

STATE OF OKLAHOMA



FY 2007 PERFORMANCE PLAN AND HIGHWAY SAFETY PLAN



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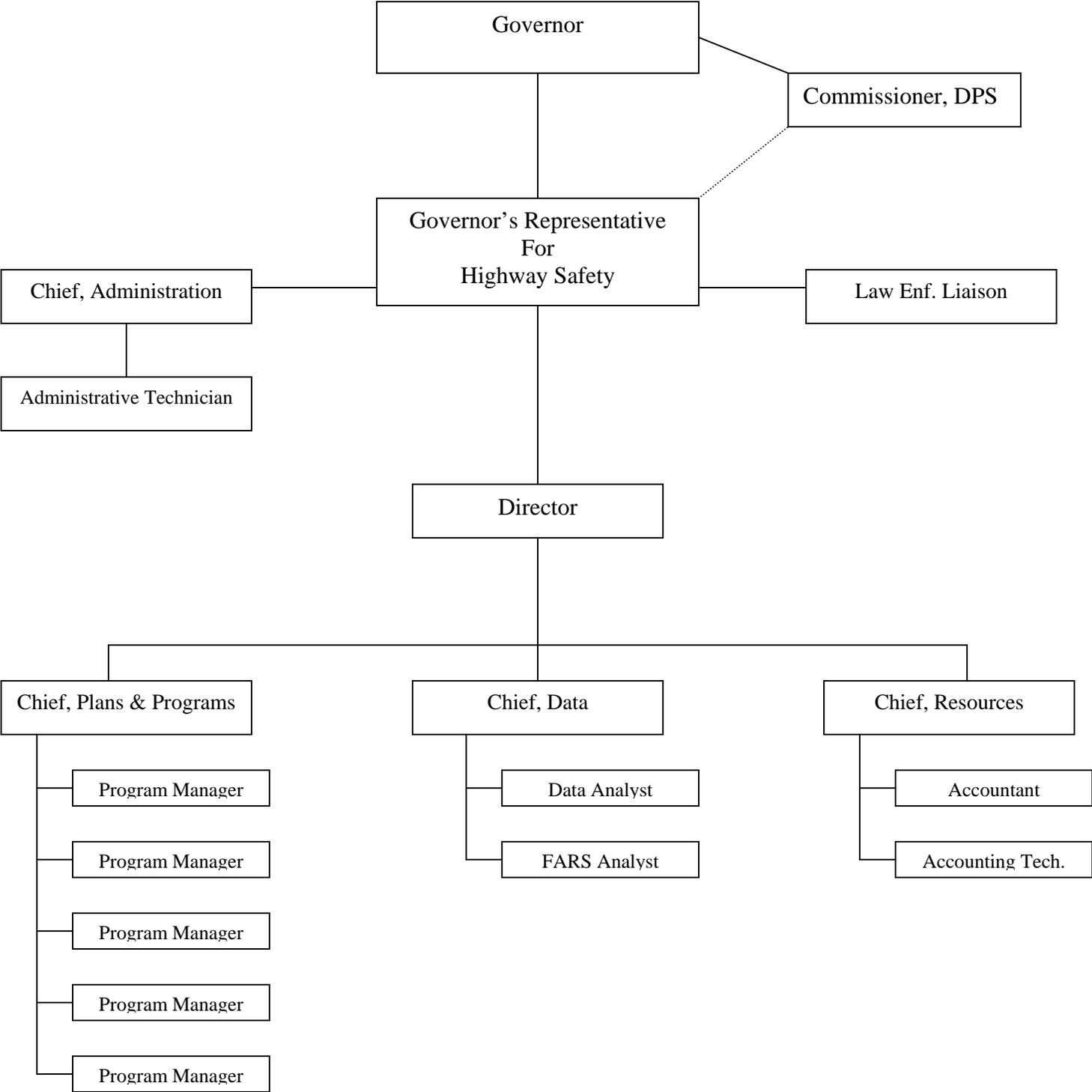
HIGHWAY SAFETY PLANNING PROCESS

The highway safety planning process is circular and continuous. At any point in time, the Oklahoma Highway Safety Office (OHSO) may be working on previous, current and upcoming fiscal year plans. In addition, due to a variety of intervening and often unpredictable factors at both the federal and state level, the planning process may be interrupted by unforeseen events and mandates.

The OHSO provides leadership and coordination for Oklahoma's traffic safety efforts. The OHSO continues to expand partnerships, while maintaining and energizing current processes. Partners include: State agencies, local law enforcement agencies, faith groups, diversity groups and others.

- January:** Host annual statewide workshop to discuss issues and future priorities with partners.
- February:** Local government applications received by OHSO. Problem Identification completed. Set performance goals and objectives, and benchmarks.
- March:** Project selection process.
- April:** Central Purchasing applications received. Program and project selections completed.
- May:** Selection letters sent out. Contracts developed.
- June-July:** Create Highway Safety Plan/Performance Plan (HSP/PP).
- August:** HSP/PP submitted.
- September:** Draft contracts.
- October:** Implement grants and contracts.
- November:** Draft Annual Report.
- December:** Submit Annual Report.

OKLAHOMA HIGHWAY SAFETY OFFICE



OKLAHOMA HIGHWAY SAFETY OFFICE

VISION

*Create and maintain an environment
Where Oklahoma roadways are safe for everyone*

VALUES

Integrity

Service

Excellence

PRINCIPLES

Credibility

Teamwork

People

MISSION

*To combat the number and severity of traffic crashes
by developing and supporting
educational, enforcement, and engineering programs*

EXECUTIVE SUMMARY

*Create and maintain an environment where
Oklahoma roadways are safe for everyone*

Heading into Federal Fiscal Year 2007, which begins October 1, 2006 Oklahoma is positioned to continue to aggressively address highway safety issues.

The passage in 2005 of SAFETEA-LU, a multi-year authorization, helped stabilize highway planning efforts.

Oklahoma's belt usage continued to climb in 2006:

Belt Restraint: **83.7%** (Up .6 of a percentage point from 83.1% in 2005)

Oklahoma's highway safety efforts continue to focus on reducing the number and severity of traffic crashes through sound education, enhanced enforcement, and smart engineering.

The Oklahoma Highway Safety Office (OHSO) promise is to continue providing sound leadership, planning, and coordination for Oklahoma highway safety efforts.

LEGISLATIVE ISSUES

Oklahoma's Legislature meets annually from the first Monday in February through the last Friday in May. Term limits were imposed on the Legislature, with new faces seen in the 2006 session. There are signs the Legislature may continue to be positive toward highway safety legislation. The child passenger safety (CPS) law was amended in 2005 increasing the CPS fine and court costs, and earmarking fine money into the Oklahoma Highway Safety Office for Child Passenger Safety projects. Additionally, Oklahoma's graduated drivers license law was strengthened during the 2005 session. In the 2006 session, fines and court costs for some safety restraint law infractions were raised.

PROBLEM IDENTIFICATION PROCESS

The Oklahoma Department of Public Safety maintains a database of crash records as reported by law enforcement agencies throughout Oklahoma. This database includes crashes resulting in injury, death or property damage of \$500 or more. Non-traffic crashes occurring on private or public property are also included in this database, but are not used in analysis. Data elements included relate to information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

The OHSO Data Analyst prepares a Problem Identification based on one year of crash data and a 5-year trend to design new countermeasures, monitor their progress, and document program results. Traffic collisions are organized into classifications (KAB [Fatalities, Incapacitating Injuries, Non-Incapacitating Injuries], Fatal, Unsafe Speed, Driver Error, Alcohol/Drug-Related, Motorcycle, Pedestrian, and Bicycle).

Each classification of traffic collisions is analyzed and documented in the Problem Identification to include:

- Change in collisions, fatalities, and injuries from the previous year
- 10-year averages of collisions, fatalities, and injuries
- Trend charts of collisions, fatalities, and injuries
- Tables with actual numbers of collisions, fatalities, and injuries
- Comparison of rural and urban collisions
- Causes of collisions
- Comparison of counties collision rates per VMT and actual collision numbers
- Comparison of cities collision rates per VMT and actual collision numbers
- Comparison of actual number of persons killed and injured

Population data is derived from the latest census information collected by the U.S. Census Bureau and published by the Oklahoma Department of Commerce. Population data is estimated for each year based on the latest census and is used in development of the Problem Identification.

A Traffic Records Assessment was conducted in December 2004 and the Oklahoma Traffic Records Council is addressing recommendations from that assessment. Much improvement is being made in traffic records in Oklahoma due to a grant from Federal Motor Carrier Safety Administration (FMCSA) and funds earmarked for traffic records through TEA-21 legislation. The backlog of data entry of crash reports and citations has essentially been eliminated.

In January of each year, a traffic safety forum is conducted where issues and priorities are discussed with partners.

Safety belt and child restraint surveys are conducted each year using NHTSA approved methods to determine the State's use rate.

FARS data and data obtained from the Oklahoma Department of Public Safety database are compared to determine omissions and inaccuracies to improve the data quality.

Listing and Description of Information/Data Sources

Fatality and Other Crash Reports

The Oklahoma Department of Public Safety (DPS) collects fatality and other crash reports. Paper copies of the reports are received and input by the Records Management Division into the DPS mainframe computer. The data is then downloaded into a DB2 server where the data analyst can access the data. Data is analyzed using SPSS software.

Occupant Protection Surveys

Each summer the University of Oklahoma conducts a safety belt and a child restraint observation survey for the Oklahoma Highway Safety Office. The results of these surveys are part of the annual Problem Identification.

FARS

Although the actual FARS data is not used in the Problem Identification, the fatality county by DPS and FARS are compared for accuracy. If any discrepancies are found, research is conducted to determine the cause and necessary corrections are made.

Demographics

The Oklahoma Department of Transportation provides vehicle miles traveled for the entire State and each county within Oklahoma. Population data is obtained from the Oklahoma Department of Commerce. Crash, fatality, and injury rates for counties and for the state are computed using vehicle miles traveled and population.

Crash Data and Trends										
Baseline Data 1995 – 1999										
Progress Report Data 2000 – 2004										
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatalities (Actual)	674	775	846	769	747	662	682	739	671	777
Fatality Rate (100M VMT)	2.1	2.3	2.6	1.9	1.8	1.6	1.6	1.6	1.5	1.7
Injuries (Actual)	51,461	53,264	58,083	50,249	48,478	47,115	45,275	45,386	42,678	42,411
Fatality & Serious Injury Rate (100M VMT)	69.0	70.2	71.0	54.9	53.3	49.1	46.2	45.3	43.2	42.2
Fatality Rate (100 K Pop.)	20.6	23.5	25.5	23.0	21.6	19.2	19.7	21.2	19.1	22.0
Fatality & Serious Injury Rate (100K Pop.)	375.2	720.2	704.4	657.4	632.7	602.2	570.2	581.5	551.2	543.1
Alcohol/Drug-Related Fatalities	165	162	200	172	145	150	179	165	169	187
Proportion of Alcohol/Drug-Related Fatalities	24.5%	20.9%	23.6%	22.4%	19.4%	22.7%	26.2%	22.3%	25.2%	21.5%
Alcohol/Drug-Related Fatalities (100M VMT)	.51	.48	.61	.43	.35	.35	.42	.37	.38	.37
Motorcycle Fatalities	38	27	30	25	31	26	35	39	43	79
Unsafe Speed Fatalities	169	238	228	220	179	186	205	181	177	239
Driver Error ¹ Fatalities	299	325	353	318	333	261	271	328	280	282
Pedestrian Fatalities	53	63	70	49	62	44	49	53	39	50
Bicycle Fatalities	3	5	5	4	9	5	2	6	3	6
Train Fatalities	15	18	26	10	12	12	6	17	9	8

Proportions of Population Using Safety Belts

1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
47.4%	56.0%	60.7%	67.5%	67.9%	70.1%	76.7%	80.3%	83.1%	83.7%

Child Restraint Use

1997	1998	1999	2000	2001	2002	2003	2004	2005	2006
51.9%	54.4%	62.5%	71.7%	66.0%	77.4%	75.7%	80.6%	82.7%	86.7%

¹ Driver Error is an aggregate group composed of crashes with the following principal causes: Changed Lanes Unsafely, Failed to Stop, Failed to Yield, Followed Too Closely, Improper Overtaking, Improper Parking, Improper Turn, Inattention, Left of Center, Stopped in Traffic Lane, Wrong Way.

OKLAHOMA DEMOGRAPHICS

Oklahoma ranks 18th in size with a land area of 69,010 square miles and is located almost in the center of the United States. It is bordered by Texas to the south, Arkansas and Missouri to the east, Kansas and Colorado to the north and New Mexico and Texas to the west. Western Oklahoma, mostly in the Panhandle, is the Great Plains Region and is flat with few trees and water. The central two-third of the State is the Osage Plains with gently rolling hills, broken up by the Wichita Mountains and the Arbuckle Mountains in the southwest. The Gypsum Hills are to the west.

The Ozark Plateau in the northeastern corner of the State is a green, hilly region with streams cutting steep valleys into the limestone formations. Where the plateau and plains meet, there are deep bluffs. The Arkansas Valley is to the south of the Ozark Plateau. The Ouachita Mountains in the southeast are mostly sandstone ridges separated by narrow valley. Along the Red River in the southeastern part of the State is the West Gulf Coastal Plain.²

Oklahoma's roadway system of 112,634 total miles includes 669 miles of Interstate, 559 miles of Turnpike, 11,601 miles of State and Federal Highways, 284 miles of State Park roads, 86,665 miles of county roads, and 12,865 miles of local city streets.³

The 2000 Census shows Oklahoma ranked 27th in the U.S. with a population of 3,450,654 in 77 counties. Sixty-five percent of the state's population is urban and 35 percent is rural. During the past decade, Oklahoma's growth rate was 9.7 percent. Descendants from the original 67 tribes living in Indian Territory still live in Oklahoma. Thirty-five of the Indian tribes currently living in Oklahoma are headquartered in the State. Racial categories from Census 2000 show the following counts for Oklahoma: White only-2,628,434, American Indian/Alaska native only-273,230, Black/African American only-260,968, Asian only-46,767, Native Hawaiian/Pacific Islander only 2,372, and other-59,579. The Hispanic or Latino Origin population more than doubled from 86,160 in 1990 to 179,304 in 2000.

There were 3,894,307 registered vehicles with 70% (2,727,0758) registered automobiles. Motorcycle registrations increased 16% from 71,950 registrations in 2003 to 83,879 registrations in 2004. There were 2,394,692 licensed drivers in Oklahoma in 2004.⁴

² Oklahoma Department of Commerce. <http://www.odoc.state.ok.us/osdc.htm>.

³ *Oklahoma Total Road Mileage: Mileage as of December 31, 2000*. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2001.

⁴ *Oklahoma Crash Facts*. 2004. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

There are approximately 150 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.⁵ In addition to the Oklahoma Highway Patrol, there are 338 police departments, 77 sheriff offices, and 36 campus police departments.⁶ The State of Oklahoma ranks as the largest employer in Oklahoma, followed by Wal-Mart/Sam's Club and Tinker Air Force Base. Wal-Mart/Sam's Club ranks as the Fortune 500 player with the largest Oklahoma presence.⁷

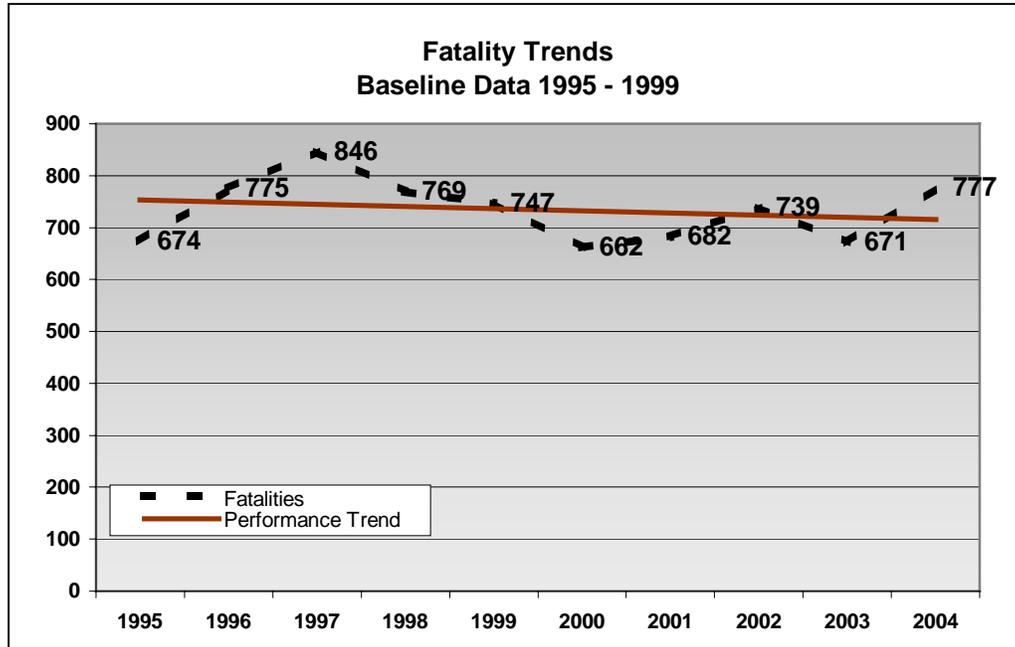
⁵ Oklahoma State Department of Health.

⁶ Oklahoma Association of Chiefs of Police.

⁷ Oklahoma Department of Commerce. Major Oklahoma Employers. March 2005.
http://staging.okcommerce.gov/test1/dmdocuments/05Major_Employers.pdf. July 18, 2006.

PROBLEM IDENTIFICATION

Fatalities



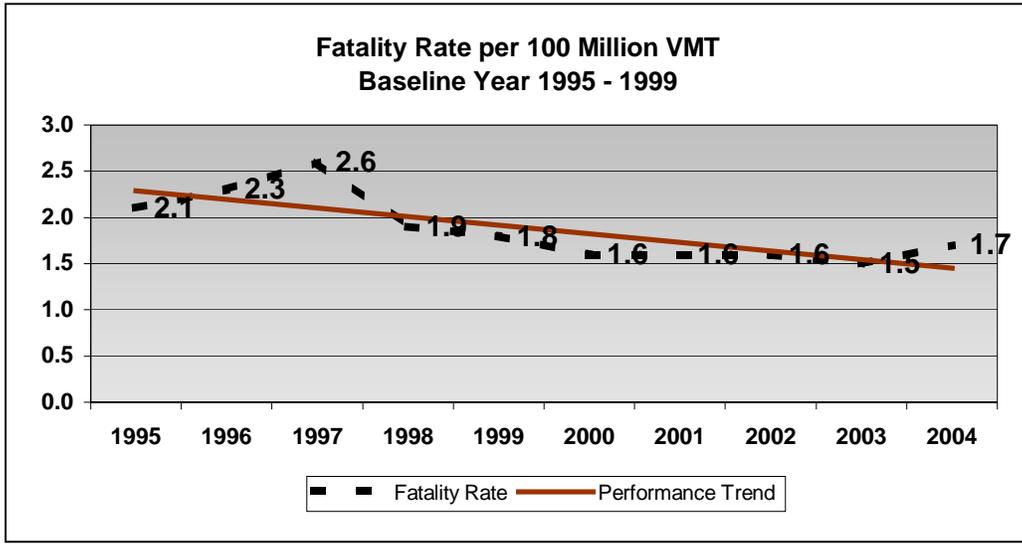
In 2004, there were 777 fatalities. This is 15.3% more than 1994 and a 15.8% increase from 2003. The 10-year period averaged 734 fatalities per year. 2004 is 5.8% above the 10-year average. In 2004, the three counties with the highest number of fatalities were Oklahoma (77 fatalities), Tulsa (73 fatalities), and Cleveland and LeFlore (27 fatalities each).

The actual number of fatalities trended downward slightly from 2000 through 2003, which is a slight decline from the baseline years 1995 through 1999. However, in 2004 there is a considerable increase in fatalities with 2004 having the second highest number of fatalities in the 10-year period. The average number of fatalities for the baseline years was 762 per year. The average number of fatalities for 2000 through 2004 was 706 per year.

In 1995, Congress repealed the National Maximum Speed Limit (NMSL) of 55 MPH. Once this occurred, fatalities began rising to a high of 846 in 1997. The Oklahoma Legislature passed a primary seat belt law later that year and fatalities began a downward trend. However, fatalities increased in 2004.

