

# **Lexington Police Department**

## **Commercial Vehicle Safety Plan**

**For the**

**Federal Motor Carrier Safety  
Administration's**

**Motor Carrier Safety Assistance Program**

**Fiscal Year 2027**

## Part 1 - GENERAL OVERVIEW

### Section 1.1 – Mission or Goal Statement

The Lexington Police Department supports Kentucky’s mission and goals in supporting the United States Department of Transportation, Federal Motor Carrier Safety Administration’s (FMCSA’s) goal to reduce roadway fatalities, injuries and property damage involving large trucks and buses. The Lexington Police Departments goal is to complete the specified number of commercial motor vehicle CMV inspections in an effort to reach the CMV crash reduction goal as specified in this plan. The Lexington Police Department will continue to utilize activities of enforcement, public awareness, and other traffic safety methods to reduce the large truck and bus collision and fatality rates in Fayette County, KY.

### Section 1.2 – Program Structure

The Lexington Police Department’s certified commercial motor vehicle (CMV) inspection officers performed 775 commercial vehicle inspections in the calendar year (CY) 2025. Of these inspections, 548 total out-of-service violations were identified. Of those out-of-service, 252 vehicles and 79 drivers met the out-of-service (OOS) criteria.

MCSAP Grant overtime was responsible for directly funding 377 inspections of the total CMV inspections conducted by Lexington police officers in the CY2025. These inspections were completed on an overtime basis and paid for with MCSAP. This represents 48.65% of the total inspections conducted by Lexington Police Department CMV inspectors during 2025. The Lexington Police Department’s certified inspectors worked 492.75 overtime hours on MCSAP Grant time in CY2025.

The Lexington Police Department’s 2025 goals were to reduce the fatal collision rate involving large trucks and buses per 100 million vehicle miles traveled (VMT) by .005 each calendar year in 2022, 2023, and 2024. There were 4 fatalities in 2025 involving commercial motor vehicles. The Department will continue to utilize activities of enforcement to meet the fatality reduction goals set out in the grant.

Below is a chart of inspections completed for the calendar years 2025, 2024 & 2023 for comparison.

CMV Inspection conducted by Lexington Police Officers by Year					
YEAR	LEVEL 1	LEVEL 2	LEVEL 3	LEVEL 5	TOTAL
2025	596	94	85	0	775
2024	706	86	83	3	878
2023	722	77	61	78	1046

The Lexington Police Department, using MCSAP funds, will continue to provide in-service or advanced training in areas of interdiction, roadside inspection, driver fatigue, passenger carrier inspection, and hazmat inspection.

The Lexington Police Department will continue our goal of increasing inspections on local carriers and interstate carriers utilizing local streets. The Lexington Police Department will request schools to certify additional officers in North American Standards Part A & B, Hazardous Materials, Tank inspections and Passenger Carrier inspections.

The Lexington Police Department will use traffic enforcement and inspection activities as tools to address driver behavior at the time violations occur with the goal of changing the driver’s future behavior. Accompanying inspections often reveal additional violations and the information gathered as a result of these CMV inspection activities are entered into the carriers profile in the national database to be used to identify carriers with consistently unsafe practices. Traffic enforcement prevents crashes and removes unsafe vehicles/drivers from the road. Commercial vehicle inspection activities allow officers to “inspect” the driver for signs of fatigue, substance abuse, and for disqualification. All CMV inspection officers have access to PBT units for roadside use and all MCSAP officers are trained in the use of these PBT units.

