STATE OF OKLAHOMA

FY 2009
Performance Plan
and
Highway Safety Plan

OHSO

Oklahoma Highway Safety Office

August, 2008

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EXECUTIVE SUMMARY

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

Heading into Federal Fiscal Year 2009, which begins October 1, 2008, Oklahoma is positioned to continue to aggressively address highway safety issues.

Overall, FY 2008 was a successful year as reflected in an increased seat belt use rate and an apparent reduction in fatalities. As FARS and OHSO data for calendar year 2007 has yet to be officially released, all data used in the FY 09 HSP are from calendar year 2006.

Oklahoma's belt usage rate increased in 2008. The official state use rate increased 1.2% to 84.3% (83.1 in 2007). While CPS results are not in for 2008, both official surveys will be provided when available.

Our unofficial fatality count for calendar year 2007 is 744, a reduction of 21 from 2006. As of this publication, state data show that trend is holding for calendar year 2008.

In addition to our traditional approach to project selection, during the upcoming year, the OHSO intends to target rural communities, mostly in eastern and southeastern Oklahoma, where data indicate a need for collision reduction programs. We will be developing a number of speed management projects using 402 funds and participating in the Region 6 Teen Belt Use demonstration project.

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) will continue to provide sound leadership, planning, and coordination for Oklahoma highway safety efforts.

OKLAHOMA HIGHWAY SAFETY OFFICE

VISION

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

VALUES

Integrity

Service

Excellence

PRINCIPLES

Credibility

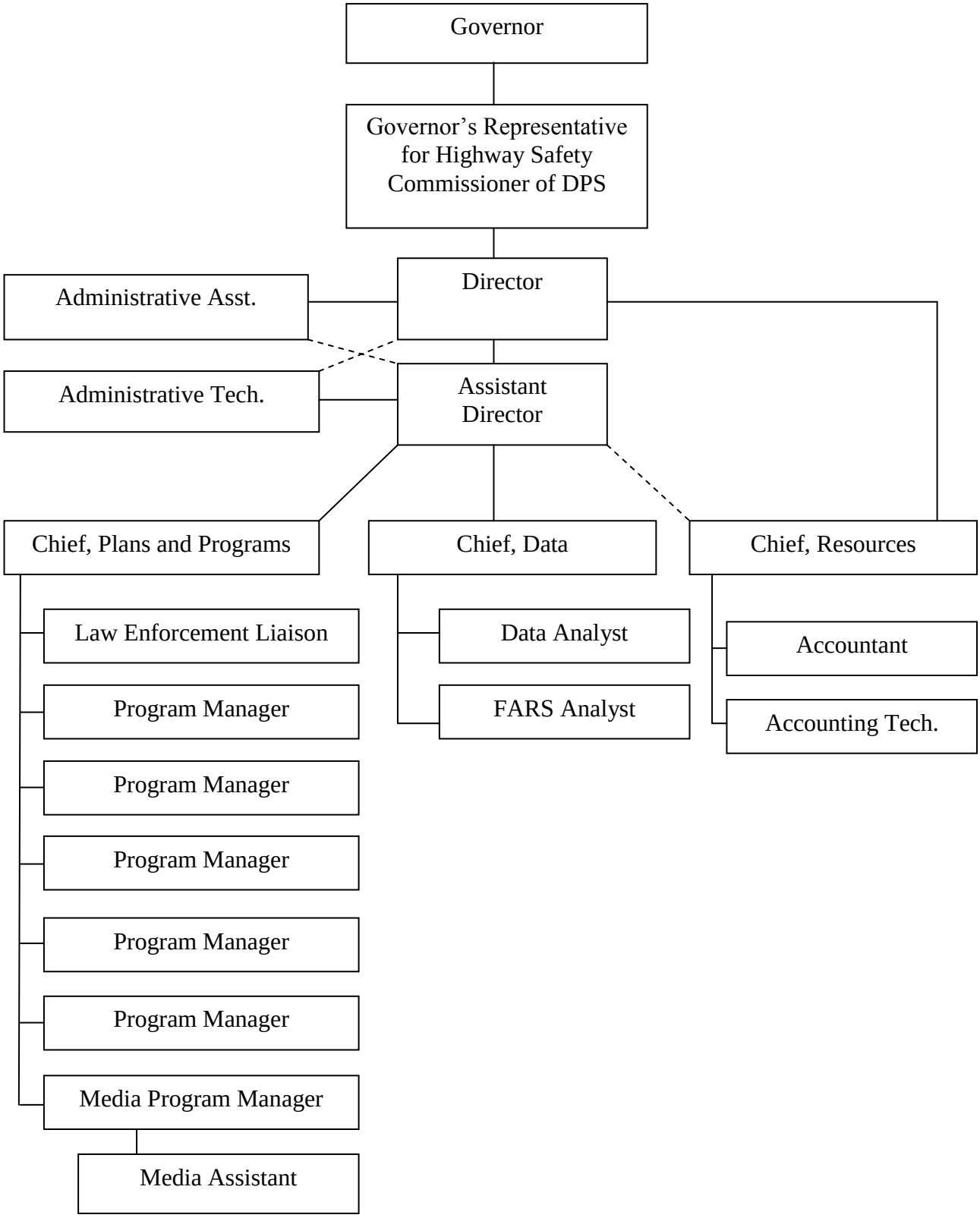
Teamwork

People

MISSION

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

OKLAHOMA HIGHWAY SAFETY OFFICE ORGANIZATION



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. Set performance goals and objectives, and benchmarks.

February: Local government applications received by OHSO. Problem Identification completed.

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.

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 2008 and upcoming 2009 session. The 2009 proposed legislation will include issues concerning Occupant Protection, Alcohol and Impaired Driving, and Child Passenger Safety Seat (CPS) issues.

Proposed legislation to increase the seat belt fine and to include all seating positions, with emphasis on child booster seats, will be submitted through the Department of Public Safety Legislative Liaison. Passage may allow Oklahoma to qualify for Occupant Protection incentive grant programs in SAFETEA-LU.

The Oklahoma Highway Safety Office will also work with the Department Of Public Safety Legislative Liaison to consider legislation on impaired driving issues. Items concerning mandatory Blood Alcohol Concentration (BAC) testing, electronic signature authorization for probable cause affidavits, and minimum license revocation periods for impaired drivers will be submitted for consideration. In addition, we will pursue clarification of Oklahoma's Ignition Interlock laws, making such use mandatory after a first offense conviction. Oklahoma's current Social Host law is insufficient to discourage adult hosting of events involving service of alcohol to minors. Many communities have passed very progressive Social Host laws and we support efforts to enhance the state law.

A mandatory helmet law for all motorcyclists was introduced in the 2007 legislative session but failed to be considered. It was not introduced in 2008 and it is not anticipated to be considered in 2009.

During the previous legislative session, several bills were filed in an attempt to address the improper use of cell phones and other electronic devices in motor vehicles. None was successfully passed. A legislative task force has been established to make recommendations to this session. OHSO will monitor and support, as appropriate, attempts to curb the increasing use of distractive electronic devices.

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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

Data and other information are discussed, reviewed, analyzed, and evaluated among the various agencies to pinpoint specific traffic safety problems. Fatal, non-fatal injury and property damage crashes on Oklahoma's streets and highways are identified as primary traffic safety problems based on the problems identified through the above process, OHSO recommends specific countermeasures that can be implemented to promote highway safety in an effort to reduce the incidence and severity of traffic crashes in the State.

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

Population data are derived from the latest census information collected by the U.S. Census Bureau and published by the Oklahoma Department of Commerce. Population data are 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.

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.

2007 FARS data is unavailable at the time of this publication.

Crash Data and Trends Baseline Data 1997 – 2001 Progress Report Data 2002 – 2006										
	1997	**1998**	**1999**	**2000**	**2001**	**2002**	**2003**	**2004**	**2005**	**2006**
Fatalities (Actual)	846	769	747	662	682	739	671	777	800	765
Fatality Rate (100M VMT)	2.6	1.9	1.8	1.6	1.6	1.6	1.5	1.7	1.7	1.6
Injuries[1] (Actual)	58,083	50,249	48,478	47,115	45,275	45,386	42,678	42,411	40,853	40,960
Injuries [2] (Serious)	22,520	21,372	21,085	20,118	19,047	19,577	18,685	18,359	17,505	17,488
Fatality & Serious Injury Rate (100M VMT)	71.0	54.9	53.3	49.1	46.2	45.3	43.2	42.2	39.9	38.4
Fatality Rate (100 K Pop.)	25.5	23.0	21.6	19.2	19.7	21.2	19.1	22.0	22.5	21.4
Fatality & Serious Injury Rate (100K Pop.)	704.4	657.4	632.7	602.2	570.2	581.5	551.2	543.1	519.5	510.0
Alcohol/Drug-Related Fatalities[3]	229	172	148	150	179	165	169	187	166	157
Proportion of Alcohol/Drug-Related Fatalities	23.6%	22.4%	19.4%	22.7%	26.2%	22.3%	25.2%	24.1%	20.7%	20.5%
Alcohol/Drug-Related Fatalities (100M VMT)	.61	.43	.35	.35	.42	.37	.38	.41	.36	.33
Motorcycle Fatalities (Actual)	30	25	31	26	35	39	43	79	73	65
Motorcycle Fatalities (100K Pop.)	.87	.72	.90	.75	1.01	1.12	1.22	2.24	2.05	1.81
Unsafe Speed Fatalities	228	220	179	186	205	181	177	239	239	203
Driver Error[4] Fatalities	353	318	333	261	271	328	280	282	307	315
Pedestrian Fatalities	70	49	62	44	49	53	39	50	51	46
Bicycle Fatalities	5	4	9	5	2	6	3	6	7	5
Train Fatalities	26	10	12	12	6	17	9	8	2	15

[1] Includes incapacitating, non-incapacitating and possible injuries.
[2] Includes incapacitating and non-incapacitating injuries.
[3] Alcohol-Related crash data are from the Oklahoma Traffic Collision Report at the time of the collision. The collision report is not updated with alcohol information received after completion of the report. This creates a discrepancy with FARS data.
[4] 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.

Percentage of Population Using Safety Belts

1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
60.7%	67.5%	67.9%	70.1%	76.7%	80.3%	83.1%	83.7%	83.1%	84.3%

Child Restraint Use

1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
62.5%	71.7%	66.0%	77.4%	75.7%	80.6%	82.7%	86.7%	85.4%	TBD

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 count 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 are 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.

OKLAHOMA DEMOGRAPHICS

Oklahoma ranks 18th in size with a land area of 69,919[5] 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. The Arkansas Valley is to the south of the Ozark Plateau. The Oauchita 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.

Oklahoma's roadway system of 113,085[6] 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.[7]

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 3,815,059 registered vehicles with 70% (2,781,373) registered automobiles. Motorcycle registrations increased 13% from 83,879 registrations in 2003 to 96,632 registrations in 2004. There were 2,445,267 licensed drivers in Oklahoma in 2006.[8] There are approximately 150 hospitals in Oklahoma with 104 hospitals licensed in the category of traumas and emergency operative services.[9] In addition to the Oklahoma Highway Patrol, there are 338 police departments, 77 sheriff offices, and 36 campus police departments.[10] 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 a Fortune 500 player with a large Oklahoma presence.[11]

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[5] *Oklahoma Crash Facts*. 2006. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

[6] *Oklahoma Crash Facts*. 2006. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.

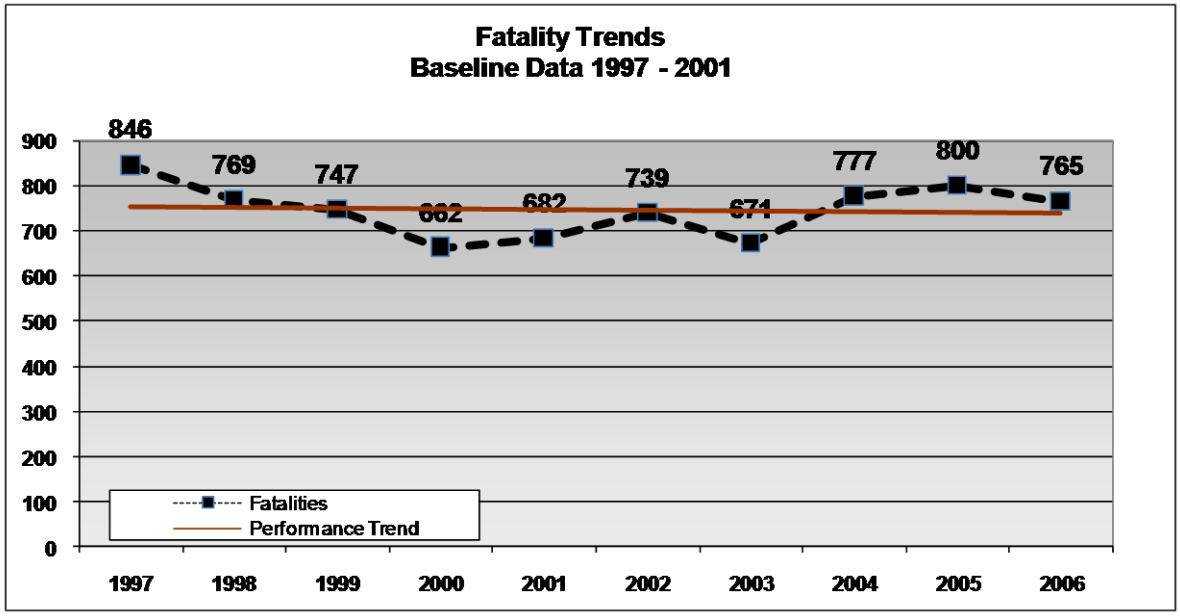
[7] *Oklahoma Total Road Mileage: Mileage as of December 31, 2000*. Oklahoma Department of Transportation, Planning Division, GIS management Branch, Road Inventory Section. 2001.

[8] *Oklahoma Crash Facts*. 2006. Oklahoma Department of Public Safety, Oklahoma Highway Safety Office.
[9] Oklahoma State Department of Health.

[10] Oklahoma Association of Chiefs of Police.

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

FATALITIES

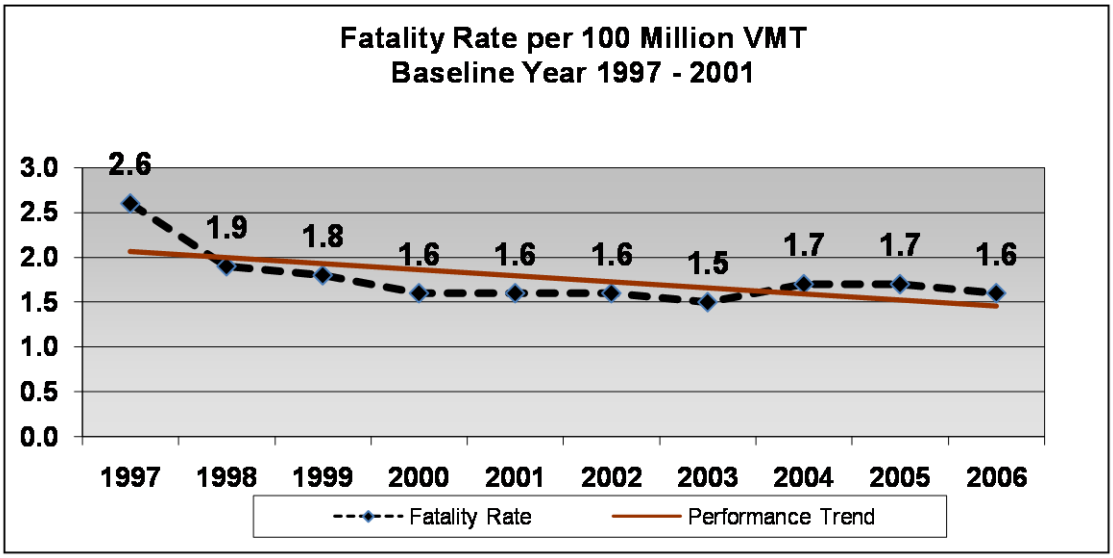


In 2006, there were 765 fatalities. This is 4.4% below the number of fatalities in 2005 and 1.5% below 2004. The 10-year period averaged 746 fatalities per year. 2006 is 2.5% above the 10-year average. In 2006, the three counties with the highest number of fatalities were Tulsa (63 fatalities), Oklahoma (57 fatalities) and Rogers (33 fatalities).