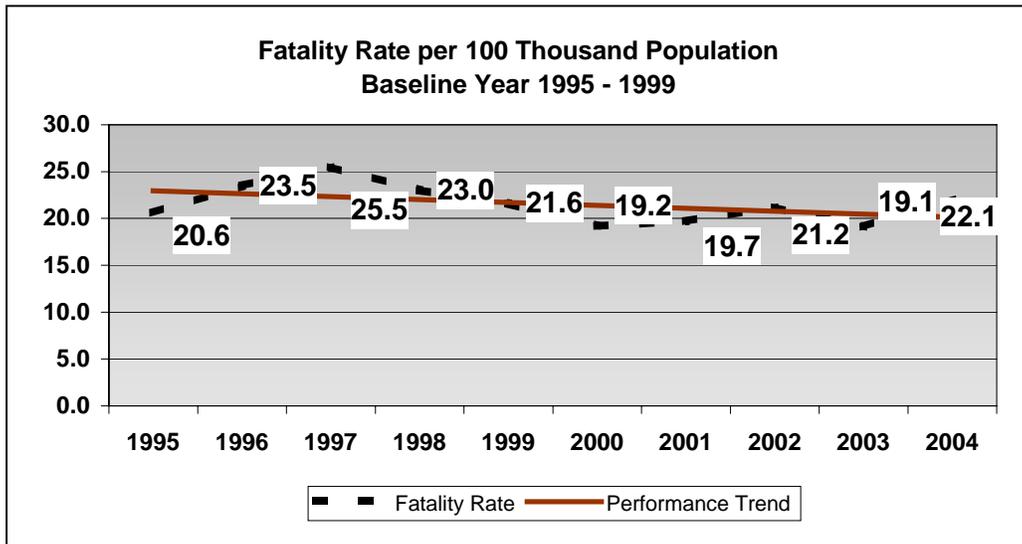
- 30.4% (203 of 667) of fatal crashes were caused by Unsafe Speed
- 14.8% (99 of 667) of fatal crashes were caused by Other Improper Act/Movement.
- 18.3% (61 of 667) of fatal crashes were caused by Failure To Yield.
- 18.3% (61 of 667) of fatal crashes were caused by Left of Center
- 22.3% (149 of 667) of fatal crashes occurred on County Roads.
- 50.4% (336 of 667) of fatal crashes occurred in daylight.
- 65.4% (436 of 667) of fatal crashes occurred in localities described as not built-up.
- 53.9% (360 of 667) of fatal crashes involved one vehicle.

Fatality Rate per 100 VMT



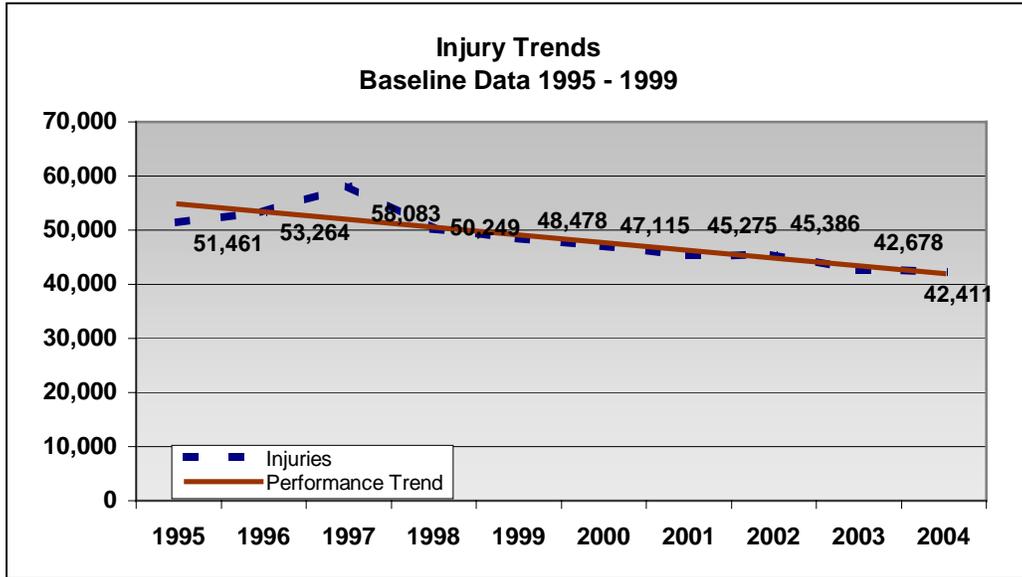
The fatality rate in 2004 is 1.7 per 100 million VMT. The fatality rates for 2000 through 2004 are considerably lower than the fatality rates for the baseline years 1995-1999. Of the 77 counties in Oklahoma, 46 were above the statewide fatality rate of 1.7 per 100 Million VMT. The three counties with the highest fatality rate per 100 Million VMT were Harmon (15.2), Cotton (6.1), and McCurtain (5.6).

Fatality Rate per 100 Thousand Population



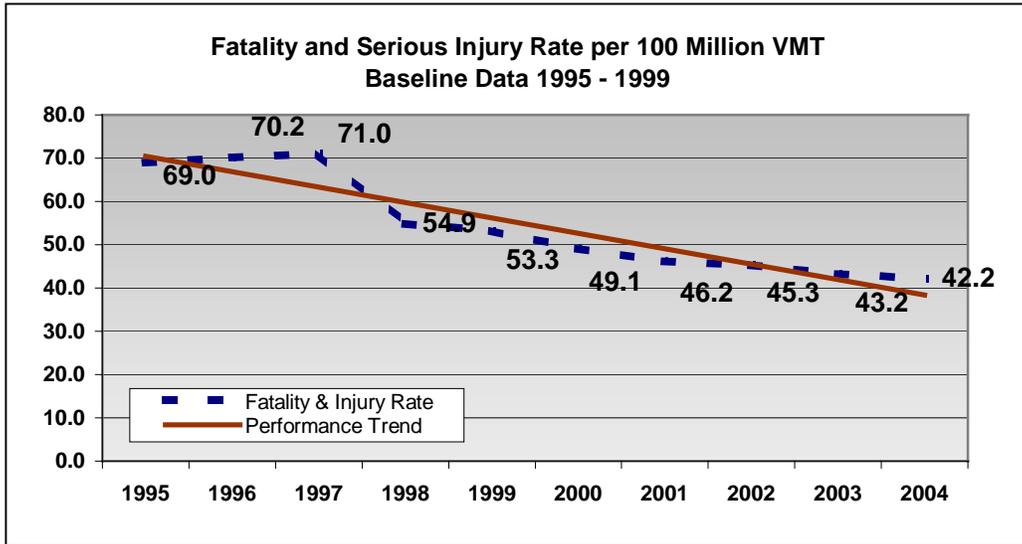
Comparison of the baseline years 1995-1999 shows that the fatality rate per 100 thousand population trended downward from 2000-2003 with an increase in 2004.

Injuries (Actual)



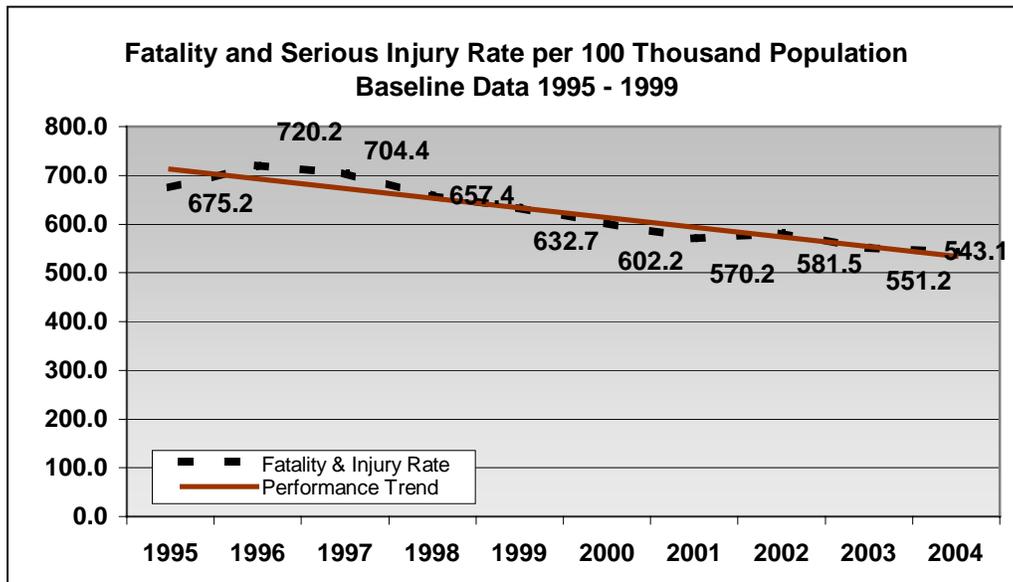
In 2004, there were 42,411 injuries. The number of injuries decreased less than one percent from 42,678 in 2003 to 42,411 in 2004. The injury rate in 2004 is 95.1 per 100 million VMT. The average number of injuries for the 10-year period is 48,440 per year. Comparing the 10-year average of 48,440 injuries to the 42,411 injuries in 2004 shows that 2004 is 12.4% below the 10-year average. The baseline years 1995-1999 averaged 52,307 injuries per year. The number of injuries in 2004 is 18.9% below the baseline average of 52,307 injuries.

Fatality and Serious Injury Rate per 100 Million VMT



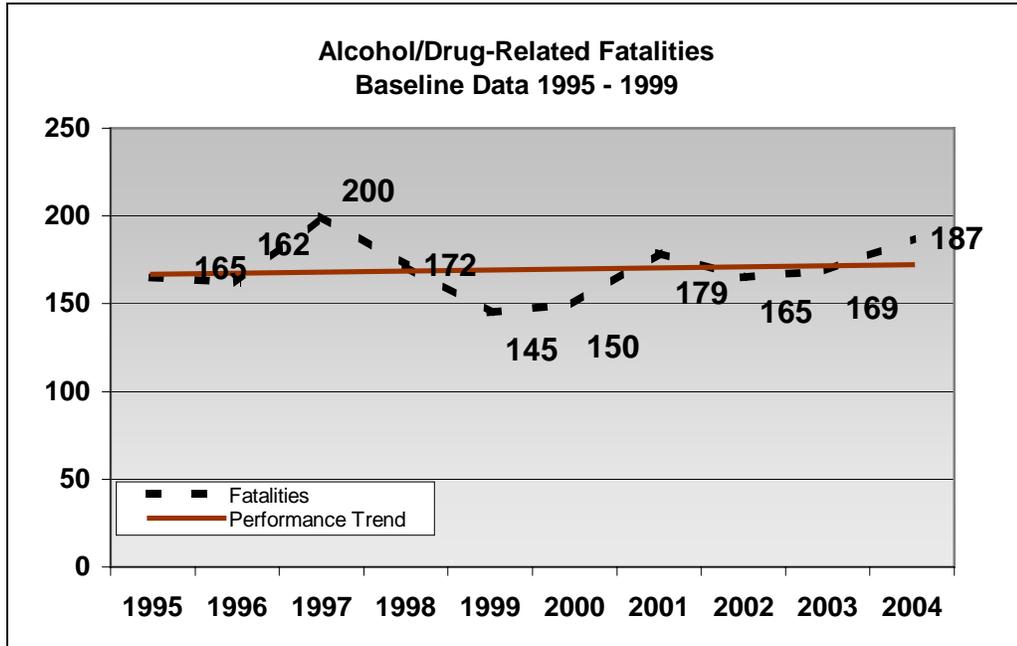
The fatality and serious injury rate in 2004 is 42.2 per 100 million VMT, which is considerably lower than the fatality and injury rates during the baseline years 1995-1999. Fatality and injury rates have trended downward from 2000-2004, which is a decline from the baseline years 1995-1999.

Fatality and Serious Injury Rate per 100 Thousand Population



The years 2000 through 2004 are below the number of fatalities and serious injuries for the baseline years 1995 through 1999. Fatality and injury rates have trended downward for the past 10 years.

Alcohol/Drug-Related Fatalities

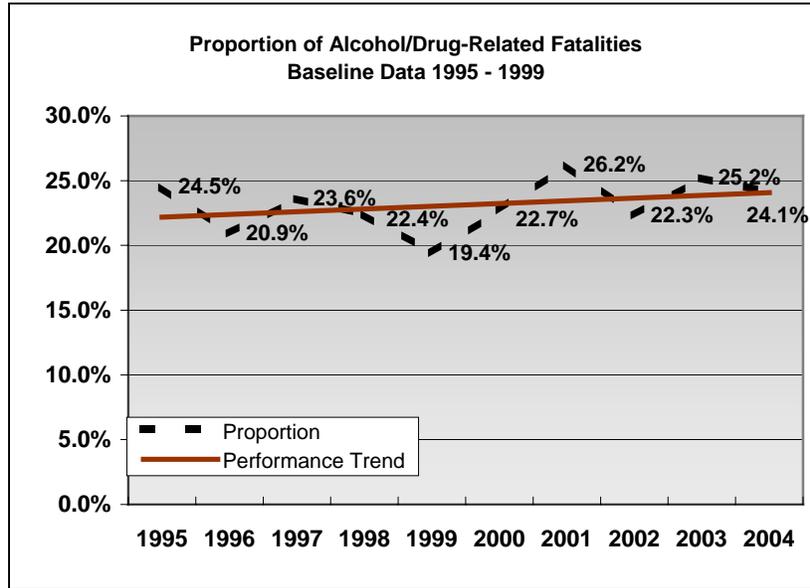


There were 187 fatalities in 2004 Alcohol/Drug-Related crashes. Fatalities increased 10.6% from 169 in 2003 to 187 in 2004. Fatalities in 2004 were 13.3% above the number of fatalities in 1995. The 10-year trend has shown an increase in the number of fatalities.

Oklahoma (23 fatalities), Tulsa (14 fatalities), and Grady and Seminole (8 fatalities each) counties had the highest incidence of fatalities in 2004 that were Alcohol/Drug-Related.

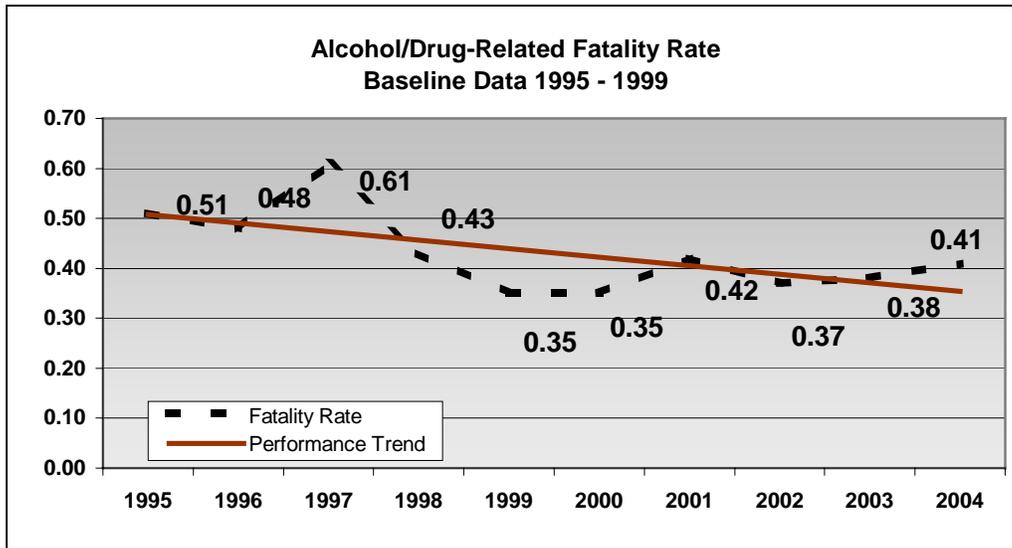
- 53.9% (2,851 of 5,292) of Alcohol/Drug-Related crashes were DUI/DWI.
- 44.7% (2,365 of 5,292) of Alcohol/Drug-Related crashes occurred on city streets.
- 52.8% (2,795 of 5,292) of Alcohol/Drug-Related crashes occurred in darkness.
- 36.0% (1,905 of 5,292) of Alcohol/Drug-Related crashes occurred in localities not built-up.
- 43.3% (2,293 of 5,292) of Alcohol/Drug-Related crashes occurred in clear weather.
- 50.7% (2,684 of 5,292) of Alcohol/Drug-Related crashes involved one vehicle.

Proportion of Alcohol/Drug-Related Fatalities Compared to All Fatalities



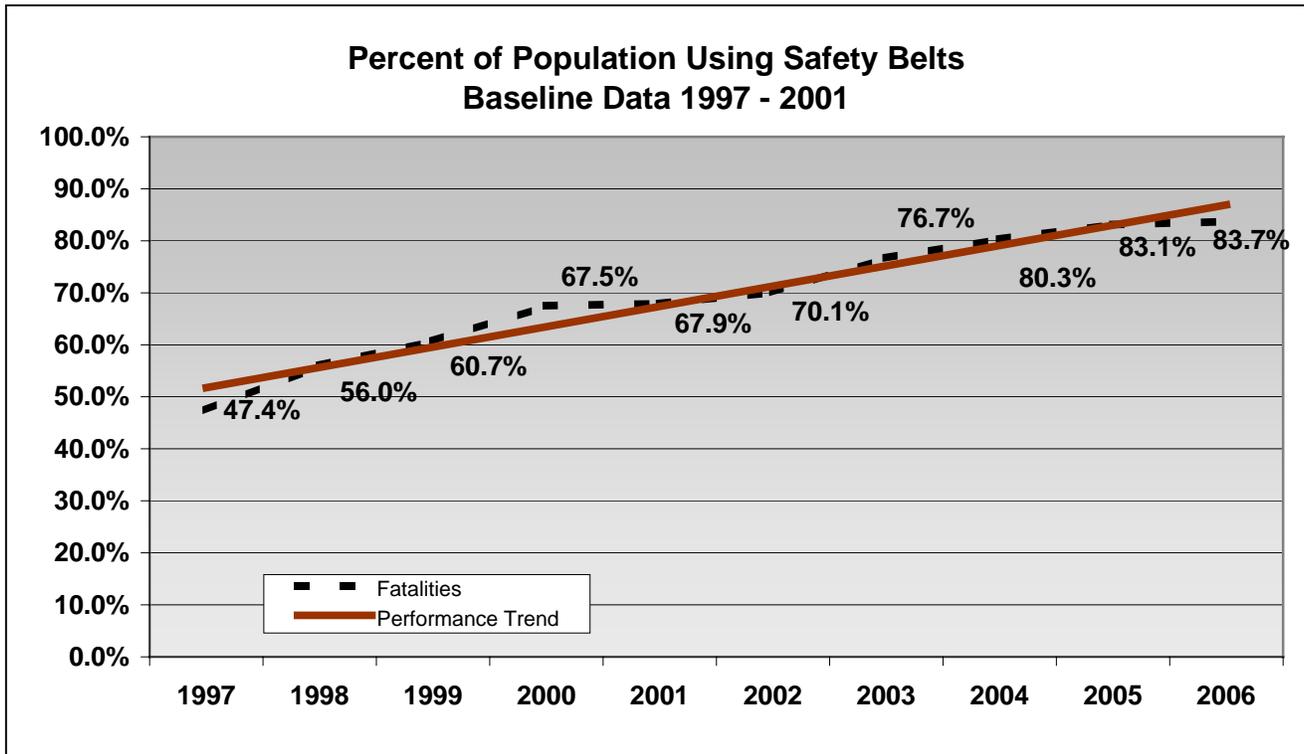
Fatalities in Alcohol/Drug-Related crashes accounted for 23.1% of the total fatalities during the 10-year period. In 2004, Alcohol/Drug-Related fatalities accounted for 24.1% of the total fatalities. The proportion of Alcohol/Drug-Related fatalities for the years 2000-2004 is above the proportion for the baseline years.

Alcohol/Drug-Related Fatality Rate per 100 Million VMT



Since 1995 the Alcohol/Drug-Related fatality rate per 100 Million Vehicle Miles Traveled generally declined. The years 2000-2004 are below the baseline years of 1995-1999. The three top counties above the 2004 statewide rate of .41 per 100 Million VMT are Major (2.6), Cotton (2.3), and Seminole (2.0).