<b>Participating Agency</b>	<b>Column A Number of Certified CMV Inspectors (Non-Sworn)</b>	<b>Column B Number of Certified CMV Officers (Sworn)</b>	<b>Column C Number of Officers in Column B supported by MCSAP Funds</b>
Lexington Police Department	0	20	20
<b>Total</b>	<b>0</b>	<b>20</b>	<b>20</b>

**Section 1.3 – MCSAP Minimum Requirements:**

<i>Existing</i>	<i>Planned</i>	<i>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. Check all that apply:</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide basic training for roadside officers and inspectors to detect drivers impaired by alcohol or controlled substance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Make portable breath testers available to roadside officers and inspectors.
<input type="checkbox"/>	<input type="checkbox"/>	Other <i>Enter description</i>
<i>Existing</i>	<i>Planned</i>	<i>Interdiction activities affecting the transportation of controlled substances by CMV drivers and training on appropriate strategies for carrying out those interdiction activities. Check all that apply:</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide training for roadside officers and inspectors to detect indicators of controlled substance trafficking.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ensure interdiction officers are available as a resource if an officer/inspector suspects controlled substance trafficking.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Engage in interdiction activities.</i>
<input type="checkbox"/>	<input type="checkbox"/>	Other <i>Enter description</i>

<i>Existing</i>	<i>Planned</i>	<i>Activities to enforce registration (i.e., 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. Check all that apply:</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Have a policy requiring officers/inspectors to check the operating authority status of every vehicle inspected.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Have a policy requiring officers/inspectors to place out of service any vehicle found to be operating with sufficient authority.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide training for officers/inspectors to check the operating authority status of every vehicle inspected, including training for the system the agency uses to conduct the checks.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Implementing management reporting to track officer/inspector compliance with policy.
<input type="checkbox"/>	<input type="checkbox"/>	Other <input type="text" value="Enter description"/>

<i>Existing</i>	<i>Planned</i>	<i>Activities to enforce financial responsibility requirements under 49 U.S.C. 13906, 31138, 31139, and 49 CFR Part 387. Check all that apply:</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Conducts reviews of intrastate motor carriers and as part of the review checks Part 387 compliance.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<i>Legislation exists to enforce financial responsibility.</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Implement a policy requiring officers/inspectors to check the financial responsibility status of every vehicle inspected.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Train officers/inspectors to check the financial responsibility status of every vehicle inspected.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Implement management reporting to track officer/inspector compliance with policy.
<input type="checkbox"/>	<input type="checkbox"/>	Other <input type="text" value="Enter description"/>

## Part 2 – PROGRAM EFFECTIVENESS SUMMARY

### Section 2.1 – Fatality Reduction Goals: 2022-2025

DATA SOURCE: KENTUCKY TRANSPORTATION CABINET (KTC) PLANNING HIGHWAY INFORMATION (HIS) DATABASE AND KYOPS DATABASE

DEFINE THE MEASUREMENT PERIOD USED; INSERT THE TOTAL NUMBER OF FATALITIES DURING THE MEASUREMENT PERIOD; DESCRIBE THE GOAL (RATE PER 100 MILLION VMT, ACTUAL NUMBERS, OR DESCRIBE OTHER); REPORT ON THE ACTUAL OUTCOME.

Measurement Period		Fayette Co., KY	Fayette Co., KY	Fayette Co., KY
Begin Date	End Date	Number of Fatalities	Actual Fatalities / 100M VMT	GOAL Fatalities / 100M VMT
1/1/2025	12/31/2025	4	0.00000004	0.100
1/1/2024	12/31/2024	1	0.00000001	0.100
1/1/2023	12/31/2023	5	0.00000005	0.125
1/1/2022	12/31/2022	0	0	0.100

*NOTE:* Fatalities Rates per 100 million VMT for years 2022-2025 were calculated using the number of fatalities resulting from large truck collisions in Fayette County divided by vehicles miles traveled by ALL vehicles traveling Fayette County roadways.

**Narrative:**

An analysis of the daily vehicle miles traveled provided by the Kentucky Transportation Cabinet (KTC), Central Planning Office shows over an estimated 800 million vehicle miles were traveled in Fayette County, KY in 2024 (this report could not be located for 2025) and the KYOPS collision database shows there were 4 fatalities involving a commercial motor vehicle during the same time period. The fatality rate for collisions involving large trucks per 100 million total vehicles miles traveled (VMT) was 0.00000004 in 2025 in Lexington-Fayette County.

