by FMCSA. Finally, we ask that States continue to partner with FMCSA in conducting Enhanced Investigations and inspections at carrier locations.

Check this box if:

As evidenced by the trend analysis data in Program Effectiveness Summary - Past Performance, State Motorcoach/Passenger Fatality Reduction Goals, the State has not identified a significant passenger transportation safety problem and therefore will not establish a specific passenger transportation goal in the current fiscal year. However, the State will continue to enforce the FMCSRs pertaining to passenger transportation by CMVs in a manner consistent with the MCSAP Comprehensive Policy as described either below or in the Commercial Vehicle Enforcement Activities part. If this box is checked, no additional narrative is necessary.

4 - Enforcement of Federal Out-of-Service Orders during Roadside Activities**Instructions:**

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

Check this box if:

As evidenced by the data provided by FMCSA, the State identifies at least 85% of carriers operating under a federal Out-of-Service (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. If this box is checked, no additional narrative is necessary..

5 - Hazardous Materials Transportation Safety**Instructions:**

Describe the state's efforts to address hazardous materials transportation safety, if applicable. Select the box below indicating that data does not indicate a hazardous materials problem OR complete the problem statement, performance objective, Activity Plan and Performance Measure.

Check this box if:

As evidenced by the trend analysis data indicated in the Program Effectiveness Summary - Past Performance section 3, State Hazardous Materials Fatality Reduction Goals, the State has not identified a significant hazardous materials safety problem that warrants a specific state objective. As a result, the State will not establish a specific hazardous materials crash reduction goal. However, the State will continue to enforce the FMCSRs pertaining to hazardous materials transportation by CMVs in a manner consistent with its enforcement for all CMVs. If this box is checked, no additional narrative is necessary.

6 - State-Identified Objective (Optional)

Instructions:

Describe any other identified State-specific objectives.

State Objective #1

Enter the title of your State-Identified Objective.

Hazardous Materials Inspection Emphasis, Regions Two and Three.

Problem Statement Narrative: Describe problem identified by performance data.

Regions two and three have been identified as having significantly more crashes of vehicles that are carrying hazardous materials, while this is not an epidemic but a reality of the jurisdictions, cities and types of cargo within those larger areas, KSP sees a need to enhance the efforts of focusing on hazardous materials carriers within these two regions, particularly Fayette and Jefferson counties. Fayette county had thirty crashes of vehicles carrying hazardous during the three year period of 2011 – 2013 and Jefferson county had forty-nine crashes. These crashes represent 20% of the 397 crashes for this period while the other 118 counties in Kentucky represent the other 80%. During this same three year period the KSP completed 3,868 HM inspections in Region 2 and 3,444 in region 3, of those inspections 253 were completed in Fayette county with 458 being completed in Jefferson county.

Performance Objective: Enter performance objectives including baseline data and goal.

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%.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

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

Crash and enforcement activity will be monitored during quarterly reporting to ascertain an increased contact effort and HM inspections being completed to meet the desire goal of the 3% increase regionally, 10% locally in Fayette and Jefferson counties and to review crash statistics. A reduction of HM crashes of 1% by the end of FFY 2017 is desired. Crash data for the period 2012 - 2014 indicates that there were 27 hazardous materials crashes in Fayette county, a reduction of the three year average of 12% and crashes in Jefferson county actually increased from 49 to 62 crashes, an indication that even more increased effort needs to be put in place. During CY 2015 CVE completed 175 hazardous materials inspections in Fayette county, compared to 189 during the same period 2014. In Jefferson county, 189 were completed during the same period 2014, compared to 78 during 2015. Unfortunately HM inspections suffered the same decline in numbers 6,678 during 2014 compared to 5,926 during 2015, a result of a decline in staff. On the positive, HM involved crashes were down in 2015 compared to 2014, 22 in Jefferson county compared to 30 during 2014 and 11 in Fayette county compared to 11 during 2014. CVE will continue to emphasize the importance in both Fayette and Jefferson counties.

State Objective #2

Enter the title of your State-Identified Objective.

Intrastate New Entrant Education and Outreach

Problem Statement Narrative: Describe problem identified by performance data.

Historically Kentucky's intrastate carrier population receives no direct educational contact from either the state or the FMCSA relating to the operation of commercial motor vehicles and the FMCSA regulations. Kentucky's has had 1,223 new intrastate carriers' obtain DOT numbers since 01/01/2015 as determined through SMS. This large number of carriers entering the system with no opportunity to be reviewed poses a safety concern, a review shows that three of these carriers has BASIC scores that show warning letters for unsafe driving and vehicle maintenance. By taking a proactive response to these new carriers Kentucky hopes to better address safety concern with its intrastate population.

Performance Objective: Enter performance objectives including baseline data and goal.

Kentucky will take a proactive approach to providing intrastate new entrant carriers an opportunity to participate in a voluntary educational contact program similar to the interstate new entrant program. Kentucky's goal will be to make contact with each new entrant carrier by providing educational information at time of carrier registration. Kentucky will point the new carrier to information on the web that mirrors the information provided to interstate carriers at the time of a New Entrant Safety Audit. There will also be an opportunity for the carrier to request a safety audit and Kentucky expects to complete between 3 and 10 audits on intrastate carriers. Kentucky's goal will be to contact 100 percent of new entrant carriers to make them aware of the educational opportunity beginning FFY 2017.

To meet this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections in the CMV Safety Program Objective and Commercial Vehicle Enforcement Activities parts.

Check all program elements that apply (minimum of 1):

- Conduct Driver and Vehicle Inspections (complete activity projections in the Commercial Vehicle Enforcement Activities section 1)
- Conduct Traffic Enforcement Activities (complete activity projections in the Commercial Vehicle Enforcement Activities section 2)
- Conduct Carrier Investigations [CSA] (complete activity projections in the Commercial Vehicle Enforcement Activities section 3)
- Conduct Public Education and Awareness (complete activities in the Commercial Vehicle Enforcement Activities section 4)
- Conduct Effective Data Collection and Reporting (complete activities in the CMV Safety Program Objectives section 2)

Program Activities: Describe the activities that will be implemented including level of effort, if not described in Enforcement of Federal Out-of-Service Orders during Roadside Activities (Section 4).

Kentucky will utilize mailings and the motor carrier registration process to educate intrastate new entrant carriers about educational material available on the KSP website and will make available upon request educational contacts that mirror an interstate new entrant audit. During the second quarter of FFY 2017 Kentucky will begin making contact via mailings with those carriers that entered the system as intrastate new entrant carriers since October 1, 2016. Kentucky's goal will be to make contact with 70 percent of the carriers that are established during the first two quarters of FFY 2017. During the third and fourth quarters of FFY 2017 Kentucky will continue to monitor, contact and provide educational opportunities with an attempt to reach original carriers not contacted and to continue to follow-up with 100 percent of intrastate new entrant carriers. During FFY 2018 and 2019 Kentucky will continue with the activity as identified for the third and fourth quarters of 2011.

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

The KSP New Entrant Coordinator will monitor intrastate new entrants each quarter to identify and contact via mailings any new carriers identified, a log will be maintained to ascertain contact. The new entrant coordinator will monitor intrastate new entrant carriers to ensure that contact is made through mailings and registration. In addition, the new entrant coordinator will schedule educational contacts for those carriers that request a physical contact. The new entrant coordinator will keep records of which contacts are made through mail and/or physical contact.

Basic & Incentive Enforcement Activities

The Commercial Vehicle Enforcement Activities part allows the States to provide specific targets for their inspection, traffic enforcement, carrier investigation, and outreach and education goals. The State will use this section to describe the specific national program element activities (per 49 CFR 350.109) that it will use to meet the goals. In completing this section, the State need not repeat the broad program objectives or performance measurements established in the previous goals section of the plan.

*Note: The State can access detailed counts of its core MCSAP performance measures, such as roadside inspections, traffic enforcement activity, review activity, and data quality by quarter for the current and past two fiscal years using the **State Quarterly Report and CVSP Data Dashboard** 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> (user id and password required).*

1 - Driver/Vehicle Inspection Program - Overview and Performance Goals

Instructions for Overview:

Describe components of the State's general Roadside and Fixed-Facility Inspection Program that are not already detailed as part of a specific program goal. 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 narrative description 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 26 civilian inspectors, 22 of which are assigned to fixed facilities where they perform safety inspections; additionally CVE has approximately 97 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 also 12 officers and 1 Sgt 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. 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.

Instructions for Performance Goals:

Please complete the following tables indicating the number of inspections that the State anticipates conducting during Fiscal year 2017. Please enter inspection goals by agency type (separate tabs are used for the Lead Agency and Funded agencies). **You are required to complete/review information on the first 3 tabs (as applicable). The "Summary" tab is totaled by the eCVSP system.**

Note: States are strongly encouraged to conduct at least 33% Level 3 inspections of the total inspections conducted. If the State chooses to do less than 33% Level 3 inspections, it will be required to provide an explanation in the Summary tab.

Lead Agency

Lead Agency is: KENTUCKY STATE POLICE

Enter the total number of certified officers in the Lead agency: 169

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	18738	1946	280	20964	29.28%
Level 2	22700	2876	35	25611	35.77%
Level 3	23500	1097	41	24638	34.41%
Level 4	0	0	0	0	0.00%
Level 5	230	0	150	380	0.53%
Level 6	0	0	0	0	0.00%
Sub-Total Lead Agency	65168	5919	506	71593	

Funded Agencies

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click "Save" after each table entry.

Enter the name of the Funded Agency: LEXINGTON DIVISION OF POLICE

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

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	862	70	0	932	75.34%
Level 2	119	10	0	129	10.43%
Level 3	110	10	0	120	9.70%
Level 4				0	0.00%
Level 5			56	56	4.53%
Level 6				0	0.00%
Sub-Total Funded Agencies	1091	90	56	1237	

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click "Save" after each table entry.

Enter the name of the Funded Agency: BOONE COUNTY SHERIFF

Enter the total number of certified officers in this funded agency: 6

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	273	19	0	292	61.34%
Level 2	75	0	0	75	15.76%
Level 3	95			95	19.96%
Level 4				0	0.00%
Level 5	14			14	2.94%
Level 6				0	0.00%
Sub-Total Funded Agencies	457	19	0	476	

Complete the following information for each MCSAP Basic funded agency, other than the lead agency in your State. A separate table must be created for each funded agency. Click "Save" after each table entry.