Safety Belt Use



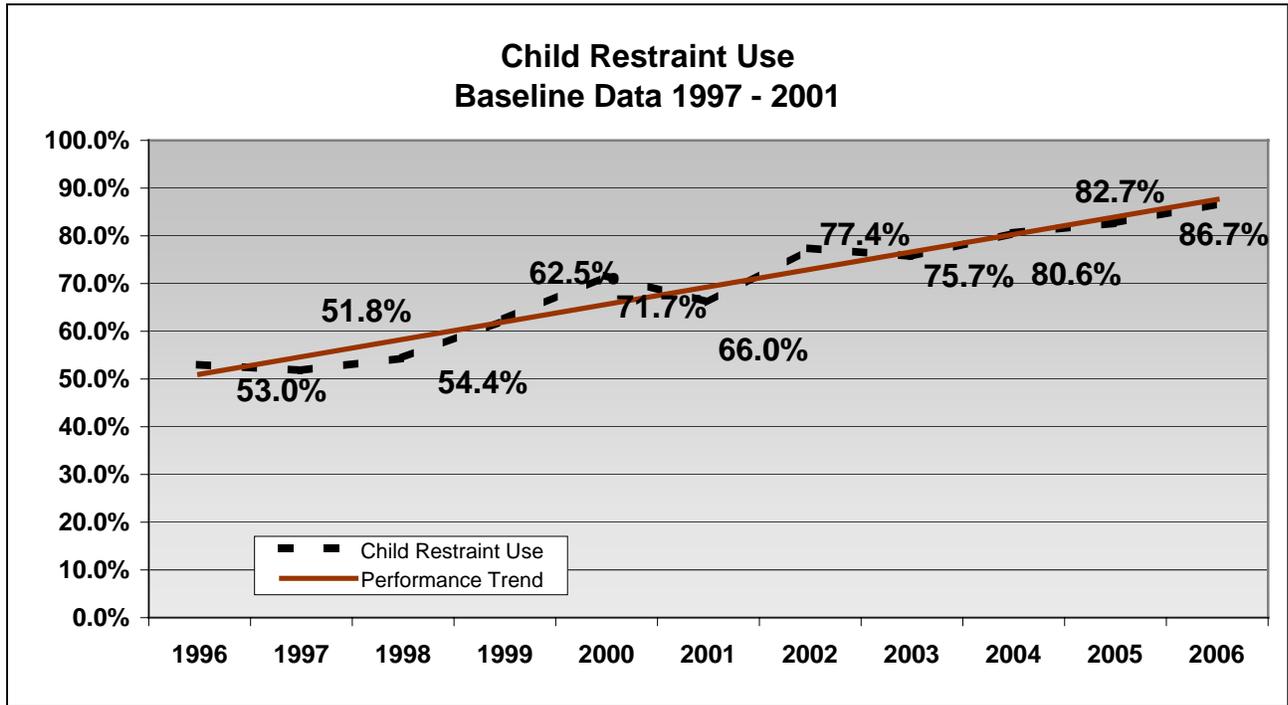
“Oklahoma’s law requiring automobile drivers and front-seat passengers to buckle up became effective February 1, 1987. It was amended on February 1, 1989 to require drivers and front-seat passengers of pick-up trucks and vans to wear seat belts as well. Until the enactment of House Bill 1443 in 1997, Oklahoma’s law permitted only ‘secondary enforcement.’ An unbelted driver could be ticketed only after being stopped for another traffic violation. The 1997 law now permits primary enforcement – a law enforcement officer can now issue a citation solely for failure to buckle up”⁸.

“A comparison of the summer 2005 and the summer 2006 survey results reveal that statewide safety belt use increased by .06 percentage point (from 83.1% to 83.7%). The usage rate for summer 2006 is the highest since the summer of 1998 when weighted data began to be used.”⁹

⁸ Thomas E. James, Ph.D., Kathy Hall and Matthew Krimmer. Oklahoma Seat Belt Observation Study: Summer 2006. University of Oklahoma. Norman, Oklahoma, p. 1.

⁹ Ibid, p. iv.

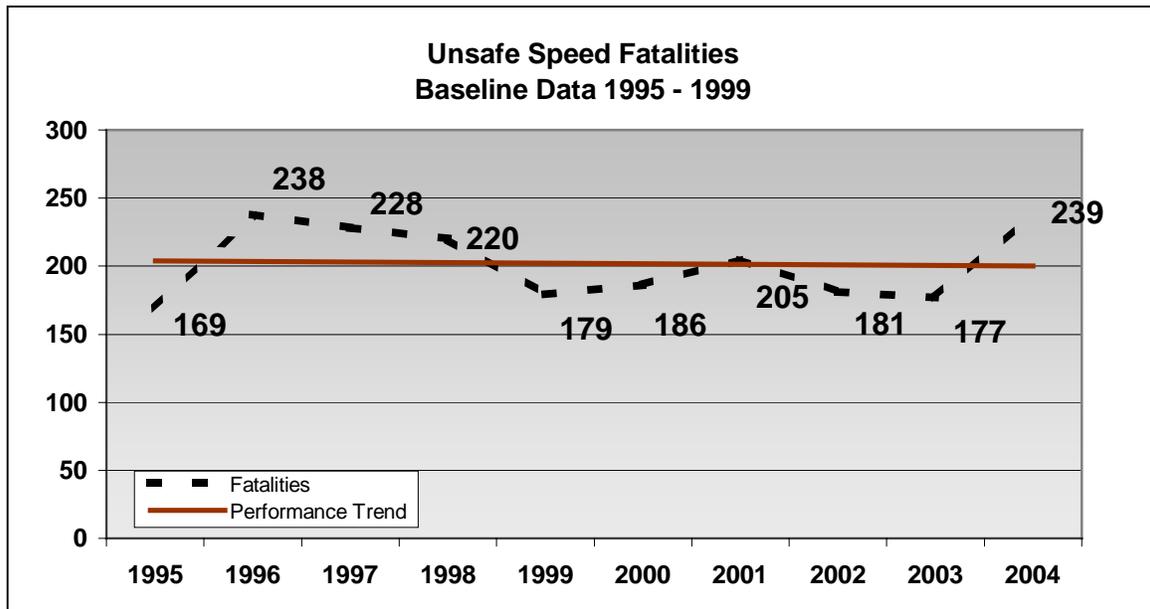
Child Restraint Use



Overall, the combined percentage of children who were properly restrained increased from 66.0% in 2001 to 86.7% in 2006.¹⁰

¹⁰ Thomas E. James, Ph.D., Kathy Hall, and Matthew Krimmer. Statewide Child Restraint Survey: 2006. University of Oklahoma. Norman, Oklahoma, p. ii.

Unsafe Speed Fatalities

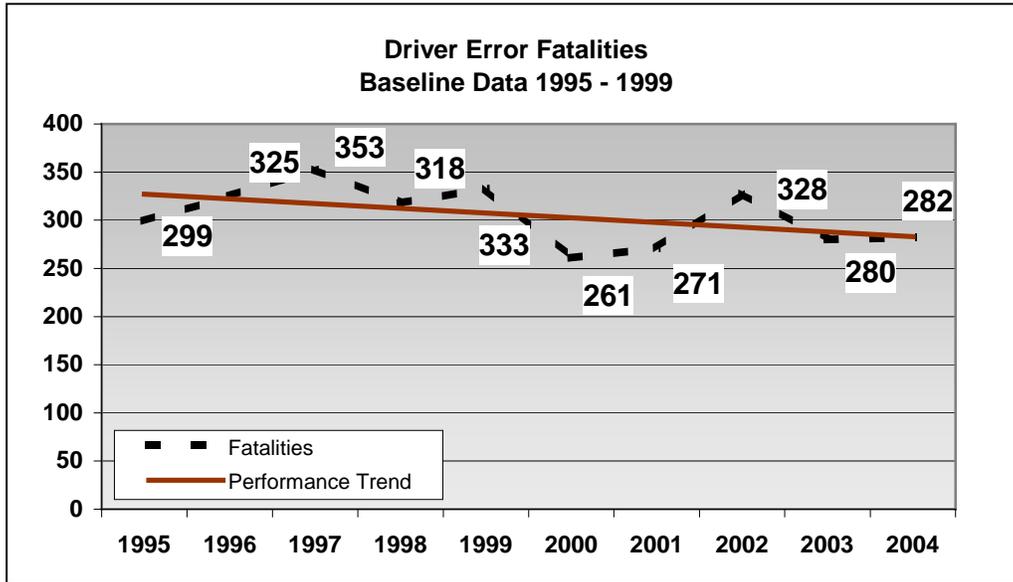


In 2004, 30.7% (239 of 777) of the fatalities were in Unsafe Speed crashes. Some 64.8% of the total Unsafe Speed crashes occurred in rural areas. Unsafe Speed crashes were primarily caused by Rain or Wet Roadway, followed by Exceeding Legal Limit.

In 2004, there were 239 fatalities as a result of crashes caused by Unsafe Speed. Fatalities as a result of Unsafe Speed crashes show a downward trend. However, in 2004, fatalities were 41.4% above 1994 and 35.0% above 2003.

- 33.7% (3,276 of 9,732) of Unsafe Speed crashes were caused by Unsafe Speed for Rain or Wet Roadway.
- 19.2% (1,865 of 9,732) of Unsafe Speed crashes were caused by Exceeding the Legal Limit.
- 12.3% (1,197 of 9,732) of Unsafe Speed crashes were caused by Unsafe Speed for Traffic Conditions.
- 64.1% (6,241 of 9,732) of all reported Unsafe Speed crashes occurred during daylight.
- 34.8% (3,392 of 9,732) of all reported Unsafe Speed crashes occurred in cloudy weather.
- 58.2% (5,661 of 9,732) of all reported Unsafe Speed crashes involved one vehicle.

Driver Error Fatalities



Driver Error crashes is an aggregate group composed of crashes with the following principal causes:

Changed Lanes Unsafely
Failed to Stop
Failed to Yield
Followed Too Closely

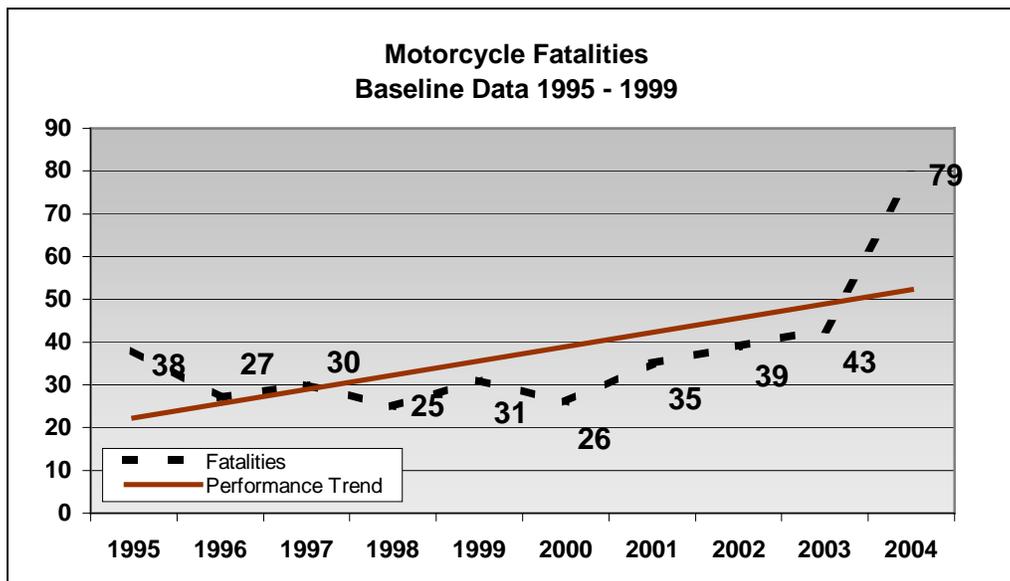
Improper Overtaking
Improper Parking
Improper Turn
Inattention

Left of Center
Stopped in Traffic Lane
Wrong Way

In 2004, there were 282 fatalities as a result of Driver Error crashes. This accounts for 36.3% of the total fatalities in 2004. Fatalities as a result of Driver Error crashes generally increased each year until they peaked at 353 in 1997. Since 1997, fatalities have fluctuated each year but have remained below the high of 353 in 1997. 2004 is 5.7% below 1995 and less than one percent below 2003. The 10-year period averaged 305 fatalities per year. 2004 is 7.5% below this average.

There has been a downward trend during the past 10 years. Comparison of the baseline years 1995-1999 to the more current years 2000-2004 shows that the more current years are continuing to trend downward.

Motorcycle Fatalities



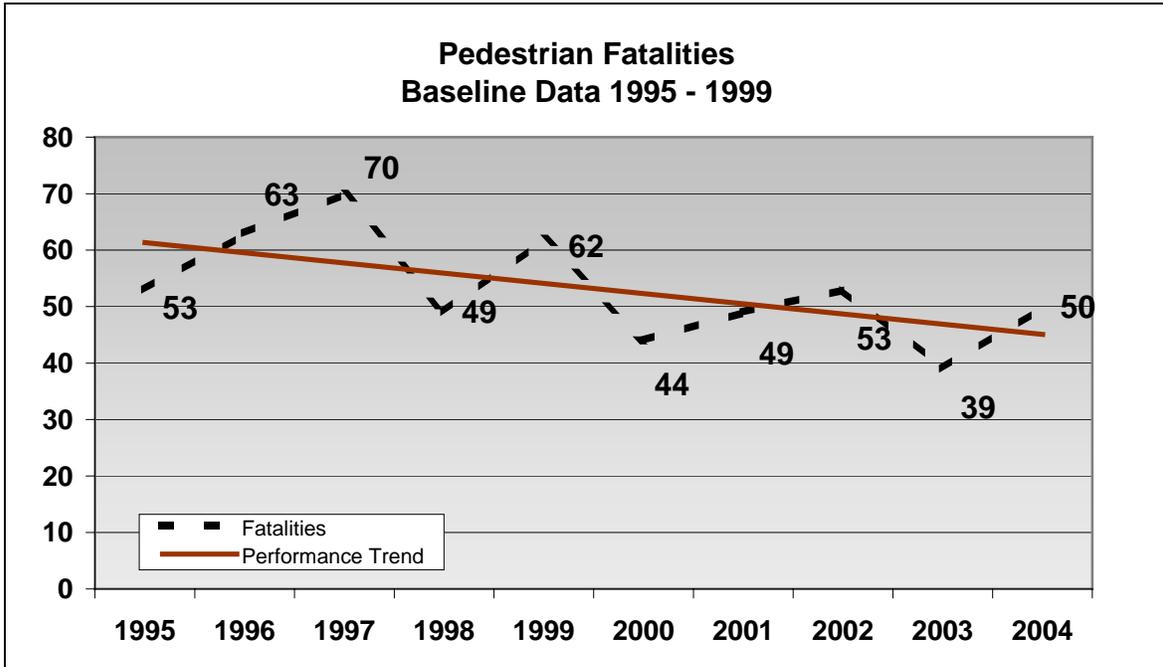
Motorcycle fatalities increased 83.7% from 43 in 2003 to 79 in 2004. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1995-2004 fatalities in Motorcycle KAB crashes ranged from a high of 79 in 2004 to a low of 25 in 1998. During the 10-year period, fatalities averaged 37 per year. 2004 is 113.5% above this average.

In 2004, Motorcycle fatalities accounted for 10.2% of the total fatalities.

There is an upward trend in motorcycle fatalities when 2000-2004 is compared to the baseline years 1995-1999.

- 6.1% (79 of 1,291) of the motorcyclists involved in crashes were killed.
- 77.9% (1,006 of 1,291) of the motorcyclists involved in crashes were injured.
- 14.8% (191 of 1,291) of the motorcyclists involved in crashes were age 21-25.
- 10.2% (132 of 1,291) of the motorcyclists involved in crashes were age 16-20.
- 11.8% (152 of 1,291) of the motorcyclists involved in crashes were age 31-35.
- 11.8% (152 of 1,291) of the motorcyclists involved in crashes were age 46-50.
- 84.9% (1,096 of 1,291) of the motorcyclists involved in crashes were male.
- 77.2% (61 of 79) of the motorcycle fatalities were not wearing a helmet.
- 115 Motorcycle drivers had an Alcohol/Drug-Related driver condition.
- 13 of the motorcycle drivers with an Alcohol/Drug-Related driver condition were killed.
- 6.9% of the alcohol/drug-related fatalities were motorcycle drivers.

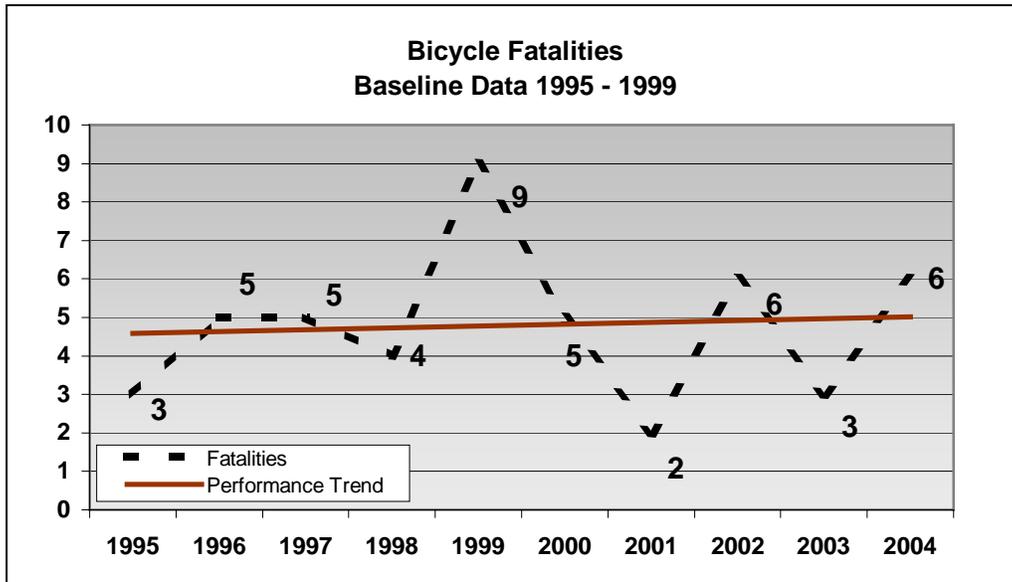
Pedestrian Fatalities



2004 Pedestrian fatalities are 5.7% below 1995 and 28.2% below above 2003. The 10-year period averaged 53 fatalities per year. 2004 is 5.7% below this average.

- 7.9% (50 of 633) of the pedestrians involved in crashes were killed.
- 86.6% (548 of 633) of the pedestrians involved in crashes were injured.
- 72.7% (460 of 633) of the pedestrians involved in crashes were on city streets.
- 33.5% (212 of 633) of the pedestrians involved in crashes were under age 16.
- 12.8% (81 of 633) of the pedestrians involved in crashes were age 16-20.

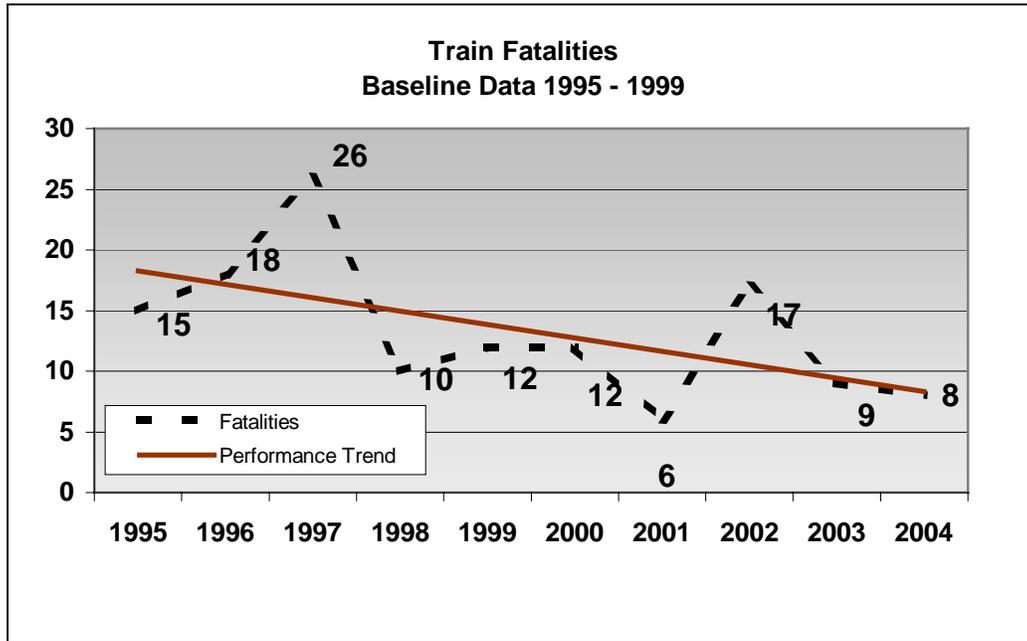
Bicycle Fatalities



In 2004, there were six bicyclist fatalities. Bicyclist fatalities were 50.0% below 1995 and 2003. The 10-year period averaged five fatalities per year. 2004 is 20.0% above this average.

- 1.8% (6 of 331) of the bicyclists involved in crashes were killed.
- 87.3% (289 of 331) of the bicyclists involved in crashes were injured.
- 78.2% (259 of 331) of the bicyclists involved in crashes were on city streets.
- 44.7% (148 of 331) of the bicyclists involved in crashes were under age 16.