Fatalities were lowest in 2000 with 662 and highest in 1997 with 846. The 10-year period shows a downward trend. While 1997 through 2001 showed a downward trend in fatalities, the following years beginning with 2002 showed an upward trend. The year 2005 had the second-highest number of fatalities in the 10-year period. The average number of fatalities for the baseline years was 741 per year. The average number of fatalities for 2002 through 2006 was 758 per year.

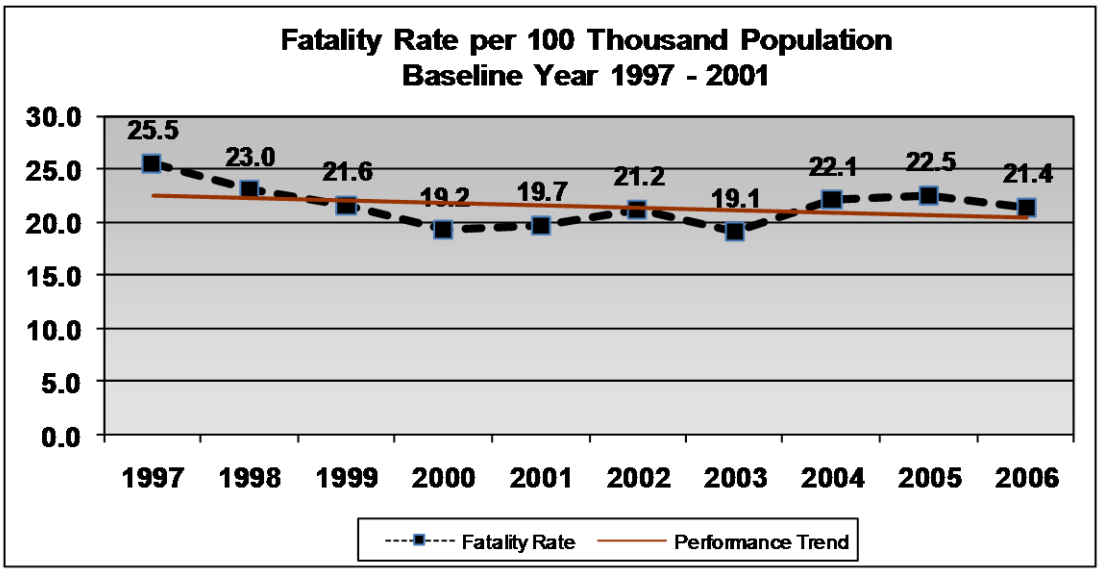
- 27.8% (186 of 668) of fatal crashes were caused by Unsafe Speed
- 14.2% (95 of 668) of fatal crashes were caused by Other Improper Act/Movement.
- 11.1% (74 of 668) of fatal crashes were caused by Left of Center.
- 9.9% (66 of 668) of fatal crashes were caused by Failure to Yield.
- 21.5% (144 of 668) of fatal crashes occurred on Rural State Highways.
- 54.0% (361 of 668) of fatal crashes occurred in daylight.
- 71.1% (475 of 668) of fatal crashes occurred in localities described as not built-up.
- 54.0% (361 of 668) of fatal crashes involved one vehicle.

FATALITY RATE PER 100 VMT



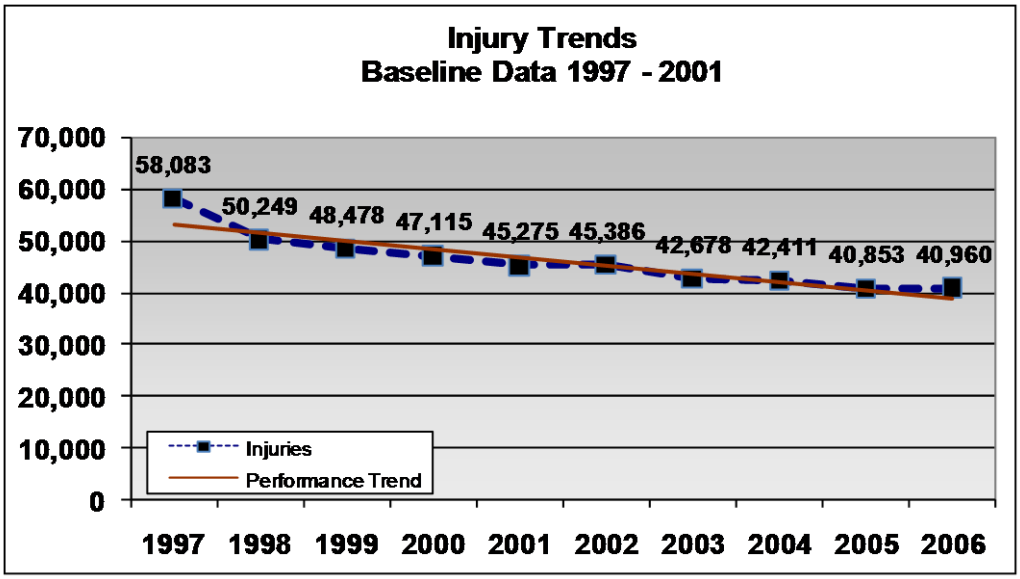
The fatality rate in 2006 is 1.6 per 100 million VMT. The fatality rate decreased from 2.6 in 1997 to 1.6 in 2006. 2003 had the lowest fatality rate of 1.5 during the 10-year period. Of the 77 counties in Oklahoma, 49 were above the 2006 statewide fatality rate of 1.6 per 100 Million VMT. The three counties with the highest fatality rate per 100 Million VMT were Roger Mills (10.2), Marshall (6.6) and Haskell (6.2).

FATALITY RATE PER 100 THOUSAND POPULATION



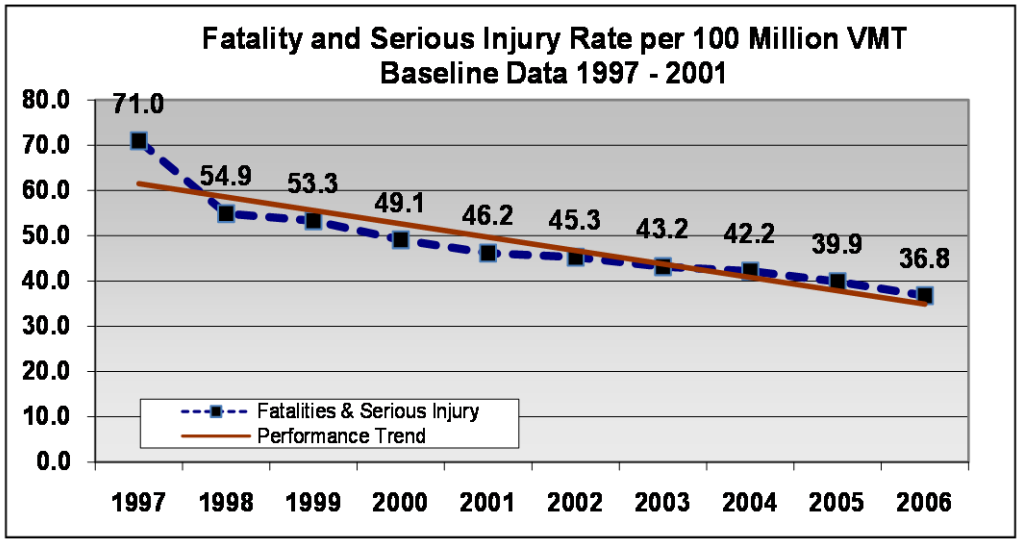
The baseline years 1997-2001 generally trended downward, while the years 2002-2006 generally trended upward. 2003 had the lowest fatality rate per 100 thousand population with a rate of 19.1.

INJURIES (Actual)



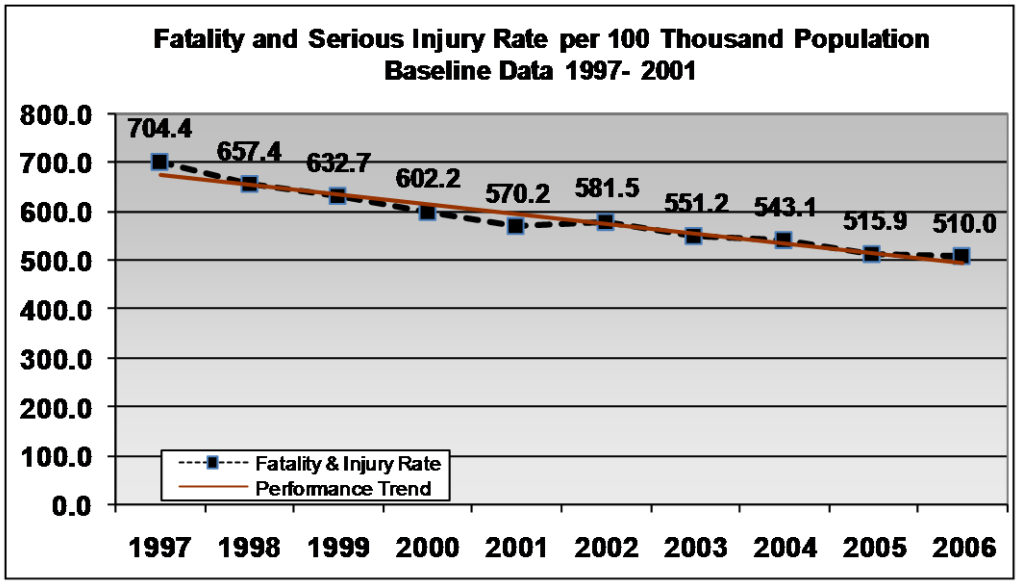
In 2006, there were 40,960 injuries. The number of injuries decreased less than one percent from 40,853 in 2005 to 40,960 in 2006. The injury rate in 2006 is 86.2 per 100 million VMT. The average number of injuries for the 10-year period is 46,149 per year. Comparison of the 10-year average to the year 2006 shows that 2006 is 11.2% below the 10-year average. The baseline years 1997-2001 averaged 49,840 injuries per year. The number of injuries in 2006 is 18.9% below the baseline average of 49,840 injuries.

FATALITY AND SERIOUS INJURY RATE PER 100 MILLION VMT



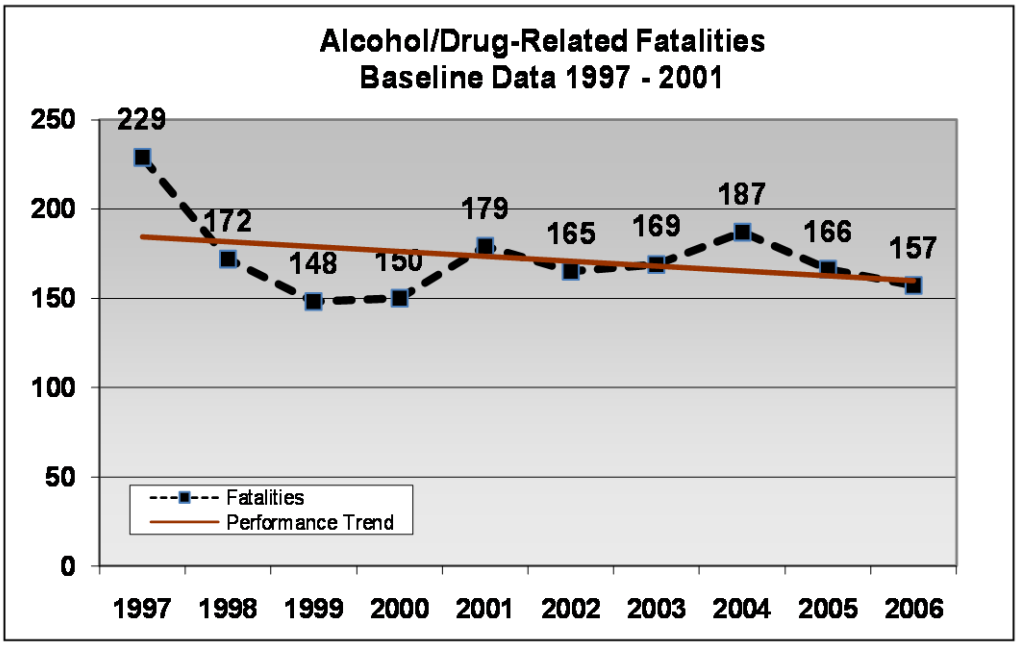
The fatality and serious injury rate in 2006 is 38.4 per 100 million VMT, which is considerably lower than the fatality and injury rates during the baseline years 1997-2001. Fatality and injury rates have trended downward from 2002-2006, which is a decline from the baseline years 1997-2001.

FATALITY AND SERIOUS INJURY RATE PER 100 THOUSAND POPULATION



Fatality and serious injury rates per 100 thousand population trended downward during the past 10 years. The fatality and serious injury rate per 100 thousand population for the years 2002-2006 is below the rate for the baseline years 1997-2001.

ALCOHOL AND DRUG-RELATED FATALITIES



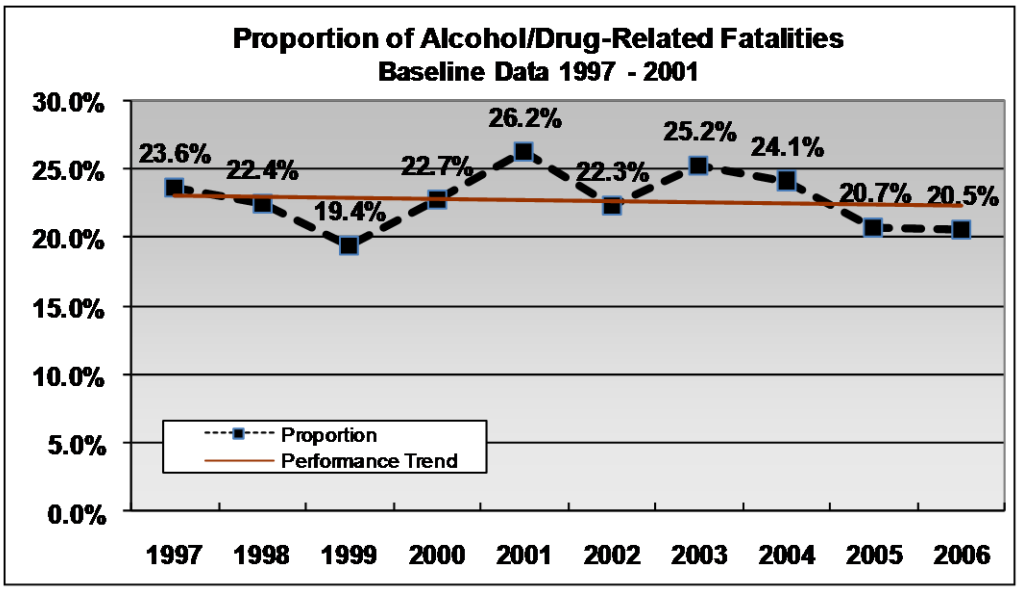
There were 157 fatalities in 2006 Alcohol/Drug-Related crashes. Fatalities decreased 5.4% from 166 in 2005 to 157 in 2006. Fatalities in 2006 were 31.4% below the number of fatalities in 1997. The 10-year trend shows a decrease in the number of fatalities.

Tulsa (11 fatalities), Oklahoma (10 fatalities), Cleveland and Creek (8 fatalities each) counties had the highest incidence of fatalities in 2006 that were Alcohol/Drug-Related.

- 51.7% (2,815 of 5,442) of Alcohol/Drug-Related crashes were DUI/DWI.
- 44.7% (2,431 of 5,442) of Alcohol/Drug-Related crashes occurred on city streets.
- 51.7% (2,815 of 5,442) of Alcohol/Drug-Related crashes occurred in darkness.
- 35.9% (1,954 of 5,442) of Alcohol/Drug-Related crashes occurred in localities not built-up.
- 48.8% (2,654 of 5,442) of Alcohol/Drug-Related crashes occurred in clear weather.
- 53.2% (2,897 of 5,442) of Alcohol/Drug-Related crashes involved one vehicle.