In 2024, 800 million vehicle miles were traveled in Fayette County, KY and the KYOPS collision reporting database shows there was 1 fatality involving commercial motor vehicles during the same time period. The fatality rate per 100M (million) VMT for Fayette County KY in 2024 was 0.00000001.

In 2023, 800 million vehicle miles were traveled in Fayette County, KY and the KYOPS collision reporting database shows there was 5 fatalities involving a commercial motor vehicle collision during the same period. The fatality rate per 100M (million) VMT for Fayette County, KY in 2012 was 0.00000005.

**\*FATAL COMMERCIAL VEHICLE COLLISIONS – Fayette County (CY) 2022-2025**

<b>COMMERCIAL MOTOR VEHICLE COLLISIONS WITH FATALITY: 2022-2025</b>						
<b>DATE</b>	<b>ROADWAY</b>	<b>INTERSECTION</b>	<b>#UNITS</b>	<b>#VEH</b>	<b>#FATALITIES</b>	<b>MANNER</b>
1/13/2023	I75 NB		2	2	1	ANGLE
7/16/2023	NEWTOWN	NEWTOWN CT	2	1	1	SINGLE VEHICLE
7/21/2023	RICHMOND	KY4 EXIT15 CROSSOVER US25 N	2	2	1	ANGLE
8/7/2023	NEWTOWN	ARISTIDES BLVD	2	2	1	ANGLE
11/20/2023	I75 NB		3	3	1	SIDESWIPE-SAME DIRECTION
6/14/2024	VERSAILLES	WESTMORLAND RD	2	2	1	OPPOSING LEFT TURN
8/14/2025	I75 SB		4	2	1	SIDESWIPE-SAME DIRECTION
9/22/2025	LEESTOWN		2	2	1	HEAD ON
10/1/2025	NEWTOWN	I75 SB EXIT115 ON RAMP FROMNEWTOWN PIKE	2	2	2	ANGLE
10/10/2025	NEW CIRCLE	BRYAN AVE	2	1	1	SINGLE VEHICLE

*Source: KYOPS – Retrieved June 2026*

**TOP 10 INJURY COMMERCIAL VEHICLE COLLISIONS  
Fayette County (CY) 2025**

<b>TOP COMMERCIAL MOTOR VEHICLE INJURY COLLISION ROADWAYS - 2025</b>		
<b>#</b>	<b>ROADWAY</b>	<b>Count</b>
1	I75	18
2	NEWTOWN PIKE	5
3	LEESTOWN RD	4
4	NEW CIRCLE RD	3
5	BROADWAY	2
6	GEORGETOWN RD	2
7	GREENDALE RD	2
8	HARRODSBURG RD	2
9	LIFE LN	2
10	MAN O WAR BLVD	2
11	RICHMOND RD	2

*Source: KYOPS – Retrieved June 2026*

**Section 2.2 – Motorcoach/Passenger Fatality Reduction Goals: 2025-2027**

N/A

### Section 2.3- Hazardous Materials Incident Reduction Goals: 2025-2027

N/A

### Section 2.4 – Data Quality Improvement Goal from Previous Year – Report on Outcomes

N/A

### Section 2.5 – Outreach and Education Goals from Previous Years – Report on Outcomes

N/A

### Section 2.5 – Specific Goals from Previous Year – Report on Outcomes

<b>Activity:</b> Develop a positive working relationship with motor carriers and local businesses with outreach programs.	
<b>Goal:</b> Provide outreach programs to local carriers and businesses on commercial vehicle safety.	
<b>Narrative:</b> Local carriers have difficulty scheduling such programs when they have to pay the employee to be in class. We plan on providing outreach activities during early or late work hours to minimize lost productivity.	
<b>Activity:</b> Provide outreach programs on seatbelt usage to local carriers	
<b>Goal:</b> Provide seat belt usage educational activities to local carriers	
<b>Narrative:</b> Lexington CMV inspection officers discussed seat belt usage at each of the outreach activities during 2024.	
<b>Activity:</b> Provide outreach programs/classes on vehicle safety and FMCSR guidelines	
<b>Goal:</b> Educate local carriers on FMCSRs.	
<b>Narrative:</b> Lexington provides email and personal assistance in learning the FMCSA website upon request which is especially important to new local carriers. Carrier’s trucks are needed during business hours. We plan on providing safety inspection outreach activities during early morning or late evening hours to accommodate motor carriers.	