Train Fatalities



In 2004, train fatalities were 46.7% below 1995. The 10-year period averaged 13 fatalities per year and 2004 is 38.5% below this average.

- 40.4% (21 of 52) of train involved crashes occurred on county roads.
- 57.7% (30 of 52) of train-involved crashes were caused by Failure To Stop.
- 59.6% (31 of 52) of train involved crashes occurred in daylight.
- 51.9% (27 of 52) of train involved crashes occurred in localities not built-up.
- 84.6% (44 of 52) of train involved crashes occurred in clear/cloudy weather.
- 98.1% (51 of 52) of train involved crashes involved one vehicle.

DEVELOPMENT OF GOALS & OBJECTIVES

OHSO uses problem identification analyses and the CRASH FACTS book to evaluate what traffic safety priority areas need emphasis. Numerous applicants for traffic safety grants do, and must use, statistical problem identification to support their applications. The concerns of highway safety partners are heard and discussed at conferences, workshops and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year.

The OHSO may approach potential applicants about partnering in a project, or may receive unsolicited project applications. Applications undergo a thorough evaluation process. The process is defined in an OHSO policy and procedures Instruction, and includes both subjective and objective criteria. After multiple rounds of evaluation, applications are scored, and then ranked. Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation, cost assumption, and budget. Additionally, the application is reviewed to determine if the project is innovative, if there is “local match,” if there is community involvement, etc.

The process is fluid. Federal requirements regarding incentive funds and detailed criteria demand flexibility in the process. The uncertainty of reauthorization has required significant flexibility. The OHSO attempts to statistically address identified problems using the best solutions proven to work, while simultaneously seeking out innovative solutions and new partners.

FY2007 HIGHWAY SAFETY PERFORMANCE PLAN

OVERALL PROGRAM GOAL

To reduce deaths, injuries, and societal costs resulting from traffic crashes

PERFORMANCE OBJECTIVES

To reduce mileage death rate by 0.1% annually (1.7% in 2004 to 1.4% in 2007)

To reduce fatalities by 1% annually (777 in 2004 to 753 in 2007)

To reduce AB injuries by 1% annually (18,359 in 2004 to 17,814 in 2007)

Alcohol/Drug Benchmarks

To reduce Alcohol/Drug-Related fatalities by 1% annually (187 in 2004 to 164 in 2007)

To reduce Alcohol/Drug-Related AB injuries by 1% annually (2,392 in 2004 to 2321 in 2007)

Motorcycle Safety Benchmarks

To prevent increased motorcycle fatalities (79 in 2004)

To prevent increased motorcycle AB injuries (768 in 2004)

Occupant Protection Benchmarks

To increase safety belt use to 85% in 2007 (83.7% in 2006)

To increase safety belt use to 86% by 2008 (83.7% in 2006)

To increase child restraint use to 87% in 2007 (86.7% in 2006)

To increase child restraint use to 88% by 2008 (86.7% in 2006)

Pedestrian and Bicycle Benchmarks

To reduce pedestrian fatalities from 50 in 2004 to 45 in 2007

To reduce pedestrian AB injuries by 1% annually (383 in 2004 to 371 in 2007)

To reduce bicycle-related fatalities from 6 in 2004 to 3 in 2007

To reduce bicycle AB injuries by 1% annually (180 in 2004 to 174 in 2007)

Police Traffic Services Benchmarks

To reduce fatalities caused by Unsafe Speed by 1% annually (239 in 2004 to 233 in 2007)

To reduce AB injuries caused by Unsafe Speed by 1% annually (3,338 in 2004 to 3,239 in 2007)

To reduce fatalities caused by Driver Error by 1% annually (282 in 2004 to 273 in 2007)

To reduce AB injuries caused by Driver Error by 1% annually (11,109 in 2004 to 10,780 in 2007)

Traffic Records Benchmarks

To maintain the data entry of crash records by the Department of Public Safety to within 15 days of receipt (currently 2 to 5 days)

To improve the data entry of citation records by the Department of Public Safety to within 10 days of adjudication in 2008 (currently 7 to 15 days)

To place the new crash report form into use on January 1, 2007

To develop and pilot the Traffic and Criminal Software (TraCS) System for crash reporting by 2008

Railroad Highway Crossings

To reduce the number of deaths resulting from motor vehicle crashes at rail grade crossings by 10% (61 in 2005 to 55 in 2007).

Note: AB injuries are all reported incapacitating and non-incapacitating injuries.

Data information used to develop performance objectives and benchmarks

Department of Public Safety database using SPSS software
Fatality Analysis Reporting System (FARS)
Data as of: 12/09/05

Process used to develop performance objectives and benchmarks outlined on Page 6.

PROJECT SELECTION AND DEVELOPMENT

OHSO uses problem identification analyses and the CRASH FACTS book to evaluate what traffic safety priority areas need emphasis. Numerous applicants for traffic safety grants do, and must use, statistical problem identification to support their applications. The concerns of highway safety partners are heard and discussed at conferences, workshops and meetings. During special emphasis periods, surveys may be sent to appropriate agencies to ascertain priorities for the coming year.

The OHSO may approach potential applicants about partnering in a project, or may receive unsolicited project applications. Applications undergo a thorough evaluation process. The process is defined in an OHSO policy and procedures Instruction, and includes both subjective and objective criteria. After multiple rounds of evaluation, applications are scored, and then ranked. Evaluation criteria include such elements as: problem identification, project goals and objectives, project description, evaluation, cost assumption, and budget. Additionally, the application is reviewed to determine if the project is innovative, if there is "local match," if there is community involvement, etc.

The process is fluid. Federal requirements regarding incentive funds and detailed criteria demand flexibility in the process. The uncertainty of funds availability requires significant flexibility. The OHSO attempts to statistically address identified problems using the best solutions proven to work, while simultaneously seeking out innovative solutions and new partners.

PARTICIPANTS / PARTNERS

The Oklahoma Highway Safety Office provides leadership and coordination for Oklahoma's traffic safety efforts. The OHSO continues to expand partnerships, while maintaining and energizing current partners.

Partners include: State agencies, local law enforcement agencies, faith groups, diversity groups, safety advocates and others interested in promoting traffic safety.

The OHSO is an active member of the Oklahoma Traffic Records council, which is vital to traffic safety-related discussions and improvement efforts. Participants are State agencies, such as the Oklahoma Department of Transportation (ODOT), Oklahoma Department of Public Safety (DPS), Oklahoma Tax Commission (OTC), and the Oklahoma State Department of Health (OSDH). Organizations such as the Oklahoma City Police Department, Federal Highway Administration (FHWA), and the Federal Motor Carrier Safety Administration (FMCSA) also are represented. Ideas from those and other agencies are received on a regular basis. The National Highway traffic Safety Administration (NHTSA) South Central Regional Office makes regular input for consideration, and the OHSO participated in strategic planning for them. The OHSO communicates with the Indian nations concerning potential projects with Native American groups or tribes. The OHSO staff briefs groups and/or participates in meetings regularly. The OHSO's Law Enforcement Liaison meets with law enforcement personnel weekly.

The OHSO also chairs a bimonthly Oklahoma Highway Safety Forum, consisting of senior representatives of OHSO, FHWA, FMCSA, Safe Kids Oklahoma, AAA Oklahoma, ODOT, Oklahoma Association of Chiefs of Police, etc. This group discusses highway safety issues and solutions, legislation, and any subject related to highway safety.

PLANNING AND ADMINISTRATION OBJECTIVES

To efficiently create, administer and evaluate Federal grant programs to achieve progress toward national and state goals to reduce fatalities, injuries, and property damage on State roads and highways.

Market the Oklahoma Highway Safety Office and its products and services.

Be the statewide leader in the highway traffic safety community.

PLANNING AND ADMINISTRATION STRATEGIES

Develop and submit key planning documents and a comprehensive annual report.

Develop and submit proposed highway safety-related state legislation as appropriate.

Notify partners of proposed highway-safety related legislation.

Brief agencies, organizations, and the public on OHSO functions.

Initiate new, and improve existing, partnerships.

Conduct internal review of key OHSO documents.

Evaluate programs for the purpose of measuring effectiveness and identifying areas for improvement.

Systematically review and update policy and procedures instructions.

Evaluate customer satisfaction through the use of customer surveys.

Ensure appropriate training is conducted of appropriate staff in management and oversight of Federal funds.

Project Number: PA-07-07-01-00

Project Name: Planning and Administration

DESCRIPTION:

Personnel services to manage and provide administrative services all Oklahoma Highway Safety Programs include:

- 100% Governor's Representative
- 50% Director
- 100% Resource Manager
- 100% Accountant
- 100% Accounting Technician
- 50% Secretary
- 50% Administrative Technician

Other costs will include travel, training, office rent, office machines rental and maintenance, office supplies, and other appropriate administrative expenditures.

Equipment: None

Budget: \$165,350 Section 402
\$310,000 State of Oklahoma

Planning and Administration: Budget Summary

Project Number	Project Title	Budget	Budget Source
PA- 07- 07- 01- 00	Planning & Administration	115,350.00	Section 402
PA- 07- 07- 01- 00	Planning & Administration	50,000.00	Section 402 Carry forward
PA- 07- 07- 01- 00	Planning & Administration	310,000.00	State of Oklahoma
402 Total		165,350.00	
Total All Funds		475,350.00	

ALCOHOL MINI PROBLEM IDENTIFICATION

There were 187 fatalities in 2004 Alcohol/Drug-Related crashes. Fatalities increased 10.6% from 169 in 2003 to 187 in 2004. Fatalities in 2004 were 13.3% above the number of fatalities in 1995. The 10-year trend has shown an increase in the number of fatalities.

Oklahoma (23 fatalities), Tulsa (14 fatalities), and Grady and Seminole (8 fatalities each) counties had the highest incidence of fatalities in 2004 that were Alcohol/Drug-Related.

Alcohol fatality rate per 100 Million VMT is .03

Alcohol fatality rate per 100 Thousand Population is .4

ALCOHOL OBJECTIVES

To reduce Alcohol/Drug-Related fatalities by 1% annually (187 in 2004 to 164 in 2007)

To reduce Alcohol/Drug-Related AB injuries by 1% annually (2,392 in 2004 to 2321 in 2007)

ALCOHOL STRATEGIES

Educate prosecutors by continued employment of a Traffic Safety Resource prosecutor to provide training and information to prosecutors, and provide liaison services between the traffic safety community and other seasoned prosecutors.

Make available SFST training to Oklahoma law enforcement officers.

Provide sustained enforcement of drinking and drugged drivers by State and local law enforcement programs (Projects listed in Police Traffic Services reflecting approximately 25% alcohol. Projects are listed in the Police Traffic Services Program Area for ease in coordination of law enforcement activities.)

Support court programs to educate pre-driving age students on the consequences of drinking and driving.

Conduct DRE classes for Oklahoma law enforcement officers.

Make available appropriate training on the detection, enforcement, prosecution and adjudication of alcohol-related offenses.

Provide information to students, parents and others to deter underage drinking and provide enforcement for violators of the underage drinking laws.

Support and require participation by law enforcement agencies in the national and State “Drunk Driving. Over the Limit. Under Arrest.” mobilization, as well as all other national mobilizations periods and campaigns.

Discourage drunk driving through media campaigns, sports marketing, earned media, and other community events

Continue partnerships with the Oklahoma Department of Mental Health & Substance Abuse Services and the Oklahoma ABLE Commission to provide programs to deter irresponsible alcohol/drug use.

Project Number: AL-07-02-01-10

Project Title: Tulsa CRASHs Court

DESCRIPTION:

The goal of the CRASHs Court project is to prevent underage drinking and impaired driving. Community initiatives targeting underage drinking have been highly effective when implemented and systematically evaluated as part of a community-wide approach. This is a technical assistance project which will increase statewide awareness and interest in replication of the innovative CRASHs Court program successfully implemented in Tulsa county. This project will be developed for implementation throughout Oklahoma. This project will allow numerous communities to plan and implement the program with technical assistance and training provided by Community Services Council of Greater Tulsa personnel. Project personnel will identify potential communities, provide research, and update the “how-to” manual. It also will allow attendance at actual CRASHs Court programs in Tulsa County.

Equipment: None

Budget: \$65,000 Section 402

Project Number: AL-07-02-02-04

Project Title: DAC Traffic Safety Resource Prosecutor

DESCRIPTION:

Through this project, continuing professional education will be made available to new assistant district attorneys. The purpose of the education will be to improve their ability to effectively prosecute complex traffic safety violations, such as vehicular homicide, felony drunk driving, and others. The project will provide a dedicated liaison between the State's prosecutors and the traffic safety community to work for better coordination in prosecuting traffic safety violations.

The District Attorney's Council will provide an experienced lawyer to oversee the Traffic Safety Resource Prosecutor (TSRP). The TSRP will prepare written material, conduct seminars and provide legal assistance to Oklahoma prosecutors in the traffic safety area.

Equipment: None

Budget: \$107,600 Section 402

Project Number: AL-07-02-03-07

Project Title: State DRE/DEC Training Program

DESCRIPTION:

The Norman Police Department will conduct a Drug Recognition Expert (DRE) school containing nine days of classroom instruction, hands-on drug evaluation training and a final exam in accordance with published federal guidelines and curriculum. Students will be from a variety of different law enforcement agencies from across the State of Oklahoma. The Project Director will coordinate the class with the Oklahoma Highway Safety Office and the ADCU office of the Oklahoma Department of Public Safety. DRE certification will be given to each student upon the successful completion of the course.

Equipment: None

Budget: \$35,000 Section 402

Project Number: AL-07-02-04-06

Project Title: State SFST Certification and Update Training

DESCRIPTION:

The Oklahoma Association of Chiefs of Police will provide Standardized Field Sobriety Testing (SFST) training courses for law enforcement officers to reduce drunk driving in Oklahoma. They will provide basic certification courses which will include the “drugs that impair” block. They will also provide SFST update and instructor courses consistent with the demand for each. These courses will increase the numbers of officers qualified to detect and apprehend impaired drivers in Oklahoma.

Equipment: None

Budget: \$79,667 Section 402

Project Number: AL-07-03-01-02

Project Title: OU Police Department Impaired Driving Enforcement

DESCRIPTION:

The University of Oklahoma Police Department will use SFST trained officers on overtime status to identify and apprehend drinking and drugged drivers within their jurisdiction. These officers will work weekends, holidays, and any other days or times as approved by the Oklahoma Highway Safety Office. A public information and education component will be a part of this project. It will educate the public on seat belt/child restraint use and it also will publicize all events, checkpoints and other initiatives conducted by the University of Oklahoma Police Department. Enforcement methods used may include checkpoints, compliance checks and routine and saturation patrols.

Equipment: None

Budget: \$27,500 Section 402

Project Number: AL-07-03-02-01

Project Title: Shawnee Alcohol Compliance and Traffic Enforcement

DESCRIPTION:

The Shawnee Police Department (SPD) intends to use a multi-faceted approach to combating traffic collisions caused by alcohol, speed and general operator actions. Their primary focus of the program will be drivers who are under 21 years of age. SPD will devote 50% of an officer's time to organize and implement a comprehensive Under 21 program, employing public and student education, server training and enforcement of alcohol related laws. In addition, they will use officers, on an overtime basis, to enforce general traffic related laws, with an emphasis on alcohol related violations.

Equipment: None

Budget: \$55,000 Section 402

Project Number: AL-07-04-01-00

Project Title: Statewide Alcohol PI&E Programs

DESCRIPTION:

“Public information and education” (PI&E) is a vital element in all general and specific deterrence programs. The primary emphasis is to make the public aware of the great risk that stems from drinking and driving, both in terms of their physical health and from the likelihood of apprehension and punishment. Promotion of public awareness will be accomplished in a number of ways including brochures, videos, television and radio PSA’s, posters, press releases, promotion of special events, display booths, speakers’ bureau, media campaigns, and use of OHSO’s film/video library. OHSO will participate in campaigns and mobilizations with special emphasis on driving while intoxicated and deterrence of underage drinking.

Equipment: None

Budget: \$8,000 Section 402

Project Number: AL-07-07-01-00

Project Title: Alcohol and Other Drugs Program Area Management

DESCRIPTION:

Program management for projects within the Alcohol and Other Drugs Program Area will be provided by the following personnel positions to monitor and oversee programs:

- 15% Director
- 25% Chief, Plans and Programs
- 100% Program Manager
- 25% Program Manager
- 10% Secretary
- 10% Administrative Technician

Travel and training will be included in the project for monitoring, workshops, and seminars.

If necessary, funding will be provided for audits for subreipients to assure that Federal Funds are safeguarded from fraud, waste, and abuse.

Equipment: None

Budget: \$132,200 Section 402

Project Number: ODDJP

Project Name: Enforcing Underage Drinking Laws Program (EUDL)

DESCRIPTION:

These funds were awarded to the State of Oklahoma to support and enhance efforts by local jurisdictions to enforce underage drinking by prohibiting the sale of alcoholic beverage, or the consumption of alcoholic beverage by persons under the age of 21.

The State of Oklahoma implemented *Project Under 21* designed to raise community awareness about the seriousness of the under 21 drinking problem, deliver prevention messages, and build consensus among community leaders, public officials, health and prevention professionals, parents, educators, business leaders and those under 21. Through public education, vigorous enforcement, training and youth engagement, *Project Under 21* strives to eliminate under 21 drinking across Oklahoma.

Budget: \$527,100 OJJD

Alcohol: Budget Summary

Project Number					Project Name	Budget	Budget Source
AL-07-	02-	01-	10		Comm Serv Council - CRASHs Court	65,000.00	Section 402
AL-07-	02-	02-	04		District Attorney's Council	87,600.00	Section 402
AL-07-	02-	02-	05		District Attorney's Council	20,000.00	Section 402 Carry forward
AL-07-	02-	03-	07		Norman P D - DRE/DEC Program	35,000.00	Section 402
AL-07-	02-	04-	06		OACP - SFST Training	79,667.00	Section 402
AL-07-	03-	01-	02		OU P D	27,500.00	Section 402
AL-07-	03-	02-	01		Shawnee P D	35,000.00	Section 402
AL-07-	03-	02-	02		Shawnee P D	20,000.00	Section 402 Carry forward
AL-07-	04-	01-	00		PI&E - In-House Programs	3,000.00	Section 402
AL-07-	04-	01-	00		PI&E - In-House Programs	5,000.00	Section 402 Carry forward
AL-07-	07-	01-	00		Program Area Management	117,000.00	Section 402
AL-07-	07-	01-	01		Program Area Management	15,000.00	Section 402 Carry forward
OJJDP					Enforcing Underage Drinking Laws Program	527,100.00	
402 Total						\$509,767.00	
Total All Funds						\$1,036,867.00	

MOTORCYCLE SAFETY MINI PROBLEM IDENTIFICATION

Motorcycle fatalities increased 83.7% from 43 in 2003 to 79 in 2004. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1995-2004 fatalities in Motorcycle KAB crashes ranged from a high of 79 in 2004 to a low of 25 in 1998. During the 10-year period, fatalities averaged 37 per year. 2004 is 113.5% above this average.

In 2004, Motorcycle fatalities accounted for 10.2% of the total fatalities.

MOTORCYCLE SAFETY OBJECTIVES

To prevent increased motorcycle fatalities (79 in 2004)

To prevent increased motorcycle AB injuries (768 in 2004)

MOTORCYCLE SAFETY STRATEGIES

Promote helmet use through brochures, community events, fairs and other public informational opportunities.

Assist the State motorcycle safety administrator with the motorcyclist awareness program.

Participate as a member on the State motorcycle safety advisory committee.

Promote the “Share The Road” motor vehicle operator awareness program.

Encourage public participation in motorcycle rider education programs.

Sponsor a statewide motorcycle forum.

Project Number: MC-07-07-01-00

Project Title: Statewide Motorcycle Safety PI&E Programs

DESCRIPTION:

The OHSO desires to make the public aware of the risks that result from failure to wear motorcycle helmets. Increased public awareness will be achieved by the distribution of brochures, videos, television and radio PSA's, display booths, posters, press releases, speakers' bureau, media campaigns, and use of OHSO's film/video library.

The OHSO may also provide appropriate travel/training for both OHSO or non-OHSO personnel to enhance educational efforts.

Equipment: None

Budget: \$1,000 Section 402
\$ 500 Section 2010

Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
MC-07-	07-	01-	00		Program Area Management	500.00	Section 402
MC-07-	07-	01-	01		Program Area Management	500.00	Section 402 Carry forward
K607-	04-	01-	00		Program Area Management	500.00	
402 Total						\$1,000.00	
Total All Funds						\$1,500.00	

OCCUPANT PROTECTION MINI PROBLEM IDENTIFICATION

A comparison of the summer 2005 and the summer 2006 survey results reveal that statewide safety belt use continued to increase by .6 of a percentage point (from 83.1% to 83.7%).¹¹ The usage rate for summer 2006 is the highest in the State's history, and above the national average for the third year in a row.