Enter the name of the Funded Agency: LOUISVILLE DIVISION OF POLICE

Enter the total number of certified officers in this funded agency: 17

FY 2017 Driver/Vehicle Inspection Goals					
Inspection Level	Estimated Performance Goal				Percentage by Level
	Non-Hazmat	Hazmat	Passenger	Total	
Level 1	942	56	0	998	43.47%
Level 2	1048			1048	45.64%
Level 3	250			250	10.89%
Level 4				0	0.00%
Level 5				0	0.00%
Level 6				0	0.00%
Sub-Total Funded Agencies	2240	56	0	2296	

Non-Funded Agencies

Enter the number of non-funded agencies:	0
Enter the total number of non-funded certified officers:	0

Summary

Total FY 2017 Driver/Vehicle Inspection Goals For Lead, Funded and Non-Funded Agencies					
MCSAP Lead Agency: KENTUCKY STATE POLICE					
# certified officers: 169					
Funded Agencies: BOONE COUNTY SHERIFF, LEXINGTON DIVISION OF POLICE, LOUISVILLE DIVISION OF POLICE					
# certified officers: 41					
Number of Non-Funded Agencies: 0					
# certified officers: 0					
	Estimated Performance Goal				
Inspection Level	Non-Hazmat	Hazmat	Passenger	Total	Percentage by Level
Level 1	20815	2091	280	23186	30.67%
Level 2	23942	2886	35	26863	35.53%
Level 3	23955	1107	41	25103	33.20%
Level 4	0	0	0	0	0.00%
Level 5	244	0	206	450	0.60%
Level 6	0	0	0	0	0.00%
Total ALL Agencies	68956	6084	562	75602	

2 - Traffic Enforcement

Instructions:

Describe the State's level of effort (number of personnel/FTE) it proposes to use for implementation of 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 (i.e., 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 conduct commercial vehicle/driver enforcement activities. If the State conducts non-CMV traffic enforcement activities, the State will 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 97 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 40 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 2017. 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 2017 from the benchmark set by 2011 – 2013 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 335 crashes, region two 1,062 crashes, region three 1,037 crashes, region four 370 crashes, region five 285 crashes, and region six 246 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.

Please indicate using the radio buttons the Traffic Enforcement Activities the State intends to conduct in FY 2017 in the table below.

Yes	No	Traffic Enforcement Activities	Enter the Goals (Number of Stops, not Tickets or Warnings; these goals are NOT intended to set a quota.)
<input checked="" type="radio"/>	<input type="radio"/>	CMV with Inspection	11852
<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)	48

Describe components of the State’s traffic enforcement efforts that are not already detailed as part of a specific program goal including a description of how the State will monitor its traffic enforcement efforts to ensure effectiveness, consistency, and correlation to FMCSA's national traffic enforcement priority.

The KSP through quarterly reporting monitors all activities, including traffic enforcement and provides detailed activity reports to both the FMCSA and CVE Commanders for review and adjustment of manpower based on crash data etc.

3 - Carrier Investigations

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 and FTE assigned to this effort.

Performance Objective: Enter performance objective(s) including the number of Interventions/Investigations from the previous year and the goal for FY 2017

Compliance review officers will work with the FMCSA to perform reviews on carriers with high BASIC rankings. CVE currently utilizes 6 full time personnel for CR duties and will maintain that level of strength. 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 their time would be charged accordingly for that limited time. Additionally these investigators may also assist in the New Entrant Program and at that time be funded by the New Entrant grant rather than BASIC funding. 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 2015 the KSP completed 79 reviews, The KSP expects to stay near this level of activity during calendar year 2016 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, 2016 and June 21, 2016 the KSP has completed the following: 21 reviews -13 focused -8 full. Of the 21 reviews, 20 were interstate and 1 was intrastate. Of the 13 focused, 1 was conditional and 20 were not rated. Of the 8 full reviews, all were satisfactory.

Program Activities: Describe components of the State's carrier investigation efforts that are not already detailed as part of a specific program goal. Include the number of personnel/FTE participating in this activity.

Kentucky utilizes approximately 6 FTE to provide for year round activities and supervision. When not completing CR activity officers maintaining CMV related activities by completing CMV NAS inspections in the field.

Performance Measurements and Monitoring: Describe all measures the State will use to monitor progress towards the annual goals. Further, describe how the State measures qualitative components of its carrier investigation program (not just 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.

Note: The Carrier Investigation Goals table is designed to collect State projections for the number of investigation activities estimated for FY 2017. The State may still conduct traditional motor carrier safety compliance reviews of intrastate motor carriers. Therefore, the CVSP may contain projections for both CSA investigations and compliance reviews of intrastate carriers.

Complete the table below indicating the number of investigations that the State anticipates conducting during this Fiscal Year. Note: if your State does not conduct reviews/investigations, you are not required to complete this table.

Our State does not conduct reviews/investigations.

FY 2017 Carrier Investigation Goals		
Review/Investigation Type	Interstate Goals	Intrastate Goals
Rated and Non-rated Reviews (Excludes CSA & SCRs)		
Non-HM Cargo		2
Passenger		
HM		
Rated and Non-rated Reviews (Excludes CSA & SCRs) Total	0	2
CSA Off-Site Investigations		
Non-HM Cargo CSA Off-Site		
Passenger CSA Off-Site		
HM CSA Off-Site		
CSA Off-Site Investigations Sub-total	0	0
CSA On-Site Focused Investigations		
Non-HM Cargo CSA On-Site Focused	70	15
Passenger CSA On-Site Focused	2	
HM CSA On-Site Focused		
CSA On-Site Focused Investigations Sub-total	72	15
CSA On-Site Comprehensive		
Non-HM Cargo CSA On-Site Comprehensive	2	2
Passenger CSA On-Site Comprehensive	3	
HM CSA On-Site Comprehensive		
CSA On-Site Comprehensive Sub-total	5	2
CSA Investigations (all Types) Total	77	17
HM-Related Review Types		
Security Contact Reviews (SCRs)		2
Cargo Tank Facility Reviews		
Shipper Reviews		
HM-Related Review Types Total	0	2
ALL REVIEW TYPES GRAND TOTAL	77	21

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

4 - Public Education & Awareness

Instructions:

A public education and awareness program is designed to provide information on a variety of traffic safety issues related to CMVs and non-CMV's which operate around large trucks and buses. 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 FTE that will be participating in this effort.

Note: the number of specific activities accomplished should be reported in each quarterly performance progress report (SF-PPR).

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.:

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 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 197 programs during 2013 resulting in thousands of contacts; these were up considerably over 2010. KSP will expect to make a similar impact during calendar year 2015.

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 197 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 implementing the Teens in Trucks in local schools during the 2016 – 2017 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.

In the table below, indicate if the State intends to conduct the listed program activities and the estimated number.

Yes	No	Public Education and Awareness Activities	Goals
<input checked="" type="radio"/>	<input type="radio"/>	Carrier Safety Talks	49
<input checked="" type="radio"/>	<input type="radio"/>	CMV Safety Belt Education and Outreach	22
<input checked="" type="radio"/>	<input type="radio"/>	State Trucking Association Meetings	5
<input type="radio"/>	<input checked="" type="radio"/>	State-sponsored outreach events	0
<input checked="" type="radio"/>	<input type="radio"/>	Local educational safety events	30
<input checked="" type="radio"/>	<input type="radio"/>	Teen safety events	36
<input checked="" type="radio"/>	<input type="radio"/>	Press release activities	20

Program Activities: Describe components of the State's public education and awareness efforts that it intends to perform.

Kentucky will begin providing the Teens and Trucks programs in high schools within the Commonwealth during FFY 2017. Kentucky will be printing material and region PIO's will be scheduling programs with schools.

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 Performance Progress Report (SF-PPR):

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 183 documented programs of 2015, which is an increase in comparison to the 156 documented programs during 2014. Supervisors will make assurances and activity will be documented 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 the first year for this program a benchmark for classes per year will be set, however the KSP would anticipate reaching no less than 1,000 students during the first year.

New Entrant

1 - New Entrant Focus Area

Instructions:

The FAST Act consolidated several FMCSA grant programs. Interstate New Entrant safety audits, which were funded previously under a separate FMCSA grant program, are now a component of the MCSAP grant. The FAST Act affirms that conducting New Entrant safety audits is now a requirement to participate in the MCSAP. The Act also says that a State or a third party may conduct 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. The Act allows a State to conduct Intrastate New Entrant Safety Audits at the State's discretion. However, States that choose to conduct intrastate safety audits must not negatively impact their interstate new entrant program.

Complete the following areas to describe your plan for this MCSAP focus area.

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

Objective: Processing and Completing Safety Audits within the Statutory Time Limits

- *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.*
- *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.*

Enter New Entrant Agency:

Kentucky State Police

Strategies: Include a description of the strategies that will be utilized in order to meet the program objective above. The applicant must provide any challenges or impediments you foresee that may prevent your 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 four civilian auditors and two sworn officers that was previously Compliance Review investigators due to reduced inventory in both areas.

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.

Activity Plan: A description of the activities the applicant believes will 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.

Performance Measurement Plan: A description of how the applicant will measure progress toward meeting the objective, such as quantifiable and measureable outputs (staffing, work hours, carrier contacts, inspections, etc.). The measure must include specific benchmarks that can be reported on in the quarterly progress report, or as annual outputs.

Performance Measurement Plan:

Kentucky as placed as a goal the completion of 546 actual safety audits over the 12 month period associated with grant activity and expects to see a quarter of that or 136 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 date 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 10/1/2014 – 09/30 2015:

Dates: 10/1/2014 – 9/30/2015

REASON REMOVED	TOTAL
EXITED DUE TO CHANGE:	293
EXITED DUE TO INACTIVATION:	202
REVOKED FROM THE NEW ENTRANT PROGRAM (NO-CA EA):	8
REVOKED FROM THE NEW ENTRANT PROGRAM (FAILED SA):	28
REVOKED FROM THE NEW ENTRANT PROGRAM (NO CONTACT):	73
EXITED FROM NEW ENTRANT PROGRAM WITH SA:	542
EXITED FROM NEW ENTRANT PROGRAM WITH CR:	4
EXITED FROM NEW ENTRANT PROGRAM (SA EXEMPT):	81

	1,231

Source: MCMIS, July 2015

Critical Information Table: The following Critical Information Table (although not required) is provided below

for your use to summarize the anticipated project activities.

Summary of Anticipated Activities		
Number of Safety Audits/Non-Audit Resolutions	Interstate	Intrastate
# of Safety Audits (Onsite)	202	10
# of Safety Audits (Offsite)	344	0
TOTAL Safety Audits	546	10
# of Non-Audit Resolutions	620	0

Spending Plan

B&I Spending Plan

What is a Spending Plan?