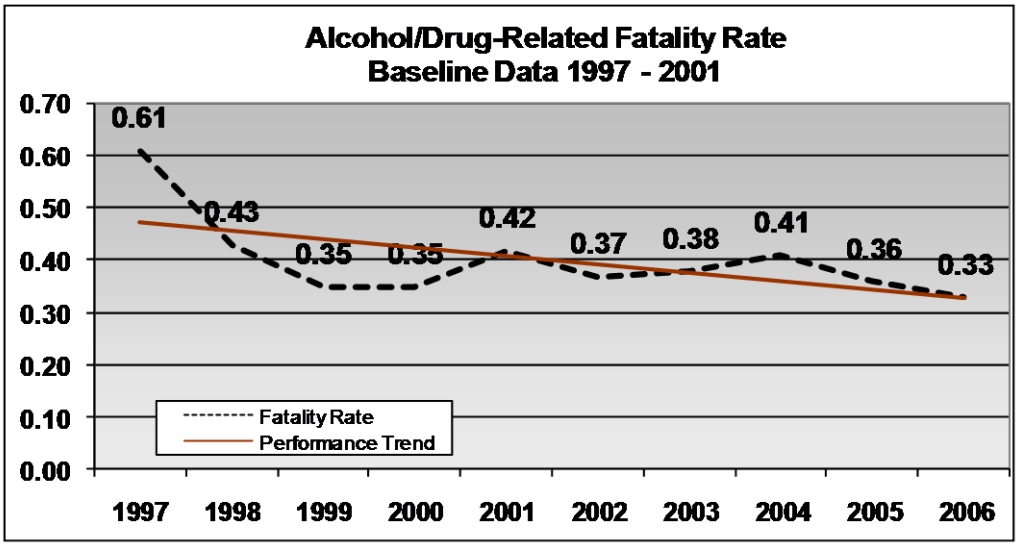
Note: Alcohol-Related crash data are from the Oklahoma Traffic Collision Report at the time of the collision. The collision report is not updated with alcohol information received after completion of the report. This creates a discrepancy with FARS data.

PROPORTION OF ALCOHOL/DRUG RELATED FATALITIES TO ALL FATALITIES



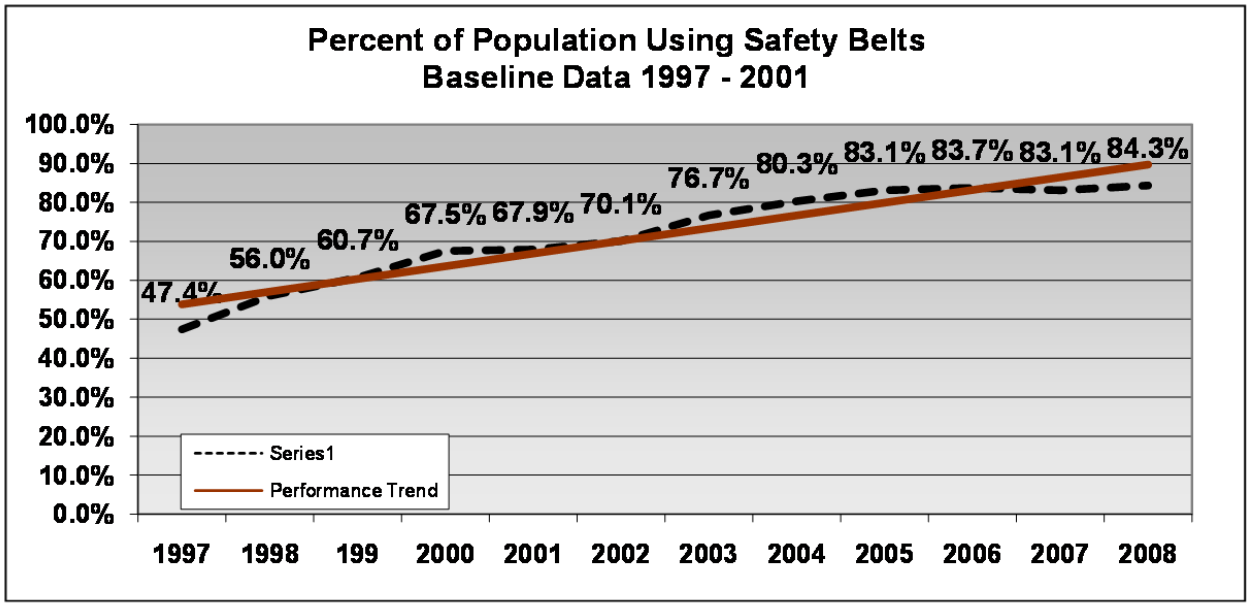
Fatalities in Alcohol/Drug-Related crashes accounted for 22.6% of the total fatalities during the 10-year period. In 2006, Alcohol/Drug-Related fatalities accounted for 20.5% of the total fatalities. The proportion of Alcohol/Drug-Related fatalities trended slightly downward during the 10-year period.

ALCOHOL/DRUG RELATED FATALITY RATE PER 100M VMT



Since 1997 the Alcohol/Drug-Related fatality rate per 100 Million VMT generally declined. The years 2002-2006 are below the baseline years of 1997-2001. The three top counties above the 2006 statewide rate of .33 per 100 Million VMT are Roger Mills (5.8), Blaine (2.8) and Woods (2.0).

SAFETY BELT USE RATE



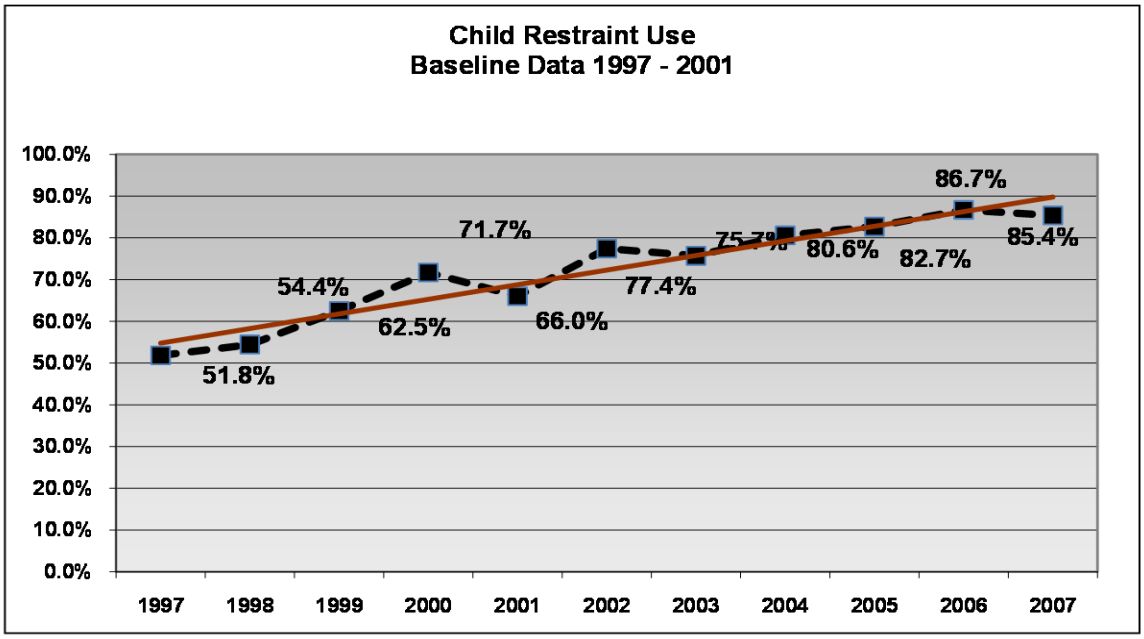
"Oklahoma's law requiring automobile drivers and front-seat passengers to buckle up became effective February 1, 1987. It was amended on February 1, 1989 to require drivers and front-seat passengers of pick-up trucks and vans to wear seat belts as well. Until the enactment of House Bill 1443 in 1997, 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"[12].

"A comparison of the summer 2007 and the summer 2008 survey results reveals that statewide safety belt use increased by a statistically significant 1.2 percentage points (from 83.1% to 84.3%). The usage rate for summer 2008 is the highest since the summer of 1998 when weighted data began to be used."[13]

[12] Thomas E. James, Ph.D. ,Kathy Hall and Matthew Krimmer. Oklahoma Seat Belt Observation Study: Summer 2008. University of Oklahoma. Norman, Oklahoma, p. 1.

[13] Ibid, p. iv.

CHILD RESTRAINT USE

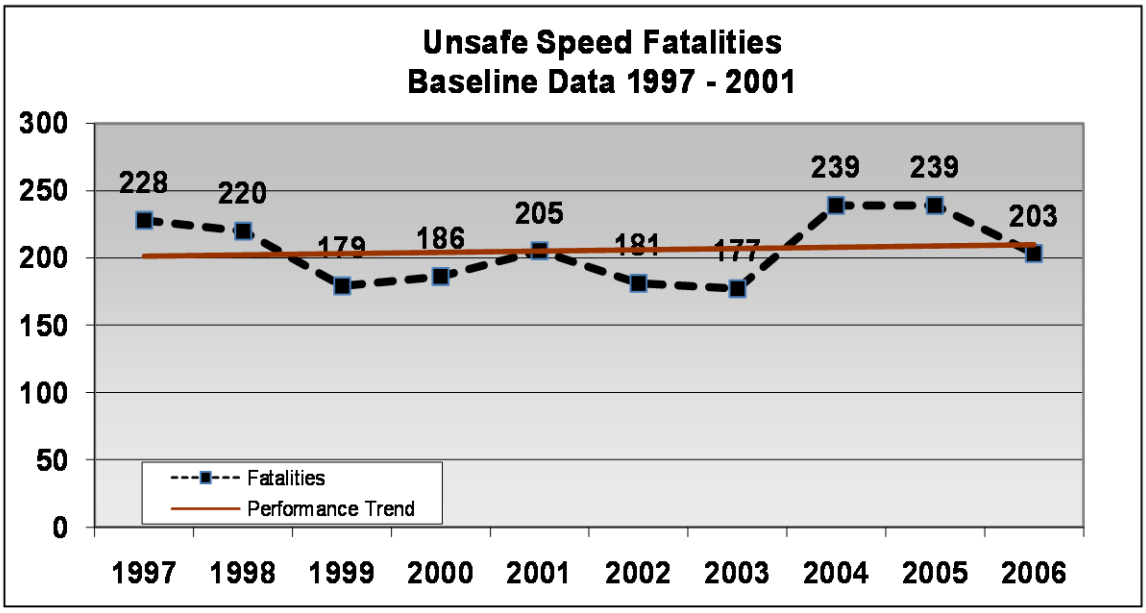


"Overall, the combined percentage of children who were properly restrained decreased somewhat from 86.7% in 2006 to 85.4% in 2007…"[14]

Summer 2008 survey information not available at the time of this publication.

[14] Thomas E. James, Ph.D., Kathy Long, and Matthew Krimmer. Statewide Child Restraint Survey: 2007. University of Oklahoma. Norman, Oklahoma, p. ii.

UNSAFE SPEED FATALITIES

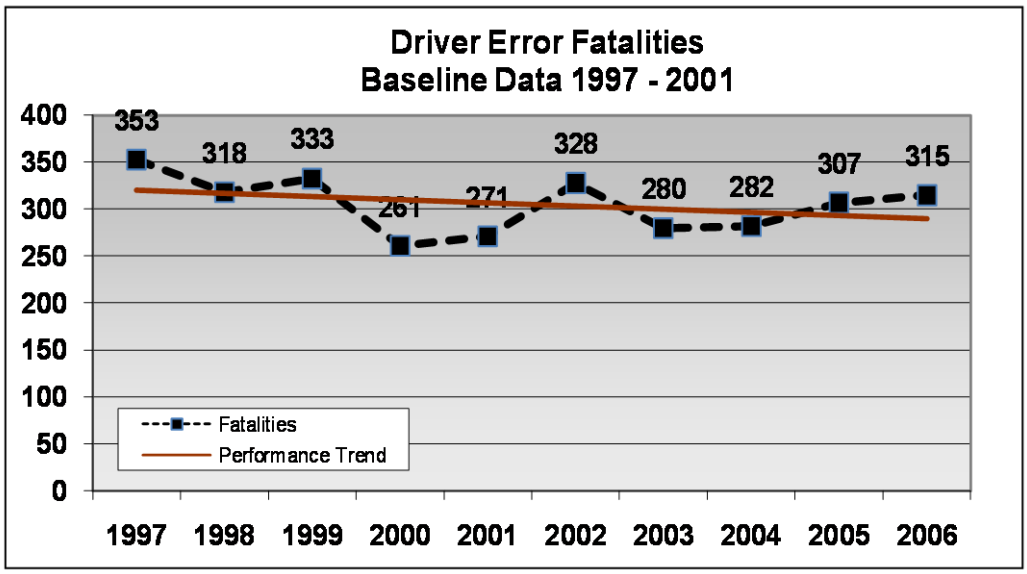


In 2006, 26.5% (203 of 765) of the fatalities were in Unsafe Speed crashes. Some 77.4% of the fatal Unsafe Speed crashes occurred in rural areas. The top three primary causes of all Unsafe Speed crashes were Rain or Wet Roadway (22.8%), Exceeding Legal Limit (17.0%) and Traffic Conditions (16.8%).

In 2006, there were 203 fatalities as a result of crashes caused by Unsafe Speed. Fatalities as a result of Unsafe Speed crashes show an upward trend. However, in 2006, fatalities were 11.0% below 1997 and 15.1% below 2005.

- 22.8% (2,214 of 9,725) of all reported Unsafe Speed crashes were caused by Unsafe Speed for Rain or Wet Roadway.
- 17.0% (1,653 of 9,725) of all reported Unsafe Speed crashes were caused by Exceeding the Legal Limit.
- 16.8% (1,634 of 9,725) of all reported Unsafe Speed crashes were caused by Unsafe Speed for Traffic Conditions.
- 60.7% (5,904 of 9,725) of all reported Unsafe Speed crashes occurred during daylight.
- 38.0% (3,694 of 9,725) of all reported Unsafe Speed crashes occurred in cloudy weather.
- 57.3% (5,574 of 9,725) of all reported Unsafe Speed crashes involved one vehicle.

DRIVER ERROR FATALITES



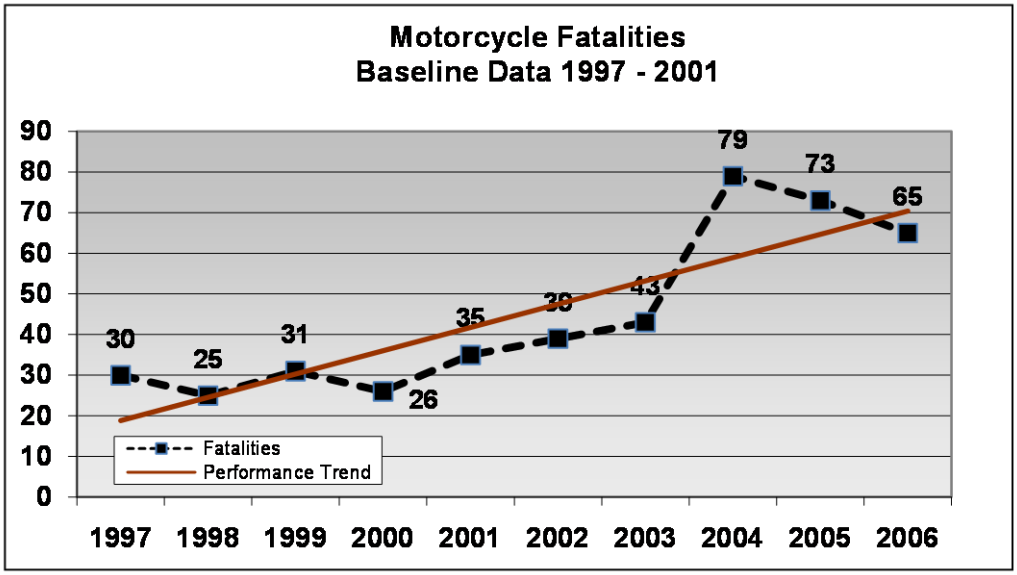
Driver Error is an aggregate group composed of crashes with the following principal causes:

- 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

In 2006, there were 315 fatalities as a result of Driver Error crashes. This accounts for 41.2% of the total fatalities in 2006. Since 1997, fatalities have fluctuated each year but have remained below the high of 353 in 1997. 2006 is 10.8% below 1997 and 2.6% above 2005. The 10-year period averaged 305 fatalities per year. 2006 is 3.3% above this average.