Overall, the combined percentage of children who were properly restrained increased by 82.7% in 2005 to 86.7%, a statistically significant 4.0 percentage points.¹²

¹¹ Thomas E. James, Ph.D. Statewide Safety Belt Survey: 2006., University of Oklahoma. Norman, Oklahoma.

¹² Thomas E. James, Ph.D. Statewide Child Restraint Survey: 2006. University of Oklahoma. Norman, Oklahoma.

OCCUPANT PROTECTION OBJECTIVES

To increase safety belt use to 85% by 2007 (83.7% in 2006).

To increase child restraint use to 87% by 2007 (86.7% in 2006).

OCCUPANT PROTECTION STRATEGIES

Promote seat belt use through paid and earned media, sports venues, and other community events and fairs.

Enforce seat belt and child passenger laws through State and local law enforcement program (Projects listed in Police Traffic Services reflecting approximately 25% occupant protection. Projects are listed in the Police Traffic Services Program Area for ease in coordination of law enforcement activities.)

Conduct annual occupant protection surveys.

Provide education and free child safety seats to eligible low-income parents.

Promote the proper use of child restraint systems by providing Technical Update training and Technician Certification training.

Support and encourage participation by law enforcement agencies in the national and State seat belt campaigns (Click it or Ticket, Buckle Up In Your Truck, etc.)

Continue occupant protection emphasis in all funded projects.

Promote increased child passenger safety use in minority populations.

Project Number: OP-07-02-01-02

Project Title: Chickasaw Nation CPS Project

DESCRIPTION:

This project will provide funding for CPS activities throughout the Chickasaw Nation in Oklahoma. The Chickasaw Nation will conduct monthly education and car seat checkup events, as well as provide both 1-day and 4-day training for personnel. Funds will also be used to purchase car seats for distribution to low-income families.

Equipment: None

Budget: \$30,000 Section 402

Project Number: OP-07-02-02-08

Project Title: EMSA Child Seat Safety Program

DESCRIPTION:

This project will address the need for Child Passenger Safety (CPS) training for EMS personnel. This project will provide training for Emergency Medical Services Authority (EMSA) personnel, as well as personnel from other professional organizations (such as police and fire) through their offices in Oklahoma City and Tulsa. Educational programs will be offered through partnerships with local media, daily interaction with the public, and scheduled speaking engagements. The program also will increase the availability of public car seat inspection and instruction by offering regularly scheduled car seat checks in both metropolitan areas. Funds will also be available to child passenger safety seats to distribute at no cost to families in need. Travel funding for one person to attend the annual Lifesavers Conference is also provided.

Equipment: Laptop Computer

Budget: \$90,000 Section 402

Project Number: OP-07-02-03-07

Project Title: Latino Community Traffic Safety Program

DESCRIPTION:

The Latino Community Development Agency (LCDA) is the leading organization for Hispanic community involvement and assistance in Oklahoma. This project will provide funding for one full-time Traffic Safety Educator position, as well as a percentage of FTE for the Project Director, clerical and receptionist positions. While the main emphasis of this project is in the area of Child Passenger Safety, with monthly car seat checks and educational events, it will also provide education in drinking and driving and seat belt use promotions through the Latino Clubs in area schools, and bicycle rodeo events. Travel funding for the Traffic Safety Educator to attend the annual Lifesavers Conference is also provided.

Equipment: Laptop Computer

Budget: \$69,300 Section 402

Project Number: OP-07-02-04-09

Project Title: Safe Kids Child Restraint Education

DESCRIPTION:

Safe Kids Oklahoma will continue to support Child Passenger Safety efforts in the State of Oklahoma through CPS related training, educational events and car seat checkups held monthly. An additional focus this year will be to train childcare providers across Oklahoma in order to allow them a means to meet the new training requirements adopted by the Oklahoma Department of Human Services.

This project will provide funding for a full-time equivalent Administrative Assistant to manage and coordinate the CPS activities conducted by Safe Kids Oklahoma, to include: scheduling events, answering phone calls, preparing and distributing the *Please Be Seated* notices sent to reported CPS violators, prepare flyers for events, and a variety of other duties related to the projects goals. Funding will also be provided for the purchases of child car seats, both regular and special needs, which are distributed for free or loaned to low income qualifying caregivers. Travel funding for one person to attend the annual Lifesavers Conference is also provided.

Equipment: Projector

Budget: \$66,000 Section 402

Project Number: OP-07-02-05-06

Project Title: OSDH Occupant Protection Program

DESCRIPTION:

The Oklahoma State Department of Health (OSDH) will use grant funds to purchase car seats for distribution to low-income families through the County Health Departments in Oklahoma. This project will also provide training, education and installation to those receiving the car seats as well as to staff personnel at the County health Departments. Travel funding for one person to attend the annual Lifesavers Conference is also provided.

Equipment: None

Budget: \$85,000 Section 402

Project Number: OP-07-02-06-07

Project Title: Safe Kids Tulsa OP Program

DESCRIPTION:

Safe Kids Tulsa will continue to support Child Passenger Safety efforts in the northeastern part of the State of Oklahoma through CPS related training, educational events and car seat checkups held monthly. This contract will provide partial funding for a full-time equivalent CPS Coordinator position to manage and coordinate the CPS activities, to include: scheduling events, answering phone calls, preparing flyers for events, and a variety of other duties related to the project goals. Funding will also be provided for the purchases of child car seats, which are distributed for free to low-income qualifying caregivers. Travel funding for two persons to attend the annual Lifesavers Conference or other approved conference is also provided.

Equipment: None

Budget: \$42,000 Section 402

Project Number: OP-07-04-01-00

Project Name: Occupant Protection PI&E

DESCRIPTION:

Awareness of occupant protection can be expressed in terms of the physical damage that can result from an automobile crash, knowledge of Oklahoma's safety belt and child restraint laws, and society's burden from increased insurance and health care costs. OHSO plans to develop and implement necessary materials and promotional efforts to reflect changes in State law. Promotion of public awareness will be accomplished in a number of ways including brochures, videos, television and radio PSA's, posters, press releases, promotion of special events, display booths, speakers' bureau, media campaigns, and use of OHSO's film/video library. OHSO plans to continue its partnership with traffic safety advocates and others to promote responsible safety belt and child restraint use.

Equipment: None

Budget: \$17,600 Section 402

Project Number: OP-07-05-01-00

Project Name: OU Occupant Protection Surveys

DESCRIPTION:

The Institute of Public Affairs of the University of Oklahoma will conduct a statewide observational survey of safety belt usage in Oklahoma during Summer 2007. The design is a random probability sample based on population and average daily vehicle miles traveled (DMVT). The study will include a statewide multistage, area sample of roadway segments and local roadway intersections.

In addition, The Institute of Public Affairs of the University of Oklahoma will conduct a statewide observational survey of child restraint devices at 100 locations around the State.

Equipment: None

Budget: \$45,600 Section 402

Project Number: OP-07-07-01-00

Project Name: Occupant Protection Program Area Management

DESCRIPTION:

Program management for projects within the Occupant Protection Program Area will be provided by the following personnel positions to monitor and oversee programs:

- 10% Director
- 25% Chief, Plans and Programs
- 100% Program Manager
- 50% Program Manager
- 10% Secretary
- 10% Administrative Technician

Travel and training will be included in the project for monitoring, workshops, and seminars.

If necessary, funding will be provided for audits of subrecipients to assure that Federal Funds are safeguarded from waste, fraud, and abuse.

Equipment: None

Budget: \$125,000.00 Section 402

Occupant Protection: Budget Summary

Project Number					Project Name	Budget	Budget Source
OP-07-	02-	01-	02		Chickasaw Nation	30,000.00	Section 402
OP-07-	02-	02-	08		EMSA	80,000.00	Section 402
OP-07-	02-	02-	09		EMSA	10,000.00	Section 402 Carry forward
OP-07-	02-	03-	07		Latino Comm Development Agency	59,300.00	Section 402
OP-07-	02-	03-	08		Latino Comm Development Agency	10,000.00	Section 402 Carry forward
OP-07-	02-	04-	09		OK SafeKids Coalition	56,000.00	Section 402
OP-07-	02-	04-	10		OK SafeKids Coalition	10,000.00	Section 402 Carry forward
OP-07-	02-	05-	06		OK Dept of Health	85,000.00	Section 402
OP-07-	02-	06-	07		Saint Francis Hosp - Tulsa SafeKids	42,000.00	Section 402
OP-07-	04-	01-	01		PI&E - In-House Programs	17,600.00	Section 402 Carry forward
OP-07-	05-	01-	00		Seat Belt & Child Restraint Surveys	45,600.00	Section 402
OP-07-	07-	01-	00		Program Area Management	63,100.00	Section 402
OP-07-	07-	01-	01		Program Area Management	61,900.00	Section 402 Carry forward
402 Total						\$570,500.00	
Total All Funds						\$570,500.00	

POLICE TRAFFIC SERVICES MINI PROBLEM IDENTIFICATION

In 2004, 30.7% (239 of 777) of the fatalities were in Unsafe Speed crashes. Some 64.8% of the total Unsafe Speed crashes occurred in rural areas. Unsafe Speed crashes were primarily caused by Rain or Wet Roadway, followed by Exceeding Legal Limit.

In 2004, there were 239 fatalities as a result of crashes caused by Unsafe Speed. Fatalities as a result of Unsafe Speed crashes show a downward trend. However, in 2004, fatalities were 41.4% above 1994 and 35.0% above 2003.

Driver Error crashes is an aggregate group composed of crashes with the following principal causes:

Unsafe Lane Change	Followed Too Closely	Inattention
Unsafely	Improper Overtaking	Left of Center
Failed to Stop	Improper Parking	Stopped in Traffic Lane
Failed to Yield	Improper Turn	Wrong Way

In 2004, there were 282 fatalities as a result of Driver Error crashes. This accounts for 36.3% of the total fatalities in 2004. Fatalities as a result of Driver Error crashes generally increased each year until they peaked at 353 in 1997. Since 1997, fatalities have fluctuated each year but have remained below the high of 353 in 1997. 2004 is 5.7% below 1995 and less than one percent below 2003. The 10-year period average 305 fatalities per year. 2004 is 7.5% below this average.

There has been a downward trend during the past 10 years. Comparison of the baseline years 1995-1999 to the more current years 2000-2004 shows that the more current years are continuing to trend downward.

POLICE TRAFFIC SAFETY OBJECTIVES

To reduce fatalities caused by Unsafe Speed by 1% annual (239 in 2004 to 233 in 2007).

To reduce AB injuries caused by Unsafe Speed by 1% annually (3,338 in 2004 to 3,239 in 2007).

To reduce fatalities caused by Driver Error by 1% annually (282 in 2004 to 273 in 2007).

To reduce AB injuries caused by Driver Error by 1% annually (11,109 in 2004 to 10,780 in 2007).

POLICE TRAFFIC SAFETY STRATEGIES

Conduct STEP projects focused on alcohol, speed, aggressive driving, and occupant protection.

Support and require participation in National and State Mobilizations such as “Click it or Ticket,” “Drunk Driving. Over the Limit. Under Arrest.” and other national mobilizations and emphasis areas.

Provide incentives for law enforcement in major mobilizations to encourage participation and reporting.

Provide executive management training to law enforcement executives and senior management to assist in maximizing traffic safety enforcement resources.

Provide crash investigation classes for law enforcement agencies.

Promote responsible driving through media campaigns, sports events, fairs and other community events.

Provide training to Project Directors and other safety advocates in managing traffic safety issues.

Conduct workshops, seminars, and other informational meetings to inform and educate traffic safety personnel and partners.

Project Number: PT-07-02-01-00

Project Name: UCO Law Enforcement Professional Development

DESCRIPTION:

This project provides in-state leadership and management education for key Oklahoma Law enforcement personnel. This executive management program curriculum provides intense study in OHSO Overview, Diversity, Ethics in Law Enforcement, Impaired Driving, Professionalism at the Traffic Stop, Law Enforcement Data Management, Budgetary & Financial Issues, Management, Interpersonal Effectiveness, Professional Image and Conduct, Time & Priority Management, Delegation, Empowerment and Coaching, Motivating Employees, Handling Stress and Leadership. Participants are selected from law enforcement statewide, to include chiefs, sheriffs, and Oklahoma Highway Patrol Leaders. Costs may include curriculum revision, tuition costs, instructors, facilities, educational materials, lodging, meals, and/or per diem, transportation and other associated costs.

Equipment: None

Budget: \$23,000.00 Section 402

Project Number: PT-07-03-01-04
DOJ-07-03-01-03

Project Name: Altus Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Altus Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. Officers will also serve as area coordinators for the Project Under 21 drinking program. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$25,000 Section 402
\$18,000 DOJ (*DOJ-07-03-01-03*)

Project Number: PT-07-03-02-03

Project Name: Beaver County Traffic Enforcement

DESCRIPTION:

The Beaver County Sheriff's Office will continue a comprehensive occupant protection, speed and DUI enforcement program consisting of overtime enforcement and public awareness programs. These programs are designed to increase the use of safety belts and child restraints in an effort to reduce the number of injuries and fatalities from traffic collisions. Beaver County deputies will conduct public awareness events at local schools and events such as the Beaver County Fair. Enforcement will be focused on rural areas where data analysis warrants the effort.

Equipment: None

Budget: \$25,000 Section 402

Project Number: PT-07-03-03-04

Project Name: Bethany Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Bethany Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$16,000 Section 402

Project Number: PT-07-03-04-06

Project Name: Bixby Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Bixby Police Department patrol officers, supervisors and one Project Director. The patrol officers and supervisors will be assigned to work overtime shifts to enforce safety belt/child restraint, DUI/DWI and aggressive driving violations. The increased enforcement will target those times and locations as directed by the Project Director, based upon review of crash reports, arrest reports and citizen's complaints. Public information will be a part of this project and will consist of news releases to increase public awareness of traffic safety issues. Bixby will continue a proactive Project Under 21 program to address the growing problem of underage alcohol possession. The project's intent is to reduce the number of KAB crashes in Bixby.

Equipment: None

Budget: \$25,000 Section 402

Project Number: PT-07-03-05-07

Project Name: Broken Arrow Traffic Enforcement

DESCRIPTION:

The Broken Arrow Police Department will continue working overtime enforcement to reduce the occurrence of KAB crashes. Traffic and crash data will be collected to determine specific locations for enforcement activity. In addition, officers will work special emphasis in support of regional/national campaigns as set forth by OHSO and NHTSA. Checkpoints and public information and education will be a part of this project and will be coordinated by the Project Director and the OHSO. Officers will also participate in Project U21 activities.

Equipment: None

Budget: \$50,500 Section 402

Project Number: PT-07-03-06-01

Project Name: Cherokee County Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Cherokee County Sheriff's Office traffic and patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$20,000 Section 402

Project Number: PT-07-03-07-03

Project Name: Choctaw Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve the Choctaw Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$15,000 Section 402

Project Number: PT-07-03-08-04

Project Name: Durant Traffic Enforcement

DESCRIPTION:

Working in an overtime capacity, Durant officers will focus their enforcement efforts on speed, DUI/DWI and seat belt use in order to increase the safety of all persons traveling in and through Durant, by decreasing the number of KAB crashes. In addition, officers will work special emphasis in support of regional/national traffic safety campaigns as set forth by OHSO and NHTSA. Public Information and Education will be a part of this project and will be coordinated by the Project Director.

Equipment: None

Budget: \$25,000 Section 402

Project Number: PT-07-03-09-09

Project Name: Edmond Traffic Enforcement

DESCRIPTION:

The Edmond Police Department will work overtime traffic enforcement in an effort to decrease the number and severity of traffic crashes in Edmond. These efforts will include saturation patrols in high traffic and high crash areas as identified by police department data. Emphasis will be placed on speeding and seat belt use violations. The Project Director will use creative options for enforcement, utilizing both traditional and non-traditional strategies for enforcement.

Equipment: None

Budget: \$65,000 Section 402

Project Number: PT-07-03-10-04

Project Name: El Reno Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve El Reno Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based on crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$18,500 Section 402

Project Number: PT-07-03-11-03

Project Name: Enid Traffic Enforcement

DESCRIPTION:

Working in an overtime capacity, officers will provide additional enforcement during peak traffic times in high-risk locations with an emphasis on intoxicated drivers and general traffic violations. The intent of this activity is to reduce the number of KAB crashes in Enid. In addition, officers will work special emphasis in support of regional/national traffic safety campaigns as set forth by OHSO and NHTSA. Public information and education will be a part of this project and will be coordinated by the Project Director.

Equipment: None

Budget: \$25,000 Section 402

Project Number: PT-07-03-12-04

Project Name: Guthrie Traffic Enforcement

DESCRIPTION:

The Guthrie Police Department will work overtime traffic enforcement, with emphasis on hazardous moving violations, seat belt enforcement and drinking and driving violations. Saturation patrols will continue in areas with high crash rates as identified by crash reports. PI&E events will be held to inform the public on traffic safety issues.

Equipment: None

Budget: \$18,000 Section 402

Project Number: PT-07-03-13-01

Project Name: Kay County Traffic Enforcement

DESCRIPTION:

In an effort to reduce the number of injury and fatal collisions in Kay County, deputies will work overtime traffic enforcement shifts, targeting the factors most often associated with collisions. Deputies will conduct high visibility enforcement patrols in areas that are over represented in traffic crashes. Public information and education activities will also be a part of their overall program. Working with the local newspaper, deputies intend to increase awareness of their traffic program. Kay County deputies will participate in regional and national traffic safety campaigns.

Equipment: None

Budget: \$20,000 Section 402

Project Number: PT-07-03-14-04

Project Name: Lawton Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Lawton Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$82,000 Section 402

Project Number: PT-07-03-15-04

Project Name: Midwest City Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Midwest City Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$43,000 Section 402

Project Number: PT-07-03-16-02

Project Name: Moore Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Moore Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$28,000 Section 402

Project Number: PT-07-03-17-04

Project Name: Norman Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Norman Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$80,000 Section 402

Project Number: PT-07-03-18-03
DOJ-07-03-02-01

Project Name: Oklahoma City Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Oklahoma City Police Department traffic and patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as identified by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning high safety. In addition, overtime funding will be provided to increase Under 21 enforcement activity as well as administrative processing and educational efforts.

Equipment: None

Budget: \$126,600 Section 402
\$20,000 DOJ (*DOJ-07-03-02-01*)

Project Number: PT-07-03-19-04

Project Name: Oklahoma County Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Oklahoma County patrol and traffic deputies working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety. A full-time deputy will be employed to operate the Crash Court / Rollover Simulator program. This deputy will be available to travel across the State in an effort to encourage seat belt use and provide additional traffic enforcement. The Crash Court program will be presented in schools in the Oklahoma County area to educate young people on the consequences of impaired driving. The equipment is necessary for the enforcement of traffic laws.

Equipment: One Radar

Budget: \$145,000 Section 402

Project Number: PT-07-03-20-06

Project Name: Statewide Traffic Enforcement / Oklahoma Highway Patrol

DESCRIPTION:

The Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on safety belt enforcement and other behavior inconsistent with highway safety. Based on problem identification and seat belt use surveys, overtime hours may be allotted to those areas identified as being high target areas or areas having a seat belt use rate less than the State average. Most of the funds will be allotted for overtime shifts during the mobilization period dates determined by NHTSA.

Equipment: None

Budget: To be determined

\$1,000,000 (State of Oklahoma – soft match)

Project Number: PT-07-03-21-04

Project Name: Oklahoma State University Traffic Enforcement

DESCRIPTION:

The Oklahoma State University Police Department will employ a full-time officer to devote 100% of his/her attention to providing traffic safety education and enforcement to the campus community. The officer will create brochures, presentations, videos, and other informational materials relating to the dangers associated with alcohol use, traffic safety and the need to use proper safety restraint systems. In addition, the officer will enforce alcohol, occupant protection, and other traffic laws. The Project Officer will devote approximately 50% of his/her time to educational activity and 50% of time to enforcement activity.

Equipment: None

Budget: \$50,100 Section 402

Project Number: PT-07-03-22-01

Project Name: Osage County Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Osage County Sheriff's Office patrol deputies working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$15,000 Section 402

Project Number: PT-07-03-23-02

Project Name: Owasso Traffic Enforcement

DESCRIPTION:

The Owasso Police Department will use its officers in an overtime capacity in order to reduce the number of motor vehicle collisions in Owasso. Owasso officers will address the problem of speed, DUI/DWI and aggressive driving related collisions by increasing enforcement at identified high-risk locations. Public information and education activities will play an important role in their collision reduction goals. Owasso officers will work special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. Safety belt surveys will also be conducted.