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel**What different types of costs do I need to put in my Spending Plan?**

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: Cash Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
LT Colonel	1	50	1960	\$39.90	\$39,102.00	\$16,618.35	\$2,932.65	\$19,551.00
Captain	7	50	1960	\$24.00	\$164,640.00	\$69,972.00	\$12,348.00	\$82,320.00
Lieutenant	6	50	1960	\$23.00	\$135,240.00	\$57,477.00	\$10,143.00	\$67,620.00
Sergeant	18	50	1960	\$18.00	\$317,520.00	\$134,946.00	\$23,814.00	\$158,760.00
Inspector	22	90	1960	\$16.00	\$620,928.00	\$263,894.40	\$46,569.60	\$310,464.00
Officer	66	35	1960	\$17.00	\$769,692.00	\$438,339.59	\$77,354.05	\$253,998.36
Programs Mgt Staff	2	100	1960	\$28.21	\$110,583.20	\$62,977.13	\$11,113.61	\$36,492.46
Support Staff	5	100	1960	\$18.00	\$176,400.00	\$100,459.80	\$17,728.20	\$58,212.00
CR Support	1	50	1960	\$16.00	\$15,680.00	\$8,929.76	\$1,575.84	\$5,174.40
Admin Support	12	50	1960	\$16.15	\$189,924.00	\$108,161.72	\$19,087.36	\$62,674.92
S/A Sgt.	1	2	1960	\$18.00	\$705.60	\$401.84	\$70.91	\$232.85
S/A Officers	12	2	1960	\$16.00	\$7,526.40	\$4,286.29	\$756.40	\$2,483.71
Troopers	28	2	1960	\$18.27	\$20,053.15	\$11,420.27	\$2,015.34	\$6,617.54
State Funded OT	100	1	1	\$30,024.00	\$30,024.00	\$0.00	\$0.00	\$30,024.00
Specialist Pay	120	100	1	\$4,000.00	\$480,000.00	\$408,000.00	\$72,000.00	\$0.00
Sub-Total Salary					\$3,078,018.35	\$1,685,884.15	\$297,508.96	\$1,094,625.24
Overtime Information								
Overtime	100	1	1	\$107,325.04	\$107,325.04	\$91,226.28	\$16,098.76	\$0.00
Sub-Total Overtime					\$107,325.04	\$91,226.28	\$16,098.76	\$0.00
TOTAL PERSONNEL					\$3,185,343.39	\$1,777,110.43	\$313,607.72	\$1,094,625.24

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 total cost as reflected on the chart will not equal the 85/15 split on the same chart.

The Division of Commercial Vehicle Enforcement’s 120 officers and inspectors primary responsibility is commercial vehicle and weight enforcement, CVE officers dedicate approximately 35% of their time to MCSAP related activities and charge time to MCSAP when actually performing MCSAP eligible activities, Supervisors charge 50% 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 90% of MCSAP charges. 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 Division is instituting a specialist pay to 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	Cost / Hour	Fringe	Avg. # Hours per year	% MCSAP	85%	15%	
		Fringe %	W/ Fringe	W/O Fringe	Cost				
LTC	1	109.48%	\$84	\$39.90	\$43.68	1960	0.5	\$16,618.35	\$2,932.65
Capt.	7	0.59%	\$38	\$24.00	\$14.16	1960	0.5	\$69,972.00	\$12,348.00
Lt.	6	0.59%	\$37	\$23.00	\$13.57	1960	0.5	\$57,477.00	\$10,143.00
Sgt	18	0.59%	\$29	\$18.00	\$10.62	1960	0.5	\$134,946.00	\$23,814.00
Inspector	22	0.59%	\$25	\$16.00	\$9.44	1960	0.9	\$263,894.40	\$46,569.60
Officers	66	0.59%	\$27	\$17.00	\$10.03	1960	0.35	\$438,339.59	\$77,354.05
Coordinator/Staff	2	0.59%	\$45	\$28.21	\$16.64	1960	1	\$62,977.13	\$11,113.61
Programs Staff	5	0.59%	\$29	\$18.00	\$10.62	1960	1	\$100,459.80	\$17,728.20
CR Support	1	0.59%	\$25	\$16.00	\$9.44	1960	0.5	\$8,929.76	\$1,575.84
Admin Support	12	0.59%	\$26	\$16.15	\$9.53	1960	0.5	\$108,161.72	\$19,087.36
S/A Sgt.	1	0.59%	\$29	\$18.00	\$10.62	1960	0.02	\$401.84	\$70.91
S/A Ofcs	12	0.59%	\$25	\$16.00	\$9.44	1960	0.02	\$4,286.29	\$756.40
Trooper	28	109.48%	\$38	\$18.27	\$20.00	1960	0.02	\$11,420.27	\$2,015.34
Overtime	1	0.43%	\$176,125	\$107,325.04	\$68,800.00	1960	1	\$91,226.28	\$16,098.76
State Funded OT				\$30024				\$0.00	\$0.00
Specialist Pay	120	0.59%	\$6,360	\$4,000.00	\$2,360.00	1	1	\$408,000.00	\$72,000.00
								\$1,777,110.43	\$313,607.72

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
LT Colonel	109.48	\$39,102.00	\$42,808.87	\$24,379.65	\$4,302.29	\$14,126.93
Captain	59	\$164,640.00	\$97,137.60	\$55,319.86	\$9,762.33	\$32,055.41
Lieutenant	59	\$135,240.00	\$79,791.60	\$45,441.32	\$8,019.06	\$26,331.23
Sergeant	59	\$317,520.00	\$187,336.80	\$106,688.31	\$18,827.35	\$61,821.14
Inspector	59	\$620,928.00	\$366,347.52	\$208,634.91	\$36,817.93	\$120,894.68
Officer	59	\$769,692.00	\$454,118.28	\$258,620.36	\$45,638.89	\$149,859.03
Programs Mgt Staff	59	\$110,583.20	\$65,244.09	\$37,156.51	\$6,557.03	\$21,530.55
Support Staff	59	\$176,400.00	\$104,076.00	\$59,271.28	\$10,459.64	\$34,345.08
CR Support	59	\$15,680.00	\$9,251.20	\$5,268.56	\$929.75	\$3,052.90
Admin Support	59	\$189,924.00	\$112,055.16	\$63,815.41	\$11,261.54	\$36,978.20
S/A Sgt.	59	\$705.60	\$416.30	\$237.09	\$41.84	\$137.38
S/A Officers	59	\$7,526.40	\$4,440.58	\$2,528.91	\$446.28	\$1,465.39
Troopers	109.48	\$20,053.15	\$21,954.19	\$12,502.91	\$2,206.40	\$7,244.88
State Funded OT	100	\$22,650.96	\$22,650.96	\$0.00	\$0.00	\$22,650.96
Overtime	43	\$160,000.00	\$68,800.00	\$58,480.00	\$10,320.00	\$0.00
Specialist Pay	59	\$480,000.00	\$283,200.00	\$240,720.00	\$42,480.00	\$0.00
Sub-Total Fringe Benefits			\$1,919,629.15	\$1,179,065.08	\$208,070.33	\$532,493.76

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 59% of salary. FICA charges are based on a 7.65% rate, while retirement is 45.46% for civilian, 24.15% for sworn officers and 86.71% for troopers. Health insurance ranges from 10% - 17%. The total amount for fringe benefits including overtime benefits that will be charged to the grant is estimated at \$1,387,135.39.

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

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

Staff	Units	Cost / Hour	Cost / Hour Fringe	Avg. # Hours per year	% MCSAP	85%	15%	
		Fringe % W/ Fringe	W/O Fringe Cost					
LTC	1	109.48%\$84	\$39.90	\$43.68	1960	0.5	\$16,618.35	\$2,932.65
Capt.	7	0.59\$38	\$24.00	\$14.16	1960	0.5	\$69,972.00	\$12,348.00
Lt.	6	0.59\$37	\$23.00	\$13.57	1960	0.5	\$57,477.00	\$10,143.00
Sgt	18	0.59\$29	\$18.00	\$10.62	1960	0.5	\$134,946.00	\$23,814.00
Inspector	22	0.59\$25	\$16.00	\$9.44	1960	0.9	\$263,894.40	\$46,569.60
Officers	66	0.59\$27	\$17.00	\$10.03	1960	0.35	\$438,339.59	\$77,354.05
Coordinator/Staff	2	0.59\$45	\$28.21	\$16.64	1960	1	\$62,977.13	\$11,113.61
Programs Staff	5	0.59\$29	\$18.00	\$10.62	1960	1	\$100,459.80	\$17,728.20
CR Support	1	0.59\$25	\$16.00	\$9.44	1960	0.5	\$8,929.76	\$1,575.84
Admin Support	12	0.59\$26	\$16.15	\$9.53	1960	0.5	\$108,161.72	\$19,087.36
S/A Sgt.	1	0.59\$29	\$18.00	\$10.62	1960	0.02	\$401.84	\$70.91
S/A Ofcs	12	0.59\$25	\$16.00	\$9.44	1960	0.02	\$4,286.28	\$756.40
Trooper	28	109.48%\$38	\$18.27	\$20.00	1960	0.02	\$11,420.27	\$2,015.34
Overtime	1	0.43\$176,125	\$107,325.04	\$68,800.00	1960	1	\$91,226.28	\$16,098.76
State Funded OT			\$30024	22650.96			\$0.00	\$0.00
Specialist Pay	120	0.59\$6,360	\$4,000.00	\$2,360.00	1	1	\$408,000.00	\$72,000.00

\$1,777,110.43 \$313,607.72

Fringe

LTC	\$24,379.65	\$4,302.29
Capt.	\$55,319.86	\$9,762.33
Lt.	\$45,441.32	\$8,019.06
Sgt	\$106,688.31	\$18,827.35
Inspector	\$208,634.91	\$36,817.93
Officers	\$258,620.36	\$45,638.89
100% Support	\$37,156.51	\$6,557.03
Programs Staff	\$59,271.28	\$10,459.64
CR Support	\$5,268.56	\$929.75
Admin Support	\$63,815.42	\$11,261.54
S/A Sgt.	\$237.09	\$41.84
S/A Ofcs	\$2,528.91	\$446.28
Trooper	\$12,502.91	\$2,206.40
Overtime	\$58,480.00	\$10,320.00
State Funded OT	\$0.00	\$0.00
Specialist Pay	\$240,720.00	\$42,480.00

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Routine Training Travel	91	1	\$10,000.00	\$8,500.00	\$1,500.00	\$0.00
KSP Commanders MCSAP Meeting	12	3	\$11,505.00	\$9,779.25	\$1,725.75	\$0.00
MCSAP Planning Meeting	3	3	\$4,350.00	\$3,697.50	\$652.50	\$0.00
Inspector Championship	1	5	\$1,985.00	\$1,687.25	\$297.75	\$0.00
CVSA	1	5	\$4,185.00	\$3,557.25	\$627.75	\$0.00
COHMED	2	5	\$3,940.45	\$3,349.38	\$591.07	\$0.00
Sub-Total Travel			\$35,965.45	\$30,570.63	\$5,394.82	\$0.00

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.