## Part 3 – FY 2021 CMV SAFETY PROGRAM OBJECTIVES

### Section 3.1 – Crash Reduction Goal

**Problem Statement Narrative:** The Lexington Police Department continues to identify commercial vehicle collision problem areas using the most current crash data available. Fayette County is a highly urbanized county with significant levels of CMV traffic throughout the county on major entrance, egress, and bypass routes (such as I-0064, I-0075, US-421, US-25, KY922, KY-4, US-60, US-27) and on numerous smaller urban streets and local roads.

**Performance Objective (can reflect multi-year goals):**

Beginning: October 1, 2026    Ending: September 30, 2027    Crash Reduction Goal: 4%

To meet this goal, the agency intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections IN PART 4 (CHECK ALL THAT APPLY):

- Conduct Driver and Vehicle Inspections (insert activity projections in Table X)
- Conduct Traffic Enforcement Activities (insert activity projections in Table Y)
- Conduct Carrier Interventions (insert activity projections in Table Z)
- Conduct Public Education and Awareness (describe activities in Section A)
- Conduct Effective Data Collection and Reporting (describe activities in Section B)

**Program Activity Plan:**

In order to harmonize LPD’s CMV collision reduction approach with that of KSP, LPD is modifying its prior goal which sought a collision reduction based upon VMT. LPD’s new goal will instead focus on KAB collisions as outlined in the KSP CVSP. KAB collisions are collisions with fatalities (K), incapacitating injuries (A), and nonincapacitating injuries (B). LPD’s crash reduction goal is to reduce the 3-year average number of CMV-involved KAB collisions in Fayette County by 4 percent. For this plan, the benchmark period 3-year period is FFY2023-FFY2025, which will be compared to FFY2025-FFY2027 at the end of FFY2027.

**CMV-Involved KAB Collisions in Fayette County FFY2015-2025**

Year	KAB Collisions	3-year average
2015	33	-
2016	25	-
2017	32	30
2018	23	27
2019	30	28
2020	22	25
2021	27	26
2022	22	24
2023	28	26
2024	31	27
2025	27	29

*Source: KYOPS – Retrieved June 2026*

According to the table above, the average number of KAB collisions for FFY2023-2025 was 29. By seeking a 4% reduction, LPD’s goal is to see this average reduced to 28 collisions during the FFY2025-FFY2027 period.

LPD plans to allocate its resources under this plan in the following manner:

- 50% of enforcement efforts to be focused on the following high crash corridors: I-64 & I-75 (all mile points)
- 25% of enforcement efforts to be focused on work zone enforcement. If no active work zones with significant CMV traffic exist, this effort will be reallocated to high crash corridor or maintenance enforcement, as appropriate.
- 25% of enforcement efforts to be focused on all other locations for maintenance enforcement, complaints, locally identified high crash areas, etc.

Work Zones:

According to the state highway plan, there are several work zone projects planned for Fayette County in upcoming years. LPD plans to direct at least 25% of its MCSAP-funded resources to CMV enforcement in and around work zones with significant CMV traffic.

Traffic Enforcement:

LPD plans to emphasize CMV traffic enforcement inspections and violations, particularly in work zones, congested areas, and other locations where moving violations contribute to increased collision rates. Additional information about traffic enforcement efforts can be found in the CMV Inspection and Traffic Enforcement sections of this plan.

**Performance Measurement 1 (Required)** – How will the Lexington Police Department monitor its crash reduction goal throughout the year?