Equipment: None

Budget: \$40,000 Section 402

Project Number: PT-07-03-24-03

Project Name: Purcell Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Purcell Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$15,000 Section 402

Project Number: PT-07-03-25-04

Project Name: Sand Springs Traffic Enforcement

DESCRIPTION:

The Sand Springs Police Department will use officers in an overtime capacity for additional traffic enforcement. Areas of concentration will be occupant protection, DUI/DWI, aggressive drivers and speed. Patrols will concentrate enforcement in areas identified as high-risk collision locations. Sand Springs officers will work special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA, and incorporate PI&E projects targeting the general public and Sand Springs public schools. Safety belt surveys will be used in part to evaluate the success toward achieving their goals.

Equipment: None

Budget: \$15,000 Section 402

Project Number: PT-07-03-26-06

Project Name: Sapulpa Traffic Enforcement

DESCRIPTION:

The Sapulpa Police Department will work overtime traffic enforcement shifts during peak traffic hours in the city targeting speed, safety belt use and DUI/DWI. Sapulpa officers will work special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA. Sapulpa will continue a strong public information and education component that includes participation in high school driver's education classes, regular media contacts and conducting a 2-day traffic safety fair. The goal of the project is to reduce the number of KAB crashes in Sapulpa.

Equipment: None

Budget: \$40,000 Section 402

Project Number: PT-07-03-27-04

Project Name: Stillwater Traffic Enforcement

DESCRIPTION:

The Stillwater Police Department will work overtime traffic enforcement shifts, with emphasis placed on occupant protection, speed and DUI enforcement in an effort to reduce the number and severity of alcohol-related crashes in Stillwater. They will work closely with the OSU Campus Police Department to further alcohol education efforts in the community as well as promote increased seat belt use. In addition, officers will work overtime underage drinking enforcement in support of Project U21.

Equipment: None

Budget: \$10,000 Section 402

Project Number: PT-07-03-28-05

DOJ-07-03-03-03

Project Name: Tahlequah Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Tahlequah Police Department officers working overtime shifts to enforce alcohol and traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Officers will also work overtime to enforce alcohol laws and issue citations as appropriate. A public information and education effort will be made to increase awareness concerning highway safety. An officer will be employed to direct the Project U21 regional program. This officer will be available to travel across the State in an effort to support program addressing underage drinking.

Equipment: None

Budget: \$40,000 Section 402

\$18,000 DOJ (*DOJ-07-03-03-03*)

Project Number: PT-07-03-29-07

Project Name: Tulsa County Traffic Enforcement

DESCRIPTION:

The Tulsa County Sheriff's Office will continue to operate its comprehensive traffic enforcement program, which includes the use of an OHSO-funded motorcycle. In addition, for FY07, deputies will use overtime funding to provide targeted enforcement of speeding violations, seat belt use, DUI/DWI and general Project Under 21 activities. Deputies will work special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA and participate in regular PI&E activities. The goal of the project is to reduce the number of KAB crashes in Tulsa County.

Equipment: None

Budget: \$80,000 Section 402

Project Number: PT-07-03-30-11

Project Name: Tulsa Traffic Enforcement

DESCRIPTION:

The Tulsa Police Department (TPD) will continue an aggressive overtime traffic enforcement effort. This activity will include identifying high violation, high collision and high public complaint locations. These areas will be targeted for additional enforcement of speeding, occupant protection, traffic signal and failure to yield violations. Activities will be organized to address aggressive and drinking drivers, as needed. TPD officers will work special emphasis in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

TPD will continue to maintain the Rollover Simulator provided by OHSO and use this equipment in area safety events. TPD will continue to discourage underage drinking by performing compliance checks and other Project U21 activities. The project will include participation in PI&E activities. The goal of the project is to reduce the number of KAB crashes in the City of Tulsa.

Equipment: None

Budget: \$100,000 Section 402

Project Number: PT-07-03-31-03

Project Name: Village Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve The Village Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$10,000 Section 402

Project Number: PT-07-03-32-08

Project Name: Warr Acres Traffic Enforcement

DESCRIPTION:

This overtime traffic enforcement project will involve Warr Acres Police Department patrol officers working overtime shifts to enforce traffic laws. The overtime enforcement will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: None

Budget: \$10,000 Section 402

Project Number: PT-07-03-33-00

Project Name: Law Enforcement Mobilization Incentive Program

DESCRIPTION:

This project will allow for up to 10 awards of \$3,000 maximum each to law enforcement agencies participating in two separate mobilizations (five incentives awarded each mobilization) sponsored by NHTSA and the Oklahoma Highway Safety Office.

Awards will be given based upon participation and reporting results in mobilizations. Agencies will be limited to expenses allowed under federal and state guidelines and will be reimbursed to the agency awarded upon receipt of the documentation.

Equipment: None

Budget: \$30,000 Section 402

Project Number: PT-07-04-01-00

Project Name: Police Traffic Services PI&E

DESCRIPTION:

Public information and education is a vital element in all general and specific traffic safety programs. Periodic, highly publicized traffic law enforcement efforts offer the best chance for bottom-line highway safety success. The public should be made aware of the great risk that results from speeding and failing to obey traffic laws, both in terms of potential physical harm and from the likelihood of being cited for noncompliance. Public awareness can be accomplished in a variety of ways, including the production of brochures, videos, television and radio PSAs, posters, press releases, speakers' bureau, safety fairs and events, implementation of national and state media campaigns, and use of OHSO's film/video library.

The OHSO may also provide appropriate travel/training for non-OHSO personnel to enhance educational efforts.

Equipment: None

Budget: \$10,000 Section 402

Project Number: PT-07-04-02-03

Project Name: OU Conference Planning Services

DESCRIPTION:

This project will provide assistance to the OHSO for conference planning services for meetings such as the annual Project Directors' Course, January Workshop, and other events. The National Conference and Logistics Center at the University of Oklahoma will provide assistance with registration, lodging, food, audio/visual services and any other administrative assistance needed for the events.

Equipment: None

Budget: \$100,000 Section 402

Project Number: PT-07-07-01-00

Project Name: Police Traffic Services Program Area Management

DESCRIPTION:

The following personnel to manage, monitor and oversee programs will provide program management for projects within the Police Traffic Services Program Area:

- 10% Director
- 100% Law Enforcement Liaison
- 50% Chief, Plans and Programs
- 100% Program Manager
- 100% Program Manager
- 25% Program Manager
- 30% Secretary
- 30% Administrative Technician

Travel and training will also be included in the project for monitoring, workshops, and seminars.

If necessary, funding will be provided for audits of subrecipients to assure that Federal funds are safeguarded from fraud, waste and abuse.

Equipment: None

Budget: \$331,197 Section 402

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-07-	02-	01-	00		Professional Development for LE	23,000.00	Section 402
PT-07-	03-	01-	04		Altus P D	25,000.00	Section 402
PT-07-	03-	02-	03		Beaver County S O	25,000.00	Section 402
PT-07-	03-	03-	04		Bethany P D	16,000.00	Section 402
PT-07-	03-	04-	06		Bixby P D	25,000.00	Section 402
PT-07-	03-	05-	07		Broken Arrow P D	50,500.00	Section 402
PT-07-	03-	06-	01		Cherokee County S O	20,000.00	Section 402
PT-07-	03-	07-	03		Choctaw P D	15,000.00	Section 402
PT-07-	03-	08-	04		Durant P D	25,000.00	Section 402
PT-07-	03-	09-	09		Edmond P D	65,000.00	Section 402
PT-07-	03-	10-	04		El Reno P D	18,500.00	Section 402
PT-07-	03-	11-	03		Enid P D	25,000.00	Section 402
PT-07-	03-	12-	04		Guthrie P D	18,000.00	Section 402
PT-07-	03-	13-	01		Kay County S O	20,000.00	Section 402
PT-07-	03-	14-	04		Lawton P D	82,000.00	Section 402
PT-07-	03-	15-	04		Midwest City P D	43,000.00	Section 402
PT-07-	03-	16-	02		Moore P D	28,000.00	Section 402
PT-07-	03-	17-	04		Norman P D	80,000.00	Section 402
PT-07-	03-	18-	03		Oklahoma City P D	126,600.00	Section 402
PT-07-	03-	19-	04		Oklahoma County S O	95,000.00	Section 402
PT-07-	03-	19-	05		Oklahoma County S O	50,000.00	Section 402 Carry forward
PT-07-	03-	20-	06		OHP	1,000,000.00	State of Oklahoma (match)
PT-07-	03-	21-	04		OSU P D	50,100.00	Section 402
PT-07-	03-	22-	01		Osage County S O	15,000.00	Section 402
PT-07-	03-	23-	02		Owasso P D	40,000.00	Section 402
PT-07-	03-	24-	03		Purcell PD	15,000.00	Section 402
PT-07-	03-	25-	04		Sand Springs P D	15,000.00	Section 402
PT-07-	03-	26-	06		Sapulpa P D	40,000.00	Section 402
PT-07-	03-	27-	04		Stillwater P D	10,000.00	Section 402
PT-07-	03-	28-	05		Tahlequah P D	40,000.00	Section 402
PT-07-	03-	29-	07		Tulsa County S O	80,000.00	Section 402
PT-07-	03-	30-	11		Tulsa P D	100,000.00	Section 402
PT-07-	03-	31-	03		Village, The PD	10,000.00	Section 402
PT-07-	03-	32-	08		Warr Acres P D	10,000.00	Section 402
PT-07-	03-	33-	00		Mobilization Incentives	30,000.00	Section 402
PT-07-	04-	01-	01		PI&E - IN-House Programs	10,000.00	Section 402 Carry forward
PT-07-	04-	02-	03		Okla University - Conf Planning	80,000.00	Section 402
PT-07-	04-	02-	04		Okla University - Conf Planning	20,000.00	Section 402 Carry forward
PT-07-	07-	01-	00		Program Area Management	261,197.00	Section 402
PT-07-	07-	01-	01		Program Area Management	75,000.00	Section 402 Carry forward
402 Total						1,776,897.00	
Total All Funds						2,776,897.00	

TRAFFIC RECORDS OBJECTIVES

To maintain the data entry of crash records by the Department of Public Safety to within 15 days of receipt (currently 2 to 5 days).

To improve the data entry of citation records by the Department of Public Safety to within 10 days of adjudication in 2008 (currently 7 to 15 days).

To place the new crash report form into use on January 1, 2007.

To develop and pilot the Traffic and Criminal Software (TraCS) System for crash reporting by 2008.

TRAFFIC RECORDS STRATEGIES

Maintain membership in and support efforts of the Oklahoma Traffic Records Council.

Continue and expand Oklahoma CODES program.

Improve timeliness and availability of crash and citation data.

Continue partnership with Oklahoma Department of Transportation and University of Oklahoma to enhance analytical capabilities to reduce cumbersome and time-consuming reporting.

Design and pilot revised crash report form.

Develop and pilot a mobile data collection system.

Publish Crash Facts Book, pertinent Fact Sheets, and Problem Identification.

Employ CVARS Coordinator to coordinate traffic records improvement projects.

Provide interactive crash data through the DPS website.

Project Number: 2115TDN

Project Name: Commercial Vehicle Analysis Reporting System

DESCRIPTION:

This project is a continuation of a 4-year Cooperative Agreement which supports the coordinated efforts of the Department of Public Safety to improve and update the infrastructure of its traffic records systems to facilitate future automation and electronic data transfer, including:

- CVARS Programs Coordinator
- Traffic Records Assessment (Completed)
- Replacement of antiquated microfilm system (Completed)
- Elimination of existing backlog of data (Completed)
- Minimization of manual data entry through implementation of Optical and Intelligent Character Recognition
- Design, development and implementation of a MMUCC and CVARS compliant crash report form
- Design, development and implementation of a Mobil Data Collection System Pilot Project

Equipment: None

Budget: \$395,000 MCSAP Cooperative Agreement

Project Number: DTNH22-03-H-47207

Project Name: CODES Data Network

DESCRIPTION:

This cooperative agreement provides support for CODES projects through the continuation of a CODES Data Network of linked crash and injury data. It facilitates access to data for support of NHTSA affiliated research priorities. Network participants also serve as mentors to new CODES states and states interested in developing linkage capabilities by providing technical assistance. Through the Network, NHTSA will develop, produce and publish a series of standardized reports and fact sheets useful within the traffic safety and injury control communities at state, local and national levels.

Equipment: None

Budget: \$120,900 NHTSA Cooperative Agreement

Project Number: DTNH22-92-Y-07036

Project Name: Fatal Analysis Reporting System (FARS)

DESCRIPTION:

The Fatal Analysis Reporting System (FARS) provides a complete census of all fatal traffic crashes and contains relevant statistics drawn from information provided by individual FARS analysts in each State. Beginning January 1, 2006, with the implementation of Fast FARS, analysts forward preliminary data to the national database from fatal crashes within hours of notification by law enforcement agencies statewide. The National Highway Traffic Safety Administration (NHTSA) publishes compilations of states' data in its annual Traffic Safety Facts book.

Equipment: None

Budget: \$37,575 NHTSA Cooperative Agreement

Project Number: K9-07-06-01-07

Project Name: Crash Outcome Data Evaluation System (CODES)

DESCRIPTION:

This project provides continuation and enhancement of the Oklahoma CODES Program. The current linked database consists of linked data 1995 – 2002 crash, hospital inpatient, and motor vehicle registrations. During the FY 07 project year, linkage will be completed on the 2003 and 2004 data. Analysis will be performed on pertinent traffic safety issues and reports provided to data partners, individuals and groups. Reports will be distributed through the Oklahoma Traffic Records Council (OTRC) and available on the CODES website. A link to these reports will be provided on the DPS web site. CODES will also continue to seek new data partners, improve existing databases and facilitate compatibility of databases for linkage purposes. Data will also be provided to the National Center for Statistical Analysis upon request.

Equipment: None

Budget: \$80,000 Section 408

Project Number: K9-07-06-02-04

Project Name: University of Oklahoma Crash Reporting & Analysis

DESCRIPTION:

This project will partner the Oklahoma Highway Safety Office (OHSO), Oklahoma Department of Transportation (ODOT) and the University of Oklahoma ITS Lab for the continued enhancement of a user-friendly, interactive software package to replace the cumbersome and time-consuming process previously employed by ODOT's Collision and Safety Analysis Division and Traffic Engineers when providing reports and analyzing roadway data. The program is also a tool for making recommendations and predicting probability of various construction and highway enhancement projects. The product includes a self-installing package for local officials statewide to perform sophisticated crash analysis on their own, thereby eliminating the current dependency on ODOT for those tasks. In addition this program provides a tool for police agencies to identify, plot and analyze high crash corridors for more effective enforcement programs.

Equipment: None

Budget: \$50,000 Section 408

Project Number: TR-07-05-01-00

Project Name: Oklahoma Press – Print Evaluation

DESCRIPTION:

The Oklahoma Press Service (OPS), a subsidiary of the Oklahoma Press Association (OPA), will provide a monthly clipping service and submit articles relating to fatal crashes across the State of Oklahoma. This will assist in maintaining an accurate count of fatalities that occur within the State of Oklahoma.

Equipment: None

Budget: \$2,000 Section 402

Project Number: TR-07-07-01-00

Project Name: Traffic Records Program Area Management

DESCRIPTION:

Program management for projects within the Traffic Records program area will be provided by the below listed personnel positions to manage and oversee activities of the Traffic Records Program Area; as well as conduct appropriate analysis of available traffic data to identify problem locations/characteristics and assist in allocating resources to address identified problems.

15% Director
100% Data Analyst

Travel and training costs will be included to allow monitoring activities to be conducted and to provide for attendance at appropriate workshops, seminars, and conferences.

Equipment: None

Budget: \$75,000.00 Section 402

Traffic Records: Budget Summary

Project Number				Project Name	Budget	Budget Source
TR-07-	05-	01-	00	Oklahoma Press - Print Evaluation	2,000.00	Section 402
TR-07-	07-	01-	00	Program Area Management	50,000.00	Section 402
TR-07-	07-	01-	01	Program Area Management	25,000.00	Section 402 Carry forward
K907-	06-	01-	07	CODES	80,000.00	408 Funds
K907-	06-	02-	04	OU Crash Reporting	50,000.00	408 Funds
DTNH22-03-H-47207				CODES Network	\$120,900.00	NHTSA Coop. Agreement
DTNH22-92-Y-07036				FARS	\$37,575.00	NHTSA Coop. Agreement
				CVARS Grant	\$395,000.00	MCSAP Coop. Agreement
402 Total					77,000.00	
Total All Funds					\$760,475.00	

Railroad Safety Mini Problem Identification

In 2004, train fatalities were 46.7% below 1995. The 10-year period average 13 fatalities per year and 2004 is 38.5% below this average.

RAILROAD SAFETY OBJECTIVE

To reduce the number of deaths resulting from motor vehicle crashes at rail grade crossings by 10% (from 61 in 2005 to 55 in 2007).

RAILROAD SAFETY STRATEGIES

Support Operation Lifesaver with railroad safety education classes.

Support Operation Lifesaver to develop and distribute public service announcements throughout the State using radio and television media.

Train 12 presenters for making Railway Safety presentations.

Support CLEET Certified Grade Crossing Collision Investigation training for law enforcement personnel.

Project Number: RH-07-02-01-03

Project Name: Operation Lifesaver Railroad Safety Program

DESCRIPTION:

Operation Lifesaver is a National Organization devoted to promoting safety at railroad highway crossings. This project will fund the Oklahoma Operation Lifesaver Organization in their efforts toward this goal. Funds will be for training new OL presenters, purchase training and presentation aids, and provide travel expenses for presenters to make railway safety presentations to various groups throughout Oklahoma, including schools, law enforcement agencies, civic groups, and driver training courses. Funding will also be provided for out-of-state travel to an approved conference, such as Lifesavers or the National Operation Lifesaver Symposium.

Equipment: None

Budget: \$10,440 Section 402

Railroad/Highway Crossings: Budget Summary

Project Number					Project Name	Budget	Budget Source
RH-	07-	02-	01-	03	Oklahoma Operation Lifesaver	10,440.00	Section 402
402 Total						\$10,440.00	
Total All Funds						\$10,440.00	

Project Number: K4PM-07-02-01-07

DOJ-07-02-01-01

Project Name: Statewide Traffic Safety Marketing Campaign / Brothers & Co.

DESCRIPTION:

This project will develop and produce a marketing strategy to promote traffic safety in Oklahoma. Through an advertising agency, appropriate media spots, such as; radio, television, and billboard will be produced. A portion of the project funds will be used to buy airtime and leverage additional donated airplay. Brothers & Company will also be responsible for creation and production of Project Under 21 marketing materials.

The project was submitted through the Department of Central Services and awarded through the bid process in FY2003. Additional optional renewal years were included in the award. It calls for the contractor to provide advertising services, promotional and campaign services, creative design, and marketing services. The contractor will provide all personnel, supplies, tools, materials, management supervision, travel and other services and supplies necessary to perform the required services as defined in the Request for Proposal.

The contractor is required to recommend, initiate and foster partnerships with the Department of Public Safety, Oklahoma Highway Safety Office, trade associations, chambers of commerce, businesses, and other governmental entities to maximize exposure and awareness of the traffic safety campaign. The contractor is responsible for developing and creating a marketing campaign focusing on increasing safety belt usage, promotion of increased enforcement, reduction of alcohol/drug related fatalities and injuries, as well as other traffic safety issues and implementation of the campaign once creative concepts/designs have been approved by the OHSO.

The contractor will be required to provide supporting documentation to establish an approach to implementing the traffic safety campaign. Supporting documentation will include market analysis, demographic assessment, and any other measuring tools used to determine the most effective marketing approach to satisfy the requirements of the RFP, and meet the requirements of NHTSA Grant Funding Policy, IIE and 402 Advertising Space Guidance.

The contractor also will be required to provide the OHSO with the number of paid airings devoted to each and all announcements, and the estimated size of audience based on Arbitron or Nielsen ratings. In addition, a more extensive assessment to measure target audience reaction will be created by contractor. Acceptable evaluation standards include, but not limited to, mail surveys, telephone surveys, focus groups, mall intercept

interviews, direct mailings, call-in centers, newspaper polls, household interviews, the before and after approach and the control region approach.

Brothers & Co. will be required to provide detailed, auditable records and pertinent financial and expenditure materials to OHSO for payment and audit purposes.

NOTE: A media planning session will be conducted to allow for input from participants of local law enforcement (qualifies for local benefit), health professions and others in the planning of future media campaigns. Documentation of this planning will be placed in the appropriate files for future review. Federal regulations state that local benefit can be given if they have had an “active voice” in the initiation, development, and implementation of the program/project, or that they request and accept the goods and services provided as part of their local government’s highway safety program.

Equipment: None

Budget: \$400,000 Section 406 (estimated 60% OP; 40% alcohol)

\$120,000 DOJ (*DOJ-07-02-01-01*) (alcohol)

Project Number: K4PM-07-04-01-00D
PM-07-04-02-00...