During the past 10 years, fatalities in Driver Error trended downward. Comparison of the baseline years 1997-2001 to the more current years 2002-2006 shows the more current years are continuing to trend downward.

MOTORCYCLE FATALITIES



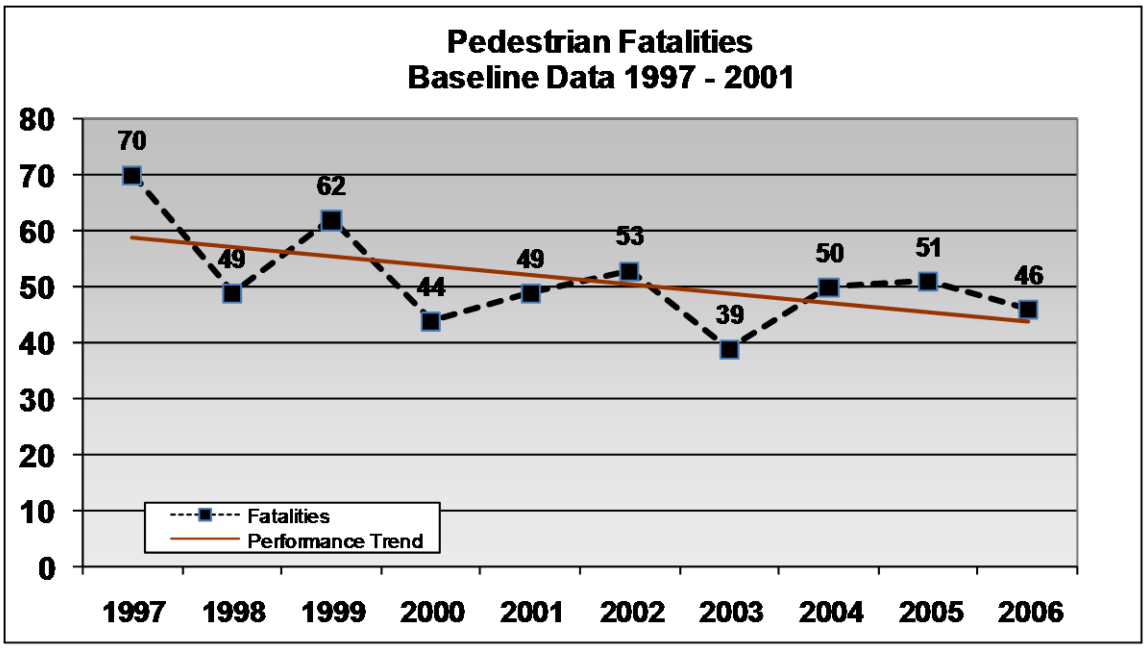
Motorcycle fatalities decreased 10.9% from 73 in 2005 to 65 in 2006. Unsafe Speed was the primary cause of Motorcycle KAB crashes with 26.1% of the total motorcycle crashes. From 1997-2006 fatalities in Motorcycle KAB crashes ranged from a high of 79 in 2004 to a low of 25 in 1998. During the 10-year period, fatalities averaged 45 per year. 2006 is 44.4% above this average.

In 2006, Motorcycle fatalities accounted for 8.5% of the total fatalities.

There is an upward trend in motorcycle fatalities when 2002-2006 is compared to the baseline years 1997-2001.

- 4.2% (65 of 1,535) of the motorcyclists involved in crashes were killed.
- 81.2% (1,247 of 1,535) of the motorcyclists involved in crashes were injured.
- 12.7% (195 of 1,535) of the motorcyclists involved in crashes were age 21-25.
- 12.4% (190 of 1,535) of the motorcyclists involved in crashes were age 41-45.
- 12.1% (186 of 1,535) of the motorcyclists involved in crashes were age 46-50.
- 11.3% (174 of 1,535) of the motorcyclists involved in crashes were age 36-40.
- 85.1% (1,307 of 1,535) of the motorcyclists involved in crashes were male.
- 73.8% (48 of 65) of the motorcycle fatalities were not wearing a helmet.

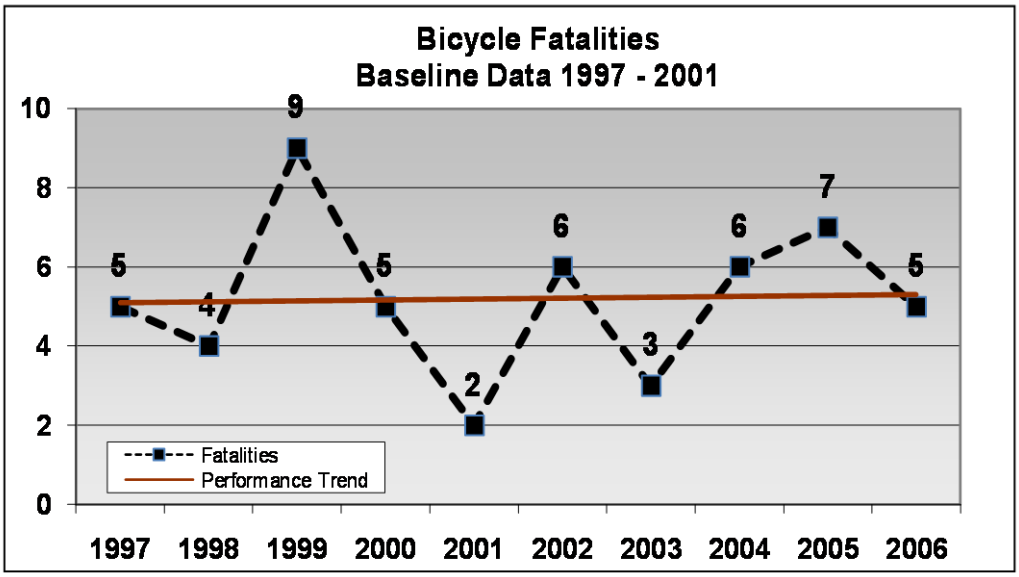
PEDESTRIAN FATALITIES



2006 Pedestrian fatalities are 34.3% below 1997 and 9.8% below 2005. The 10-year period averaged 51 fatalities per year. 2006 is 9.8% below this average.

- 6.9% (46 of 666) of the pedestrians involved in crashes were killed.
- 87.2% (581 of 666) of the pedestrians involved in crashes were injured.
- 68.2% (454 of 666) of the pedestrians involved in crashes were on city streets.
- 31.8% (212 of 666) of the pedestrians involved in crashes were under age 16.
- 12.9% (86 of 666) of the pedestrians involved in crashes were age 10-15.
- 8.4% (56 of 666) of the pedestrians involved in crashes were under age 10
- 10.1% (67 of 666) of the pedestrians involved in crashes were age 16-20.

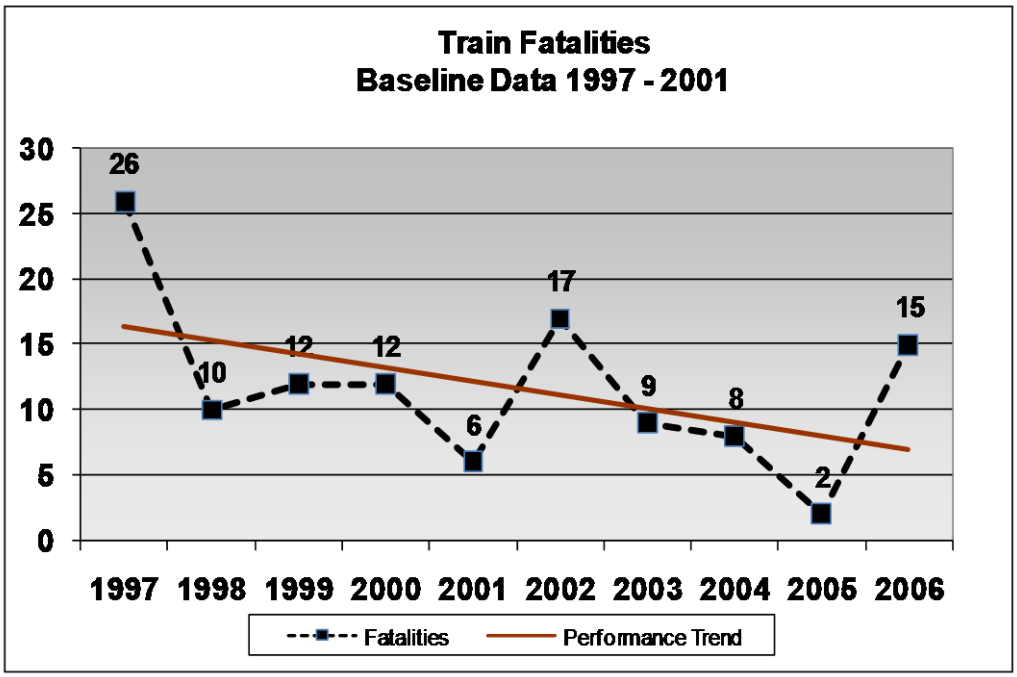
BICYCLE FATALITIES



In 2006, there were five bicyclist fatalities. Bicyclist fatalities in 2006 were equivalent to 1995 and 28.6% below 2005. The 10-year period averaged five fatalities per year. 2006 is equivalent to this average.

- 1.6% (5 of 319) of the bicyclists involved in crashes were killed.
- 85.6% (273 of 319) of the bicyclists involved in crashes were injured.
- 78.4% (250 of 319) of the bicyclists involved in crashes were on city streets.
- 27.9% (89 of 319) of the bicyclists involved in crashes were under age 16.

RAILROAD GRADE CROSSING FATALITIES



In 2006, train fatalities were 42.3% below 1997. The 10-year period averaged 12 fatalities per year and 2006 is 25.0% below this average.

- 51.6% (32 of 62) of train-involved crashes occurred on city streets.
- 48.4% (30 of 62) of train-involved crashes were caused by Failure to Stop.
- 67.7% (42 of 62) of train-involved crashes occurred in daylight.
- 45.2% (28 of 62) of train-involved crashes occurred in localities not built-up.
- 96.8% (60 of 62) of train-involved crashes occurred in clear/cloudy weather.
- 98.4% (61 of 62) of train- involved crashes involved one vehicle.

PERFORMANCE PLAN

DEVELOPMENT OF GOALS & OBJECTIVES

Following the development of problem identification analysis, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance objectives for the upcoming Highway Safety Performance Plan. These sessions, held during the year, used the problem identification based on data analysis and the Oklahoma Crash Facts Book data. The performance results from prior years are also considered.

The entire OHSO staff meets to consider how well last year's goals and performance measures were met. The process is subjective.

The specific performance goals and target dates were set based on past trends and the staff's experience. Data from the last three to ten years were used in setting goals. This was supplemented by the judgment of the OHSO staff and management.

The OHSO recognizes that achievement of quantified performance goals is dependent not only on the work of the OHSO, but also on the collaborative and ongoing efforts of a multitude of government and private entities involved in improving highway safety. Advances in vehicle technology, coupled with expanded participation by the public health and private sectors (Safe Communities Concept), and aggressive traffic safety education, enforcement and engineering programs should make the goals achievable.

FY 2009 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 0.05% annually (1.6 in 2006 to 1.5 in 2009)

To reduce fatalities by 1% annually (765 in 2006 to 742 in 2009)

To reduce AB injuries by 1% annually (17,488 in 2006 to 16,968 in 2009)

Alcohol/Drug Benchmarks

To reduce Alcohol/Drug-Related fatalities by 1% annually (157 in 2006 to 152 in 2009)

To reduce Alcohol/Drug-Related AB injuries by 1% annually (2,449 in 2006 to 2,376 in 2009)

Motorcycle Safety Benchmarks

To prevent increased impaired motorcycle operator related fatalities (5 in 2006 to 5 in 2009)

To prevent increased impaired motorcycle operator related AB injuries (72 in 2006 to 72 in 2009)

To prevent increased motorcycle fatalities (65 in 2006 to 65 in 2009)

To prevent increased motorcycle AB injuries (913 in 2006 to 913 in 2009)

Occupant Protection Benchmarks

To increase safety belt use to 85% in 2009 (84.3% in 2008)

To increase safety belt use to 86% by 2010 (84.3% in 2008)

To increase child restraint use to 88% in 2009 (85.4% in 2007)

To increase child restraint use to 89% by 2009 (85.4% in 2007)

Pedestrian and Bicycle Benchmarks

To reduce pedestrian fatalities by 2% from 46 in 2006 to 43 in 2009

To reduce pedestrian AB injuries by 1% annually (391 in 2006 to 379 in 2009)

To reduce bicycle-related fatalities from 5 in 2006 to 4 in 2009

To reduce bicycle AB injuries by 1% annually (186 in 2006 to 180 in 2009)

Police Traffic Services Benchmarks

To reduce fatalities caused by Unsafe Speed by 1% annually (203 in 2006 to 197 in 2009)

To reduce AB injuries caused by Unsafe Speed by 1% annually (3,206 in 2006 to 3110 in 2009)

To reduce fatalities caused by Driver Error by 1% annually (315 in 2006 to 306 in 2009)

To reduce AB injuries caused by Driver Error by 1% annually (10,069 in 2006 to 9,769 in 2009)

Railroad Highway Crossings

To reduce train- involved fatalities from 15 in 2006 to 13 in 2009

To reduce train- related AB injuries from 21 in 2006 to 19 in 2009

Traffic Records Benchmarks

To achieve the data entry of all crash records by the Department of Public Safety to within 30 days of receipt. OHP crashes currently entered in 3 days of receipt, CMV crashes entered within 1 week of receipt, fatal crashes entered within 3 days of receipt. Local non-fatal, non-CMV crashes entered within 15 months of receipt.

To improve the data entry of citation records by the Department of Public Safety to within 10 days of adjudication in 2009. Average number of days from conviction date to posting dated to Driver History files for all convictions in Oklahoma is 38.93 days (as of 12/31/2007).

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: 12/31/07

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

HIGHWAY SAFETY PLANNING PROCESS DESCRIPTION

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

The core of its process is the staff of the OHSO. Partners include: State agencies, local law enforcement agencies, etc. Additionally, partners include diversity groups (Latino Community and tribes), etc.

The process is a circle, with no beginning and no end. At any one point in time, the OHSO may be working on the last fiscal year, the current year, and the next year.

The OHSO Data Analyst prepares a Problem Identification based on one year of crash data and a 5-year trend. Following analysis of the data, the Data Analyst provides a ranking of cities and counties where the data indicates the problems occur. This allows OHSO to look at the problems, where they occur, and provide programs and services where they are the highest. The Problem Identification and the annual Crash Facts Book are used by many highway safety professionals 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. Several national level agencies, such as MADD, have rate-the-state reviews. The OHSO considers such evaluations.

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 (FMSCA) also are represented. Ideas from those and other agencies are received on a regular basis. The National Highway traffic Safety Administration (NHTSA) Region VI 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 Liaisons meet with law enforcement personnel on a regular basis.

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.

The Records Management Division of 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 over $500 property damage. Non-traffic crashes occurring on private or public property are also included in this database. Data elements included relate to information on vehicles, roadways, crash circumstances, drivers, passengers, pedestrians, motorcyclists, and bicyclists involved in these crashes.

After our Problem Identification is completed, the OHSO conducts strategic planning sessions with its entire staff to identify goals and performance measures for the upcoming Highway Safety Plan. These sessions build on: (1) previous strategic planning sessions held during the year and the resulting OHSO Strategic Plan; (2) problem identification based on data analysis; and (3) the Oklahoma Crash Facts Book data. Results (i.e., reduced KAB's and increased usage of restraints, etc.) from previous years also are considered. The OHSO staff (full staff: Director, Chief of Highway Safety Programs, Program Managers, data analysts, and resource and administrative staff personnel) also considers how well last year's goals and performance measures were met.