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. Conference registration fees will be placed under the other category.

COHMED

Expense	Units	Amount	Days	Total
Airfare	2	700		1400
Lodging	2	200	5	2000
Registration	2	550		1100
Per-Diem	2	39	5	390
Ground Travel	2	75		150.45
Grand Total				5040.45

The KSP anticipates sending up to three officers to the annual CVSA conference sponsored by the CVSA and one to the inspector championship. The KSP has 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 this instructor to remain current.

CVSA

Expense	Units	Amount	Days	Total
Airfare	3	0		0
Lodging	3	200	5	3000
Registration	3	550		1650

Inspector Championship

Expense	Units	Amount	Days	Total
Airfare	1	700		700
Lodging	1	200	5	1000
Registration				

Per-Diem	3	39	5	585	Per-Diem	1	39	5	195
Ground Travel	3	200		600	Ground Travel	1	90		90
Grand Total				5835	Grand Total				1985

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

MCSAP Planning Meeting

Expense	Units	Amount	Days	Total
Air	3	555		1665
Lodging	3	200	3	1800
Per-Diem	3	39	3	351
Ground Travel	3	200		434
Other		500		100
Grand Total				4350

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 and Other Non Planned Training

Expense	Units	Amount	Days	Total
Air	5	700		3500
Lodging	5	200	3	3000
Per-Diem	5	39	3	585
Ground Travel	5	200		1000
State Park Lodge	12	90	2	2160
Per-Diem	12	35	3	1260
Grand Total				11505

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: Yes No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Vehicles	8	\$9,975.00	\$79,800.00	\$55,080.00	\$9,720.00	\$15,000.00
Sub-Total Equipment			\$79,800.00	\$55,080.00	\$9,720.00	\$15,000.00

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

Equipment:

The KSP expects to purchase approximately 8 new patrol vehicles, Ford Police Interceptor Utility AWD, 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 \$28,500 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 does not anticipate purchasing Compliance Review vehicles this year but if the need arises they would be charged 100% to the grant, and reduce the total number purchased, as CR investigators are 100% dedicated to CR or MCSAP activities. The MCSAP Federal portion of this expense is expected to be approximately \$55,080, with \$9,720 in match and \$15,000 MOE.

The vehicle 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.

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Motor Vehicle Supplies	10	1	\$27,000.00	\$270,000.00	\$22,950.00	\$4,050.00	\$0.00
Uniforms and other related supplies	1	Varies	\$47,729.00	\$47,729.00	\$27,819.65	\$4,909.35	\$15,000.00
Office Supplies	1	Varies	\$35,350.00	\$35,350.00	\$30,047.50	\$5,302.50	\$0.00
Sub-Total Supplies				\$353,079.00	\$80,817.15	\$14,261.85	\$15,000.00

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 staff are factored as spending time on MCSAP eligible activities.

Vehicle Equipment, lights, siren etc to provide for new vehicles is about \$2,700 per vehicle and those items will be needed for the new vehicle purchases. With the purchase of 10 new vehicles which includes the New Entrant ones, this will cost approximately \$27,000.

Uniforms and other related supplies are expected to cost \$47,729.00, \$15000 of that is charged to MOE. Uniforms are charged to the grant based on functional type and the amount of eligible MCSAP are performed while utilizing that equipment.

Routine office supplies, paper, pens etc are expected to be cost the state approximately \$35,350 for the fiscal year and will charged accordingly to the grant. Other areas of supply cost are maintenance/janitorial supplies, classroom supplies for FMCSA training, MV expendable supplies, small tools, copy machine supplies, and other items that are needed for daily MCSAP activities.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Post Crash Data Retrieval Software	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Sub-Total Contractual	\$5,000.00	\$4,250.00	\$750.00	\$0.00

Enter detailed explanation of how you came up with the contractual 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 Division of the burden of staffing these areas with the limited staffing that CVE has. These costs are necessary, reasonable, and allocable and are only utilized for MCSAP eligible activities.

- Louisville Metro Police - \$70,588.24
- Lexington Police - \$70,588.24
- Boone County Sheriff - \$11,764.71

The Kentucky Transportation Cabinet is added as a sub-grantee with the FFY 2017 CVSP. 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.

Kentucky Transportation Cabinet - \$882,000.00

Lastly, the KSP investigates serious and fatality crashes that involve commercial motor vehicles and in the interest of completing a detailed investigation into the causes and opportunities to reduce crashes, the KSP utilizes Post Crash Data hardware and software to download CMV event data recorders. These costs are necessary, reasonable, and allocable and the equipment is utilized only for commercial motor vehicles.

Post Crash Data retrieval tools/software - \$5,000.

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: Yes No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
FMCSR Regulations	120	1	\$26.00	\$3,120.00	\$2,652.00	\$468.00	\$0.00
Cellular Locality Software	1	6512	\$6,512.00	\$6,512.00	\$5,535.20	\$976.80	\$0.00
Rental Space Mid American Truck Show	1	Cost	\$7,600.00	\$7,600.00	\$6,460.00	\$1,140.00	\$0.00
Cellular Costs	1	Cost	\$46,000.00	\$46,000.00	\$39,100.00	\$6,900.00	\$0.00
Vehicle Maintenance/Repairs	1	Cost	\$35,000.00	\$35,000.00	\$4,250.00	\$750.00	\$30,000.00
CVSA Decals	1	Cost	\$9,250.00	\$9,250.00	\$4,250.00	\$750.00	\$4,250.00
Training Costs	1	Cost	\$7,000.00	\$7,000.00	\$1,700.00	\$300.00	\$5,000.00
Fuel	1	Cost	\$135,000.00	\$135,000.00	\$72,250.00	\$12,750.00	\$50,000.00
Conference Registration Costs	5	Cost	\$1,550.00	\$7,750.00	\$2,337.50	\$412.50	\$5,000.00
Hazardous Materials Regulations/Other	100	Cost	\$23.00	\$2,300.00	\$1,955.00	\$345.00	\$0.00
Post Crash Data Retrieval	1	Cost	\$6,000.00	\$6,000.00	\$5,100.00	\$900.00	\$0.00
Copy Machines	1	Cost	\$12,000.00	\$12,000.00	\$10,200.00	\$1,800.00	\$0.00
Computer COT Charges	504	Cost	\$55.00	\$27,720.00	\$23,562.00	\$4,158.00	\$0.00
CVSA Dues	1	1	\$7,900.00	\$7,900.00	\$6,715.00	\$1,185.00	\$0.00
Sub-Total Other Costs				\$313,152.00	\$186,066.70	\$32,835.30	\$94,250.00

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 Division these costs are all associated with the CMV safety mission and are charged according to utilization with the MCSAP program. A description of each item is described below. These costs are necessary, reasonable, and allocable to the MCSAP program.

The KSP will need to provide new FMCSR regulation books to its officers as the current ones are more than two years old. Anticipated cost of 120 books is \$3,120.

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 expected to be \$5,000.00 charged to the grant with additional \$30,000 allocated to MOE.

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 CVSA Out of Service decals. Approximately \$9,240 partially charged to grant and MOE.

The CMV safety arena, regulations, activities, policies and procedures are in a constant state of change and training is a necessary item for staff to stay current, consistent and up to date. Not all training is scheduled or planned in advance so the KSP is placing \$2,000 MCSAP expenses for training cost that may occur and an additional \$5,000 in MOE.

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 expected to be \$135,000.00 with \$50,000 being MOE and the remainder charged to the grant.

The KSP will send MCSAP personnel to the programs listed in program travel and those costs are broken down there with the exception of registration which is expected to be \$2,750. KSP will budget 5,000 for additional unexpected costs and charge those costs to MOE. The CMV safety arena, regulations, activities, policies and procedures are in a constant state of change and training is a necessary item for staff to stay current, consistent and

up to date.

The KSP will need to provide new Hazardous Materials FMCSR regulation books to its officers as the current ones are more than two years old. Anticipated cost of 100 books is \$2,300.

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 - \$7,900 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 42 computers throughout the division at a cost of \$27,720.00.

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,648,539.00	\$820,330.00	\$5,468,869.00

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$397,319.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
LT Colonel	\$16,618.35	\$2,932.65	\$19,551.00	\$19,551.00
Captain	\$69,972.00	\$12,348.00	\$82,320.00	\$82,320.00
Lieutenant	\$57,477.00	\$10,143.00	\$67,620.00	\$67,620.00
Sergeant	\$134,946.00	\$23,814.00	\$158,760.00	\$158,760.00
Inspector	\$263,894.40	\$46,569.60	\$310,464.00	\$310,464.00
Officer	\$438,339.59	\$77,354.05	\$515,693.64	\$253,998.36
Programs Mgt Staff	\$62,977.13	\$11,113.61	\$74,090.74	\$36,492.46
Support Staff	\$100,459.80	\$17,728.20	\$118,188.00	\$58,212.00
CR Support	\$8,929.76	\$1,575.84	\$10,505.60	\$5,174.40
Admin Support	\$108,161.72	\$19,087.36	\$127,249.08	\$62,674.92
S/A Sgt.	\$401.84	\$70.91	\$472.75	\$232.85
S/A Officers	\$4,286.29	\$756.40	\$5,042.69	\$2,483.71
Troopers	\$11,420.27	\$2,015.34	\$13,435.61	\$6,617.54
State Funded OT	\$0.00	\$0.00	\$0.00	\$30,024.00
Overtime	\$91,226.28	\$16,098.76	\$107,325.04	\$0.00
Specialist Pay	\$408,000.00	\$72,000.00	\$480,000.00	\$0.00
Subtotal for Personnel	\$1,777,110.43	\$313,607.72	\$2,090,718.15	\$1,094,625.24