Project Name: OHSO Sports Marketing Program

DESCRIPTION:

This project consists of multiple components to develop a series of year-round integrated marketing communications activities that build upon, leverage and maximize the impact of the major enforcement and paid advertising campaigns. Designed to foster a healthier driving environment and social norming, the activities in this project will communicate broad messages to the public through sports venues and proactively encourage behavioral change that will save Oklahoma lives. Through event marketing, television, radio, and Internet this project reaches the masses like no other on a year-round basis.

The athletic venues are as follows:

- Learfield Sports (University of Oklahoma), \$100,000 Section 406, K4PM-07-04-01-00D
- Learfield Sports (University of Oklahoma), \$73,380 Section 402, PM-07-04-02-00D
- Action Sports (Oklahoma State University – jumbotron), \$20,000 Section 402, PM-07-04-02-00A
- Express Sports (Blazers, Oilers, PBR), \$33,500 Section 402, PM-07-04-02-00B1
- Host Communications (Oklahoma State University), \$51,500 Section 402, PM-07-04-02-00C
- Learfield Sports (University of Tulsa), \$15,000 Section 402, PM-07-04-02-00E
- Oklahoma Redhawks, \$36,000 Section 402, PM-07-04-02-00F
- Tulsa Drillers, \$10,490 Section 402, PM-07-04-02-00G
- Tulsa Talons, \$10,000 Section 402, PM-07-04-02-00H
- Oklahoma City Yard Dawgz, \$10,000 Section 402, PM-07-04-02-00I

Budget:	\$100,000	Section 406 (safety belts)
	\$259,870	Section 402 (estimated 80% safety belts; 20% alcohol)

Paid Advertising: Budget Summary

Project Number					Project Name	Budget	Budget Source
PM-	07-	04-	02-	00A	Action Sports - OSU	20,000.00	Section 402
PM-	07-	04-	02-	00B1	Express Sports - Blazers/Oilers/PBR	33,500.00	Section 402
PM-	07-	04-	02-	00C	Host Comm - OSU	51,500.00	Section 402
PM-	07-	04-	02-	00D	Learfield Sports - OU	73,380.00	Section 402
PM-	07-	04-	02-	00E	Learfield Sports - Golden Hurricane	15,000.00	Section 402
PM-	07-	04-	02-	00F	Redhawks	36,000.00	Section 402
PM-	07-	04-	02-	00G	Tulsa Drillers	10,490.00	Section 402
PM-	07-	04-	02-	00H	Tulsa Talons	10,000.00	Section 402
PM-	07-	04-	02-	00I	Yard Dawgs	10,000.00	Section 402
K4PM	07-	02-	01-	07	Brothers & Co.	400,000.00	406 Funds
K4PM	07-	04-	01-	00D	Learfield Sports - OU	100,000.00	406 Funds
402 Total						\$259,870.00	
Total All Funds						\$759,870.00	

STATE CERTIFICATIONS AND ASSURANCES

Failure to comply with applicable Federal statutes, regulations and directives may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR §18.12.

Each fiscal year the State will sign these Certifications and Assurances that the State complies with all applicable Federal statutes, regulations, and directives in effect with respect to the periods for which it receives grant funding. Applicable provisions include, but not limited to, the following:

- 23 U.S.C. Chapter 4 - Highway Safety Act of 1966, as amended;

- 49 CFR Part 18 - Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments

- 49 CFR Part 19 - Uniform Administrative Requirements for Grants and Agreements with Institutions of Higher Education, Hospitals and Other Nonprofit Organizations

- 23 CFR Chapter II - (§§1200, 1205, 1206, 1250, 1251, & 1252) Regulations governing highway safety programs

- NHTSA Order 462-6C - Matching Rates for State and Community Highway Safety Programs

- Highway Safety Grant Funding Policy for Field-Administered Grants

Certifications and Assurances

The Governor is responsible for the administration of the State highway safety program through a State highway safety agency which has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the

use, management, and disposition of equipment) to carry out the program (23 USC 402(b) (1) (A));

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation (23 USC 402(b) (1) (B));

At least 40 per cent of all Federal funds apportioned to this State under 23 USC 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 USC 402(b) (1) (C)), unless this requirement is waived in writing;

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- National law enforcement mobilizations,
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits,
- An annual statewide safety belt use survey in accordance with criteria established by the Secretary for the measurement of State safety belt use rates to ensure that the measurements are accurate and representative,
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources.

The State shall actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect.

This State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks (23 USC 402(b) (1) (D));

Cash drawdowns will be initiated only when actually needed for disbursement, cash disbursements and balances will be reported in a timely manner as required by NHTSA, and the same standards of timing and amount, including the reporting of cash disbursement and balances, will be imposed upon any secondary recipient organizations (49 CFR 18.20, 18.21, and 18.41). Failure to adhere to these provisions may result in the termination of drawdown privileges);

The State has submitted appropriate documentation for review to the single point of contact designated by the Governor to review Federal programs, as required by Executive Order 12372 (Intergovernmental Review of Federal Programs);

Equipment acquired under this agreement for use in highway safety program areas shall be used and kept in operation for highway safety purposes by the State; or the State, by formal agreement with appropriate officials of a political subdivision or State agency, shall cause such equipment to be used and kept in operation for highway safety purposes (23 CFR 1200.21);

The State will comply with all applicable State procurement procedures and will maintain a financial management system that complies with the minimum requirements of 49 CFR 18.20;

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681-1683, and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. §794), which prohibits discrimination on the basis of handicaps (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42U.S.C. §§ 6101-6107), which prohibits discrimination on the basis of age; (e) the Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (f) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970(P.L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse of alcoholism; (g) §§ 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records; (h) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental or financing of housing; (i) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and, (j) the requirements of any other nondiscrimination statute(s) which may apply to the application.

The Drug-free Workplace Act of 1988(49 CFR Part 29 Sub-part F):

The State will provide a drug-free workplace by:

- a) Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

- b) Establishing a drug-free awareness program to inform employees about:
 - 1) The dangers of drug abuse in the workplace.
 - 2) The grantee's policy of maintaining a drug-free workplace.
 - 3) Any available drug counseling, rehabilitation, and employee assistance programs.
 - 4) The penalties that may be imposed upon employees for drug violations occurring in the workplace.
- c) Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).
- d) Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will --
 - 1) Abide by the terms of the statement.
 - 2) Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.
- e) Notifying the agency within ten days after receiving notice under subparagraph (d) (2) from an employee or otherwise receiving actual notice of such conviction.
- f) Taking one of the following actions, within 30 days of receiving notice under subparagraph (d) (2), with respect to any employee who is so convicted -
 - 1) Taking appropriate personnel action against such an employee, up to and including termination.
 - 2) Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a

Federal, State, or local health, law enforcement, or other appropriate agency.

- g) Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (a), (b), (c), (d), (e), and (f) above.

BUY AMERICA ACT

The State will comply with the provisions of the Buy America Act (23 USC 101 Note) which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest; that such materials are not reasonably available and of a satisfactory quality; or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT).

The State will comply with the provisions of 5 U.S.C. §§ 1501-1508 and implementing regulations of 5 CFR Part 151, concerning "Political Activity of State or Local Offices, or Employees".

CERTIFICATION REGARDING FEDERAL LOBBYING

Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of his or her knowledge and belief, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of

Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub-award at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (e.g., "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

Instructions for Primary Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.

3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.

7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.

8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.

9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to

exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to

exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year 2007 highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan will be modified in such a manner that a project would be instituted that could affect environmental quality to the extent that a review and statement would be necessary, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 USC 4321 et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

Governor's Representative for Highway Safety

Date

U.S. Department of Transportation National Highway Traffic Safety Administration

State: Oklahoma

Highway Safety Plan Cost Summary

2007-HSP-1

For Approval

Report Date: 07/28/2006

Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
NHTSA								
<i>NHTSA 402</i>								
Planning and Administration								
	PA-2007-07-01-00	Planning & Administration	\$0.00	\$310,000.00	\$0.00	\$165,350.00	\$165,350.00	\$0.00
	Planning and Administration Total		\$0.00	\$310,000.00	\$0.00	\$165,350.00	\$165,350.00	\$0.00
Alcohol								
	AL-2007-02-01-10	Comm Serv Council-CRASHs Court	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00
	AL-2007-02-02-04	District Attorney's Council	\$0.00	\$0.00	\$0.00	\$107,600.00	\$107,600.00	\$107,600.00
	AL-2007-02-03-07	Norman PD DRE/DEC Program	\$0.00	\$0.00	\$0.00	\$35,000.00	\$35,000.00	\$35,000.00
	AL-2007-02-04-06	OK Assoc of Chiefs of Police-SFST Train	\$0.00	\$0.00	\$0.00	\$79,667.00	\$79,667.00	\$79,667.00
	AL-2007-03-01-02	OU PD	\$0.00	\$0.00	\$0.00	\$27,500.00	\$27,500.00	\$0.00
	AL-2007-03-02-01	Shawnee PD	\$0.00	\$0.00	\$0.00	\$55,000.00	\$55,000.00	\$55,000.00
	AL-2007-04-01-00	PI&E- In-House Programs	\$0.00	\$0.00	\$0.00	\$8,000.00	\$8,000.00	\$3,000.00
	AL-2007-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$132,000.00	\$132,000.00	\$0.00
	Alcohol Total		\$0.00	\$0.00	\$0.00	\$509,767.00	\$509,767.00	\$345,267.00
Motorcycle Safety								
	MC-2007-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$0.00
	Motorcycle Safety Total		\$0.00	\$0.00	\$0.00	\$1,000.00	\$1,000.00	\$0.00
Occupant Protection								
	OP-2007-02-01-02	Chickasaw Nation	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$30,000.00

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<i>NHTSA</i>								
<i>NHTSA 402</i>								
	OP-2007-02-02-08	EMSA	\$0.00	\$0.00	\$0.00	\$90,000.00	\$90,000.00	\$0.00
	OP-2007-02-03-07	Latino Comm Development Agency	\$0.00	\$0.00	\$0.00	\$69,300.00	\$69,300.00	\$0.00
	OP-2007-02-04-09	OK SafeKids Coalition	\$0.00	\$0.00	\$0.00	\$66,000.00	\$66,000.00	\$0.00
	OP-2007-02-05-06	OK Dept of Health	\$0.00	\$0.00	\$0.00	\$85,000.00	\$85,000.00	\$85,000.00
	OP-2007-02-06-07	St Francis Hosp- Tulsa SafeKids	\$0.00	\$0.00	\$0.00	\$42,000.00	\$42,000.00	\$0.00
	OP-2007-04-01-00	PI&E - In-House Programs	\$0.00	\$0.00	\$0.00	\$17,600.00	\$17,600.00	\$0.00
	OP-2007-05-01-00	Seat Belt & Child Restraint Surveys	\$0.00	\$0.00	\$0.00	\$45,600.00	\$45,600.00	\$0.00
	OP-2007-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$125,000.00	\$125,000.00	\$0.00
	Occupant Protection Total		\$0.00	\$0.00	\$0.00	\$570,500.00	\$570,500.00	\$115,000.00
<i>Police Traffic Services</i>								
	PT-2007-02-01-00	Professional Development for LE	\$0.00	\$0.00	\$0.00	\$23,000.00	\$23,000.00	\$20,700.00
	PT-2007-03-01-04	Altus PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2007-03-02-03	Beaver County SO	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2007-03-03-04	Bethany PD	\$0.00	\$0.00	\$0.00	\$16,000.00	\$16,000.00	\$16,000.00
	PT-2007-03-04-06	Bixby PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2007-03-05-07	Broken Arrow PD	\$0.00	\$0.00	\$0.00	\$50,500.00	\$50,500.00	\$50,500.00
	PT-2007-03-06-01	Cherokee County SO	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2007-03-07-03	Choctaw PD	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00

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<i>NHTSA</i>								
	<i>NHTSA 402</i>							
	PT-2007-03-08-04	Durant PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2007-03-09-09	Edmond PD	\$0.00	\$0.00	\$0.00	\$65,000.00	\$65,000.00	\$65,000.00
	PT-2007-03-10-04	El Reno PD	\$0.00	\$0.00	\$0.00	\$18,500.00	\$18,500.00	\$18,500.00
	PT-2007-03-11-03	Enid PD	\$0.00	\$0.00	\$0.00	\$25,000.00	\$25,000.00	\$25,000.00
	PT-2007-03-12-04	Guthrie PD	\$0.00	\$0.00	\$0.00	\$18,000.00	\$18,000.00	\$18,000.00
	PT-2007-03-13-01	Kay County SO	\$0.00	\$0.00	\$0.00	\$20,000.00	\$20,000.00	\$20,000.00
	PT-2007-03-14-04	Lawton PD	\$0.00	\$0.00	\$0.00	\$82,000.00	\$82,000.00	\$82,000.00
	PT-2007-03-15-04	Midwest City PD	\$0.00	\$0.00	\$0.00	\$43,000.00	\$43,000.00	\$43,000.00
	PT-2007-03-16-02	Moore PD	\$0.00	\$0.00	\$0.00	\$28,000.00	\$28,000.00	\$28,000.00
	PT-2007-03-17-04	Norman PD	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$80,000.00
	PT-2007-03-18-03	Oklahoma City PD	\$0.00	\$0.00	\$0.00	\$126,600.00	\$126,600.00	\$126,600.00
	PT-2007-03-19-04	Oklahoma County SO	\$0.00	\$0.00	\$0.00	\$145,000.00	\$145,000.00	\$145,000.00
	PT-2007-03-21-04	OSU PD	\$0.00	\$0.00	\$0.00	\$50,100.00	\$50,100.00	\$0.00
	PT-2007-03-22-01	Osage County SO	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2007-03-23-02	Owasso PD	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	PT-2007-03-24-03	Purcell PD	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2007-03-25-04	Sand Springs PD	\$0.00	\$0.00	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
	PT-2007-03-26-06	Sapulpa PD	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00

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<i>NHTSA</i>								
<i>NHTSA 402</i>								
	PT-2007-03-27-04	Stillwater PD	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2007-03-28-05	Tahlequah PD	\$0.00	\$0.00	\$0.00	\$40,000.00	\$40,000.00	\$40,000.00
	PT-2007-03-29-07	Tulsa County SO	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$80,000.00
	PT-2007-03-30-11	Tulsa PD	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00
	PT-2007-03-31-03	The Village PD	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2007-03-32-08	Warr Acres PD	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$10,000.00
	PT-2007-03-33-00	Mobilization Incentives	\$0.00	\$0.00	\$0.00	\$30,000.00	\$30,000.00	\$24,000.00
	PT-2007-04-01-00	PI&E - In-House Programs	\$0.00	\$0.00	\$0.00	\$10,000.00	\$10,000.00	\$0.00
	PT-2007-04-02-03	OU Conf Planning	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$75,000.00
	PT-2007-07-01-00	Program Area Management	\$0.00	\$1,000,000.00	\$0.00	\$336,197.00	\$336,197.00	\$0.00
	Police Traffic Services Total		\$0.00	\$1,000,000.00	\$0.00	\$1,776,897.00	\$1,776,897.00	\$1,347,300.00
<i>Traffic Records</i>								
	TR-2007-05-01-00	Oklahoma Press Services-Print Evaluation	\$0.00	\$0.00	\$0.00	\$2,000.00	\$2,000.00	\$0.00
	TR-2007-07-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$75,000.00	\$75,000.00	\$0.00
	Traffic Records Total		\$0.00	\$0.00	\$0.00	\$77,000.00	\$77,000.00	\$0.00
<i>Railroad/Highway Crossings</i>								
	RH-2007-02-01-03	Oklahoma Operation Lifesaver	\$0.00	\$0.00	\$0.00	\$10,440.00	\$10,440.00	\$0.00
	Railroad/Highway Crossings Total		\$0.00	\$0.00	\$0.00	\$10,440.00	\$10,440.00	\$0.00

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<i>NHTSA</i>								
<i>NHTSA 402</i>								
<i>Paid Advertising</i>								
	PM-2007-04-02-00	Sports Media	\$0.00	\$0.00	\$0.00	\$259,870.00	\$259,870.00	\$0.00
	Paid Advertising Total		\$0.00	\$0.00	\$0.00	\$259,870.00	\$259,870.00	\$0.00
	<i>NHTSA 402 Total</i>		<i>\$0.00</i>	<i>\$1,310,000.00</i>	<i>\$0.00</i>	<i>\$3,370,824.00</i>	<i>\$3,370,824.00</i>	<i>\$1,807,567.00</i>
<i>406 Safety Belts</i>								
	K4PM-2007-02-01-07	Brothers & Co.	\$0.00	\$0.00	\$0.00	\$400,000.00	\$400,000.00	\$0.00
	K4PM-2007-04-01-00	Sports Media	\$0.00	\$0.00	\$0.00	\$100,000.00	\$100,000.00	\$0.00
	406 Safety Belts Paid Media Total		\$0.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00	\$0.00
	<i>406 Safety Belts Total</i>		<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$500,000.00</i>	<i>\$500,000.00</i>	<i>\$0.00</i>
<i>408 Data Program SAFETEA-LU</i>								
	K9-2007-06-01-07	CODES	\$0.00	\$0.00	\$0.00	\$80,000.00	\$80,000.00	\$0.00
	K9-2007-06-02-04	OU Crash Reporting	\$0.00	\$0.00	\$0.00	\$50,000.00	\$50,000.00	\$0.00
	408 Data Program Incentive Total		\$0.00	\$0.00	\$0.00	\$130,000.00	\$130,000.00	\$0.00
	<i>408 Data Program SAFETEA-LU Total</i>		<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$130,000.00</i>	<i>\$130,000.00</i>	<i>\$0.00</i>
<i>2010 Motorcycle Safety</i>								
	K6-2007-04-01-00	Program Area Management	\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
	2010 Motorcycle Safety Incentive Total		\$0.00	\$0.00	\$0.00	\$500.00	\$500.00	\$0.00
	<i>2010 Motorcycle Safety Total</i>		<i>\$0.00</i>	<i>\$0.00</i>	<i>\$0.00</i>	<i>\$500.00</i>	<i>\$500.00</i>	<i>\$0.00</i>

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Program Area	Project	Description	Prior Approved Program Funds	State Funds	Previous Bal.	Incre/(Decre)	Current Balance	Share to Local
<i>NHTSA</i>								
	<i>NHTSA 402</i>							
	<i>NHTSA Total</i>		<i>\$0.00</i>	<i>\$1,310,000.00</i>	<i>\$0.00</i>	<i>\$4,001,324.00</i>	<i>\$4,001,324.00</i>	<i>\$1,807,567.00</i>
<i>Total</i>			<i>\$0.00</i>	<i>\$1,310,000.00</i>	<i>\$0.00</i>	<i>\$4,001,324.00</i>	<i>\$4,001,324.00</i>	<i>\$1,807,567.00</i>

HSP MATCH SUMMARY

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Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
NHTSA								
NHTSA 402								
Planning and Administration								
	PA-2007-07-01-00	\$165,350.00	\$310,000.00 65%	\$115,350.00	\$50,000.00	\$0.00 0%	\$310,000.00 65%	\$165,350.00 100%
	Planning and Administration Total	\$165,350.00	\$310,000.00 65%	\$115,350.00	\$50,000.00	\$0.00 0%	\$310,000.00 65%	\$165,350.00 100%
Alcohol								
	AL-2007-02-01-10	\$65,000.00	\$0.00 0%	\$65,000.00	\$0.00	\$65,000.00 100%		
	AL-2007-02-02-04	\$107,600.00	\$0.00 0%	\$87,600.00	\$20,000.00	\$107,600.00 100%		
	AL-2007-02-03-07	\$35,000.00	\$0.00 0%	\$35,000.00	\$0.00	\$35,000.00 100%		
	AL-2007-02-04-06	\$79,667.00	\$0.00 0%	\$79,667.00	\$0.00	\$79,667.00 100%		
	AL-2007-07-01-00	\$132,000.00	\$0.00 0%	\$117,000.00	\$15,000.00	\$0.00 0%		
	AL-2007-04-01-00	\$8,000.00	\$0.00 0%	\$3,000.00	\$5,000.00	\$3,000.00 38%		
	AL-2007-03-02-01	\$55,000.00	\$0.00 0%	\$35,000.00	\$20,000.00	\$55,000.00 100%		
	AL-2007-03-01-02	\$27,500.00	\$0.00 0%	\$27,500.00	\$0.00	\$0.00 0%		
	Alcohol Total	\$509,767.00	\$0.00 0%	\$449,767.00	\$60,000.00	\$345,267.00 68%		
Motorcycle Safety								