As stated in the Program Activity Plan for this section, LPD plans to measure its performance by achieving a 4% reduction in CMV-involved KAB collisions during the specified periods. Crash statistics will be monitored and reported to KSP as a part of the quarterly project performance reporting process. Additionally, LPD will continue reporting data and statistics on all inspections completed using MCSAP and non-MCSAP funds.

### Section 3.2 – -Specific Safety Program Objective 1: N/A

**Problem Statement Narrative:** N/A

**Performance Objective:** N/A

To achieve this goal, the State intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections:

- Conduct Driver and Vehicle Inspections (insert activity projections in Table X)
- Conduct Traffic Enforcement Activities (insert activity projections in Table Y)
- Conduct Carrier Interventions [CSA] (insert activity projections in Table Z)
- Conduct Public Education and Awareness (describe activities in Section A)

**Program Activity Plan:**

N/A

**Performance Measurement 1 (Required)**

N/A

**Source:** N/A

### Section 4.1 – Driver/Vehicle Inspections

**MCSAP-funded Inspections**

Inspection	Non-HM	HM	Passenger	Total	Ratio
Level 1	525	115	0	640	60%
Level 2	20	0	0	20	2%
Level 3	403	0	0	403	38%
Level 5	0	0	0		0%
<b>Totals</b>	<b>895</b>	<b>115</b>	<b>0</b>	<b>1063</b>	<b>100%</b>

## Section 4.2 – General Roadside and Fixed-Facility Inspection Program

The Lexington Police Department continues to use a roadside inspection program for the majority of commercial vehicle inspection activity. If need arises, Lexington officers also assist Kentucky State Police, Commercial Vehicle Enforcement at fixed facility areas. The MCSAP Coordinator will ensure inspection blitzes are performed on local streets to encourage inspection of local carriers.

Existing	Planned	<i>To ensure excellence in its inspection program, the agency will (CHECK ALL THAT APPLY):</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use management reports to ensure that staff are meeting established inspection quantity, quality and timeliness goals.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Track violation and out-of-service rates of individual staff as compared to statewide, regional and national averages to ensure the quality and effectiveness of inspections is maintained. Take actions where anomalies exist.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use management reports to ensure that the agency is meeting established quantity, quality and timeliness goals.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor checks of financial responsibility at roadside to ensure that they are being performed consistently and properly.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor checks of Commercial Driver's License status at roadside to ensure they are being performed consistently and properly.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor checks of OOS carrier's inspected at roadside to ensure that they are being performed and not allowed to proceed.
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description

**Performance Objective:** *To achieve the inspection goals specified in section 4.1 of this plan.*

To meet this goal, the agency intends to conduct activities under the following strategies and will describe these activities in greater detail in the respective sections:

- Conduct Driver and Vehicle Inspections (insert activity projections in Table X)
- Conduct Traffic Enforcement Activities (insert activity projections in Table Y)
- Conduct Carrier Interventions [CSA] (insert activity projections in Table Z)
- Conduct Public Education and Awareness (describe activities in Section A)

### Program Activity Plan:

The Lexington Police Department will continue to deploy CMV inspectors as identified in the Crash Reduction Goal of this plan and plans to conduct at least two commercial vehicle inspection blitzes annually.

### Section 4.3 – Traffic Enforcement

The Lexington Police Department has 20 certified inspectors providing traffic enforcement and inspections of commercial motor vehicles. Additionally, a supervisor serves as MCSAP Coordinator with the responsibility to oversee all MCSAP functions, including inspector in-service training, inspection reviews, and CMV Awareness Training to all Lexington officers. Lexington MCSAP officers are trained in Part A & B commercial vehicle inspections with several inspectors certified to inspect hazardous materials, and/or tankers. Lexington will continue to request additional training classes in each of these specialized areas.