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
LT Colonel	\$24,379.65	\$4,302.29	\$28,681.94	\$14,126.93
Captain	\$55,319.86	\$9,762.33	\$65,082.19	\$32,055.41
Lieutenant	\$45,441.32	\$8,019.06	\$53,460.38	\$26,331.23
Sergeant	\$106,688.31	\$18,827.35	\$125,515.66	\$61,821.14
Inspector	\$208,634.91	\$36,817.93	\$245,452.84	\$120,894.68
Officer	\$258,620.36	\$45,638.89	\$304,259.25	\$149,859.03
Programs Mgt Staff	\$37,156.51	\$6,557.03	\$43,713.54	\$21,530.55
Support Staff	\$59,271.28	\$10,459.64	\$69,730.92	\$34,345.08
CR Support	\$5,268.56	\$929.75	\$6,198.31	\$3,052.90
Admin Support	\$63,815.41	\$11,261.54	\$75,076.95	\$36,978.20
S/A Sgt.	\$237.09	\$41.84	\$278.93	\$137.38
S/A Officers	\$2,528.91	\$446.28	\$2,975.19	\$1,465.39
Troopers	\$12,502.91	\$2,206.40	\$14,709.31	\$7,244.88
State Funded OT	\$0.00	\$0.00	\$0.00	\$22,650.96
Overtime	\$58,480.00	\$10,320.00	\$68,800.00	\$0.00
Specialist Pay	\$240,720.00	\$42,480.00	\$283,200.00	\$0.00
Subtotal for Fringe Benefits	\$1,179,065.08	\$208,070.33	\$1,387,135.41	\$532,493.76

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Routine Training Travel	\$8,500.00	\$1,500.00	\$10,000.00	\$0.00
KSP Commanders MCSAP Meeting	\$9,779.25	\$1,725.75	\$11,505.00	\$0.00
MCSAP Planning Meeting	\$3,697.50	\$652.50	\$4,350.00	\$0.00
Inspector Championship	\$1,687.25	\$297.75	\$1,985.00	\$0.00
CVSA	\$3,557.25	\$627.75	\$4,185.00	\$0.00
COHMED	\$3,349.38	\$591.07	\$3,940.45	\$0.00
Subtotal for Program Travel	\$30,570.63	\$5,394.82	\$35,965.45	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Vehicles	\$55,080.00	\$9,720.00	\$64,800.00	\$15,000.00
Subtotal for Equipment	\$55,080.00	\$9,720.00	\$64,800.00	\$15,000.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Motor Vehicle Supplies	\$22,950.00	\$4,050.00	\$27,000.00	\$0.00
Uniforms and other related supplies	\$27,819.65	\$4,909.35	\$32,729.00	\$15,000.00
Office Supplies	\$30,047.50	\$5,302.50	\$35,350.00	\$0.00
Subtotal for Supplies	\$80,817.15	\$14,261.85	\$95,079.00	\$15,000.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Post Crash Data Retrieval Software	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Subtotal for Contractual	\$4,250.00	\$750.00	\$5,000.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
FMCSR Regulations	\$2,652.00	\$468.00	\$3,120.00	\$0.00
Cellular Locality Software	\$5,535.20	\$976.80	\$6,512.00	\$0.00
Rental Space Mid American Truck Show	\$6,460.00	\$1,140.00	\$7,600.00	\$0.00
Cellular Costs	\$39,100.00	\$6,900.00	\$46,000.00	\$0.00
Vehicle Maintenance/Repairs	\$4,250.00	\$750.00	\$5,000.00	\$30,000.00
CVSA Decals	\$4,250.00	\$750.00	\$5,000.00	\$4,250.00
Training Costs	\$1,700.00	\$300.00	\$2,000.00	\$5,000.00
Fuel	\$72,250.00	\$12,750.00	\$85,000.00	\$50,000.00
Conference Registration Costs	\$2,337.50	\$412.50	\$2,750.00	\$5,000.00
Hazardeous Materials Regulations/Other	\$1,955.00	\$345.00	\$2,300.00	\$0.00
Post Crash Data Retrieval	\$5,100.00	\$900.00	\$6,000.00	\$0.00
Copy Machines	\$10,200.00	\$1,800.00	\$12,000.00	\$0.00
Computer COT Charges	\$23,562.00	\$4,158.00	\$27,720.00	\$0.00
CVSA Dues	\$6,715.00	\$1,185.00	\$7,900.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$186,066.70	\$32,835.30	\$218,902.00	\$94,250.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$3,312,959.99	\$584,640.02	\$3,897,600.01	\$1,751,369.00
Total Costs Budgeted	\$3,312,959.99	\$584,640.02	\$3,897,600.01	\$1,751,369.00

Spending Plan (Sub-Grantee: LEXINGTON)**B&I Spending Plan****What is a Spending Plan?**

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: Cash Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Officers/Inspectors	18		13	\$31.12	\$0.00	\$0.00	\$7,075.00	\$0.00
					\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Salary					\$0.00	\$0.00	\$7,075.00	\$0.00
Overtime Information								
Overtime	18	100	83	\$31.12	\$46,493.28	\$46,500.00	\$0.00	\$0.00
Sub-Total Overtime					\$46,493.28	\$46,500.00	\$0.00	\$0.00
TOTAL PERSONNEL					\$46,493.28	\$46,500.00	\$7,075.00	\$0.00

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

Financial Summary

The Lexington Division of Police receives MCSAP BASIC funds from the Kentucky State Police Commercial Vehicle Division which allows the department to complete CMV inspections on an overtime basis. Additionally, the Division of Police schedules its certified inspectors to complete inspections on duty to provide the 15% match, these inspections and expenses are funded by the Division of Police.

Personnel Costs:

Local Match Funds in the amount of \$10,588.24 for this project will be paid from the Lexington-Fayette Urban County FY2017 General Fund Budget. Lexington Police Currently have 24 sworn police officers and 5 safety officers specifically assigned to traffic safety and/or traffic enforcement duties within Fayette County, KY. Nine of the sworn traffic units and nine additional sworn personnel from other police units are trained to conduct commercial vehicle inspections. The available personnel and budget allows the Lexington Police Department to meet the 15% matching requirements for the federal 85% MCSAP grant award. Currently, the agency has an approved budget for MCSAP personnel costs in the approximate amount of \$46,500 for FFY 2017.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Officers/Inspectors	100	\$4,252.59	\$4,252.59	\$739.35	\$3,513.24	\$0.00
			\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Fringe Benefits			\$4,252.59	\$739.35	\$3,513.24	\$0.00

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, Health insurance, and retirement. It should be noted that Retirement and Health insurance are not charged to overtime hours. Officer retirement is 36.53 % of salary (match only). Medicare charges are based on a 1.45% rate. The total amount for fringe benefits that will be charged to the grant is estimated at 13.5%. The Lexington Division of Police provides salary breakdowns for each billing period that identifies individual fringe benefit charges per officer.

Fringe Benefits/Overtime:

As discussed above, retirement benefits are not charged to the MCSAP grant while units are performing overtime duties. The budgeted amount for fringe benefits includes the fringe benefits for the proposed overtime hours. See the below chart for an example of how these fringe benefits for overtime are calculated.

LEXPD	Monthly salary rate from P-1	Regular Rate	Overtime Rate	OT Hours Worked	OT Total	Unemp.	Medicare	Total
Sgt.	5234.387	\$ 33.08	\$49.62	1..0	\$49.62	\$0.13	\$0.72	\$50.47
Officer	4935.008	\$ 29.96	\$44.94	1..0	\$44.94	\$0.12	\$0.65	\$45.71

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Travel			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: Yes No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Printers	4	Varies	\$50.00	\$200.00	\$200.00	\$0.00	\$0.00
Uniforms and other related supplies	1	Varies	\$2,000.00	\$2,000.00	\$2,000.00	\$0.00	\$0.00
Creepers, Chocks etc.	1	Varies	\$300.00	\$300.00	\$300.00	\$0.00	\$0.00
Sub-Total Supplies				\$2,500.00	\$2,500.00	\$0.00	\$0.00

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

Supplies:

The Lexington Division of Police expect to replace creepers, chocks, high pressure tire gauges and inspection other tools as needed for MCSAP inspectors this year. These supplies are being replaced due to age and wear and tear. The Lexington Division of Police will also request new uniforms for a new inspector or current inspectors when needed. All supplies and uniforms will be purchased according to the Lexington Fayette Urban County Government Purchasing Guidelines.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: Yes No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Cellular Service	1	1	\$10,260.65	\$10,260.65	\$10,260.65	\$0.00	\$0.00
Sub-Total Other Costs				\$10,260.65	\$10,260.65	\$0.00	\$0.00

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

Contractual:

Lexington provides wireless air cards to all MCSAP certified officers; these cellular data expenses are charged to the grant and estimated to be \$10,260.65 annually. MCSAP inspectors require mobile internet access to CMV related data and reporting. Without this technology, inspectors would not be able to check carrier status as the FMCSA requires, access data to conduct CMV investigations or complete online inspection reports effectively.

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,648,539.00	\$820,330.00	\$5,468,869.00

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00

Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$397,319.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Officers/Inspectors	\$0.00	\$7,075.00	\$7,075.00	\$0.00
	\$0.00	\$0.00	\$0.00	\$0.00
Overtime	\$46,500.00	\$0.00	\$46,500.00	\$0.00
Subtotal for Personnel	\$46,500.00	\$7,075.00	\$53,575.00	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Officers/Inspectors	\$739.35	\$3,513.24	\$4,252.59	\$0.00
	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Fringe Benefits	\$739.35	\$3,513.24	\$4,252.59	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Program Travel	\$0.00	\$0.00	\$0.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Printers	\$200.00	\$0.00	\$200.00	\$0.00
Uniforms and other related supplies	\$2,000.00	\$0.00	\$2,000.00	\$0.00
Creepers, Chocks etc.	\$300.00	\$0.00	\$300.00	\$0.00
Subtotal for Supplies	\$2,500.00	\$0.00	\$2,500.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Cellular Service	\$10,260.65	\$0.00	\$10,260.65	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$10,260.65	\$0.00	\$10,260.65	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$60,000.00	\$10,588.24	\$70,588.24	\$0.00
Total Costs Budgeted	\$60,000.00	\$10,588.24	\$70,588.24	\$0.00

Spending Plan (Sub-Grantee: LOUISVILLE)
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B&I Spending Plan**What is a Spending Plan?**

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: Cash Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Officers					\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Salary					\$0.00	\$0.00	\$0.00	\$0.00
Overtime Information								
Overtime	17	100	89	\$28.09	\$42,500.17	\$36,125.14	\$6,375.03	\$0.00
Sub-Total Overtime					\$42,500.17	\$36,125.14	\$6,375.03	\$0.00
TOTAL PERSONNEL					\$42,500.17	\$36,125.14	\$6,375.03	\$0.00

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

Financial Summary

The Louisville Metro Police Department receives MCSAP BASIC funds from the Kentucky State Police Commercial Vehicle Enforcement Division for the purpose of completing CMV inspections on overtime, the 15% match is deducted from the payroll expense prior to billing the KSP and those matching fund costs are incurred by the Louisville Police Department.