The Oklahoma Highway Safety Office staff members meet several times during the selection process to discuss and rank applications. 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 a local match, if there is active community involvement, etc.

The process is fluid. The SAFETEA-LU requirements, regarding incentive funds, and detailed criteria demand(ed) flexibility in the process. The uncertainty of reauthorization has required no less 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.

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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. Projects are selected and funded according to their rank. Special consideration is given to those projects that qualify under local benefit. 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.

For FY 09, the OHSO has determined that eastern and southeastern Oklahoma merit special attention because of the collision picture in that area of the state and a lack of prior involvement with our traffic safety programs in previous years. It is our intent to seek out potential partners and establish solid relationships, relying heavily on our Law Enforcement Liaisons. We will be developing a number of Speed Management programs across the state.

Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits is a critical component of the OHSO Highway Safety Plan. Participating law enforcement agencies will not only participate in high visibility enforcement programs throughout the year, but will incorporate activities designed to create an environment of sustained enforcement. These efforts will be supported by a public information campaign which includes both paid and earned media components.

PARTICIPANTS / PARTNERS

While the Oklahoma Highway Safety Office provides leadership and coordination for Oklahoma's traffic safety efforts, we are supported by a variety of traffic safety advocates. Our 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 (FMSCA) also are represented. Ideas from those and other agencies are received on a regular basis. The National Highway traffic Safety Administration (NHTSA) Region VI 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 Liaisons meet with law enforcement personnel on a regular basis.

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.

Active participation in the development of the State's Strategic Highway Safety Plan allowed for integration and coordination of key strategies for improving collaborative efforts in addressing highway safety counter measures.

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-09-07-01-00**

Project Name: Planning and Administration

Agency: OHSO

DESCRIPTION:

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

50% Director
50% Assistant Director
50% Chief of Resources
50% Accountant
50% Accounting Technician
50% Secretary
50% Administrative Technician

Other costs will include travel, training, office rent, office machines (rental, purchase and/or maintenance), office supplies, and other appropriate administrative expenditures.

Budget: $312,000 Section 402
$312,000 State of Oklahoma

Planning and Administration: Budget Summary

Project Number					**Project Name**	**Budget**	**Budget Source**
PA-	09-	07-	01-	00	Planning & Administration	282,000.00	Section 402
PA-	09-	07-	01-	00	Planning & Administration	30,000.00	Section 402 Carry forward
PA-	09-	07-	01-	00	Planning & Administration	312,000.00	State of Oklahoma
402 Total						**312,000.00**	
Total All Funds						**624,000.00**	

ALCOHOL MINI PROBLEM IDENTIFICATION

Alcohol and drug-related fatalities are up in 2006 (most current data available).

In 2006 there were 148 fatal Alcohol/Drug related collisions, resulting in 157 fatalities. The previous year there were 166 fatalities; a decrease of 9. However, that percentage is unacceptable.

Oklahoma (10 fatalities), Tulsa (11 fatalities), Cleveland (8 fatalities) and Creek (8 fatalities) counties had the highest incidence of fatalities in 2006 that were Alcohol/Drug-Related.

Alcohol fatality rate per 100 Million VMT is .33
Alcohol fatality rate per 100 Thousand Population is 4.4

ALCOHOL OBJECTIVES

To reduce Alcohol/Drug-Related fatalities by 1% annually (157 in 2006 to 152 in 2009)

To reduce Alcohol/Drug-Related AB injuries by 1% annually (2,449 in 2006 to 2,379 in 2009)

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.

Educate the State judiciary by continuing to contract with a State Judicial Educator. The State Judicial Educator will provide information to judges and court members and provide liaison between the traffic safety community and other appropriate organizations.

Make available SFST training to Oklahoma law enforcement officers.

Provide sustained enforcement of drinking and drugged drivers by State and local law enforcement programs. List of agencies participating in alcohol and impaired driving reduction programs is provided.

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." crackdown, as well as all other national mobilization periods and campaigns. Four quarterly High Visibility Enforcement (HVE) events are scheduled for November 2008, January 2009, June, 2009, July, 2009 in support of impaired driving (Section 410) program.

Discourage drunk driving and underage drinking 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 Restaurant Association to provide programs to deter irresponsible alcohol/drug service.

Work with the State's OHSO/OHP/Motorcycle Advisory Committee and local law enforcement agencies on strategies that will increase public information and enforcement of impaired motorcyclists.

Project Number: **AL-09-02-01-12**

Project Title: Tulsa CRASHs Court

Agency: Tulsa Community Services Council

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

Budget: $80,500 Section 402 (Crash Court)

Project Number: **AL-09-02-02-06**

Project Title: DAC Traffic Safety Resource Prosecutor

Agency: Oklahoma District Attorneys Council

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.

Budget: $114,230 Section 402

Project Number: **AL-09-02-03-09**

Project Title: State DRE/DEC Training Program

Agency: Norman Police Department

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. (See 410 Funding section for details on Norman PD enforcement program)

Budget: $49,235 Section 402

Project Number: **AL-09-02-04-08**

Project Title: State SFST Certification and Update Training

Agency: Oklahoma Association of Chiefs of Police

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.

Budget: $79,637 Section 402

Project Number: **AL-09-03-02-03**

Project Title: Shawnee Alcohol Compliance and Traffic Enforcement

Agency: Shawnee Police Department

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 underage drinking prevention 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.

Budget: $55,000 Section 402

Project Number: **AL-09-03-01-02**

Project Title: Ponca City Alcohol Enforcement

Agency: Ponca City Police Department

DESCRIPTION:

This overtime traffic enforcement project will involve Ponca 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. A public information and education effort will be made to increase awareness concerning highway safety.

Equipment: 2 Digital In Car Video Systems (Section 402)

Equipment Justification:

This equipment is necessary for the proper identification and prosecution of traffic law violators. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

Budget: $20,000 Section 402

Project Number: **AL-09-03-03-07**

Project Title: Tahlequah Alcohol Enforcement

Agency: Tahlequah Police Department

DESCRIPTION:

The City of Tahlequah has identified a problem with underage drinking. In order to address this issue, a goal has been set to decrease underage drinking by 10% within one year, as well as gain 100% compliance from convenience and liquor stores.

In support of these goals the Tahlequah Police Department will provide high visibility enforcement efforts targeting impaired driving. In addition, officers will conduct regularly scheduled underage drinking prevention program activities using the state's 2M2L program (Too Much to Lose) to promote public awareness and educate the community's youth on the dangers of underage drinking, including compliance checks, 3rd Party Transactions, and party dispersals.

Budget: $24,000 Section 402

Project Number: **AL-09-04-01-00**

Project Title: Statewide Alcohol PI&E Programs

Agency: OHSO

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.

Budget: $5,000 Section 402

Project Number: **AL-09-07-01-00**

Project Title: Alcohol and Other Drugs Program Area Management

Agency: OHSO

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:

25% Chief, Plans and Programs
100% Program Manager
25% Program Manager

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

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

Budget: $136,694.50 Section 402

Project Number: OJJDP

Project Name: Enforcing Underage Drinking Laws Program (EUDL)

Agency: OHSO

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 beverages by persons under the age of 21.

The State of Oklahoma implemented *Project Under 21*, now called *2M2L* or *2much2lose*, 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, *2M2L* strives to eliminate under 21 drinking across Oklahoma.

Budget: $650,000.00 OJJDP

Alcohol: Budget Summary

Project Number					Project Name	Budget	Budget Source
AL-	09-	02-	01-	12	Comm Serv Council - CRASHs Court	80,500.00	Section 402
AL-	09-	02-	02-	06	District Attorney's Council	107,230.00	Section 402
AL-	09-	02-	02-	06	District Attorney's Council	7,000.00	Section 402 Carry forward
AL-	09-	02-	03-	09	Norman PD - DRE	49,235.00	Section 402
AL-	09-	02-	04-	08	Okla Assoc of Chiefs of Police	72,137.00	Section 402
AL-	09-	02-	04-	08	Okla Assoc of Chiefs of Police	7,500.00	Section 402 Carry forward
AL-	09-	03-	01-	02	Ponca City PD	20,000.00	Section 402
AL-	09-	03-	02-	03	Shawnee P D	55,000.00	Section 402
AL-	09-	03-	03-	07	Tahlequah P D	24,000.00	Section 402
AL-	09-	04-	01-	00	PI&E - In-House Programs	4,000.00	Section 402
AL-	09-	04-	01-	00	PI&E - In-House Programs	1,000.00	Section 402 Carry forward
AL-	09-	07-	01-	00	Program Area Management	116,694.50	Section 402
AL-	09-	07-	01-	00	Program Area Management	20,000.00	Section 402 Carry forward
K8PM-	09-	02-	01-	03	Advertisement - Media	150,000.00	Section 410 Carry forward
K8PM-	09-	02-	01-	03	Advertisement - Media	250,000.00	Section 410 Carry forward
K8-	09-	02-	02-	02	Comm Servs Council of Gtr Tulsa_Judicial Educ	119,358.00	Section 410 Carry forward
K8-	09-	03-	01-	01	Cherokee County SO	25,000.00	Section 410 Carry forward
K8-	09-	03-	02-	01	Claremore PD	25,000.00	Section 410 Carry forward
K8-	09-	03-	03-	01	Eufaula PD	18,000.00	Section 410 Carry forward
K8-	09-	03-	04-	01	Kay County SO	51,500.00	Section 410 Carry forward
K8-	09-	03-	05-	02	Lawton P D	75,000.00	Section 410 Carry forward
K8-	09-	03-	06-	01	Norman PD	86,160.00	Section 410 Carry forward
K8-	09-	03-	07-	02	Oklahoma City P D	133,000.00	Section 410 Carry forward
K8-	09-	03-	08-	02	Oklahoma County S O	100,000.00	Section 410 Carry forward
K8-	09-	03-	09-	03	OHP	500,000.00	Section 410 Carry forward
K8-	09-	03-	10-	02	OHP - LELs	30,000.00	Section 410 Carry forward
K8-	09-	03-	11-	01	OSU P D	40,000.00	Section 410 Carry forward
K8-	09-	03-	12-	02	Tulsa County S O	50,000.00	Section 410 Carry forward
K8-	09-	03-	13-	02	Tulsa P D	50,000.00	Section 410 Carry forward
K8-	09-	03-	14-	01	Wewoka PD	17,000.00	Section 410 Carry forward
K8-	09-	03-	15-	01	Targeted LE Agencies	123,838.00	Section 410 Carry forward
K8-	09-	03-	16-	00	Mobilization Incentives	24,000.00	Section 410 Carry forward
K8-	09-	04-	01-	00	PI&E - IN-House Programs	55,000.00	Section 410 Carry forward
K8-	09-	04-	02-	00	Host - OSU	18,000.00	Section 410 Carry forward
K8-	09-	06-	01-	03	TX Municipal Police Assn-LEADERs Tech Support	38,000.00	Section 410 Carry forward
K8-	09-	07-	01-	00	Program Area Management	44,982.00	Section 410 Carry forward
OJJDP					Enforcing Underage Drinking Laws Programs	650,000.00	OJJDP Funds
402 Total						**564,296.50**	
Total All Funds						**3,238,134.50**	

MOTORCYCLE SAFETY MINI PROBLEM IDENTIFICATION

Motorcycle fatalities decreased by 11% from 73 in 2005 to 65 in 2006. Unsafe Speed and Failure to Yield were the primary causes of motorcycle crashes. From 1995-2006 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 45 per year.

In 2006, 7% (93 of 1,378) of all motorcycle operators were impaired
82.2% (75 of 93) of all motorcycle operators with an impaired condition were KAB
85.1% of all motorcycle fatalities were male.
73.8% of all motorcycle fatalities were not wearing helmets.

MOTORCYCLE SAFETY OBJECTIVES

To prevent increased impaired motorcycle operator related fatalities (5 in 2006 / 5 in 2009)

To prevent increased impaired motorcycle operator related AB injuries (72 in 2006 / 72 in 2009)

To prevent increased motorcycle fatalities (65 in 2006 / 65 in 2009)

To prevent increased motorcycle AB injuries (913 in 2006 / 913 in 2009)

MOTORCYCLE SAFETY STRATEGIES

Promote motorcycle safety through brochures, community events, fairs and other public informational opportunities.

Support and market the State's motorcyclist safety training programs.

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

Provide funding for a full time motorcycle safety awareness coordinator

Purchase and equip a trailer for use in delivering motorcyclist awareness programs, and in support of motorcyclist safety training programs.

Participate as a member on the State OHSO/OHP/Motorcycle Advisory Committee.

Conduct motorcyclist awareness programs such as "Share The Road".

Provide public information, awareness and enforcement of impaired driving of motorcyclists.

Project Number: **MC-09-07-01-00**

Project Title: Statewide Motorcycle Safety PI&E Programs

Agency: OHSO

DESCRIPTION:

The OHSO desires to make the public aware of the risks that result from failure to wear motorcycle protective equipment. 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. This program will work with the State's motorcycle safety administrator and the motorcycle safety advisory committee. It will encourage motorcycle rider education programs and the "Share The Road" motor vehicle operator awareness program.

Program management for this project within the motorcycle safety program area will be provided by the below listed personnel.

10% Program Manager

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

Budget: $7,275.70 Section 402

Motorcycle Safety: Budget Summary

Project Number					Project Name	Budget	Budget Source
MC-	09-	07-	01-	00	Program Area Management	6,775.70	Section 402
MC-	09-	07-	01-	00	Program Area Management	500.00	Section 402 Carry forward
K6-	09-	03-	01-	03	Motorcycle Awareness Program	125,000.00	Section 2010 Carry forward
K6-	09-	04-	01-	00	PI&E - IN-House Programs	5,000.00	Section 2010 Carry forward
402 Total						**7,275.70**	
Total All Funds						**137,275.70**	

SEE SECTION 2010 FOR ADDITIONAL BUDGET AND PROGRAM INFORMATION

OCCUPANT PROTECTION MINI PROBLEM IDENTIFICATION

A comparison of the summer 2007 and the summer 2008 survey results indicate an increase in Oklahoma's belt usage rate. The official state use rate increased 1.2% to 84.3% (83.1 in 2007).[15]

Overall, the combined percentage of children who were properly restrained decreased by 1.3 percentage points from 86.7% in 2006 to 85.4% in 2007.[16](2008 survey results not available at the time of this publication).

OCCUPANT PROTECTION OBJECTIVES

To increase safety belt use to 85% by 2009 (84.3 % in 2008).

To increase child restraint use to 88% by 2009 (85.4% in 2007).

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.

Promote and support high visibility law enforcement, paid and earned media, and evaluation of the Region 6 Teen Belt Demo Project.

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[15] Thomas E. James, Ph.D. Statewide Safety Belt Survey: 2008., University of Oklahoma. Norman, Oklahoma.

[16] Thomas E. James, Ph.D. Statewide Child Restraint Survey: 2007. University of Oklahoma. Norman, Oklahoma.

Agency: Emergency Medical Services Authority

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 for child passenger safety seats to distribute at no cost to families in need. Travel funding for one person to attend an approved Child Passenger Safety conference is also provided.

Budget: $90,000 Section 402

Project Number: **OP-09-02-02-09**

Project Title: Latino Community Traffic Safety Program

Agency: Latino Community Development Agency

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 an approved Child Passenger Safety conference is also provided.

Budget: $69,300 Section 402

Project Number: **OP-09-02-03-11**

Project Title: Safe Kids Child Restraint Education

Agency: Safe Kids Oklahoma

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. Training will continue for 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 an approved Child Passenger Safety conference is also provided.

Budget: $66,000 Section 402

Project Number: **OP-09-02-04-08**

Project Title: OSDH Occupant Protection Program

Agency: Oklahoma State Department of Health

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, including one 4-day National Child Passenger Safety Technician Training Course. Travel funding for one person to attend a approved Child Passenger Safety conference is also provided.