CMV crashes and fatalities in Lexington will be reduced by increasing the use of mobile patrol units to increase traffic enforcement and inspection activity to ensure commercial vehicles are being operated safely and noncommercial vehicles around commercial vehicles are also operated safely. Lexington utilizes crash information from the Kentucky crash reporting system to identify high crash areas within Lexington. The Lexington Police Department will then deploy additional traffic enforcement in these areas, as specified in the Crash Reduction Goal section of this report, in an effort to reduce CMV collisions. Specific manpower allocation is dependent on current staff levels and MCSAP officer availability. The MCSAP Grant allows flexibility in scheduling based on manpower availability and assigns duties per high crash corridors and other activities as required.

Existing	Planned	<i>To ensure excellence in its traffic enforcement program, the agency will (CHECK ALL THAT APPLY):</i>
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use management reports to ensure that officers conducting traffic enforcement activities have an acceptable number of vehicle contacts per time period worked.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Use management reports to ensure that the percentage of CMV and non-CMV contacts do not exceed the program policy of not more than 5% of reimbursed activities will be towards non-CMVs.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor the type and quantity of citations issued (though not establishing a quota) as compared to other officers to ensure program quality and effectiveness.
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description

Existing	Planned	<i>To ensure uniformity among traffic enforcement officers, the agency will (CHECK ALL THAT APPLY):</i>
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<input checked="" type="checkbox"/>	<input type="checkbox"/>	Develop and implement policies regarding the quantity, quality and timeliness of traffic enforcement activities.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide refresher training on statutory (USC) and regulatory (CFR) changes.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Analyze management reports regarding the quantity, quality and timeliness of traffic enforcement activities for individuals as well as the program as a whole. Take action when anomalies are identified.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Conduct direct observation and monitoring of staff.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Provide individual coaching and training to staff having difficulty meeting required goals.
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description
<input type="checkbox"/>	<input type="checkbox"/>	Other Enter description

**Performance Objective:** N/A

**Program Activity Plan:** N/A

#### **Section 4.4 – Public Education & Awareness**

**Problem Statement Narrative:** N/A

**Performance Objective:** N/A

**Program Activity Plan:** N/A

**Performance Measurement Plan:** N/A

## **Financial Information**

<b>Account</b>	<b>Account Description</b>	<b>Fund</b>	<b>Dept</b>	<b>Section</b>	<b>Budget</b>
63131	Police and Fire Sworn	3160	505501	5511	2,020.00
63155	OT F & P-Unsch Not Pen Eligibl	3160	505501	5511	65,636.00
63513	Pension - Police/Fire	3160	505501	5511	890
63616	BP - P & F	3160	505501	5511	750
63622	Unemployment Insurance	3160	505501	5511	125
63624	Medicare Expense	3160	505501	5511	1000
75101	Operating Supplies and Expense	3160	505505	5543	2000
75602	Clothing/Equip - Public Safety	3160	505505	5543	1,500.00
75801	Equipment Under \$5000	3160	505501	5511	1679

**Total amount requested:** \$75,600.00

- 95% Federal share: \$71,820.00
- 5% Lexington soft match: \$3,780.00

### **Expenses by category:**

- Personnel (Salary + Fringe): \$70,421.00
- Supplies: \$5,179.00

### **Supply Costs:**

LPD plans to purchase supplies necessary to carry out MCSAP functions such as: creepers, brake chamber measuring tools, uniform & duty supplies, wheel chocks, tire pressure gauges, mallets, measuring instruments, gloves, kneepads, regulation books, out-of-service criteria books, and related items. All supplies will be fully dedicated to MCSAP-eligible functions or they will be prorated based upon the amount of time they are used for MCSAP-eligible functions.

### **Matching Funds:**

Lexington will provide funds as a part of its requirement to soft match 5% of total grant award expenditures. Lexington plans to meet this match requirement by paying personnel and supply expenses with locally-provided funds up to the required match amount listed above.

### **Personnel Costs:**

LPD plans to spend all personnel funds (salary + fringe expenses) as overtime for its enforcement staff to complete CMV inspections as outlined in this plan. LPD's average MCSAP certified inspector cost per hour on overtime is \$69.06. Accordingly, this plan will allow for approximately 950 hours of overtime at this average rate.