Position	Service	Monthly	Annual	Hourly	Hourly	CERS(34.31%)	Workers	Total Hourly
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	Years	Salary	Rate	Rate	at Time & Half	& FICA (7.65%)*	Comp 3.5% Str Time	OT Expense
Donald Pugh	8-9	\$4,277.87	\$50,335.38	\$24.68	\$37.02	\$10.02	\$0.86	\$52.91
Bryan Gillis	8-9	\$4,277.87	\$50,335.38	\$24.68	\$37.02	\$10.02	\$0.86	\$52.91
Ron Fey	10-11	\$4,357.60	\$52,291.20	\$25.14	\$37.71	\$10.21	\$0.88	\$53.90
Mike Weathers	10-11	\$4,357.60	\$52,291.20	\$25.14	\$37.71	\$10.21	\$0.88	\$53.90
Dean Kisling	14-15	\$4,522.27	\$54,267.20	\$26.09	\$37.60	\$10.59	\$0.91	\$55.94
Don Hargadon	16-17	\$4,608.98	\$55,307.20	\$26.59	\$39.89	\$10.80	\$0.93	\$57.01
Dennis Poteet	16-17	\$4,608.98	\$55,307.20	\$26.59	\$39.89	\$10.80	\$0.93	\$57.01
John Mills	18-19	\$4,693.87	\$56,326.40	\$27.08	\$40.62	\$10.99	\$0.95	\$58.06
Ken Christian	20-21	\$4,769.57	\$57,234.80	\$27.52	\$41.28	\$11.17	\$0.96	\$59.00
Bill Mattingly	20-21	\$4,769.57	\$57,234.80	\$27.52	\$41.28	\$11.17	\$0.96	\$59.00
Donney Smith	24 +	\$4,964.27	\$59,571.20	\$28.64	\$42.96	\$11.63	\$1.00	\$61.40
Ray Sutherland	24 +	\$4,964.27	\$59,571.20	\$28.64	\$42.96	\$11.63	\$1.00	\$61.40
C. Beauford	24 +	\$4,964.27	\$59,571.20	\$28.64	\$42.96	\$11.63	\$1.00	\$61.40
Matt Keller	12-13	\$5,307.50	\$63,690.00	\$30.75	\$46.13	\$12.48	\$1.08	\$65.93
Ruby Ellison	16-17	\$5,527.60	\$66,331.20	\$31.89	\$47.84	\$12.95	\$1.12	\$68.37
Wm Patterson	18-19	\$5,626.40	\$67,516.80	\$32.46	\$48.69	\$13.18	\$1.14	\$69.59
Kevin Hamlin	24 +	\$5,941.87	\$71,302.40	\$34.28	\$51.42	\$13.92	\$1.20	\$73.50

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Officers	100	\$23,088.07	\$23,088.07	\$19,624.86	\$3,463.21	\$0.00
Sub-Total Fringe Benefits			\$23,088.07	\$19,624.86	\$3,463.21	\$0.00

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

Personnel Costs:

The Louisville Metro Police Department has 17 officers and inspectors who are tasked with the responsibility of performing commercial vehicle enforcement in Jefferson County KY. LMPD officers dedicate a portion of their time to MCSAP related activities. LMPD utilizes these officers to do inspections as their duty day permits. Lastly, the LMPD has one sergeant who oversees MCSAP activities and pay is applied to the grant only when performing MCSAP eligible activities.

Position	Service Years	Monthly Salary	Annual Rate	Hourly Rate	Hourly at Time & Half	CERS(34.31%) & FICA (7.65%)*	Workers Comp 3.5% Str Time	Total Hourly OT Expense
Donald Pugh	8-9	\$4,277.87	\$50,335.38	\$24.68	\$37.02	\$10.02	\$0.86	\$52.91
Bryan Gillis	8-9	\$4,277.87	\$50,335.38	\$24.68	\$37.02	\$10.02	\$0.86	\$52.91
Ron Fey	10-11	\$4,357.60	\$52,291.20	\$25.14	\$37.71	\$10.21	\$0.88	\$53.90
Mike Weathers	10-11	\$4,357.60	\$52,291.20	\$25.14	\$37.71	\$10.21	\$0.88	\$53.90
Dean Kisling	14-15	\$4,522.27	\$54,267.20	\$26.09	\$37.60	\$10.59	\$0.91	\$55.94
Don Hargadon	16-17	\$4,608.98	\$55,307.20	\$26.59	\$39.89	\$10.80	\$0.93	\$57.01
Dennis Poteet	16-17	\$4,608.98	\$55,307.20	\$26.59	\$39.89	\$10.80	\$0.93	\$57.01
John Mills	18-19	\$4,693.87	\$56,326.40	\$27.08	\$40.62	\$10.99	\$0.95	\$58.06
Ken Christian	20-21	\$4,769.57	\$57,234.80	\$27.52	\$41.28	\$11.17	\$0.96	\$59.00
Bill Mattingly	20-21	\$4,769.57	\$57,234.80	\$27.52	\$41.28	\$11.17	\$0.96	\$59.00
Donney Smith	24 +	\$4,964.27	\$59,571.20	\$28.64	\$42.96	\$11.63	\$1.00	\$61.40
Ray Sutherland	24 +	\$4,964.27	\$59,571.20	\$28.64	\$42.96	\$11.63	\$1.00	\$61.40
C. Beauford	24 +	\$4,964.27	\$59,571.20	\$28.64	\$42.96	\$11.63	\$1.00	\$61.40
Matt Keller	12-13	\$5,307.50	\$63,690.00	\$30.75	\$46.13	\$12.48	\$1.08	\$65.93

Ruby Ellison	16-17	\$5,527.60	\$66,331.20	\$31.89	\$47.84	\$12.95	\$1.12	\$68.37
Wm Patterson	18-19	\$5,626.40	\$67,516.80	\$32.46	\$48.69	\$13.18	\$1.14	\$69.59
Kevin Hamlin	24 +	\$5,941.87	\$71,302.40	\$34.28	\$51.42	\$13.92	\$1.20	\$73.50

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Travel			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: Yes No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Uniforms	1		\$5,000.00	\$5,000.00	\$4,250.00	\$750.00	\$0.00
Sub-Total Supplies				\$5,000.00	\$4,250.00	\$750.00	\$0.00

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

Supplies:

The LMPD Officers are allotted \$5,000.00 divided among 17 Officers/Sergeants to replace uniforms and equipment needed to perform job duties related to the Commercial Vehicle Inspections. Monies will be spent strictly on equipment, uniforms, boots and supplies to use for commercial Motor Vehicle Inspections.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

N/A

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: Yes No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Other Costs				\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the other costs:
N/A

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,648,539.00	\$820,330.00	\$5,468,869.00

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00
 Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$397,319.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Officers	\$0.00	\$0.00	\$0.00	\$0.00
Overtime	\$36,125.14	\$6,375.03	\$42,500.17	\$0.00
Subtotal for Personnel	\$36,125.14	\$6,375.03	\$42,500.17	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Officers	\$19,624.86	\$3,463.21	\$23,088.07	\$0.00
Subtotal for Fringe Benefits	\$19,624.86	\$3,463.21	\$23,088.07	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Program Travel	\$0.00	\$0.00	\$0.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Uniforms	\$4,250.00	\$750.00	\$5,000.00	\$0.00
Subtotal for Supplies	\$4,250.00	\$750.00	\$5,000.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Other Expenses including Training & Conferences	\$0.00	\$0.00	\$0.00	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$60,000.00	\$10,588.24	\$70,588.24	\$0.00
Total Costs Budgeted	\$60,000.00	\$10,588.24	\$70,588.24	\$0.00

Spending Plan (Sub-Grantee: BOONE COUNTY SHERIFF)
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B&I Spending Plan**What is a Spending Plan?**

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: Cash Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Salary					\$0.00	\$0.00	\$0.00	\$0.00
Overtime Information								
Overtime	6	100	38	\$31.90	\$7,273.20	\$7,273.20	\$0.00	\$0.00
Sub-Total Overtime					\$7,273.20	\$7,273.20	\$0.00	\$0.00
TOTAL PERSONNEL					\$7,273.20	\$7,273.20	\$0.00	\$0.00

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

Financial Summary

The Boone County Sheriff's Department receives MCSAP BASIC funds from the Kentucky State Police Commercial Vehicle Enforcement Division to perform CMV inspections on an overtime basis. The Boone County Sheriff's office utilize Boone County Sheriff's Office funding to accomplish the 15% match by purchasing needed supplies at the expense of the Boone County Sheriff's Office.

Personnel Costs:

The Boone County Sheriff's Department has six (6) certified commercial vehicle inspectors. Currently, three (3) are assigned to the Collision Investigation & Traffic Enforcement Unit while the remaining three (3) are assigned to the Patrol Division. The Collision Investigation & Traffic

Enforcement Unit's primary responsibilities are commercial vehicle enforcement, general traffic enforcement, and the investigation of all serious and fatal collisions.

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Overtime	100	\$2,726.80	\$2,726.80	\$2,726.80	\$0.00	\$0.00
Sub-Total Fringe Benefits			\$2,726.80	\$2,726.80	\$0.00	\$0.00

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

Fringe Benefits:

Fringe benefits are a summation of the actual benefits that employees receive including, Social security, Medicare, health insurance, dental insurance, life insurance, and retirement. It should be noted that only Social Security, Medicare, and retirement are being charged to this grant. The FICA rate of 7.65% is being used in the benefits calculation which consists of the current Social Security rate of 6.2% and the current Medicare rate of 1.45%. The retirement rate used in this budget is 32.95%. The total amount for fringe benefits charged to this grant is \$2,726.80

Fringe Benefits/Overtime:

As discussed above only Retirement and FICA benefits are charged to the MCSAP grant while units are performing overtime duties. The budgeted amount for fringe benefits is calculated on the proposed overtime hours. See the below chart for an example of how these fringe benefits for overtime are calculated.

	Regular Rate	Overtime Rate	FICA 7.65%	Retirement 32.95%	Total
Lieutenant	\$ 31.90	\$ 50.09	\$ 3.83	\$ 16.50	\$ 70.42
Deputy	\$ 27.38	\$ 43.31	\$ 3.31	\$ 14.27	\$ 60.89
Deputy	\$ 23.97	\$ 38.19	\$ 2.92	\$ 12.58	\$ 53.70
Deputy	\$ 23.44	\$ 37.40	\$ 2.86	\$ 12.32	\$ 52.58
Deputy	\$ 22.72	\$ 36.32	\$ 2.78	\$ 11.97	\$ 51.06
Deputy	\$ 20.79	\$ 33.42	\$ 2.56	\$ 11.01	\$ 46.99

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Travel			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: Yes No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Supplies	1	Varies	\$1,764.71	\$1,764.71	\$0.00	\$1,764.71	\$0.00
Sub-Total Supplies				\$1,764.71	\$0.00	\$1,764.71	\$0.00

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

Supplies

Boone county will purchase supplies as required for deputies to complete inspections. The uniform cost will be utilized to meet the required match.