Budget: $85,000 Section 402

Project Number: **OP-09-02-05-01**

Project Title: OSU/OKC CPS Education Project

Agency: OSU/OKC Center for Safety

DESCRIPTION:

This project by the Oklahoma City branch of Oklahoma State University will provide child passenger safety education in a number of locales throughout the State of Oklahoma using existing educational agreements, many in more isolated rural areas of the state. This will include 4-to-8-hour blocks of instruction which may, in some cases, be used for college credit hours toward early childhood development classes. At a minimum, two NHTSA Standardized CPS Technician Certification Courses will be conducted, with at least one to be held outside the Oklahoma City area. Monthly car seat checkup events will be conducted at various locations both in and outside Oklahoma City, and free car seats provided for qualified low income caregivers.

This project will provide funding for one part-time position, approximately 20 hours per week, which will coordinate the program functions, such as: scheduling training sessions, car seat checkup events, training classes, and educational outreach opportunities.

Budget: $29,518.94 Section 402

Project Number: **OP-09-02-06-09**

Project Title: Safe Kids Tulsa OP Program

Agency: Safe Kids of Tulsa

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 an approved Child Passenger Safety conference is also provided.

Budget: $42,000 Section 402

Project Number: **OP-09-04-01-00**

Project Name: Occupant Protection PI&E

Agency: OHSO

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.

Budget: $31,000 Section 402

Project Number: **OP-09-05-01-00**

Project Name: OU Occupant Protection Surveys

Agency: Oklahoma University

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 2008. 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.

Budget: $52,000 Section 402

Project Number: **OP-09-07-01-00**

Project Name: Occupant Protection Program Area Management

Agency: OHSO

DESCRIPTION:

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

25% Chief, Plans and Programs
100% Program Manager
50% Program Manager

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

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

Budget: $184,810.49 Section 402

Occupant Protection: Budget Summary

Project Number					Project Name	Budget	Budget Source
OP-	09-	02-	01-	10	EMSA	87,500.00	Section 402
OP-	09-	02-	01-	10	EMSA	2,500.00	Section 402 Carry forward
OP-	09-	02-	02-	09	Latino Comm Development Agency	66,800.00	Section 402
OP-	09-	02-	02-	09	Latino Comm Development Agency	2,500.00	Section 402 Carry forward
OP-	09-	02-	03-	11	OK SafeKids	63,500.00	Section 402
OP-	09-	02-	03-	11	OK SafeKids	2,500.00	Section 402 Carry forward
OP-	09-	02-	04-	08	Okla State Dept of Health	85,000.00	Section 402
OP-	09-	02-	05-	01	OSU/OKC Center for Safety & Emer Preparedness	29,518.94	Section 402
OP-	09-	02-	06-	09	St. Francis - Tulsa SafeKids	39,500.00	Section 402
OP-	09-	02-	06-	09	St. Francis - Tulsa SafeKids	2,500.00	Section 402 Carry forward
OP-	09-	04-	01-	00	PI&E - In-House Programs	30,000.00	Section 402
OP-	09-	04-	01-	00	PI&E - In-House Programs	1,000.00	Section 402 Carry forward
OP-	09-	05-	01-	00	Seat Belt & Child Restraint Surveys	52,000.00	Section 402
OP-	09-	07-	01-	00	Program Area Management	154,810.49	Section 402
OP-	09-	07-	01-	00	Program Area Management	30,000.00	Section 402 Carry forward
402 Total						**649,629.43**	
Total All Funds						**649,629.43**	

PEDESTRIAN AND BICYCLE SAFETY
Mini Problem Identification

See page 29 in Problem ID Section

As of this publication, no projects have been selected for inclusion in the 2009 HSP

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POLICE TRAFFIC SERVICES MINI PROBLEM IDENTIFICATION

In 2006, 24.3% (186 of 765) of the fatalities were in Unsafe Speed crashes. Some 63.9% 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 2006, there were 203 fatalities as a result of crashes caused by Unsafe Speed. Fatalities as a result of Unsafe Speed crashes generally show a downward trend. However, the number of unsafe speed fatalities can be reduced in Oklahoma. An important component in the Police Traffic Services (PTS) contracts will be rigorous speed enforcement. Select law enforcement agencies will work on speed reduction during overtime traffic enforcement operations. In addition to increased emphasis on impaired driving related violations, the Oklahoma Highway Patrol along with all contract local and county law enforcement agencies will emphasize speed reduction and enforcement. Although Speed Management will be an emphasis area for the OHSO in FY 2009, as of this submission, no specific budget source has been earmarked for such programs. Select PTS contracts will be titled Speed Management and the results will be evaluated for future statewide initiatives.

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

Of the 13,240 reported KAB crashes in 2006, **Driver Error** caused 7,211 crashes; representing 54.5% of all KAB crashes. The 10 year period from 1997 – 2006 shows that Driver Error accounted for 57.1% of all KAB crashes. The average number of Driver Error KAB crashes for the 10 year period is 8,175 crashes per year. 2006 is 11.8% below this average. Each year Driver Error KAB crashes decreased with the exception of 2002. The 10-year period from 1997 to 2006 shows a downward trend. Regardless of this progress, Driver Error remains a leading cause of all fatal and injury collisions in Oklahoma.

POLICE TRAFFIC SAFETY OBJECTIVES

To reduce fatalities caused by Unsafe Speed by 1% annually (203 in 2006 to 197 in 2009).

To reduce AB injuries caused by Unsafe Speed by 1% annually (3,206 in 2006 to 3110 in 2009).

To reduce fatalities caused by Driver Error by 1% annually (264 in 2006 to 256 in 2009).

To reduce AB injuries caused by Driver Error by 1% annually (10,069 in 2006 to 9,769 in 2009).

POLICE TRAFFIC SAFETY STRATEGIES

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

Support Sustained enforcement by state and local law enforcement officers of drinking and drugged drivers, seatbelt use, and driving in excess of posted speed limits.

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. All designated law enforcement agencies in the HSP are contractually required to participate in these mobilization events.

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

Provide advanced crash investigation classes for law enforcement agencies to improve data collection and analysis.

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: See Table

Project Name: See Table

Agency: See Table

Budget: See Budget Summary (end of this section)

Police Traffic Services projects are intended to address a variety of traffic safety issues at the local level. The law enforcement agencies listed in this section have identified a number of traffic collision problems within their jurisdictions and have proposed strategies to address them. These programs include the use of commissioned officers, working overtime shifts to target high collision areas and to focus their enforcement efforts on specific causation violations. STEP locations will be identified upon review of crash reports, arrest reports or citizen complaints and will be reviewed periodically for asset reallocation. **Each participating agency will be required to support NHTSA's goals and to support both major national mobilizations, including "Click It or Ticket" and the impaired driving crackdown, "Drunk Driving. Over the Limit. Under Arrest."** In addition to **sustained High Visibility Enforcement efforts**, these agencies will commit to an active Public Information and Educational component. Some PTS programs may have a specific alcohol component as a subset of the overall PTS program and that portion may be funded with Section 410 funds. Programs specifically targeting impaired driving and funded with Section 410 funds, either in part or in whole, will be covered in the Section 410 funding section. The table at the end of this section includes all PTS programs including those funded with 402 and partial 410 sources.

In addition to the agencies listed, OHSO has targeted several communities in Eastern and Southeastern Oklahoma for potential recruitment. Based on our most recent problem identification, our network of Law Enforcement Liaisons will be meeting with appropriate law enforcement representatives in an effort to join forces to address specific community needs. As agencies agree and contracts are written, OHSO will submit appropriate quarterly HSP changes.

Law enforcement agencies will work on speed reduction during overtime traffic enforcement operations. Seven communities have requested assistance with a defined speed management issue in addition to their general police traffic services problem. Those communities are listed in the following chart and are identified with the letters "SE" following the contract agency listing. They will be funded under Section 402 and tracked as a general Police Traffic Services contract; however, we will work with them to identify, track and evaluate their speed reduction efforts. Their contracts will include the title of "Speed Management Program". In addition to increased emphasis on impaired driving related violations, the Oklahoma Highway Patrol along with all contract local and county law enforcement agencies will emphasize speed reduction and enforcement. It is our intent to conduct at least one statewide Speed Management Conference during FY 2009.

Any equipment purchased for use with PTS programs will be necessary to the support of the overall goals of the project.

Police Traffic Services LE Contracts

(See chart on page 66 for budget sources)

PT-	09-	03-	01-	06	Altus PD	25,000.00
PT-	09-	03-	02-	05	Beaver County S O	18,000.00
PT-	09-	03-	03-	06	Bethany PD	21,500.00
PT-	09-	03-	04-	08	Bixby PD	40,000.00
PT-	09-	03-	05-	09	Broken Arrow PD	59,198.00
PT-	09-	03-	06-	01	Calera PD	16,000.00
PT-	09-	03-	07-	01	**Cimarron County/SE**	18,000.00
PT-	09-	03-	08-	02	Collinsville PD	14,000.00
PT-	09-	03-	09-	06	Durant P D	36,200.00
PT-	09-	03-	10-	11	**Edmond PD/ SE**	65,000.00
PT-	09-	03-	11-	06	El Reno PD	10,000.00
PT-	09-	03-	12-	05	Enid P D	42,000.00
PT-	09-	03-	13-	06	Guthrie P D	12,000.00
PT-	09-	03-	14-	06	Lawton PD	31,000.00
PT-	09-	03-	15-	06	**Midwest City PD /SE**	65,000.00
PT-	09-	03-	16-	04	**Moore P D /SE**	50,000.00
PT-	09-	03-	17-	01	Norman PD	22,500.00
PT-	09-	03-	18-	05	Okla City PD	11,000.00
PT-	09-	03-	19-	06	Okla County S O	87,000.00
PT-	09-	03-	22-	06	OSU P D	42,032.92
PT-	09-	03-	23-	04	Owasso P D	59,000.00
PT-	09-	03-	24-	01	**Piedmont PD /SE**	10,000.00
PT-	09-	03-	25-	05	**Purcell PD / SE**	20,000.00
PT-	09-	03-	26-	06	**Sand Springs /SE**	24,000.00
PT-	09-	03-	27-	08	**Sapulpa P D /SE**	63,430.00
PT-	09-	03-	28-	08	Tulsa County S O	60,000.00
PT-	09-	03-	30-	13	Tulsa P D	68,000.00
PT-	09-	03-	31-	01	Yukon PD	25,000.00
PT-	09-	03-	32-	01	Targeted LE Programs	76,162.00

Project Number: **PT-09-03-33-00**
K8-09-03-16-00

Project Name: Law Enforcement Mobilization Incentive Program

Agency: OHSO

DESCRIPTION:

This project will allow for up to 12 awards of $4,000 maximum each to law enforcement agencies participating in both national mobilizations; CIOT and Drunk Driving. Over the Limit. Under Arrest. (six incentives awarded each mobilization) Items purchased must be used for highway safety operations. (i.e. radars, video systems, etc.)

Awards will be determined by a random selection among all agencies participating and reporting results mobilizations activity. Agencies will be limited to expenses allowed under federal and state guidelines and will be reimbursed to the agency awarded upon receipt of all appropriate documentation.

Budget:	$24,000	Section 402
	$24,000	Section 410

Project Number: **PT-09-04-01-00**

Project Name: Police Traffic Services PI&E

Agency: OHSO

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.

Budget:	$25,612.40	Section 402

Project Number: **PT-09-04-02-05**

Project Name: OU Conference Planning Services

Agency: Oklahoma University

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.

Budget: $85,000 Section 402

Project Number: **PT-09-04-03-03**

Project Name: OK.GOV website

Agency: National Information Consortium (NIC) USA

DESCRIPTION:

This project will monitor, update, and manage all OHSO web site concerns. This includes but is not limited to: mobilization reporting, training announcements, web links, information distribution, crash data and on line catalogs. The OK.GOV website for the OHSO will provide access to the public on important topics concerning highway safety. The OHSO will monitor and update the web site and direct changes as necessary.

Budget: $10,000 Section: 402

Project Number: **PT-09-07-01-00**

Project Name: Police Traffic Services Program Area Management

Agency: OHSO

DESCRIPTION:

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

100% Law Enforcement Liaison
50% Chief, Plans and Programs
100% Program Manager
25% Program Manager

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.

Budget: $376,636.05 Section 402

Police Traffic Services: Budget Summary

Project Number					Project Name	Budget	Budget Source
PT-	09-	03-	01-	06	Altus PD	25,000.00	Section 402
PT-	09-	03-	02-	05	Beaver County S O	18,000.00	Section 402
PT-	09-	03-	03-	06	Bethany PD	21,500.00	Section 402
PT-	09-	03-	04-	08	Bixby PD	40,000.00	Section 402
PT-	09-	03-	05-	09	Broken Arrow PD	59,198.00	Section 402
PT-	09-	03-	06-	01	Calera PD	16,000.00	Section 402
PT-	09-	03-	07-	01	Cimarron County SO	18,000.00	Section 402
PT-	09-	03-	08-	02	Collinsville PD	14,000.00	Section 402
PT-	09-	03-	09-	06	Durant P D	36,200.00	Section 402
PT-	09-	03-	10-	11	Edmond PD	65,000.00	Section 402
PT-	09-	03-	11-	06	El Reno PD	10,000.00	Section 402
PT-	09-	03-	12-	05	Enid P D	42,000.00	Section 402
PT-	09-	03-	13-	06	Guthrie P D	12,000.00	Section 402
PT-	09-	03-	14-	06	Lawton PD	31,000.00	Section 402
PT-	09-	03-	15-	06	Midwest City PD	65,000.00	Section 402
PT-	09-	03-	16-	04	Moore P D	50,000.00	Section 402
PT-	09-	03-	17-	01	Norman PD	22,500.00	Section 402
PT-	09-	03-	18-	05	Okla City PD	11,000.00	Section 402
PT-	09-	03-	19-	06	Okla County S O	87,000.00	Section 402
PT-	09-	03-	20-	00	OHP	1,000,000.00	State of Oklahoma
* PT-	09-	03-	21-	02	OHP - LELs (see section 406, pg 75)	70,000.00	Section 402 Carry forward
PT-	09-	03-	22-	06	OSU P D	42,032.92	Section 402
PT-	09-	03-	23-	04	Owasso P D	59,000.00	Section 402
PT-	09-	03-	24-	01	Piedmont PD	10,000.00	Section 402
PT-	09-	03-	25-	05	Purcell PD	20,000.00	Section 402
PT-	09-	03-	26-	06	Sand Springs P D	24,000.00	Section 402
PT-	09-	03-	27-	08	Sapulpa P D	63,430.00	Section 402
PT-	09-	03-	28-	08	Tulsa County S O	60,000.00	Section 402
PT-	09-	03-	30-	13	Tulsa P D	68,000.00	Section 402
PT-	09-	03-	31-	01	Yukon PD	25,000.00	Section 402
PT-	09-	03-	32-	01	Targeted LE Programs	76,162.00	Section 402
PT-	09-	03-	32-	00	Mobilization Incentives	8,000.00	Section 402
PT-	09-	03-	33-	00	Mobilization Incentives	16,000.00	Section 402 Carry forward
PT-	09-	04-	01-	00	PI&E - IN-House Programs	23,912.40	Section 402
PT-	09-	04-	01-	00	PI&E - IN-House Programs	1,700.00	Section 402 Carry forward
PT-	09-	04-	02-	05	Okla University - Conf Planning	75,000.00	Section 402
PT-	09-	04-	02-	05	Okla University - Conf Planning	10,000.00	Section 402 Carry forward
PT-	09-	04-	03-	03	OK.GOV Website	10,000.00	Section 402
PT-	09-	07-	01-	00	Program Area Management	286,589.05	Section 402
PT-	09-	07-	01-	00	Program Area Management	90,047.00	Section 402 Carry forward
*K4PT-	09-	03-	01-	02	OHP – LELs (see section 406, pg 75)	250,000.00	Section 406 Carry forward
402 Total						**1,682,271.37**	
Total All Funds						**2,932,271.37**	

* See page 75 (Section 406) for project description

TRAFFIC RECORDS

OBJECTIVES, STRATEGIES AND PROJECTS

Project Number: **TR-09-07-01-00**

Project Name: Traffic Records Program Area Management

Agency: OHSO

DESCRIPTION:

Program management for projects within the Traffic Records program area including Section 408 projects as listed on pages 77-80, 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.

100% Chief of Data
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.