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	MC-2007-07-01-00	\$1,000.00	\$.00 0%	\$500.00	\$500.00	\$.00 0%		
	Motorcycle Safety Total	\$1,000.00	\$.00 0%	\$500.00	\$500.00	\$.00 0%		
Occupant Protection								
	OP-2007-02-01-02	\$30,000.00	\$.00 0%	\$30,000.00	\$.00	\$30,000.00 100%		
	OP-2007-02-05-06	\$85,000.00	\$.00 0%	\$85,000.00	\$.00	\$85,000.00 100%		
	OP-2007-04-01-00	\$17,600.00	\$.00 0%	\$.00	\$17,600.00	\$.00 0%		
	OP-2007-07-01-00	\$125,000.00	\$.00 0%	\$63,100.00	\$61,900.00	\$.00 0%		
	OP-2007-05-01-00	\$45,600.00	\$.000%	\$45,600.00	\$.00	\$.000%		
	OP-2007-02-06-07	\$42,000.00	\$.00 0%	\$42,000.00	\$.00	\$.00 0%		
	OP-2007-02-04-09	\$66,000.00	\$.00 0%	\$56,000.00	\$10,000.00	\$.00 0%		
	OP-2007-02-02-08	\$90,000.00	\$.00 0%	\$80,000.00	\$10,000.00	\$.00 0%		
	OP-2007-02-03-07	\$69,300.00	\$.00 0%	\$59,300.00	\$10,000.00	\$.00 0%		
	Occupant Protection Total	\$570,500.00	\$.00 0%	\$461,000.00	\$109,500.00	\$115,000.00 20%		
Police Traffic Services								
	PT-2007-03-07-03	\$15,000.00	\$.00 0%	\$15,000.00	\$.00	\$15,000.00 100%		
	PT-2007-03-08-04	\$25,000.00	\$.00 0%	\$25,000.00	\$.00	\$25,000.00 100%		
	PT-2007-03-09-09	\$65,000.00	\$.00 0%	\$65,000.00	\$.00	\$65,000.00 100%		

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2007-03-10-04	\$18,500.00	\$0.00 0%	\$18,500.00	\$0.00	\$18,500.00 100%		
	PT-2007-03-11-03	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00 100%		
	PT-2007-03-12-04	\$18,000.00	\$0.00 0%	\$18,000.00	\$0.00	\$18,000.00 100%		
	PT-2007-03-13-01	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00	\$20,000.00 100%		
	PT-2007-03-14-04	\$82,000.00	\$0.00 0%	\$82,000.00	\$0.00	\$82,000.00 100%		
	PT-2007-03-15-04	\$43,000.00	\$0.00 0%	\$43,000.00	\$0.00	\$43,000.00 100%		
	PT-2007-03-16-02	\$28,000.00	\$0.00 0%	\$28,000.00	\$0.00	\$28,000.00 100%		
	PT-2007-03-17-04	\$80,000.00	\$0.00 0%	\$80,000.00	\$0.00	\$80,000.00 100%		
	PT-2007-03-18-03	\$126,600.00	\$0.00 0%	\$126,600.00	\$0.00	\$126,600.00 100%		
	PT-2007-03-19-04	\$145,000.00	\$0.00 0%	\$95,000.00	\$50,000.00	\$145,000.00 100%		
	PT-2007-03-21-04	\$50,100.00	\$0.00 0%	\$50,100.00	\$0.00	\$0.00 0%		
	PT-2007-03-22-01	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	PT-2007-03-23-02	\$40,000.00	\$0.00 0%	\$40,000.00	\$0.00	\$40,000.00 100%		
	PT-2007-03-24-03	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	PT-2007-03-06-01	\$20,000.00	\$0.00 0%	\$20,000.00	\$0.00	\$20,000.00 100%		
	PT-2007-03-05-07	\$50,500.00	\$0.00 0%	\$50,500.00	\$0.00	\$50,500.00 100%		
	PT-2007-03-04-06	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00 100%		

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
	PT-2007-03-03-04	\$16,000.00	\$0.00 0%	\$16,000.00	\$0.00	\$16,000.00 100%		
	PT-2007-03-02-03	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00 100%		
	PT-2007-03-01-04	\$25,000.00	\$0.00 0%	\$25,000.00	\$0.00	\$25,000.00 100%		
	PT-2007-02-01-00	\$23,000.00	\$0.00 0%	\$23,000.00	\$0.00	\$20,700.00 90%		
	PT-2007-03-25-04	\$15,000.00	\$0.00 0%	\$15,000.00	\$0.00	\$15,000.00 100%		
	PT-2007-03-26-06	\$40,000.00	\$0.00 0%	\$40,000.00	\$0.00	\$40,000.00 100%		
	PT-2007-03-27-04	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$10,000.00 100%		
	PT-2007-03-28-05	\$40,000.00	\$0.00 0%	\$40,000.00	\$0.00	\$40,000.00 100%		
	PT-2007-03-29-07	\$80,000.00	\$0.00 0%	\$80,000.00	\$0.00	\$80,000.00 100%		
	PT-2007-03-30-11	\$100,000.00	\$0.00 0%	\$100,000.00	\$0.00	\$100,000.00 100%		
	PT-2007-03-31-03	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$10,000.00 100%		
	PT-2007-03-32-08	\$10,000.00	\$0.00 0%	\$10,000.00	\$0.00	\$10,000.00 100%		
	PT-2007-03-33-00	\$30,000.00	\$0.00 0%	\$30,000.00	\$0.00	\$24,000.00 80%		
	PT-2007-04-01-00	\$10,000.00	\$0.00 0%	\$0.00	\$10,000.00	\$0.00 0%		
	PT-2007-04-02-03	\$100,000.00	\$0.00 0%	\$80,000.00	\$20,000.00	\$75,000.00 75%		
	PT-2007-07-01-00	\$336,197.00	\$1,000,000.00 75%	\$261,197.00	\$75,000.00	\$0.00 0%		
Police Traffic Services Total		\$1,776,897.00	\$1,000,000.00 36%	\$1,621,897.00	\$155,000.00	\$1,347,300.00 76%		

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
Traffic Records								
	TR-2007-05-01-00	\$2,000.00	\$.00 0%	\$2,000.00	\$.00	\$.00 0%		
	TR-2007-07-01-00	\$75,000.00	\$.00 0%	\$50,000.00	\$25,000.00	\$.00 0%		
	Traffic Records Total	\$77,000.00	\$.00 0%	\$52,000.00	\$25,000.00	\$.00 0%		
Railroad/Highway Crossings								
	RH-2007-02-01-03	\$10,440.00	\$.00 0%	\$10,440.00	\$.00	\$.00 0%		
	Railroad/Highway Crossings Total	\$10,440.00	\$.00 0%	\$10,440.00	\$.00	\$.00 0%		
Paid Advertising								
	PM-2007-04-02-00	\$259,870.00	\$.00 0%	\$259,870.00	\$.00	\$.00 0%		
	Paid Advertising Total	\$259,870.00	\$.00 0%	\$259,870.00	\$.00	\$.00 0%		
	NHTSA 402 Total	\$3,370,824.00	\$1,310,000.00 28%	\$2,970,824.00	\$400,000.00	\$1,807,567.00 54%	\$310,000.00 65%	\$165,350.00 5%
NHTSA 406								
	K4PM-2007-02-01-07	\$400,000.00	\$.00 0%	\$.00	\$400,000.00	\$.00 0%		
	K4PM-2007-04-01-00	\$100,000.00	\$.00 0%	\$.00	\$100,000.00	\$.00 0%		
	406 Safety Belts Paid Media Total	\$500,000.00	\$.00 0%	\$.00	\$500,000.00	\$.00 0%		
	NHTSA 406 Total	\$500,000.00	\$.00 0%	\$.00	\$500,000.00	\$.00 0%		

Program Area	Project	Approved Amount (A)	State Match (B)	Current FY (C)	Carry Forward (D)	Share to Local (E)	PA State Match (F)	PA Federal Funds (G)
408 Data Program SAFETEA-LU								
	K9-2007-06-01-07	\$80,000.00	\$.00 0%	\$80,000.00	\$.00	\$.00 0%		
	K9-2007-06-02-04	\$50,000.00	\$.00 0%	\$50,000.00	\$.00	\$.00 0%		
	408 Data Program Incentive Total	\$130,000.00	\$.00 0%	\$130,000.00	\$.00	\$.00 0%		
	408 Data Program SAFETEA-LU Total	\$130,000.00	\$.00 0%	\$130,000.00	\$.00	\$.00 0%		
2010 Motorcycle Safety								
	K6-2007-04-01-00	\$500.00	\$.00 0%	\$500.00	\$.00	\$.00 0%		
	2010 Motorcycle Safety Incentive Total	\$500.00	\$.00 0%	\$500.00	\$.00	\$.00 0%		
	2010 Motorcycle Safety Total	\$500.00	\$.00 0%	\$500.00	\$.00	\$.00 0%		
NHTSA Total		\$4,001,324.00	\$1,310,000.00 25%	\$3,101,324.00	\$900,000.00	\$1,807,567.00 45%	\$310,000.00 65%	\$165,350.00 4%
Total		\$4,001,324.00	\$1,310,000.00 25%	\$3,101,324.00	\$900,000.00	\$1,807,567.00 45%	\$310,000.00 65%	\$165,350.00 4%

OKLAHOMA HIGHWAY SAFETY OFFICE

FY 2007 Highway Safety Contract Information

<i>Project Number</i>					<i>Project Name</i>	Budget Amount	Budget Amount	Local	State/Local
						(New)	(Carryforward)	Benefit	Funds
PA-07-07-01-00	Planning & Administration	115,350.00	50,000.00			310,000.00			
	Sub-Total	\$115,350.00	\$50,000.00	\$0.00		\$310,000.00			
AL-07-02-01-10	Comm Serv Council - CRASHs Court	65,000.00		65,000.00					
AL-07-02-02-04	District Attorney's Council	87,600.00	20,000.00	107,600.00					
AL-07-02-03-07	Norman P D – DRE/DEC	35,000.00		35,000.00					
AL-07-02-04-06	OACP - SFST Training	79,667.00		79,667.00					
AL-07-03-01-02	OU P D	27,500.00							
AL-07-03-02-01	Shawnee P D	35,000.00	20,000.00	55,000.00					
AL-07-04-01-00	PI&E - In-House Programs	3,000.00	5,000.00	3,000.00					
AL-07-07-01-00	Program Area Management	117,000.00	15,000.00						
	Sub-Total	\$449,767.00	\$60,000.00	\$345,267.00		\$0.00			
MC-07-07-01-00	Program Area Management	500.00	500.00	0.00					
	Sub-Total	\$500.00	\$500.00	\$0.00		\$0.00			
OP-07-02-01-02	Chickasaw Nation	30,000.00		30,000.00					
OP-07-02-02-08	EMSA	80,000.00	10,000.00						
OP-07-02-03-07	Latino Comm Development Agency	59,300.00	10,000.00						
OP-07-02-04-09	OK SafeKids Coalition	56,000.00	10,000.00						
OP-07-02-05-06	OK Dept of Health	85,000.00		85,000.00					
OP-07-02-06-07	Saint Francis Hosp - Tulsa SafeKids	42,000.00							
OP-07-04-01-00	PI&E - In-House Programs	0.00	17,600.00						
OP-07-05-01-00	Seat Belt & Child Restraint Surveys	45,600.00							
OP-07-07-01-00	Program Area Management	63,100.00	61,900.00						
	Sub-Total	\$461,000.00	\$109,500.00	\$115,000.00		\$0.00			
PT-07-02-01-00	Professional Development for LE	23,000.00		20,700.00					
PT-07-03-01-04	Altus P D	25,000.00		25,000.00					
PT-07-03-02-03	Beaver County S O	25,000.00		25,000.00					
PT-07-03-03-04	Bethany P D	16,000.00		16,000.00					
PT-07-03-04-06	Bixby P D	25,000.00		25,000.00					
PT-07-03-05-07	Broken Arrow P D	50,500.00		50,500.00					
PT-07-03-06-01	Cherokee County S O	20,000.00		20,000.00					
PT-07-03-07-03	Choctaw P D	15,000.00		15,000.00					
PT-07-03-08-04	Durant P D	25,000.00		25,000.00					
PT-07-03-09-09	Edmond P D	65,000.00		65,000.00					
PT-07-03-10-04	El Reno P D	18,500.00		18,500.00					
PT-07-03-11-03	Enid P D	25,000.00		25,000.00					
PT-07-03-12-04	Guthrie P D	18,000.00		18,000.00					
PT-07-03-13-01	Kay County S O	20,000.00		20,000.00					
PT-07-03-14-04	Lawton P D	82,000.00		82,000.00					
PT-07-03-15-04	Midwest City P D	43,000.00		43,000.00					
PT-07-03-16-02	Moore P D	28,000.00		28,000.00					

OKLAHOMA HIGHWAY SAFETY OFFICE

FY 2007 Highway Safety Contract Information

<i>Project Number</i>					<i>Project Name</i>	Budget Amount	Budget Amount	Local	State/Local
						(New)	(Carryforward)	Benefit	Funds
PT-07-03-17-04	Norman P D	80,000.00		80,000.00					
PT-07-03-18-03	Oklahoma City P D	126,600.00		126,600.00					
PT-07-03-19-04	Oklahoma County S O	95,000.00	50,000.00	145,000.00					
PT-07-03-20-06	OHP	0.00		0.00					
PT-07-03-21-04	OSU P D	50,100.00		0.00					
PT-07-03-22-01	Osage County S O	15,000.00		15,000.00					
PT-07-03-23-02	Owasso P D	40,000.00		40,000.00					
PT-07-03-24-03	Purcell PD	15,000.00		15,000.00					
PT-07-03-25-04	Sand Springs P D	15,000.00		15,000.00					
PT-07-03-26-06	Sapulpa P D	40,000.00		40,000.00					
PT-07-03-27-04	Stillwater P D	10,000.00		10,000.00					
PT-07-03-28-05	Tahlequah P D	40,000.00		40,000.00					
PT-07-03-29-07	Tulsa County S O	80,000.00		80,000.00					
PT-07-03-30-11	Tulsa P D	100,000.00		100,000.00					
PT-07-03-31-03	Village, The P D	10,000.00		10,000.00					
PT-07-03-32-08	Warr Acres P D	10,000.00		10,000.00					
PT-07-03-33-00	Mobilization Incentives	30,000.00		24,000.00					
PT-07-04-01-00	PI&E - IN-House Programs	0.00	10,000.00	0.00					
PT-07-04-02-03	Okla University - Conf Planning	80,000.00	20,000.00	75,000.00					
PT-07-07-01-00	Program Area Management	261,197.00	75,000.00	0.00	1,000,000.00				
	Sub Total	\$1,621,897.00	\$155,000.00	\$1,347,400.00	\$1,000,000.00				
TR-07-05-01-00	Oklahoma Press - Print Evaluation	2,000.00							
TR-07-07-01-00	Program Area Management	50,000.00	25,000.00						
	Sub Total	\$52,000.00	\$25,000.00	\$0.00	\$0.00				
RH-07-02-01-03	Oklahoma Operation Lifesaver	10,440.00							
	Sub Total	\$10,440.00	\$0.00	\$0.00	\$0.00				
PM-07-04-02-00A	Action Sports - OSU	20,000.00							
PM-07-04-02-00B1	Express Sports - Blazers/Oilers/PBR	33,500.00							
PM-07-04-02-00C	Host Comm - OSU	51,500.00							
PM-07-04-02-00D	Learfield Sports - OU	73,380.00							
PM-07-04-02-00E	Learfield Sports - Golden Hurricane	15,000.00							
PM-07-04-02-00F	Redhawks	36,000.00							
PM-07-04-02-00G	Tulsa Drillers	10,490.00							
PM-07-04-02-00H	Tulsa Talons	10,000.00							
PM-07-04-02-00I	Yard Dawgs	10,000.00							
	Sub Total	\$259,870.00	\$0.00	\$0.00	\$0.00				
402 FUNDS	TOTAL	\$2,970,824.00	\$400,000.00	\$1,807,667.00	\$1,310,000.00				
				61%	44%				
K4PM 07-02-01-07	Brothers & Co.	400,000.00							
K4PM 07-04-01-00D	Learfield Sports - OU	100,000.00							
406 FUNDS	TOTAL	\$500,000.00		\$0.00	\$0.00				

OKLAHOMA HIGHWAY SAFETY OFFICE

FY 2007 Highway Safety Contract Information

<i>Project Number</i>					<i>Project Name</i>				
					Budget Amount	Budget Amount	Local	State/Local	
					(New)	(Carryforward)	Benefit	Funds	
K6	07-	04-	01-	00	Program Area Management	500.00			
2010 FUNDS					TOTAL	\$500.00		\$0.00	\$0.00
K9	07-	06-	01-	07	CODES	80,000.00			0.00
K9	07-	06-	02-	04	OU Crash Reporting	50,000.00			
408 FUNDS						\$130,000.00		\$0.00	\$0.00
NHTSA Funds					TOTAL	\$3,601,324.00	\$400,000.00	\$1,807,667.00	\$1,310,000.00
DTNH22-03-H-47207					CODES Netwk(5/15/03 - 5/15/08) ⁽¹⁾	\$120,900.00		\$0.00	\$0.00
DTNH22-92-Y-07036					FARS ⁽²⁾	\$37,575.00		\$0.00	\$0.00
					CVARS Grant(12/6/04-9/30/08) ⁽³⁾	\$395,000.00			
CVARS-05-06-01-01					ODOT 03/01/06 - 02/28/07	25,500.79			
CVARS-05-06-03-01					OU Software Dev & Intergration	45,891.92			
					Coordinator & Other	233,607.29			
					Training	90,000.00			
CVARS FUNDS						\$395,000.00		\$0.00	\$0.00
					Juvenile Justice Grants ⁽⁴⁾	\$527,100.00		\$0.00	\$0.00
DOJ-	07-	02-	01-	01	Brothers & Co	120,000.00			
DOJ-	07-	02-	02-	03	Mental Health - Training & Camp	100,000.00			
DOJ-	07-	02-	03-	03A	Services Clearing House	19,151.00			
DOJ-	07-	02-	04-	03B	Services Clearing House	24,475.00			
DOJ-	07-	03-	01-	03	Altus PD (Southeast Region Coor)	18,000.00			
DOJ-	07-	03-	02-	01	Oklahoma City P D	20,000.00			
DOJ-	07-	03-	03-	03	Tahlequah PD (South Region Coor)	18,000.00			
					Payroll, Travel, Other	207,474.00			
OJJD FUND						\$527,100.00			
TOTAL OF ALL FUNDS						\$5,081,899.00		\$1,807,567.00	\$1,310,000.00

1. CODES Network is a multiple year agreement; the approved amount is an estimate of the remaining balance for this agreement.

2. FARS is a multiple year agreement; the approved amount is an estimate.

3. CVARS is a multiple year agreement; the approved amount is an estimate of the remaining balance for this agreement.

4. Juvenile Justice Grants (OJJD) represent several grants and multiple year agreements; the approved amount is a estimate of the remaining balances.

OKLAHOMA HIGHWAY SAFETY OFFICE
FY 2007 Oklahoma Highway Safety Plan Information
Program Allocation Estimates

Project Number	Approved Amount	Obligated vs. Total Budget
PA	165,350.00	3.25%
AL	509,767.00	10.03%
AL from PT (20%)	355,379.40	6.99%
OJJDP	527,100.00	10.37%
Alcohol Related Projects	1,392,246.40	27.40%
MC	1,000.00	0.02%
2010 FUNDS	500.00	0.01%
Motorcycle Safety Related Projects	1,500.00	0.03%
OP	570,500.00	11.23%
OP from PT (30%)	533,069.10	10.49%
Occupant Protection Related Projects	1,103,569.10	21.72%
PT	888,448.50	17.48%
TR	77,000.00	1.52%
408 FUNDS	130,000.00	2.56%
CODES Network	120,900.00	2.38%
FARS	37,575.00	0.74%
CVARS Grant	395,000.00	7.77%
Traffic Records Related Projects	760,475.00	14.96%
RH	10,440.00	0.21%
PM	259,870.00	5.11%
406 FUNDS	500,000.00	9.84%
Paid Advertising Related Projects	759,870.00	14.95%
TOTAL OF ALL FUNDS	\$5,081,899.00	100.00%



HIGHWAY SAFETY PLAN DISTRIBUTION

Governor	1
Commissioner, Department of Public Safety	1
OHSO	
Governor's Representative	1
Director	1
Chief, Plans and Programs	1
Chief, Resources	1
Chief, Data	1
Program Managers	5
Data Analyst	1
FARS Analyst	1
Accountant	1
Accounting Technician	1
Chief, Administration	1
Administrative Specialist	1
Library	1
Stock	20
NHTSA, South Central Region	3
FHWA	1
FMCSA	1
State Library	1