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

N/A

7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: Yes No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Other Costs				\$0.00	\$0.00	\$0.00	\$0.00

Enter detailed explanation of how you came up with the other costs:
N/A

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,648,539.00	\$820,330.00	\$5,468,869.00

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00
 Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$397,319.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$7,273.20	\$0.00	\$7,273.20	\$0.00
Subtotal for Personnel	\$7,273.20	\$0.00	\$7,273.20	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$2,726.80	\$0.00	\$2,726.80	\$0.00
Subtotal for Fringe Benefits	\$2,726.80	\$0.00	\$2,726.80	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Program Travel	\$0.00	\$0.00	\$0.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Supplies	\$0.00	\$1,764.71	\$1,764.71	\$0.00
Subtotal for Supplies	\$0.00	\$1,764.71	\$1,764.71	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Contractual	\$0.00	\$0.00	\$0.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Other Expenses including Training & Conferences	\$0.00	\$0.00	\$0.00	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$10,000.00	\$1,764.71	\$11,764.71	\$0.00
Total Costs Budgeted	\$10,000.00	\$1,764.71	\$11,764.71	\$0.00

Spending Plan (Sub-Grantee: KENTUCKY TRANSPORTATION CABINET)**B&I Spending Plan****What is a Spending Plan?**

The Spending Plan explains the 'what', 'how', and 'why' of a line item cost in carrying out grant project goals and objectives. Use these instructions to develop your application spending plan.

What does a Spending Plan do?

A spending plan is a narrative explanation of each budget component which supports the costs of the proposed work. The spending plan should focus on how each item is required to achieve the proposed project goals and objectives. It should also justify how costs were calculated. The spending plan should be clear, specific, detailed, and mathematically correct.

The spending plan is one of the first places FMCSA reviews to confirm the allowability, allocability, necessity, reasonableness and consistent treatment of an item. A well-developed spending plan is an effective management tool; a plan that doesn't represent a project's needs makes it difficult to recommend for funding and assess financial performance over the life of the project.

The spending plan serves a number of critical functions:

- *Describes your need for or necessity of an expense;*
- *Documents how reasonable the request is, conveys your judgment as well as the feasibility of the project in context of available and proposed resources.*
- *Helps FMCSA review high-risk cost items to decide funding.*

1 - Spending Plan: Personnel

What different types of costs do I need to put in my Spending Plan?

Below is the spending plan. You may add additional lines to the table, as necessary. Remember to include clear, concise explanations in the narrative on how you came up with the costs and how the costs are necessary.

The Federal Share and State Share columns are not automatically calculated based on the Total Eligible Costs. These are freeform fields and should be calculated and entered by State users. You are not required to include 15 percent State share for each line item, including Overtime. You are only required to contribute up to 15 percent of the total costs, which gives you the latitude to select the areas where you wish to place your match.

Unlike in previous years' CVSPs, planned Maintenance of Effort (MOE) expenditures are now to be included in the spending plan narrative for FY 2017. Your planned MOE expenditures will be auto-populated into the Spending Plan from the narrative sections.

Personnel costs are your employee salaries working directly on a project. Include the number and type of personnel, the percentage of time dedicated to the project, number of hours in a work year, hourly wage rate, and total cost. It is not necessary to list all individual personnel separately by line. You may use average or actual salary and wages by personnel category (e.g., Trooper, Civilian Inspector, Admin Support, etc.). You may add as many additional lines as necessary to reflect your personnel costs.

The Hourly Rate column is where the State will enter the hourly pay rate that you have determined for each position.

If Overtime (OT) is going to be charged to the grant, please add the OT amounts that will be charged under the award (not to exceed 15% of the total award amount).

Identify the method of accounting used by the State: Cash Accrual

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00

Personnel Spending Plan Narrative								
Salary Information								
Position(s)	# of Staff	% of Time	Work Year Hours	Hourly Rate	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Salary					\$0.00	\$0.00	\$0.00	\$0.00
Overtime Information								
Overtime		100	2080		\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Overtime					\$0.00	\$0.00	\$0.00	\$0.00
TOTAL PERSONNEL					\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

2 - Spending Plan: Fringe Benefits

Fringe costs are benefits paid to your 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, which will be entered as the projected leave expected to be accrued by the personnel listed within Narrative Section 1 – Personnel. Reference 2 CFR 200.431(b) for the proper management of leave expenditures. Include how the fringe benefit amount is calculated (i.e., actual fringe benefits, rate approved by HHS State Wide 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 costs of fringe benefits are allowable if they are provided under established written leave policies; the costs are equitably allocated to all related activities, including Federal awards; and, the 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, Federal Unemployment Tax Assessment, Medicare, State Unemployment Tax, and State Disability Insurance. 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 Narrative Section 1 and the base multiplied by the respective rate would give the total for each standard employer taxes. Workers' Compensation is rated by risk area. It would be permissible to enter this as an average, usually between sworn and unsworn, but any grouping that is reasonable and clearly explained in the narrative is allowable. Health Insurance and Pensions can vary greatly and it too can be averaged and like Workers' Compensation, can sometimes be broken into sworn and unsworn.

Fringe Benefits Spending Plan Narrative						
Position(s)	Fringe Benefit Rate	Base Amount	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Overtime			\$0.00	\$0.00	\$0.00	\$0.00
Sub-Total Fringe Benefits			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

3 - Spending Plan: Travel

Travel costs are funds for field work or for travel to professional meetings. Provide the purpose, number of persons traveling, number of days, and estimated cost for each trip. If details of each trip are not known at the time of application submission, provide the basis for determining the amount requested.

Travel Cost Spending Plan Narrative						
Purpose	# of Staff	Days	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Travel - Program 2	2	10	\$5,882.00	\$4,999.70	\$882.30	\$0.00
Sub-Total Travel			\$5,882.00	\$4,999.70	\$882.30	\$0.00

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

Program 2 Travel

Travel Cost Budget Narrative (SF-424A, Line 6c)				
Purpose	# of Staff	Method of Travel	Days	Total Cost
To provide travel funds for the CVISN/PRISM team members to represent Kentucky	2	Air	10	\$5,882.00
<i>Estimates are made for trips to CVSA Fall and Spring, IFTA Managers, IRP, CVISN Workshops, etc. These estimates are based on previous trips.</i>				

4 - Spending Plan: Equipment

Equipment costs only include those items which are tangible, nonexpendable, personal property having a useful life of more than one year and acquisition cost of \$5,000 or more per unit. Include a description, quantity and unit price for all equipment. If the expense is under the threshold of \$5,000 per item, it belongs under "Supplies". However, if your State's equipment threshold is below \$5,000, check the box and provide the amount of your equipment threshold.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the team will be dedicated to MCSAP activities. For example, if you purchase a vehicle costing \$20,000 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$10,000. A State can provide a more detailed explanation in the narrative section.

Indicate if your State's equipment threshold is below \$5,000: Yes No

If threshold is below \$5,000, enter threshold level:

Equipment Cost Spending Plan Narrative						
Item Name	# of Items	Cost per Item	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Equipment			\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

5 - Spending Plan: Supplies

Supplies are tangible personal property other than equipment (which can include laptop computers and printers). Include the types of property in general terms. It is not necessary to document office supplies in great detail (reams of paper, boxes of paperclips, etc.) A good way to document office supplies is to indicate the approximate expenditure of the unit as a whole. Do include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost.

The actual "Cost per Item" for MCSAP grant purposes is tied to the percentage of time that the item will be dedicated to MCSAP activities. For example, if you purchase an item costing \$200 and it is only used for MCSAP purposes 50% of the time, then the "Cost per Item" in the table below should be shown as \$100. A State can provide a more detailed explanation in the narrative section.

Supplies Cost Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Sub-Total Supplies				\$0.00	\$0.00	\$0.00	\$0.00

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

N/A

6 - Spending Plan: Contractual

Contractual includes subgrants and contracts, such as consulting costs. Include the rationale for the amount of the costs. The narrative should provide the name of the subgrantee or vendor if known at the time that the application is being developed. If the name of the subgrantee or vendor is not known, enter "unknown at this time" and give an estimated time when it is expected. You do need to include specific contract goods and/or services provided, the related expenses for those goods and services, and how the cost of the contract represents a fair market value, which includes stating that the contract is procured through established state procurement practices. Entering the statement "contractual services" will not be considered as meeting the requirement for completing this section.

Contract means 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.

Subaward means 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. A subaward may be provided through any form of legal agreement, including an agreement that the pass-through entity considers a contract.

For applicants with subgrantee agreements: Whenever the applicant intends to provide funding to another organization as a subaward, the grantee must provide a narrative and spending plan for each subgrantee organization. The eCVSP allows applicants to submit a narrative and spending plan for each subgrantee. Provide a separate spending plan for each subgrant, regardless of the dollar value and indicate the basis for the cost estimates in the narrative.