Budget: **$163,799** Section 402

Project Number: **DTNH22-07-H-00134**

Project Name: Fatal Analysis Reporting System (FARS)

Agency: OHSO

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. In order to effectively access FARS data it will be necessary to purchase a single desktop computer system to replace the current aging system.

Budget: $78,000 NHTSA Cooperative Agreement

Project Number: CVARS

Project Name: Commercial Vehicle Analysis Reporting System

Agency: Oklahoma Department of Public Safety

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
- Deploy Citrix delivery environment for central management of Tracs and other mobile computing software and to give mobile and desktop users the ability to work from any Internet connection site
- Provide programmer to work with software developments and to provide long-term DPS support and enhancement of automated systems
- Provide Help Desk support for mobile computer systems and Citrix users
- Deploy mobile data collection units to OHP troopers in high CMV crash corridors

Budget: **$717,000** **Source**: OMC/ CVARS

Traffic Records: Budget Summary

Project Number					Project Name	Budget	Budget Source
TR-	09-	07-	01-	00	Program Area Management	151,799.00	Section 402
TR-	09-	07-	01-	00	Program Area Management	15,000.00	Section 402 Carry forward
K9-	09-	02-	01-	03	Okla State Dept of Health - NEMSIS - EMS Data	TBD	Section 408 Carry forward
K9-	09-	04-	01-	00	PI&E - IN-House Programs	TBD	Section 408 Carry forward
K9-	09-	04-	01-	00	PI&E - IN-House Programs	82,500.00	State of Oklahoma
K9-	09-	06-	01-	02	Dept of Health - State Data Linkage Project	90,000.00	Section 408 Carry forward
K9-	09-	06-	02-	02	DPS TraCS/Traffic Records Support (Info Sys)	TBD	Section 408 Carry forward
K9-	09-	06-	03-	02	E-Data Assistance Project	TBD	Section 408 Carry forward
K9-	09-	06-	04-	06	OU Crash Reporting	54,745.00	Section 408 Carry forward
K9-	09-	06-	05-	03	OU Software Development & Integration	150,000.00	Section 408 Carry forward
K9-	09-	06-	06-	03	TraCS Support Fees - Iowa	10,000.00	Section 408 Carry forward
K9-	09-	06-	06-	03	TraCS Support Fees – Iowa	25,000.00	Section 408 Carry forward
DTNH22-07-H-00134					FARS (1/1/2007 - 12/31/2011)	78,000.00	NHTSA Coop. Agreement
CMV	08	06	01	02	SaDip - Volpe, Inc	717,000.00	Volpe, Inc. Coop. Agreement
402 Total						**166,799.00**	
Total All Funds						**1,374,044.00**	

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RAILROAD SAFETY MINI PROBLEM IDENTIFICATION

In 2006, train fatalities were 42.3% below 1997. The 10-year period averaged 12 fatalities per year and 2006 is 25.0% below this average.

RAILROAD SAFETY OBJECTIVE

To reduce the number of fatalities resulting from motor vehicle crashes at rail grade crossings by 10% (from 15 in 2006 to 13 in 2009).

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 additional presenters for making Railway Safety presentations.

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

Project Number: **RH-09-02-01-05**

Project Name: Operation Lifesaver Railroad Safety Program

Agency: Operation Lifesavers

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.

Budget: $28,890 Section 402

Railroad/Highway Crossings: Budget Summary

Project Number					Project Name	Budget	Budget Source
RH-	09-	02-	01-	05	OK Operation Lifesavers	23,890.00	Section 402
RH-	09-	02-	01-	05	OK Operation Lifesavers	5,000.00	Section 402 Carry forward
402 Total						**28,890.00**	
Total All Funds						**28,890.00**	

OHSO PAID MEDIA

Project Number: K8**PM-09-02-01-03**

Project Name: Statewide Traffic Safety Marketing Campaign

Agency: Brothers and Company

DESCRIPTION:

This project will develop and produce a marketing strategy to reduce the occurrence of impaired driving violations 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. The selected agency will also be responsible for creation and production of 2Much2 Lose (2M2L) marketing materials.

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 impaired driving campaign. The contractor is responsible for developing and creating a marketing campaign focusing on, promotion of increased enforcement, reduction of alcohol/drug- related fatalities and injuries, 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 impaired driving 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 Policies.

The contractor also will be required to provide the OHSO with the number of paid airings devoted to each announcement, 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 are 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.

Section 410 funds will be used to support impaired driving programs such as the “Drunk Driving, Over The Limit, Under Arrest” mobilization. OJJDP funds are used in support of the youth alcohol program such as the “2Much2Lose” project.

Budget:	$400,000	Section: 410
	$102,000	OJJDP

Project Number: See Paid Advertising Budget Summary (below)

Project Name: OHSO Sports Marketing Program

Agency: OHSO

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 normalizing, 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 listed in the Budget Summary at the end of this section.

Budget: $304,500 Section 402
$ 18,000 Section 410

Paid Advertising: Budget Summary

Project Number					Project Name	Budget	Budget Source
PM-	09-	04-	02-	00A	Learfield - OSU	21,500.00	Section 402
PM-	09-	04-	02-	00B	Express Sports - Blazers	12,500.00	Section 402
PM-	09-	04-	02-	00C	Host Comm - OSU	34,000.00	Section 402
PM-	09-	04-	02-	00D	Tulsa Golden Hurricane - Learfield	16,500.00	Section 402
PM-	09-	04-	02-	00E	Learfield - OU	145,000.00	Section 402
PM-	09-	04-	02-	00E	Learfield - OU	25,000.00	Section 402 Carry forward
PM-	09-	04-	02-	00F	Redhawks	26,000.00	Section 402
PM-	09-	04-	02-	00G	Tulsa Drillers	11,000.00	Section 402
PM-	09-	04-	02-	00H	Tulsa Oilers	8,000.00	Section 402
PM-	09-	04-	02-	00I	Tulsa Talons	2,500.00	Section 402
PM-	09-	04-	02-	00J	Yard Dawgs - SBC Pro Sports	2,500.00	Section 402
K8PM-	09-	02-	01-	03	Advertisement - Media	400,000.00	Section 410 Carry forward
K8PM-	09-	04-	02-	00	Host - OSU	18,000.00	Section 410 Carry forward
402 Total						**304,500.00**	
Total All Funds						**722,500.00**	

See Occupant Protection Section for OP Objectives and Strategies and Mini Problem ID

Project Number: **K4PT-09-03-01-02**
K8-09-03-10-02
PT-09-03-21-02

Project Name: Statewide Law Enforcement Liaison Program

Agency: Oklahoma Highway Patrol

DESCRIPTION:

The six (6) Regional Law Enforcement Liaison Officers (LELs) will take an active role in assisting, coordinating, and conducting local law enforcement efforts and traffic safety initiatives, increase awareness, and promote public education of traffic safety issues. The LELs will assist with the implementation of national priority crackdowns / mobilizations, including efforts to increase the use of seat belts and child passenger restraints, and reduce impaired driving. LELs will solicit and encourage widespread local participation in activities such as public meetings, press events, checkpoints, saturation patrols, etc. to promote these crackdown efforts and quarterly high visibility enforcement. These officers will be required to participate in training necessary to increase their skills as law enforcement liaisons and traffic safety advocates, and will be expected to maintain their appropriate certifications. These personnel services will be funded from three separate funding sources and accordingly, their personnel activity reports will reflect the appropriate level of program commitment as is required under 2 CFR SS 225, Appendix B, 8.h.

Budget: $250,000 Section 406
$ 30,000 Section 410
$ 70,000 Section 402

Safety Belt Performance Grant: Budget Summary

Project Number					Project Name	Budget	Budget Source
K4PT-	09-	03-	01-	02	OHP – LELs	250,000.00	Section 406 Carry forward
							State of Oklahoma
402 Total						**0.00**	
Total All Funds						**250,000.00**	

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TRAFFIC RECORDS MINI PROBLEM IDENTIFICATION

To adopt and implement effective programs and systems to improve the timeliness, accuracy, completeness, uniformity, integration and accessibility of state data to identify priorities for national, state, and local highway and traffic safety programs.

TRAFFIC RECORDS OBJECTIVE

To achieve the data entry of all crash records by the Department of Public Safety to within 30 days of receipt. OHP crashes currently entered in 3 days of receipt, CMV crashes entered within 1 week of receipt, fatal crashes entered within 3 days of receipt. Local non-fatal, non-CMV crashes entered within 15 months of receipt.

To improve the data entry of citation records by the Department of Public Safety to within 10 days of adjudication in 2009. Average number of days from conviction date to posting dated to Driver History files for all convictions in Oklahoma is 38.93 days (as of 12/31/2007).

TRAFFIC RECORDS STRATEGIES

Perfect and facilitate future solutions for information to be collected and communicated to stakeholders (January 2005 – December 2009)

Support the planning, development and implementation of a statewide TraCS system for the Oklahoma Highway Patrol (March 2005 – December 2009)

Improve methods for electronic data transfers of convictions between state and municipal courts and DPS (September 2005 – December 2009)

Continue to collaborate and facilitate the sharing of appropriate healthcare information among multi-agency partners (January
2005 – December 2009)

Section 408 Funded Programs

Project Number: **K9-09-02-01-03**
Project Name: Oklahoma State Department of Health - NEMSIS
Agency: Oklahoma State Department of Health – EMS Data

DESCRIPTION:

This project is a partnership between the OHSO and the Oklahoma State Department of Health to provide assistance to local EMS Services by improving data collection and facilitating state compliance with National Emergency Medical Services Information System (NEMSIS). The project includes redesigning the State's report form, software development and implementation of computer-based collection tools through a pilot project.

Budget: $30,000 Section 408

Project Number: **K9-09-06-01-02**

Project Name: Oklahoma Department of Health Data Linkage Network

Agency: Oklahoma Department of Health

DESCRIPTION:

This cooperative agreement provides support for data linkage projects through the continuation of a data linkage network of linked crash and injury data. It facilitates access to data for support of NHTSA affiliated research priorities. Through the network, Oklahoma 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.

Budget: $90,000 Section 408

P**roject Number:** **K9-09-06-04-06**

Project Name: University of Oklahoma Crash Reporting & Analysis

Agency: University of Oklahoma

DESCRIPTION:

This project will continue the partnership among 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. 2008 enhancements are to include adding all roads within the jurisdiction of the Oklahoma Highway Patrol and to incorporate new data elements collected on the State's newly implemented Collision Form.

Budget: $54,754 Section 408

Project Number: **K9-09-06-06-03**

Project Name: TraCS Development / User Fees

Agency: Iowa Department of Transportation

DESCRIPTION: To provide technical expertise and assistance to DPS to automate the State's traffic records system by automating many of the processes by which data is collected, processed and maintained, specifically those related to the implementation of a Mobile Data Collection Pilot Program (TraCS).

The TraCS Development Team will assist in the development of a new system for collecting electronic traffic records data: (1) Creating a system where data from newly created forms can be manually entered at a central location; (2) Develop a system on a laptop computer suitable for law enforcement field work; (3) Demonstrate the download of data from the laptop via hard wire and wireless connections; and (4) Collaborate in all areas of expertise as required to develop and support the implementation of the State's Mobile Data Collection System (TraCS).

Budget: $35,000 Section 408

Project Number: **K9-09-06-02-02**
Project Name: DPS TraCS/Traffic Records Support
Agency: Oklahoma Department of Public Safety

DESCRIPTION:

To provide technical support to the Oklahoma Traffic Records Improvement Project including, but not limited to: TraCS, On-line Crash Reporting System, E-Data Assistance Program and BIS Collision Data Import System. Options available for this project are: Hiring permanent FTE's, re-negotiating with current contractor for extended services and/or adding additional contractual support services.

Budget: $200,000 Section 408

Project Number: **K9-09-06-03-02**
Project Name: DPS- TraCS Computer Equipment
Agency: DPS/OHP

DESCRIPTION:

OHP currently has approximately 250 laptops deployed statewide. The majority of those units do not have the required peripheral devices to take full advantage of the TraCS system, i.e., printers, scanners, etc. The Oklahoma Turnpike Authority has agreed to supply equipment to all officers working the State's turnpike. 408 funds will be used to purchase peripherals for non-turnpike officers in FY 09.

Budget: **$200,000.00** **Section 408**

Project Number: **K9-09-06-05-03**

Project Name: OU Software Development & Integration

Agency: University of Oklahoma School of Electrical & Computer Engineering

DESCRIPTION:

To provide technical expertise and assistance to the Department of Public Safety (DPS) to improve the State's traffic records system by automating many of the processes by which data is collected, processed and maintained, specifically those relating to the implementation of a Mobile Data Collection System (TraCS).

The University of Oklahoma TraCS Development Team, in collaboration with DPS, will assist in the development and implementation of new system(s) for collecting and processing electronic data, including the integration of existing federal, state and local systems.

Budget: $150,000 Section 408

Information System Improvement Grant: Budget Summary

Project Number					Project Name	Budget	Budget Source
K9-	09-	02-	01-	03	Okla State Dept of Health - NEMSIS - EMS Data	30,000.00	Section 408 Carry forward
K9-	09-	06-	01-	02	Dept of Health - State Data Linkage Project	90,000.00	Section 408
K9-	09-	06-	02-	02	DPS TraCS/Traffic Records Support (Info Sys)	90,000.00	Section 408
K9-	09-	06-	03-	02	DPS TraCS Computer Equipment	200,000.00	Section 408
K9-	09-	06-	04-	06	OU Crash Reporting	54,745.00	Section 408 Carry forward
K9-	09-	06-	05-	03	OU Software Development & Integration	150,000.00	Section 408
K9-	09-	06-	06-	03	TraCS Support Fees - Iowa	10,000.00	Section 408 Carry forward
K9-	09-	06-	06-	03	TraCS Support Fees - Iowa	25,000.00	Section 408 Carry forward
408 Total						**649,745.00**	
Total All Funds						**649,745.00**	

SECTION 410 FUNDED PROGRAMS

See Alcohol Section for Alcohol Objectives, Strategies and Mini Problem ID

All Section 410 funds will be used for activities found in 23 CFR-1313.6

Project Number: **K8-09-04-01-00**

Project Name: PI&E In House Programs

Agency: OHSO

DESCRIPTION:

Public information and education is a vital element in all general and specific highway safety programs and more specifically, impaired driving 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 impaired driving and impaired motorcycle operation, both in terms of potential physical harm and from the likelihood of being arrested 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.

Budget: $55,000

Project Number: **K8PM-09-02-01-03**

Project Name: Statewide Traffic Safety Marketing Campaign

Agency: Brothers and Company

DESCRIPTION: Project Description included in Paid Media Section K8PM-09-02-01-03

Budget:

$102,000	OJJDP (youth alcohol)
$400,000	Section 410 (alcohol)

Project Number: **K8-09-03-01-01**

Project Name: Cherokee County Alcohol Enforcement

Agency: Cherokee County S.O.

DESCRIPTION:

Cherokee County has been ranked 15th statewide in Alcohol/Drug-Related KAB Crashes, with 27 crashes recorded in 2006. It is the goal of the Cherokee County Sheriff's Office to implement programs to promote public awareness and reduce the number of Alcohol/Drug Related crashes by 25% during the contract period. In support of these goals, county deputies will work with agencies to plan and promote high visibility enforcement activities at specific locations and times in order to target the evening and nighttime hours in areas where drinking drivers are known to frequent.

Budget: $ 25,000 Section 410

Project Number: **K8-09-03-02-01**

Project Name: Claremore Alcohol Enforcement

Agency: Claremore PD

DESCRIPTION:

This overtime alcohol enforcement project will involve Claremore Police Department patrol 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. A public information and education effort will be made to increase awareness concerning highway safety.

Budget: $ 25,000 Section 410

Project Number: **K8-09-03-03-01**

Project Name: Eufaula Alcohol Enforcement

Agency: Eufaula PD

DESCRIPTION:

Eufaula is a small community in eastern Oklahoma located near a major recreational area which experiences a significant influx of tourists from March through October. Lake Eufaula attracts lake and boating enthusiasts and the subsequent problems of speeding and impaired driving. To address the issue, Eufaula P.D. will be using CLEET-certified officers working overtime shifts to enhance their current enforcement program. Their enforcement shifts will be scheduled to coincide with the days and hours most prone to alcohol violations. SFST certified officers will use video cameras to document arrests and to aid in their prosecution. They will participate in both national law enforcement mobilizations.

Budget: $18,000 Section 410

Project Number: Multiple/TBD

Project Name: Targeted Community Alcohol Enforcement Programs

Agency: TBD

DESCRIPTION:

The Oklahoma Highway Safety Office has identified the eastern and southeastern region of the state as being overrepresented in the number and severity of alcohol related collisions. Working with the OHP/ OHSO LEL's, we will be attempting to enter into contracts with 'non-traditional' law enforcement agencies for the purpose of reducing drug and alcohol related collisions. Traditionally, there have been few law enforcement agencies in that region of the state who have partnered with OHSO on traffic safety issues. Programs will be overtime programs using full time certified officers conducting STEP, saturation patrols and checkpoints to curb in incidence of impaired driving. Any equipment purchased will be necessary to the support of the program's success. Some programs may be general traffic or OP in nature. Budgets associated with those programs are included in the PTS section. HSP change documents will be submitted as agencies are identified and under contract. Section 410 funding will be used for agencies demonstrating an impaired driving problem, and Section 402 funding will be provided for those agencies demonstrating a general traffic problem.

Budget: $123,838 Section 410
$ 76,162 Section 402

Project Number: **K8-09-03-04-01**

Project Name: Kay County Alcohol Enforcement

Agency: Kay County Sheriff's Office

DESCRIPTION:

The Kay County Sheriff's Office will conduct an aggressive traffic enforcement program targeting impaired driving. CLEET-certified deputies will conduct enforcement activities on an overtime basis, varying shift times in order to target areas of high crash potential and a history of alcohol violations. Kay County will also incorporate an active Public Information and Educational program, by working with local schools, civic groups and various media outlets.

Equipment: Two digital video cameras (Section 410)

Equipment Justification: This equipment is necessary for the proper identification and prosecution of impaired drivers. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

Budget: $51,500 Section 410

Project Number: **K8-09-03-06-01**
PT-09-03-17-01

Project Name: Norman Alcohol Enforcement/Officer Education

Agency: Norman Police Department

DESCRIPTION:

Officers from the Norman Police Department will work overtime hours to increase high-visibility enforcement and will target impaired driving in high-crash areas based on information from the department's Traffic Collision Analysis Report and citizens' complaints. Selective Traffic Enforcement Projects (STEPs) such as checkpoints and saturation patrols will be conducted at least once per quarter during high-traffic periods. Officers will also participate in public information and educational activities (PI&E), on occasion using overtime hours for such, including OU football games. The Norman Police Department will coordinate plans for and host the Advanced Traffic Crash Investigations training course taught by the Institute of Police Technology and Management (IPTM) for approximately thirty (30) officers from partner agencies within the Oklahoma City metropolitan area. In addition, officers will work overtime hours to enforce alcohol laws as they relate to unlawful sale to minors by performing compliance checks at local retail outlets, conducting party dispersals as required and issuing citations and warnings as necessary. Participating officers will also attend 2M2L state training as required.

Budget: $86,160 Section 410
$22,500 Section 402

Project Number: **K8-09-03-14-01**

Project Name: Wewoka Alcohol Enforcement

Agency: Wewoka Police Department

DESCRIPTION:

Wewoka is a small community in eastern Oklahoma located in Seminole County. Wewoka and Seminole County are above the state rate for impaired driving injury collisions. To address the issue, Wewoka P.D. will be using CLEET-certified officers working overtime shifts to enhance their current enforcement program. Their enforcement shifts will be scheduled to coincide with the days and hours most prone to alcohol violations. SFST certified officers will use video cameras to document arrests and to aid in prosecution. They will participate in both national law enforcement mobilizations.

Budget: $17,000 Section 410

Project Number: **PT-09-03-22-06**
K8-09-03-11-01

Project Name: Oklahoma State University Traffic Enforcement

Agency: Oklahoma State University

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 make presentations, distribute brochures, 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.

Budget: $42,032.92 Section 410
$40,000.00 Section 402

Project Number: **K8-09-02-02-02**

Project Title: Tulsa Judicial Educator (SJE)

Agency: Tulsa Community Services Council

DESCRIPTION:

The goal of the State Judicial Educator (SJE) project is to educate members of the judiciary on impaired driving issues. The SJE project will provide training to judges, and other members of the court on issues relating to the adjudication of impaired drivers. It will include training on sentencing, clinical assessment, case management strategies, evaluation of outcomes and treatment options. The SJE will provide support for education, outreach and technical assistance to enhance the professional competence of all persons performing judicial branch functions.

Budget: $119,358 Section 410

Project Number: **PT-09-03-14-06**
K8-09-03-05-02

Project Name: Lawton Traffic Enforcement

Agency: Lawton Police Department

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. Patrol officers will be involved in working overtime shifts to enforce alcohol traffic laws and issue citations as appropriate. Officers will primarily focus on DUI/DWI and impaired driving offenses. A public information and education effort will be made to increase awareness concerning highway safety.

Budget: $75,000 Section 410
$ 31,000 Section 402

Equipment: Two digital video cameras (Section 410)

Equipment Justification:

This equipment is necessary for the proper identification and prosecution of impaired drivers. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

Project Number: **PT-09-03-18-05**
K8-09-03-07-02

Project Name: Oklahoma City Traffic Enforcement

Agency: Oklahoma City Police Department

DESCRIPTION: This overtime traffic enforcement project will involve Oklahoma City Police Department traffic and patrol officers working overtime shifts to enforce impaired driving 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 focus on DUI/DWI and impaired driving offenses. OCPD will actively support both national mobilizations, CIOT and DDOLAU. A public information and education effort will be made to increase awareness concerning highway safety. In addition, overtime funding will be provided to increase underage drinking prevention enforcement activity and child passenger safety issues(section 402),as well as educational efforts.

Budget: $133,000 Section 410
$ 11,000 Section 402

Project Number: **PT-09-03-19-06**
K8-09-03-08-02

Project Name: Oklahoma County Traffic Enforcement

Agency: Oklahoma County Sheriff's Office

DESCRIPTION: This overtime traffic enforcement project will involve Oklahoma County patrol and traffic deputies working overtime shifts to enforce traffic laws. They will target those areas and locations as directed by the Project Director based upon review of crash reports, arrest reports and citizen complaints. Patrol deputies will be involved in working overtime shifts to enforce alcohol-related traffic laws. 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. In addition to participation in the DDOLUA crackdown, deputies will conduct quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November.

Budget: $100,000 Section 410
$ 87,000 Section 402

Equipment: Five digital video cameras (Section 410)

Equipment Justification:
This equipment is necessary for the proper identification and prosecution of impaired drivers. Equipment operators will be properly trained in the use of this equipment prior to its deployment.

Project Number: **K8-09-03-09-03**

Project Name: Statewide Impaired Driving Enforcement/Oklahoma Highway Patrol

Agency: Oklahoma Highway Patrol (OHP)

DESCRIPTION:

The Oklahoma Highway Patrol will use experienced Troopers to implement a special statewide overtime traffic enforcement project, focusing on impaired driving violations. Troopers will be assigned to work overtime shifts to enforce alcohol-related traffic laws at high-risk locations (in all 77 counties). In addition to participation in the DDOLUA crackdown, troopers will conduct quarterly High Visibility Enforcement (HVE) activities in January, June, July, and November. OHP officers will work special emphasis programs in support of regional and national traffic safety campaigns as set forth by OHSO and NHTSA.

Budget: $500,000 Section 410

Project Number: **PT-09-03-30-13**
K8-09-03-13-02

Project Name: Tulsa Traffic Enforcement

Agency: Tulsa Police Department

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. Patrol officers will be involved in working overtime shifts to enforce alcohol-related traffic laws and issue citations as appropriate. Officers will primarily focus on DUI/DWI and impaired driving offenses. These areas will be targeted for additional enforcement of speeding, occupant protection, traffic signal and failure to yield violations. TPD officers will work with 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 2M2L 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.

Budget: $68,000 Section 402
$ 50,000 Section 410

Project Number: **PT-09-03-28-08**
K8-09-03-12-02

Project Name: Tulsa County Traffic Enforcement

Agency: Tulsa County Sheriff's Office

DESCRIPTION:

The Tulsa County Sheriff's Office will continue to operate its comprehensive traffic enforcement program focusing on impaired driving violations and general traffic enforcement. In addition, for FY09, deputies will use overtime funding to provide targeted enforcement of speeding violations, seat belt use, DUI/DWI and general Project 2M2L activities. Deputies will work with special emphasis in support of 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.

Budget: $60,000 Section 402
$50,000 Section 410

Project Number: **K8-09-06-01-03**

Project Name: LEADRS Tech Support

Agency: Texas Municipal Police Association

DESCRIPTION:

This project will provide the required technical support needed to continue the Law Enforcement Advanced DUI Reporting System (LEADRS) in Oklahoma.

Budget: $ 38,000 Section 410

Project Number: **K8-09-07-01-00**
Project Name: Program Area Management
Agency: OHSO

DESCRIPTION: Personnel services to manage and provide administrative support for Oklahoma Highway Safety Programs. Affected personnel complete an additional time sheet which reflects their actual time commitment in accordance with A-87 requirements for multiple funding projects. That information is consolidated on a quarterly basis and used for actual billing.

50 % Program Manager (Statewide Alcohol Coordinator)
50% Law Enforcement Liaison

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

Budget: $44,982 Section 410

Alcohol Impaired Driving Countermeasures Incentive Funds: Budget Summary

Project Number					Project Name	Budget	Budget Source
K8PM-	09-	02-	01-	03	Advertisement - Media	150,000.00	Section 410 Carry forward
K8PM-	09-	02-	01-	03	Advertisement - Media	250,000.00	Section 410 Carry forward
K8-	09-	02-	02-	02	Comm Servs Council of Gtr Tulsa_Judicial Educ	79,358.00	Section 410 Carry forward
K8-	09-	02-	02-	02	Comm Servs Council of Gtr Tulsa_Judicial Educ	40,000.00	Section 410 Carry forward
K8-	09-	03-	01-	01	Cherokee County SO	25,000.00	Section 410 Carry forward
K8-	09-	03-	02-	01	Claremore PD	25,000.00	Section 410 Carry forward
K8-	09-	03-	03-	01	Eufaula PD	18,000.00	Section 410 Carry forward
K8-	09-	03-	04-	01	Kay County SO	51,500.00	Section 410 Carry forward
K8-	09-	03-	05-	02	Lawton P D	75,000.00	Section 410 Carry forward
K8-	09-	03-	06-	01	Norman PD	86,160.00	Section 410 Carry forward
K8-	09-	03-	07-	02	Oklahoma City P D	133,000.00	Section 410 Carry forward
K8-	09-	03-	08-	02	Oklahoma County S O	100,000.00	Section 410 Carry forward
K8-	09-	03-	09-	03	OHP	500,000.00	Section 410 Carry forward
K8-	09-	03-	10-	02	OHP - LELs	30,000.00	Section 410 Carry forward
K8-	09-	03-	11-	01	OSU P D	40,000.00	Section 410 Carry forward
K8-	09-	03-	12-	02	Tulsa County S O	50,000.00	Section 410 Carry forward
K8-	09-	03-	13-	02	Tulsa P D	50,000.00	Section 410 Carry forward
K8-	09-	03-	14-	01	Wewoka PD	17,000.00	Section 410 Carry forward
K8-	09-	03-	15-	01	Targeted LE Agencies	123,838.00	Section 410 Carry forward
K8-	09-	03-	16-	00	Mobilization Incentives	24,000.00	Section 410 Carry forward
K8-	09-	04-	01-	00	PI&E - IN-House Programs	55,000.00	Section 410 Carry forward
K8-	09-	04-	02-	00	Host - OSU	18,000.00	Section 410 Carry forward
K8-	09-	06-	01-	03	TX Municipal Police Assn-LEADERs Tech Support	38,000.00	Section 410 Carry forward
K8-	09-	07-	01-	00	Program Area Management	44,982.00	Section 410 Carry forward
K8-	09-	07-	01-	00	Program Area Management	505,960.00	OHP Personnel Svcs Match
402 Total						**0.00**	
410 Total						**2,023,838.00**	
Total All Funds						**2,529,798.00**	

SECTION 2010 FUNDED PROGRAMS
MOTORCYCLE MINI PROBLEM IDENTIFICATION

See Motorcycle Section for Motorcycle Objectives and Strategies

All Section 2010 funds will be used for motorcyclist safety training materials and motorcyclist awareness Programs, and associated listed equipment.

Project Number: **K6-09-02-01-01**
Project Name: Statewide Motorcyclist Awareness Program
Agency: OHP

Description: The OHSO and the OHP intend to work together to enhance both the State's Motorcyclist Awareness Program and market the State's motorcyclist safety training course. OHP will provide a demonstration motorcycle and a full time trooper dedicated to administering a Motorcyclist Awareness Program approved by the OHSO/OHP/Motorcycle Advisory Committee. The program will target areas of the state with the highest incidence of motorcycle KAB collisions. The Motorcyclist Awareness Program will provide educational and informational programs (Share the Road program) to non-motorcyclists on the awareness and presence of motorcycles on or near roadways, and safe driving practices that avoid injury to motorcyclists. Motorcycle rider training materials and marketing of the State's motorcycle training programs will be another component of this project. These programs will be coordinated with the State's OHSO/OHP/Motorcycle Advisory Committee.

Budget: $125,000.00

Equipment: One trailer and associated equipment
Justification: The trailer and equipment will be used to transport a motorcycle and materials to conduct the Motorcyclist Awareness Program described above. It will also be necessary to transport the Motorcyclist Safety Training materials and equipment to various locations in conjunction with the Awareness Program, i.e. area malls, community fairs, etc. to expose materials and motorcycle equipment to the non-motorcycling public for the Awareness Program, and support and marketing for the Motorcycle Rider Training, sanctioned by the State for motorcycle riders.

Project Number: **K6-09-04-00-00**
Project Name: **In-House PI&E**
Agency: **OHSO/OHP/Motorcycle Advisory Committee**

Description: Motorcyclist safety marketing materials will be published and distributed as a component of the Statewide Traffic Safety Marketing Campaign referenced in the Paid Media Section. These In-House funds will be used to support the motorcyclist safety training and motorcyclist awareness programs as noted above.

Budget: $5,000.00

Motorcyclist Safety Grant: Budget Summary

Project Number					Project Name	Budget	Budget Source
K6-	09-	02-	01-	01	Statewide Motorcyclist Awareness Program	125,000.00	Section 2010 Carry forward
K6-	09-	04-	01-	00	PI&E - IN-House Programs	5,000.00	Section 2010 Carry forward
402 Total						0.00	
2010 Total						130,000.00	
Total All Funds						130,000.00	

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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 are 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 is 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 2009 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

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STATE CERTIFICATION – CALENDAR YEAR 2008 SEATBELT USE SURVEY

State of Oklahoma

Seat Belt Use Rate Reported for Calendar Year 2008: 84.3% Standard Error: 1.1%

In accordance with the provisions of 23 CFR 1240.12(a)(2), I hereby certify as follows:

1. The seat belt use rate reported above is based on a survey whose design was approved by NHTSA, in writing, on or after June 29, 1992, under the provisions of the grant program authorized by 23 U.S.C. 153 Part 1340.

2. The survey design has remained unchanged since the survey was approved (except to the extent that the requirements of paragraph 3 constitute change).

3. The survey samples all passenger motor vehicles (including cars, pickup trucks, vans, minivans, and sports utility vehicles), measures seat belt use by all front outboard occupants in the sampled vehicles, and counts seat belt use completely within the calendar year for which the seat belt rate is reported.

4. The State's safety belt use law is in effect and being enforced, and that the State of Oklahoma:

   - Will use the Section 406 grant funds awarded in accordance with the requirements of Section 2005(e) of SAFETEA-LU, Pub. L. 109-59; and
   - Will administer the Section 406 grant funds in accordance with 49 CFR Part 18.

_____ _____

Kevin L. Ward Date
Governor's Highway Safety Representative