Contractual Cost Spending Plan Narrative				
Description of Services	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Project 1 Contractual	\$182,353.00	\$155,000.05	\$27,352.95	\$0.00
Project 2 Contractual	\$176,471.00	\$150,000.35	\$26,470.65	\$0.00
Project 3 Contractual	\$52,941.00	\$44,999.85	\$7,941.15	\$0.00
Project 4 Contractual	\$41,176.00	\$34,999.60	\$6,176.40	\$0.00
Project 7 Contractual	\$358,824.00	\$305,000.40	\$53,823.60	\$0.00
Sub-Total Contractual	\$811,765.00	\$690,000.25	\$121,764.75	\$0.00

Enter detailed explanation of how you came up with the contractual costs:

Project 1 Contractual

Description of Services	Total Cost
Hosting and Maintenance for Kentucky's CVIEW and related interfaces	\$182,353.00
<p>KYTC has a contract established with Iteris, who is Kentucky's CVIEW developer and provider. Iteris provides KYTC with a quote for the work associated with this project. Items included under this quote are:</p> <ul style="list-style-type: none"> · CVIEW Hosting, Support, and Maintenance · Test CVIEW Hosting, Support, and Maintenance · FTP processes to create and relay data to KATS, inSPECT, and Observation · IFTA Revoked File Processing · Maintenance of Custom Reports · Ignore/Grace Table Maintenance · Contingency fees for additional work as needed (\$12,000) 	

Project 2 Contractual



Contractual Cost Budget Narrative	
Description of Services	Total Cost
Administrative and Technical Support for the CVISN Program	\$176,471.00
<p><i>KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has been serving in this capacity since the beginning of Kentucky's CVISN program and is an integral part of the CVISN 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 CVISN team. KTC also hosts a planning meeting each year for Kentucky's CVISN 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 CVISN team and FMCSA.</i></p>	

Project 3 Contractual

Contractual Cost Budget Narrative	
(SF-424A, Line 6f)	
Description of Services	Total Cost
CVISN-Related Training	\$52,941.00
<p><i>KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has a long history of working with KYTC and KSP-CVE and has the technical expertise for this effort. The bulk of these funds will be utilized to pay staff to train officers and inspectors. Funds are set aside for travel so that staff can go to the officers and inspectors.</i></p>	

Project 4 Contractual

Contractual Cost Budget Narrative	
(SF-424A, Line 6f)	
Description of Services	Total Cost
Data Quality	\$41,176.00
<p><i>KYTC has obtained a work plan and proposal from the Kentucky Transportation Center to perform this effort. KTC has a long history of working with KYTC, 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.</i></p>	

Project 7 Contractual

Contractual Cost Budget Narrative	
Description of Services	Total Cost
Maintenance of Roadside Screening Systems	\$358,824.00
<p>This budget represents a year of contractual work that will be performed by HTS, Iteris, and the Kentucky Transportation Center. HTS will provide maintenance for the roadside KATS equipment at multiple locations. Iteris will provide maintenance for the KATS software for at least 13 locations. The Kentucky Transportation Center will be provided a contract to monitor systems, troubleshoot simple problems, and provide routine maintenance for at least 13 sites. KTC will also be asked to replace any small components (not equipment supplied by HTS) to ensure the system is functional.</p>	



7 - Spending Plan: Other Costs

Other direct costs do not fit any of the aforementioned categories, such as rent for buildings used to conduct project activities, utilities and/or leased equipment, employee training tuition, etc. You must include a quantity, unit of measurement (e.g., month, year, each, etc.) and unit cost. You must itemize ALL "Other" direct costs.

If the State plans to include O&M costs, details must be provided in this section and the costs included in the Other Costs area of the Spending Plan Narrative. Please indicate these costs as ITD O&M, PRISM O&M, or SSDQ O&M.

Indicate if your State will claim reimbursement for Indirect Costs: Yes No If yes please fill in table below.

Item Name	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Indirect Costs				

Other Costs Spending Plan Narrative							
Item Name	# of Units/Items	Unit of Measurement	Cost per Unit	Total Eligible Costs	85% Federal Share	15% State Share	Planned MOE Expenditures
Project 5 Other	1	1	\$46,706.00	\$46,706.00	\$39,700.01	\$7,005.99	\$0.00
Project 6 Other	1	1	\$17,647.00	\$17,647.00	\$14,999.95	\$2,647.05	\$0.00
Sub-Total Other Costs				\$64,353.00	\$54,699.96	\$9,653.04	\$0.00

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

Project 5 Other

Other Cost Budget Narrative (SF-424A, Line 6h)			
Item Name	# of Units	Cost per Unit	Total Cost
International Registration Plan	1	\$26,706.00	\$26,706.00
International Fuel Tax Agreement	1	\$20,000	\$20,000
<i>The purpose of this budget cost is to provide funding for the cost of the International Registration Plan (IRP) and the International Fuel Tax Agreement (IFTA) annual membership dues and clearinghouse fees for one year.</i>			

Project 6 Other

Other Cost Budget Narrative (SF-424A, Line 6h)			
Item Name	# of Units	Cost per Unit	Total Cost
E-Screening Membership Fees	1	\$17,647.00	\$17,647.00
<i>This provides funding for the cost to participate on the board of director's for Kentucky's electronic screening program through HELP, Inc.</i>			

8 - Spending Plan

Instructions:

The spending plan will be auto-populated from the relevant tables in the narrative. MOE is autopopulated from the Spending Plan Narrative sections. The Total Grant Expenditures column is automatically calculated based on the auto-populated Federal and State share amounts entered in the narrative tables.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,648,539.00	\$820,330.00	\$5,468,869.00

Allowable amount for Overtime (15% of total award amount without justification): \$820,330.00
 Maximum amount for Non-CMV Traffic Enforcement (10% of Basic funding amount): \$397,319.00

Personnel (Payroll Costs)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Personnel	\$0.00	\$0.00	\$0.00	\$0.00

Fringe Benefit Costs (Health, Life Insurance, Retirement, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Overtime	\$0.00	\$0.00	\$0.00	\$0.00
Subtotal for Fringe Benefits	\$0.00	\$0.00	\$0.00	\$0.00

Program Travel				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Travel - Program 2	\$4,999.70	\$882.30	\$5,882.00	\$0.00
Subtotal for Program Travel	\$4,999.70	\$882.30	\$5,882.00	\$0.00

Equipment				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Equipment	\$0.00	\$0.00	\$0.00	\$0.00

Supplies				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Supplies	\$0.00	\$0.00	\$0.00	\$0.00

Contractual (Subgrantees, Consultant Services, etc.)				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Project 1 Contractual	\$155,000.05	\$27,352.95	\$182,353.00	\$0.00
Project 2 Contractual	\$150,000.35	\$26,470.65	\$176,471.00	\$0.00
Project 3 Contractual	\$44,999.85	\$7,941.15	\$52,941.00	\$0.00
Project 4 Contractual	\$34,999.60	\$6,176.40	\$41,176.00	\$0.00
Project 7 Contractual	\$305,000.40	\$53,823.60	\$358,824.00	\$0.00
Subtotal for Contractual	\$690,000.25	\$121,764.75	\$811,765.00	\$0.00

Other Expenses				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Project 5 Other	\$39,700.01	\$7,005.99	\$46,706.00	\$0.00
Project 6 Other	\$14,999.95	\$2,647.05	\$17,647.00	\$0.00
Subtotal for Other Expenses including Training & Conferences	\$54,699.96	\$9,653.04	\$64,353.00	\$0.00

Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$749,699.91	\$132,300.09	\$882,000.00	\$0.00
Total Costs Budgeted	\$749,699.91	\$132,300.09	\$882,000.00	\$0.00

Comprehensive Budget

This Comprehensive Budget is a read-only document. It is a cumulative summary of the Spending Plans from each focus area by budget category.

ESTIMATED Fiscal Year Funding Amounts for MCSAP			
	85% Federal Share	15% State Share	Total Estimated Funding
Total	\$4,648,539.00	\$820,330.00	\$5,468,869.00

Cost Summary by Budget Category				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Personnel Total	\$2,096,015.77	\$367,470.75	\$2,463,486.52	\$1,094,625.24
Fringe Benefit Total	\$1,337,270.22	\$238,890.45	\$1,576,160.67	\$532,493.76
Program Travel Total	\$51,677.83	\$9,119.62	\$60,797.45	\$0.00
Equipment Total	\$103,530.00	\$18,270.00	\$121,800.00	\$15,000.00
Supplies Total	\$90,967.15	\$17,376.56	\$108,343.71	\$15,000.00
Contractual Total	\$694,250.25	\$122,514.75	\$816,765.00	\$0.00
Other Expenses Total	\$274,827.31	\$46,688.34	\$321,515.65	\$94,250.00
Total Costs				
	85% Federal Share	15% State Share	Total Grant Expenditures	Planned MOE Expenditures
Subtotal for Direct Costs	\$4,648,538.53	\$820,330.47	\$5,468,869.00	\$1,751,369.00
Indirect Costs	\$0.00	\$0.00	\$0.00	\$0.00
Total Costs Budgeted	\$4,648,538	\$820,331	\$5,468,869	\$1,751,369

NOTE: Total Costs Budgeted row: Federal Share value rounded down to nearest whole dollar and State Share value rounded up to the nearest whole dollar amount.

Certification of MCSAP Conformance (Kentucky)

I LTC. Curtis O'Bannon, Director, on behalf of the Commonwealth of Kentucky, as requested by the Administrator as a condition of approval of a grant under the authority of 49 U.S.C. § 31102, as amended, do hereby certify as follows:

1. The State has 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 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 (or other method a State may use that is adequate to obtain the necessary information) and inspection sufficient to carry out the purposes of the CVSP, as approved, and provide that the State will grant maximum reciprocity for inspections conducted pursuant to the North American Standard Inspection procedure, through the use of a nationally accepted system allowing ready identification of previously inspected CMVs.
5. The State requires that all reports relating to the program be submitted to the appropriate State agency or agencies, and the State will make these reports available, in a timely manner, to the FMCSA on request.
6. The State has uniform reporting requirements and uses FMCSA designated forms for record keeping, inspection, and other enforcement activities.
7. The State has in effect a requirement that registrants of CMVs demonstrate their knowledge of the applicable Federal or State CMV safety laws or regulations.
8. The State must ensure that the total expenditure of amounts of the Lead State Agency will be maintained at a level of effort each fiscal year in accordance with 49 CFR 350.301.
9. The State will ensure that MCSAP funded enforcement of activities under 49 CFR 350.309 will not diminish the effectiveness of the development and implementation of the programs to improve motor carrier, CMV, and driver safety.

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

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

22. The State will transmit to its roadside inspectors the notice of each Federal exemption granted pursuant to 49 U.S.C. § 31315(b) and 49 CFR 390.32 and 390.25 as provided to the State by FMCSA, including the name of the person granted the exemption and any terms and conditions that apply to the exemption.
23. Except for a territory of the United States, the State will conduct safety audits of interstate and, at the State's discretion, intrastate new entrant motor carriers under 49 U.S.C. § 31144(g). The State must verify the quality of the work conducted by a third party authorized to conduct safety audits under 49 U.S.C. §31144(g) on its behalf, and the State remains solely responsible for the management and oversight of the activities.
24. The State willfully participates 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 350.319 and 350.329

Date

6/29/2016

Signature



Note: See certification of compatability that indicates minor findings from the 2010 MCSAP review for items 1, 7 and 11 and the Kentucky action plan

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 2016 CVSP, We have presented the legislative proposals to the Transportation Cabinet addressing the deficiencies and those proposals are to be addressed by the Transportation Cabinet with the General Assembly. Until some of these statutes are changed, the regulations cannot be amended. Other regulatory proposals are also being submitted to the Executive Branch for Review in an effort to address the deficiencies. To date, the agency has been unsuccessful in getting the legislative changes proposed and passed.

Dated this 24 day of June 2016



Director

ANNUAL CERTIFICATION OF COMPATABILITY

Kentucky has not initiated any new laws that affect CMV safety.